

# RECIRCULATED DRAFT

## Initial Study and Mitigated Negative Declaration For the County Line Road RV Fueling & Retail Project

*Prepared for:*

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AUGUST~~APRIL~~ 2020



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# Acronyms and Abbreviations

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Acronym/Abbreviation	Definition
AB	Assembly Bill
ACM	asbestos-containing materials
ADA	Americans with Disabilities Act
ADT	average daily trips
ALUCP	Airport Land Use Compatibility Plan
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
BMP	best management practice
CAAQS	California Ambient Air Quality Standards
CalEEMod	California Emissions Estimator Model
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CEQA	California Environmental Quality Act
CH <sub>4</sub>	methane
CNEL	community noise equivalent level
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
CO <sub>2</sub> e	carbon dioxide equivalent
dB	decibels
dBA	A-weighted sound pressure level
DIF	Developer Impact Fee
EIC	Eastern Information Center
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
EV	electric vehicle
GHG	greenhouse gas
GWP	global warming potential
I-	Interstate
ips	inches per second
IS	Initial Study
kWh	kilowatt hours
LACM	Natural History Museum of Los Angeles County
Leq	equivalent continuous sound level
Lmax	maximum sound level recorded during measurement interval
LOS	level of service
LRA	Local Responsibility Area
LST	localized significance threshold
MLD	most likely descendant
MM	Mitigation Measure

MND	Mitigated Negative Declaration
MPO	Metropolitan Planning Organization
MRZ	Mineral Resource Zone
MS4	Municipal Separate Storm Sewer (Drain) System
MT	metric ton
N2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NO2	nitrogen dioxide
NOx	oxides of nitrogen
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
O3	ozone
PM10	particulate matter with an aerodynamic diameter less than or equal to 10 microns
PM2.5	particulate matter with an aerodynamic diameter less than or equal to 2.5 microns
PPV	peak particle velocity
PRC	Public Resources Code
RCFD	Riverside County Fire Department
RCNM	Federal Highway Administration Roadway Construction Noise Model
ROW	right of way
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
RV	Recreational Vehicle
SB	Senate Bill
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCS	Sustainable Communities Strategy
SMWC	South Mesa Water Company
SOx	sulfur oxides
SRA	state responsibility area
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TCR	tribal cultural resource
UST	underground storage tank
VOC	volatile organic compound
VMT	vehicle miles traveled
WQMP	Water Quality Management Plan
YCJUSD	Yucaipa-Calimesa Joint Unified School District

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# 1 Introduction

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## 1.1 Project Overview

The City of Calimesa (City) received a development application from Countyline Neighborhood Market, LP (applicant) requesting entitlements for proposed development of a 1.3-acre lot with an recreational vehicle (RV) fueling station and a drive-thru retail development (herein referred to as “project” or “proposed project”).

## 1.2 California Environmental Quality Act Compliance

The City of Calimesa (City) is the lead agency for the proposed project (CEQA Statute §21067 and CEQA Guidelines Article 4 and §15367). The City Council for the City of Calimesa is the governing body for the approval of the proposed project and adoption of the Mitigated Negative Declaration (MND). Because the proposed project involves a change to the existing site, the City’s consideration of the proposed project and its potential environmental effects is a discretionary action that is subject to the California Environmental Quality Act (CEQA). This Initial Study (IS) and its appendices have been prepared in accordance with the CEQA statute and the State’s Guidelines for Implementation of CEQA. This IS, when combined with the Notice of Intent (NOI) to Adopt a MND, serves as the environmental document for the proposed project pursuant to the provisions of CEQA.

The overarching goal of CEQA is to protect the physical environment. To achieve that goal, CEQA requires that public agencies identify the environmental consequences of their discretionary actions and consider alternatives and mitigation measures, if necessary, that could avoid or reduce significant adverse impacts when avoidance or reduction is feasible. It also gives other public agencies and the public an opportunity to comment on the proposed project.

## 1.3 Initial Study Checklist

This Environmental Checklist (i.e., Initial Study) has been prepared pursuant to CEQA Guidelines Sections 15063–15065. The CEQA Guidelines include a suggested checklist to indicate whether a project would have an adverse impact on the environment. The checklist is found in Section 3, Initial Study Checklist, of this document. Following the Environmental Checklist, Sections 3.1 through 3.21 include an explanation and discussion of each significance determination made in the checklist for the proposed project.

For an IS/MND, one of the following four responses is possible for each environmental issue area:

1. Potentially Significant Impact
2. Less-Than-Significant Impact with Mitigation Incorporated
3. Less-Than-Significant Impact
4. No Impact

The checklist and accompanying explanation of checklist responses provide the information and analysis necessary to assess relative environmental impacts of the proposed project. In doing so, the City will determine the extent of additional environmental review, if any, for the proposed project.

## 1.4 Public Review Process

Public participation is an essential part of the CEQA process. As required by CEQA, the City shall provide adequate time for other public agencies and members of the public to review and comment on a CEQA document that has been prepared. Public review of the MND is intended to focus “on the proposed finding that the project will not have a significant effect on the environment. If persons and public agencies believe that the project may have a significant effect, they should: (1) identify the specific effect, (2) explain why they believe the effect would occur, and (3) explain why they believe the effect would be significant” (14 CCR 15204).

An IS/MND for the proposed project was previously circulated for a 30-day public review period (April 10, 2020 through May 10, 2020) in accordance with CEQA Guidelines Section 15105. To initiate the public review process, IS/MND was also sent to the State Office of Planning and Research, State Clearinghouse and Planning Unit and a Notice of Intent (NOI) to Adopt a Mitigated Negative Declaration was filed with the Riverside County Clerk. The NOI was also posted on the main page of the City’s website and a hard copy of the NOI was mailed to three State agencies, 11 local agencies, one Native American Tribe, six utility companies, fifteen property owners within a 300-foot radius of the project site, and three other individuals that requested notice. In addition, the City completed Native American consultation pursuant to Assembly Bill 52 prior to public review. Comments were received during the public review period from agencies and the public.

After the public comment period closed for the previous CEQA document, the project applicant proposed “substantial revisions” to the project that resulted in the following changes:

- **Phasing:** Project construction is now proposed in two phases as described in Section 2, *Project Description*.
- **Transportation (revised timing of traffic mitigation improvements):** The proposed phasing required an updated Traffic Impact Analysis (“TIA”), which was prepared in July 2020. The TIA concluded that the project, as revised, would not result in new impacts and required that the following improvements be physically constructed prior to project Phase 2 opening:
  - I-10 Southbound Ramps (NS) at County Line Road (EW) – #6 - Install a traffic signal
  - I-10 Northbound Ramps (NS) at County Line Avenue (EW) – #7 - Install a traffic signal

The TIA is included as Appendix I and the findings of the TIA are included in the impact analysis in Section 3.17, *Transportation*.

- **Noise (new mitigation measure):** A single-family residence that previously occupied approximately 0.3 acres in the western portion of the project site was demolished in June 2020. The applicant, who is currently developing a gas station/C-store/car wash directly east of the project site (herein referred to as “76 Fueling Station”), requested deletion of a mitigation measure requiring construction of a sound barrier on their western property boundary (the eastern project site boundary) that was required to reduce noise levels at the residence that was demolished. Deletion of the sound barrier mitigation for the 76 Fueling Station will be reviewed at a separate public hearing.

To ensure that all noise impacts are addressed for sensitive receptors west of the project site, an updated noise technical study (“Dual Site Noise Analysis”) was prepared, assuming the sound barrier at the 76 Fueling Station is not installed as a worst-case scenario. The Dual Site Noise Analysis concluded that a new mitigation measure to avoid exceedance of the City’s established noise limits. The new mitigation measure is a four-foot sound barrier to be located on the western boundary of the project site (727 County Line

Lane), and which must be constructed upon buildout of the 76 Fueling Station Project AND the RV/Fueling/Retail project, prior to issuance of occupancy for Phase 2.

Pursuant to Section 15073.5 of the State CEQA Guidelines, because the changes to the project are considered “substantial revisions” and the previously circulated IS/MND had not yet been adopted by the City, a Recirculated IS/MND has been prepared to disclose the revised project description and analyze the environmental impacts of the current project. Section 15073.5 of the State CEQA Guidelines states:

- (a) A lead agency is required to recirculate a negative declaration when the document must be substantially revised after public notice of its availability has previously been given pursuant to Section 15072, but prior to its adoption. Notice of recirculation shall comply with Sections 15072 and 15073.
- (b) A “substantial revision” of the negative declaration shall mean:
  - (1) A new, avoidable significant effect is identified, and mitigation measures or project revisions must be added in order to reduce the effect to insignificance, or
  - (2) The lead agency determines that the proposed mitigation measures or project revisions will not reduce potential effects to less than significance and new measures or revisions must be required.

The proposed phasing of the project would not result in new impacts, but the timing of the transportation mitigation would be revised, based on an updated TIA prepared in July 2020. Based on the results of the Dual Site Noise Analysis, a noise barrier would be required on the western boundary of the project site prior to issuance of occupancy for Phase 2, to avoid exceedance of the City’s established noise limits. As such, the applicant’s proposal to delete mitigation for a sound wall from their adjacent 76 Fueling Station would result in “substantial revisions” to the proposed project because new mitigation would be required to avoid potential significant new noise impacts. As such, City staff determined that preparation of this Recirculated IS/MND was warranted, in accordance with State CEQA Guidelines section 15073.5. Changes to the text of this Recirculated IS/MND are identified with ~~strikethrough~~ for deleted text and double-underline for new text.

This Recirculated IS/MND will be made available to members of the public, agencies, and interested parties for a 30-day public review period in accordance with CEQA Guidelines 15073.5. The IS/MND will be sent to the State Office of Planning and Research, State Clearinghouse and Planning Unit and a NOI will be filed with the Riverside County Clerk to initiate the public review process. The NOI will also be posted on the main page of the City’s website and a hard copy of the NOI will be mailed to three State agencies, 11 local agencies, one Native American Tribe, six utility companies, fifteen property owners within a 300-foot radius of the project site, and three other individuals that have requested notice. The link to the NOI Recirculated IS/MND will be available for review during the 30-day public review period on the main page of the City’s website at [www.cityofcalimesa.net](http://www.cityofcalimesa.net). A hard copy of the Recirculated IS/MND can be provided by the City. To request a hard copy of this IS/MND for review, please contact Kelly Lucia via phone or email.

Kelly Lucia, Planning Manager  
Phone: (909) 795-9801 Ext. 229  
Email: [klucia@cityofcalimesa.net](mailto:klucia@cityofcalimesa.net)

Once the 30-day public review period of the Recirculated MND has concluded, any advisory body of a public agency shall consider this document together with any comments received during the public review process. The decision-making body shall adopt the proposed MND if it finds there is no substantial evidence that the proposed project will have a significant effect on the environment that cannot be mitigated to less than significant levels, and that the MND reflects the lead agency’s independent judgment and analysis. After approval of the project, the City shall file a Notice of Determination (NOD) at the Riverside County Recorder-Clerk’s office within five working days after deciding to carry out or approve the proposed project.

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## 2 Project Description

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### 2.1 Project Location

The project site is located in the northern portion of the City of Calimesa, in the County of Riverside. The project site is generally bound by County Line Road to the south, County Line Lane to the north and west, and a parcel currently under construction as a fueling station to the east. Regional access to the project site is provided by Interstate (I-) 10. Primary local access to the project site is provided via County Line Road, an east-west oriented Primary Arterial roadway. Figure 1 shows the general location of the project site in relation to the larger Southern California region.

### 2.2 Local Setting

The 1.3-acre project site is assigned Assessor's Parcel Number (APN) 411-040-001. The project site is further defined as the northwest portion of Section 14, Township 2S, Range 2W of the San Bernardino Meridian. The project site is currently undeveloped. A single-family residence that previously occupied approximately 0.3 acres in the western portion of the project site was demolished in June 2020. Approximately 0.3 acres of the project site is currently developed as a single family residence. The remainder of the site is generally flat undeveloped land with minimal vegetation. Vehicular tire tracks are visible throughout the vacant portion of the project site. Overhead utility lines run along the southern portion of the project site on the north side of County Line Road. As shown in Figure 2, the project site is located near numerous single-family residences and undeveloped land west of I-10.

### 2.3 Proposed Project

The proposed project includes construction of an RV fueling station and drive-thru retail development on the 1.3-acre project site. The proposed project components would be implemented over two phases, as shown in Figure 3.

#### Phase 1: RV Fueling Station

The RV fueling station would be developed on 0.53 acres in the eastern portion of the project site, with three diesel-fueling positions beneath a 1,680-sf canopy. Landscape improvements would be installed along the eastern, southern, and northern parcel boundaries. A sidewalk would be installed along County Line Lane within public right-of-way (ROW) at the north end of the parcel. ~~No parking at the fueling station would be included within the parcel other than the fueling positions.~~ The RV fueling station would be designed to accommodate RVs, but any diesel vehicle would be able to utilize the fueling station.

In addition to development of all on-site improvements for the RV fueling station, the proposed area of development for the drive-thru retail development would be paved during Phase 1. Phase 1 would also include development of all on-site infrastructure improvements associated with the drive-thru retail development and all off-site roadway and parkway improvements (i.e. curb-and-gutter, sidewalk, and landscaping) required for the proposed project. In addition, the parking stalls located in the center of the project site, between Phase 1 and Phase 2 land uses, would be installed to accommodate parking needs for Phase 1. Parking stalls would be designed and installed in accordance with Calimesa Municipal Code Chapter 18.45 to ensure adequate on-site parking is available.

Primary vehicular access to the project site would be available from two driveways. The primary ingress to the Phase 1 development would be provided by a right-turn-only access driveway located south of the fueling station on County Line Road. Egress from the Phase 1 development would be provided by a left-turn-only exit driveway on the north side of the project site on County Line Lane. The project applicant has requested a variance for the proposed project, to install a 55-foot wide driveway and 60-foot driveway rather than the standard maximum driveway width of 40 feet. Due to the single direction ingress and egress, the City has determined that a 40-foot driveway would be sufficient for proposed path-of-travel in the event the variance is not approved by the City. An additional access point would be constructed north of the proposed drive-thru retail development on County Line Lane during Phase 1. The driveway north of the proposed retail development would provide ingress and egress to Phase 2 once constructed. In addition, an internal two-way driveway would be developed in the southern portion of the project site to provide vehicular access between Phase 1 and Phase 2 development, and provide another point of access to Phase 2. The access point in the northern portion of Phase 2 and the internal driveway connecting the two phases would be operational as an additional access point to Phase 1 development. The vacant, paved Phase 1 area could also be utilized for additional parking for drivers, but no overnight parking would be permitted.

Prior to operation of Phase 1, the applicant would be required to construct off-site street improvements, in accordance with City of Calimesa standards, along the entire project site frontage. Off-site street improvements would be constructed on the north half of County Line Road along the project site frontage. In addition, the south and east halves of County Line Lane would be constructed along the project site frontage, including an additional grand-and-Overlay of 12 feet of street pavement north and west of the centerline.

## Phase 2: Drive-Thru Retail

The drive-thru retail would be developed on 0.77 acres in the western portion of the project site, with a 3,000-sf structure and drive-thru que along the western and southern side of the structure. The drive-thru que has been designed to accommodate up to eight cars at any given time. The retail development would also include an outdoor seating area north of the structure. Landscape improvements and sidewalk would be installed along the northern, western, and southern property boundaries, within the project site and public ROW. In addition to the drive-thru retail structure, all remaining landscaping adjacent to the Phase 2 structure would be installed. Parking would be included within this parcel for both the RV fueling station and the retail development. The remaining 18 traditional parking stalls within the project site would be installed during Phase 2. Thirty-two (32) parking spaces are proposed within the parcel: 21 traditional spaces, 2 of which are compliant with the Americans with Disabilities Act (ADA) and three of which would be striped for carpool/vanpool/zero emissions vehicles, 6 employee spaces, and 3 RV customer spaces. No additional off-site roadway improvements would be required during construction of Phase 2.

## Project Circulation

Vehicular access to the project site would be available from three driveways. One driveway would be located south of the fueling station on County Line Road and two driveways would be located on the north side of the project site on County Line Lane. The driveway on County Line Road would provide access to the project site via right turn only. The driveway north of the RV fueling station would be an exit only driveway with left turn only access to County Line Lane. The driveway north of the retail development would provide ingress and egress from County Line Lane. A two-way access point would be developed on site at the south end of the project site to provide vehicular access between the two land uses.

## Project Construction

The proposed project would be constructed in two phases, as shown in Figure 3. All construction activities would occur during the allowable hours established by Section 8.15.080(B) of the City's Municipal Code.

Construction of Phase 1 (RV fueling station) the proposed project is anticipated to begin early summer in the fall of 2020 and completed by early 2021. Phase 1 would be constructed in approximately six months. Approximately 0.53 acres of undeveloped land. The entire project site would be disturbed during construction of Phase 1, in addition to the required off-site improvements within the existing roadways adjacent to the project site.

Phase 2 of the proposed project would be developed based on market conditions, but Phase 2 is not anticipated to be operational until 2024, at the earliest. Phase 2 would be constructed in approximately six months. Approximately 0.77 acres of undeveloped land would be disturbed during. All ground disturbance during construction of Phase 2 would be conducted within the disturbed area improved during Phase 1.

The proposed project would be constructed in approximately three months. Site grading would be completed in approximately one week. Foundations would be installed in approximately two weeks and the fueling station canopy would be installed in approximately two weeks.

## 2.4 Project Approvals

As the lead agency under CEQA, the City has the primary responsibility for approving and carrying out the proposed project and for ensuring that CEQA and all other applicable regulations are met. Other agencies that may also have permitting approval or review authority over portions of the proposed project are listed in Table 1.

**Table 1. Approvals and Permits Required for the Proposed Project**

Agency	Applicable Regulation/Approval/Permit
State Water Resources Control Board	Construction General Permit required for discharges of stormwater associated with construction activities
Regional Water Quality Control Board - Santa Ana Region (Region 8)	Stormwater Pollution Prevention Plan – must be prepared prior to project construction and implemented during construction activities, pursuant to Construction General Permit
County of Riverside Department of Environmental Health	Underground Storage Tank Permit
Yucaipa Valley Water District	Development Agreement for requirements for sewer service (executed prior to issuance of any grading or building permit
South Mesa Water Company (SMWC)	Review and approval of connection to SMWC infrastructure for domestic water services.

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# 3 Initial Study Checklist

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**1. Project title:**

County Line Road RV Fueling & Retail Project

**2. Lead agency name and address:**

City of Calimesa  
908 Park Avenue  
Calimesa, California 92320

**3. Contact person and phone number:**

Kelly Lucia, Planning Manager  
(909) 795-9801 Ext. 229

**4. Project location:**

727 County Line Road  
Calimesa, CA 92320

**5. Project sponsor's name and address:**

Countyline Neighborhood Market, LP  
139 Radio Road  
Corona, CA 92879

**6. General plan designation:**

CC - Community Commercial

**7. Zoning:**

CC - Community Commercial

**8. Description of project. (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary):**

The proposed project includes construction and operation of a RV fueling station and drive-thru retail development on a 1.3-acre project site. The proposed project would require the following discretionary approvals:

- City approval of the IS/MND
- Development Plan Review (DPR 19-05) – to allow fuel sales
- Conditional Use Permit (CUP 19-05) – to allow RV fuel sales
- Conditional Use Permit (CUP 19-06) – to allow operation of a drive-thru facility
- Variance (VAR 20-01) – to allow for wider driveway widths

The detailed project description is included in Section 2 of this IS/MND.

**9. Surrounding land uses and setting (Briefly describe the project's surroundings):**

**West:** RL – Residential Low (2-4 DU/AC). Two existing single-family residences are located west of the project site, on County Line Lane.

**South:** CC – Community Commercial. The land adjacent to County Line Road, south of the project site is vacant, but disturbed. An existing single-family residence is located approximately 175 feet (53.3 meters) south of the project site. Additional single-family residences are located further south and southwest, within land designated LR – Residential Low.

**East:** CC – Community Commercial. The property adjacent to the eastern project site boundary is developed as a newly constructed fueling station and convenience store. The land east of the fueling station is designated as California Department of Transportation (Caltrans) ROW for I-10.

**North:** City of Yucaipa, CR – Regional Commercial. Existing single-family residences are located north of the project site, on County Line Lane.

**10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):**

State Water Resources Control Board – Construction General Permit  
 Regional Water Quality Control Board – Stormwater Pollution Prevention Plan  
 County of Riverside Department of Environmental Health – Underground Storage Tank Permit  
 Yucaipa Valley Water District – Sewer connection and service  
 South Mesa Water Company – Domestic water connection and service

**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.?**

Refer to Section 3.19, Tribal Cultural Resources for a discussion of consultation between the City and California Native American tribes. On February 18, 2020, the City mailed letters to five Native American Tribes, as a notification of tribal consultation opportunity for the project, pursuant to Assembly Bill (AB) 52. The 30-day tribal response period to initiate formal AB 52 consultation ended on March 19, 2020.

Jessica Mauk, the Director of Cultural Resources Management for the San Manuel Band of Mission Indians (SMBMI), responded to the notification via email on March 19, 2020, indicating that the project site is within Serrano ancestral territory, but did not indicate any known cultural resources within the project site. To ensure unanticipated impacts to TCRs during project construction activities, the Tribe requested inclusion of five mitigation. Three requested mitigation measures are consistent with MM CUL-1 through MM CUL-3 included in Section 3.5, Cultural Resources. Two additional measures specific to TCRs have been included as MM TCR-1 and MM TCR-2, to ensure the SMBMI is informed and able to provide input regarding any unanticipated finds discovered during construction activities. No response to the formal AB 52 notification was received from Morongo Band of Mission Indians, Pechanga Band of Luiseno Indians, Soboba Band of Luiseno Indians, and the Torres-Martinez Desert Cahuilla Indians.

### Environmental Factors Potentially Affected

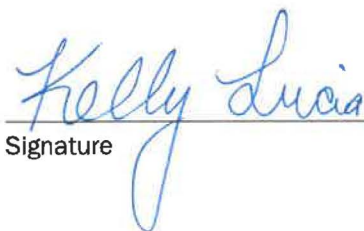
The environmental factors checked below would be potentially affected by this project, involving at least one impact that would remain a "Potentially Significant Impact," even with the implementation of mitigation, as indicated by the checklist on the following pages.

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

### Determination (To be completed by the Lead Agency)

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 ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

  
Signature

  
Date

## Evaluation of Environmental Impacts

1. 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 will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. 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.
3. 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 Environmental Impact Report (EIR) is required.
4. “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 (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
5. 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 Analysis 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.
6. 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.
7. Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. 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.
9. The explanation of each issue should identify:
  - a. The significance criteria or threshold, if any, used to evaluate each question; and
  - b. The mitigation measure identified, if any, to reduce the impact to less than significance

### 3.1 Aesthetics

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS</b> – Except as provided in Public Resources Code Section 21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a) Would the project have a substantial adverse effect on a scenic vista?**

**Less than Significant.** The pattern of ridges in the Calimesa area divides the area into distinctive visual units. The project site is within the Northern Plain viewshed area, defined by the City's General Plan (City of Calimesa 2014). The Northern Plan, encompassing northwest and northeast areas of Calimesa, is a commercial corridor, with single-family residential developments to the east and specific plan developments that allow development and preserve open space. The northern plain provides views of western Calimesa and Riverside County areas. The land north of the project site is relatively flat and the Crafton Hills, located in San Bernardino County approximately 3.5 miles north of the project site, are intermittently visible from the northern project boundary. Due to distance, existing development and mature vegetation, the project site would not be visible from trails on Crafton Hills. In addition, the project site would not be visible from the open space to the west because elevated topography, existing residential development and mature vegetation completely block the line of sight. As such, the proposed project would not have a substantial adverse effect on a scenic vista or view to nearby open space areas.

**b) Would the project substantially damage scenic resources including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?**

**No Impact.** ~~Approximately 0.3 acres of the project site is currently developed as a single family residence and the remaining area is~~ The project site is currently undeveloped. A single-family residence that previously occupied approximately 0.3 acres in the western portion of the project site was demolished in June 2020. ~~undeveloped disturbed land.~~ The project site is generally flat, containing minimal vegetation, including sparsely located trees. There are no visual resources, such as protected trees, rock outcroppings or historic buildings within the project site that would be impacted by development of the proposed project.

The nearest officially designated State Scenic Highway to the project site is Highway 38, located approximately 17.3 miles to the northeast, within the San Bernardino Mountains. Highway 38 from 0.1 mile east of South Fork Camp Ground to State Lane, approximately 2.9 miles south of Route 18 (Caltrans 2019). This 15.7-mile portion of Highway 38 is located within San Bernardino County, near Sugarloaf Mountain. Due to the project site's distance from the nearest state scenic highway, the proposed project would not substantially damage scenic resources within a state scenic highway. In addition, the City of Calimesa has no designated any local scenic corridors.

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

**Less than Significant.** The majority of the project site consists of undeveloped disturbed land with minimal vegetation and sparsely located trees. One single-family residence is located on approximately 0.3 acres of the site, and turf is maintained within the fenced yard. The residence is accessed from County Line Lane via a gravel driveway. There are currently no sidewalks, curb-and-gutter, are landscaping improvements along County Line Road or County Line Lane within the project site or the public ROW.

The proposed project would be developed in the northern portion of the City, near several existing single-family residences and approximately 375 feet (114.3 meters) west of I-10. The closest residence is located approximately 200 feet (61.0 meters) west of the project site. The proposed project would be similar, in character and design, as the gas station developed on the parcel directly to the east. The During development of Phase 1, the project applicant would be required to install pedestrian, storm drain, and landscape improvements within the parameter of the entire project site and along the frontage with County Line Road and County Line Lane adjacent to Phase 1 and Phase 2, consistent with City standard drawing and regulations. These improvements would aid in defining the roadway along the property boundary and landscaping would improve the scenic quality of the site.

The project site is designated as Community Commercial (C-C) in the City's Land Use and Zoning Map (City of Calimesa 2014). The proposed drive-thru retail structure and RV fueling station canopy would be a maximum height of 25.5 feet (7.8 meters) and 19 feet (5.8 meters), respectively. Both buildings would be below the maximum allowed height of 35 feet (10.7 meters) within the C-C zoning designation, and the structures would be similar in height as surrounding single-family residences and the adjacent fueling station/convenience store.

Both drive-thru retail and service stations are conditionally permitted within the C-C zoning designation. In compliance with the City's Zoning Code, the applicant has submitted two CUP applications to the City for development of the 3-position RV fueling Station (CUP 19-05) and the drive-thru retail land uses (CUP 19-06), and the City will conduct discretionary review of the CUPs. The City would approve the CUPs if they determine that the proposed land uses would not have an adverse effect on the surrounding area. In addition, the applicant has submitted a variance application to allow construction of wider driveways at the RV fueling station than currently permitted. Due to the single direction ingress and egress, the City has determined that a 40-foot driveway would be sufficient for proposed path-of-travel in the event the variance is not approved by the City.

Upon approval of the CUPs, development of the proposed project would introduce land uses within the project site that are consistent with the vision of the City's General Plan and consistent with the newly developed gas station adjacent to the site. As such, the proposed project would not conflict with the zoning regulations governing scenic quality or substantially degrade the visual quality of the site.

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

**Less than Significant.** Existing sources of nighttime lighting near the project site include lighting from the adjacent fueling station and convenience store adjacent to the eastern project boundary and lighting from residences to the north and west of the project site.

The applicant would be required to install and maintain adequate lighting within the project site for security and safety purposes. New light sources associated with the project could introduce light and/or glare for the nearby single-family residences along County Line Road and County Line Lane. Fourteen area LED fixtures would be installed on eight 15-foot (4.6-meter) tall light poles to provide adequate lighting to the project site. In addition, four wall-mounted LED fixtures would be installed on the drive-thru retail structure and 12 soffit LED fixtures would be installed within the RV fueling station canopy. Proposed light poles/fixtures would not exceed the maximum height of 20 feet (6.1 meters) allowed within commercial/industrial zones (Calimesa Municipal Code Section 18.120.090[C]).

A photometric study was conducted by Cree Lighting to determine projected light levels from the proposed project (Appendix A). Considering the nearest sensitive receptors are located to the west and north of County Line Lane, the light levels near the centerline of the roadway were very low (0.0 – 0.6 maintained horizontal foot-candles). In addition, the lights would be shielded and downward directed to focus lighting within desired areas and minimize light spillover onto adjacent properties. Use of shields and downward directing of lighting would also reduce opportunities for glare associated with project lighting.

Potential impacts associated with lighting would be further reduced through compliance with the City's Municipal Code, Section 18.120.090. All lighting must also comply with the Title 24 of the California Code of Regulations, Part 6 (and any successor regulations), and the Uniform Building and Electrical Codes. All lights shall be directed, oriented, and shielded to prevent light trespass or glare into adjacent properties, on public ROW, and/or driveway areas. In addition, all outdoor lighting within the project site must be turned off or reduced by at least 50 percent beginning at 10 pm or close of business, until dawn or opening of business. For the reasons described above, project lighting and glare impacts would be less than significant and would not adversely affect existing nighttime and daytime views in the area.

## 3.2 Agriculture and Forestry Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>II. AGRICULTURE AND FORESTRY RESOURCES</b> – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

**No Impact.** The project site is currently undeveloped. A single-family residence that previously occupied approximately 0.3 acres in the western portion of the project site was demolished in June 2020. The project site consists of one single family residence and vacant, disturbed land. Historic aerials show that the project site and much of the surrounding area was used for agricultural purposes in the late 1940s, but the I-10 was constructed approximately 500 feet (152.3 meters) east of the project site in the early 1950 and residential development replaced agricultural land uses in the following years (Appendix B).

The project site and surrounding properties are identified as Urban and Built Up Land by the California Department of Conservation (DOC 2017). As such, Construction and operation of the proposed project would not result in the conversion of farmland to non-agricultural use.

**b) Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?**

**No Impact.** Refer to Section 3.2(a). The project site is zoned for Community Commercial (C-C) (City of Calimesa 2014) and is not in a Williamson Act contract.

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

**No Impact.** The project site consists of one single-family residence and vacant, disturbed land, adjacent to existing developed land uses. Neither forest land nor timberlands are located on the project site, and therefore, construction and operation of the proposed project would not impact these resources.

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

**No Impact.** Refer to Section 3.2(c).

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

**No Impact.** Refer to Sections 3.2(a) and 3.2(c).

### 3.3 Air Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>III. AIR QUALITY</b> – 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Analysis in this section is based on an Air Quality Memo prepared for the proposed project, included as Appendix C to this IS/MND.

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

**Less than Significant.** The project site is located within the South Coast Air Basin (SCAB) under the jurisdiction of the South Coast Air Quality Management District (SCAQMD), which is the local agency responsible for administration and enforcement of air quality regulations for the area. The SCAQMD has established criteria for determining consistency with the Air Quality Management Plan (AQMP), currently the 2016 AQMP, in Chapter 12, Sections 12.2 and 12.3, in the SCAQMD CEQA Air Quality Handbook (SCAQMD 1993). The criteria are as follows (SCAQMD 1993):

- **Consistency Criterion No. 1:** The project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, or delay the timely attainment of air quality standards of the interim emissions reductions specified in the AQMP.
- **Consistency Criterion No. 2:** The project will not exceed the assumptions in the AQMP or increments based on the year of project buildout and phase.

**Consistency Criterion No. 1**

Consistency Criterion No. 1 evaluates the proposed project's potential impacts regarding Impact 3.3 (b) (the project's potential to violate any air quality standard or contribute substantially to an existing or projected air quality violation impact analysis). As discussed in the response to Impact 3.3 (b) below, the proposed project would result in a less-than-significant impact associated with the violation of an air quality standard. Because the proposed project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, the proposed project would not conflict with Consistency Criterion No. 1 of the SCAQMD CEQA Air Quality Handbook.

**Consistency Criterion No. 2**

While striving to achieve the National Ambient Air Quality Standards (NAAQS) for ozone (O<sub>3</sub>) and fine particulate matter (PM<sub>2.5</sub>, particles less than 2.5 microns in diameter) and the California Ambient Air Quality Standards (CAAQS) for O<sub>3</sub>, particulate matter (PM<sub>10</sub>, particles less than 10 microns in diameter), and PM<sub>2.5</sub> through a variety of air quality control measures, the 2016 AQMP also accommodates planned growth in the SCAB. Projects are considered consistent with, and would not conflict with or obstruct implementation of, the AQMP if the growth in socioeconomic factors (e.g., population, employment) is consistent with the underlying regional plans used to develop the AQMP (per Consistency Criterion No. 2 of the SCAQMD CEQA Air Quality Handbook).

The SCAQMD primarily uses demographic growth forecasts for various socioeconomic categories (e.g., population, housing, employment by industry) developed by the Southern California Association of Governments (SCAG) for its Regional Transportation Plan (RTP) / Sustainable Community Strategies (SCS) (SCAG 2016), which is based on general plans for cities and counties in the SCAG, for the development of the AQMP emissions inventory (SCAQMD 2017).<sup>1</sup> The SCAG 2016 RTP/SCS, and associated Regional

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<sup>1</sup> Information necessary to produce the emission inventory for the SCAB is obtained from the SCAQMD and other governmental agencies, including CARB, Caltrans, and SCAG. Each of these agencies is responsible for collecting data (e.g., industry growth factors, socio-economic projections, travel activity levels, emission factors, emission speciation profile, and emissions) and developing methodologies (e.g., model and demographic forecast improvements) required to generate a comprehensive emissions inventory. SCAG incorporates these data into their Travel Demand Model for estimating/projecting vehicle miles traveled and driving speeds. SCAG's socio-economic and transportation activities projections in their 2016 RTP/SCS are integrated in the 2016 AQMP (SCAQMD 2017).

Growth Forecast, are generally consistent with the local plans; therefore, the 2016 AQMP is generally consistent with local government plans.

The City's 2014 General Plan identifies the project site as C-C (Community Commercial) (City of Calimesa 2014). The proposed project would be consistent with the current zoning and General Plan land use designation. In addition, the proposed project does not include development that would result in population growth. The proposed project includes development of a drive-thru retail space and a three fueling position RV fueling facility, which would be consistent with the City's zoning and General Plan land use designation. The proposed project would require a CUP to allow the drive-thru retail and service station land uses, both of which result in different trip generation rates than a typical commercial/retail land use. Table 2 shows the estimated trip generation under two scenarios: (1) developed with of 10,000 square feet of fast food restaurant without drive-thru, consistent with the existing land use designation; and (2) developed in accordance with the proposed project.

**Table 2. Trip Generation Comparison**

No.	Development Scenario	Daily Trips Generated
1	Project site developed with two 5,000-square foot fast food restaurants without drive-thru, consistent with current land use designation	3,462 <sup>a</sup>
<u>2</u>	<u>Phase 1 Development: RV fueling station with 3 fueling positions (Phase 1 only)</u>	<u>516</u>
<u>23</u>	Project site developed with 3,000-square foot coffee/donut shop with drive thru and RV fueling station with three fueling positions (proposed project)	2,977 <sup>b</sup>

**Source:** Appendix I

**Notes:**

- a. Land use permitted by the City's current C-C land use designation. The current C-C general plan land use designation permits a floor area ratio of 0.5, which would allow for a maximum of approximately 28,314 square feet. However, as a conservative measure, 10,000 square feet of development is estimated.
- b. Appendix I

As shown in Table 2, the proposed project would result in lower average daily trips than allowable use under the existing land use designation. As such, it is reasonable to assume vehicle trip generation and planned development for the site has been anticipated in the SCAG growth projections because the land use would remain the same (i.e., commercial). Because the proposed project is consistent with the growth projections of the City and the associated vehicle trips have been factored into the underlying growth projections of the 2016 Final AQMP, the proposed project would not result in a conflict with, or obstruct implementation of, the applicable air quality plan. Accordingly, the proposed project would meet Consistency Criterion No. 2 of the SCAQMD CEQA Air Quality Handbook.

### Impact Summary

As described previously, the proposed project would not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations, and would not conflict with Consistency Criterion No. 1. The proposed project would be consistent with the land use assumptions and demographic growth forecasts in the SCAG 2016 RTP/SCS; therefore, would also be consistent with the SCAQMD 2016 AQMP, which based future emission estimates on the SCAG 2016 RTP/SCS. Thus, the proposed project would not conflict with Consistency Criterion No. 2. Based on these considerations, impacts related to the proposed project's potential to conflict with or obstruct implementation of the applicable air quality plan would be less than significant.

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

**Less than Significant.** Construction and operation of the proposed project would result in emissions of criteria air pollutants from mobile, area, and energy sources, which may cause exceedances of national and California ambient air quality standards or contribute to existing nonattainment of ambient air quality standards. The following discussion identifies potential short-term construction and long-term operational impacts that would result from implementation of the proposed project.

#### **Construction Emissions**

Construction of the proposed project would result in the temporary addition of pollutants to the local airshed caused by on-site sources (i.e., off-road construction equipment, soil disturbance, and volatile organic compound off-gassing) and off-site sources (i.e., on-road haul trucks, vendor trucks, and worker vehicle trips). Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and for dust, the prevailing weather conditions. Therefore, such emission levels can only be approximately estimated with a corresponding uncertainty in precise ambient air quality impacts.

Project construction would occur in two phases. The air quality analysis for project construction in the Air Quality Memo (Appendix C) was analyzed as a single 12-month construction phase. Conducting construction activities in two phases, extended over time, would not result in changes to the modeled daily construction air emissions, because the same proposed construction activities would be conducted over a period of 12 months, whether over a single 12-month period or two 6-month periods over time. As such, the construction emissions modeling included in the Air Quality Memo (Appendix C), assuming that all construction activities would be completed in a single phase, was utilized to estimate daily construction emissions for construction activities completed in two separate phases.

Implementation of the proposed project would generate criteria air pollutant emissions from entrained dust, off-road equipment, vehicle emissions, architectural coatings, and asphalt pavement application. Entrained dust results from the exposure of earth surfaces to wind from the direct disturbance and movement of soil, resulting in PM<sub>10</sub> and PM<sub>2.5</sub> emissions. The proposed project would be required to comply with SCAQMD Rule 403 to control dust emissions generated during the grading activities. The project applicant would employ: watering of the active site(s) two times per day depending on weather conditions to reduce fugitive dust emissions during construction. Internal combustion engines used by construction equipment, vendor trucks (i.e., delivery trucks), and worker vehicles would result in emissions of volatile organic compounds (VOCs), nitrogen oxides (NO<sub>x</sub>), carbon monoxide (CO), PM<sub>10</sub>, and PM<sub>2.5</sub>. The application of architectural coatings, such as exterior application/interior paint and other finishes, and application of asphalt pavement would also produce VOC emissions; however, the applicant is required to procure architectural coatings from a supplier in compliance with the requirements of SCAQMD's Rule 1113 (Architectural Coatings).

Table 3 presents the estimated maximum daily construction emissions generated during construction of the proposed project.

**Table 3. Estimated Maximum Daily Construction Criteria Air Pollutant Emissions**

Year	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
	<i>pounds per day</i>					
2020	2.22	21.10	15.41	0.03	3.55	2.12
2021	6.03	14.59	14.22	0.03	1.12	0.78
<b>Maximum Daily Emissions</b>	<b>6.03</b>	<b>21.10</b>	<b>15.41</b>	<b>0.03</b>	<b>3.55</b>	<b>2.12</b>
<i>SCAQMD Threshold</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

**Source:** Appendix C

**Notes:** VOC = volatile organic compound; NO<sub>x</sub> = oxides of nitrogen; CO = carbon monoxide; SO<sub>x</sub> = sulfur oxides; PM<sub>10</sub> = coarse particulate matter; PM<sub>2.5</sub> = fine particulate matter.

The values shown are the maximum summer or winter daily emissions results from CalEEMod

As shown on Table 3, daily construction emissions would not exceed the SCAQMD significance thresholds for VOC, NO<sub>x</sub>, CO, sulfur oxides (SO<sub>x</sub>), PM<sub>10</sub>, or PM<sub>2.5</sub> during construction in all construction years. Construction-generated emissions would be temporary and would not represent a long-term source of criteria air pollutant emissions. As such, impacts would be less than significant.

### Operational Emissions

Operation of the proposed project would produce VOCs, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub> emissions from area sources, including natural gas combustion, use of consumer products, and motor vehicle trips to the project site. Air quality analysis for project operations was conducted assuming operation of both phases of the proposed project in 2021, thereby analyzing the worst-case scenario for daily operational emissions. Table 4 summarizes the operational emissions criteria pollutants that would be generated from the proposed project at buildout. Operational emissions were then compared to the SCAQMD operational thresholds. Operation of Phase 1 only (prior to development of Phase 2) would result in lower daily air emissions than is shown in Table 4.

**Table 4. Estimated Maximum Daily Operational Criteria Air Pollutant Emissions**

Emission Source	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
	<i>pounds per day</i>					
Area	0.13	<0.01 <sup>a</sup>	<0.01 <sup>a</sup>	0.00	0.00	0.00
Energy	0.02	0.22	0.19	<0.01 <sup>a</sup>	0.02	0.02
Mobile	6.04	40.23	41.35	0.17	10.48	2.88
<b>Total</b>	<b>6.19</b>	<b>40.45</b>	<b>41.54</b>	<b>0.17</b>	<b>10.50</b>	<b>2.90</b>
<i>SCAQMD Threshold</i>	<i>55</i>	<i>55</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
<b>Threshold Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

**Source:** Appendix C

**Notes:** VOC = volatile organic compound; NO<sub>x</sub> = oxides of nitrogen; CO = carbon monoxide; SO<sub>x</sub> = sulfur oxides; PM<sub>10</sub> = coarse particulate matter; PM<sub>2.5</sub> = fine particulate matter; SCAQMD = South Coast Air Quality Management District.

The values shown are the maximum summer or winter daily emissions results from CalEEMod.

a. <0.01 = value less than reported 0.01 metric tons per year.

As shown in Table 4, the combined daily area, energy, and mobile source emissions would not exceed the SCAQMD operational thresholds for VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. In addition, idling vehicles associated with the retail drive-thru and RV fueling station would not result in occurrence of CO hotspots

due to exceedance of CO health-related air quality standards. A full analysis of CO hotspots is included below in Section 3.3(c). Therefore, impacts associated with proposed project-generated operational criteria air pollutant emissions would be less than significant.

### **Combined Construction and Operational Emissions – Phase 2**

During construction of Phase 2, Phase 1 of the project would already be operational. In accordance with recent SCAQMD recommendations, a calculation of combined construction and operational emissions is provided as a worst-case scenario. For the purposes of providing a conservative analysis, the total project construction and operational emissions are combined and compared to the SCAQMD's Criteria Pollutant Construction Mass Daily Thresholds, as presented in Table 5.

**Table 5. Maximum Estimated Emissions**

<b><u>Emission Source</u></b>	<b><u>VOC</u></b>	<b><u>NO<sub>x</sub></u></b>	<b><u>CO</u></b>	<b><u>SO<sub>x</sub></u></b>	<b><u>PM<sub>10</sub></u></b>	<b><u>PM<sub>2.5</sub></u></b>
	<b><u>Pounds per day</u></b>					
<b><u>Construction Emissions</u></b>	<b><u>6.03</u></b>	<b><u>21.1</u></b>	<b><u>15.41</u></b>	<b><u>0.03</u></b>	<b><u>3.55</u></b>	<b><u>2.12</u></b>
<b><u>Buildout Operations Emissions</u></b>	<b><u>6.19</u></b>	<b><u>40.45</u></b>	<b><u>41.54</u></b>	<b><u>0.17</u></b>	<b><u>10.5</u></b>	<b><u>2.9</u></b>
<b><u>Combined Emissions</u></b>	<b><u>12.22</u></b>	<b><u>61.55</u></b>	<b><u>56.95</u></b>	<b><u>0.20</u></b>	<b><u>14.05</u></b>	<b><u>5.02</u></b>
<b><u>SCAQMD Construction Threshold</u></b>	<b><u>75</u></b>	<b><u>100</u></b>	<b><u>550</u></b>	<b><u>150</u></b>	<b><u>150</u></b>	<b><u>55</u></b>
<b><u>Threshold Exceeded?</u></b>	<b><u>No</u></b>	<b><u>No</u></b>	<b><u>No</u></b>	<b><u>No</u></b>	<b><u>No</u></b>	<b><u>No</u></b>

**Source:** Appendix C

**Notes:** VOC = volatile organic compound; NO<sub>x</sub> = oxides of nitrogen; CO = carbon monoxide; SO<sub>x</sub> = sulfur oxides; PM<sub>10</sub> = coarse particulate matter; PM<sub>2.5</sub> = fine particulate matter; SCAQMD = South Coast Air Quality Management District.

Also, as shown in Table 5, combined construction and operations emissions would not exceed the short-term construction emissions thresholds established by SCAQMD. As such, short-term construction impacts associated with project-generated criteria air pollutant emissions during construction of Phase 2, in conjunction with operation of Phase 1, would be less than significant.

### **c) Would the project expose sensitive receptors to substantial pollutant concentrations?**

**Less than Significant.** Air quality varies as a direct function of the amount of pollutants emitted into the atmosphere, the size and topography of the air basin, and the prevailing meteorological conditions. Air quality problems arise when the rate of pollutant emissions exceeds the rate of dispersion. Reduced visibility, eye irritation, and adverse health impacts upon those persons termed “sensitive receptors” are the most serious hazards of existing air quality conditions. Sensitive receptors include residences, schools, playgrounds, child-care centers, athletic facilities, long-term health-care facilities, rehabilitation centers, convalescent centers, and retirement homes. The discussion below reviews the significance of emissions within the context of potential impacts to sensitive receptors. Sensitive receptors in the vicinity of the project site include single-family residential uses to the north, south, and west of the project site, adjacent to County Line Lane and County Line Road.

### **Localized Significance Thresholds**

The SCAQMD recommends a localized significance threshold (LST) analysis to evaluate localized air quality impacts to sensitive receptors in the immediate vicinity of the project site as a result of construction activities. The impacts were analyzed using methods consistent with those in the SCAQMD's Final Localized Significance Threshold Methodology (SCAQMD 2009). The project site is located in Source Receptor Area

(SRA) 28 (Hemet/San Jacinto Valley). ~~The p~~ Project construction activities would occur over a 1.3-acre work area in two phases. Phase 1 would result in 0.77 acres of disturbance of the entire project site and Phase 2 would result in 0.53 acres of minimal ground disturbance. Similar to the construction emissions, the LST analysis assumed construction of both project phases concurrently. This is a conservative approach, as LSTs increase with the size of project site. ~~therefore, f~~ For the purposes of the LST analysis, emissions thresholds based on a one-acre site were utilized. As mentioned previously, the closest sensitive receptors are residences located less than 200 feet (61 meters) from project site. The closest receptor distance available in the SCAQMD LST Methodology is 25 meters (82 feet) which was assumed for this analysis.

Project construction activities would result in temporary sources of on-site criteria air pollutant emissions associated with construction equipment exhaust and dust-generating activities. The maximum daily on-site construction emissions generated during construction of the proposed project is presented in Table 56, and compared to the SCAQMD localized significance criteria for SRA 28 to determine whether project-generated on-site construction emissions would result in less than significant impacts.

**Table 56. Construction Localized Significance Thresholds Analysis**

Year	NO <sub>2</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
	<i>pounds per day (on site)</i>			
2020	1.63	18.35	2.90	1.77
SCAQMD LST Criteria	162	750	4	3
Threshold Exceeded?	No	No	No	No

**Source:** Appendix C

**Notes:** NO<sub>2</sub> = nitrogen dioxide; CO = carbon monoxide; PM<sub>10</sub> = particulate matter; PM<sub>2.5</sub> = fine particulate matter; SCAQMD = South Coast Air Quality Management District; LST = localized significance threshold. Localized significance thresholds are shown for a 1-acre project site corresponding to a distance to a sensitive receptor of 25 meters.

As shown in Table 56, proposed construction activities would not generate daily emissions in excess of site-specific LSTs; therefore, daily localized project construction impacts would be less than significant.

### CO Hotspots

Traffic-congested roadways and intersections have the potential to generate localized high levels of CO. Localized areas where ambient concentrations exceed federal and/or state standards for CO are termed CO “hotspots.” CO transport is extremely limited, because CO disperses rapidly with distance from the source. Under certain extreme meteorological conditions, however, CO concentrations near a congested roadway or intersection may reach unhealthy levels, affecting sensitive receptors.

Typically, high CO concentrations are associated with severely congested intersections. Projects contributing to adverse traffic impacts may result in the formation of a CO hotspot. Additional analysis of CO hotspot impacts would be conducted if a project would result in a significant impact or contribute to an adverse traffic impact at a signalized intersection that would potentially subject sensitive receptors to CO hotspots. A detailed CO analysis was conducted in the Federal Attainment Plan for Carbon Monoxide (CO Plan) for the SCAQMD’s 2003 Air Quality Management Plan. The Wilshire Boulevard/Veteran Avenue intersection is one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day. The Wilshire Boulevard/Veteran Avenue intersection in Los Angeles experienced CO concentrations of 4.6 parts per million [ppm]), which is well below the 35-ppm 1-hr CO Federal standard.

During construction of the proposed project, construction traffic would affect the intersections near the project site. However, construction activities would be temporary and would not be a source of substantial daily vehicle trips. Regarding long-term mobile-source emissions, the proposed project would generate an ADT volume of 516 vehicles per day during operation of Phase 1 and 2,977 vehicles per day at buildout. As the CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection (one of the busiest intersections in the Basin), it can be reasonably inferred that CO hotspots would not be experienced at any intersections within the City of Calimesa near the project site. In addition, as discussed in Section 3.17, study area intersections would operate at acceptable levels with implementation of **MM TRA-1** and **MM TRA-2**, resulting in improved intersection operations compared to existing conditions. Therefore, the proposed project would not generate substantial traffic volumes and impacts related to CO hot spots would be less than significant.

### Toxic Air Contaminants

Toxic air contaminants (TACs) are defined as substances that may cause or contribute to an increase in deaths or in serious illness, or that may pose a present or potential hazard to human health. As discussed under the LST analysis, the nearest sensitive receptors are residences located within 200 feet (61.0 meters) of the project site.

Health effects from carcinogenic air toxics are usually described in terms of cancer risk. The SCAQMD recommends an incremental cancer risk threshold of 10 in 1 million. "Incremental cancer risk" is the net increased likelihood that a person continuously exposed to concentrations of TACs resulting from a project over a 9-, 30-, and 70-year exposure period will contract cancer based on the use of standard Office of Environmental Health Hazard Assessment risk-assessment methodology (OEHHA 2015). In addition, some TACs have non-carcinogenic effects. The SCAQMD recommends a Hazard Index of one or more for acute (short-term) and chronic (long-term) non-carcinogenic effects.<sup>2</sup> TACs that would potentially be emitted during construction activities associated with the proposed project would be diesel particulate matter.

Diesel particulate matter emissions would be emitted from heavy equipment operations and heavy-duty trucks. Heavy-duty construction equipment is subject to a CARB Airborne Toxics Control Measure for in-use diesel construction equipment to reduce diesel particulate emissions. As described for the LST analysis, PM<sub>10</sub> and PM<sub>2.5</sub> (representative of diesel particulate matter) exposure would be minimal. According to the Office of Environmental Health Hazard Assessment, health risk assessments (which determine the exposure of sensitive receptors to toxic emissions) should be based on a 30-year exposure period for the maximally exposed individual resident; however, such assessments should also be limited to the period/duration of activities associated with the proposed project. The duration of the proposed construction activities would constitute a small percentage of the total 30-year exposure period. The construction period for the proposed project would be approximately 12 months, after which construction-related TAC emissions would cease. Due to this relatively short period of exposure and minimal particulate emissions on site, TACs generated during construction would not be expected to result in concentrations causing significant health risks.

It is expected that operation of the proposed project would not result in any non-permitted direct emissions (e.g., those from a point source such as diesel generators). In addition, the proposed project would not

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<sup>2</sup> Non-cancer adverse health risks are measured against a hazard index, which is defined as the ratio of the predicted incremental exposure concentrations of the various non-carcinogens from the project to published reference exposure levels that can cause adverse health effects.

result in substantial diesel vehicle trips (i.e., delivery trucks). Therefore, the proposed project would not result in exposure of sensitive receptors in the vicinity of the project site to substantial TAC concentrations due to either construction or operation and impacts would be less than significant.

### **Health Effects of Criteria Air Pollutants**

Construction emissions of the proposed project would not exceed the SCAQMD thresholds for any criteria air pollutants, including VOC, NO<sub>x</sub>, CO, SO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>.

Health effects associated with O<sub>3</sub> include respiratory symptoms, worsening of lung disease leading to premature death, and damage to lung tissue (CARB 2019). VOCs and NO<sub>x</sub> are precursors to O<sub>3</sub>, for which the SCAB is designated as nonattainment with respect to the NAAQS and CAAQS. The contribution of VOCs and NO<sub>x</sub> to regional ambient O<sub>3</sub> concentrations is the result of complex photochemistry. The increases in O<sub>3</sub> concentrations in the SCAB due to O<sub>3</sub> precursor emissions tend to be found downwind of the source location because of the time required for the photochemical reactions to occur. Further, the potential for exacerbating excessive O<sub>3</sub> concentrations would also depend on the time of year that the VOC emissions would occur, because exceedances of the O<sub>3</sub> NAAQS and CAAQS tend to occur between April and October when solar radiation is highest. Due to the lack of quantitative methods to assess this complex photochemistry, the holistic effect of a single project's emissions of O<sub>3</sub> precursors is speculative. That being said, because the proposed project would not exceed the SCAQMD thresholds during construction or operational activities, the project would not contribute to health effects associated with O<sub>3</sub>.

Health effects associated with NO<sub>x</sub> include lung irritation and enhanced allergic responses (CARB 2019). Because project-related NO<sub>x</sub> emissions would not exceed the SCAQMD mass daily thresholds, and because the SCAB is a designated attainment area for NO<sub>2</sub> and the existing NO<sub>2</sub> concentrations in the area are well below the NAAQS and CAAQS standards, it is not anticipated that the proposed project would cause an exceedance of the NAAQS and CAAQS for NO<sub>2</sub> or result in potential health effects associated with NO<sub>2</sub> and NO<sub>x</sub>.

Health effects associated with CO include chest pain in patients with heart disease, headache, light-headedness, and reduced mental alertness (CARB 2019). CO tends to be a localized impact associated with congested intersections. The associated potential for CO hotspots was discussed previously and determined to be less than significant. Thus, the proposed project's CO emissions would not contribute to significant health effects associated with CO.

Health effects associated with PM<sub>10</sub> include premature death and hospitalization, primarily for worsening of respiratory disease (CARB 2019). The proposed project would result in a temporary increase in fugitive dust emissions during construction activities, when ground disturbance would expose loose soils to wind erosion. Construction of the proposed project would not exceed thresholds for PM<sub>10</sub> or PM<sub>2.5</sub>, would not contribute to exceedances of the NAAQS and CAAQS for particulate matter, and would not obstruct the SCAB from coming into attainment for these pollutants. The proposed project would also not result in substantial diesel particulate matter emissions during construction. Additionally, the proposed project would be required to comply with SCAQMD Rule 403, which limits the amount of fugitive dust generated during construction. Due to the minimal contribution of particulate matter during construction, the proposed project is not anticipated to result in health effects associated with PM<sub>10</sub> or PM<sub>2.5</sub>.

In summary, construction and operation of the proposed project would not result in exceedances of the SCAQMD significance thresholds for criteria pollutants, and potential health effects associated with criteria air pollutants would be less than significant.

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

**Less than Significant.** The occurrence and severity of potential odor impacts depend on numerous factors. The nature, frequency, and intensity of the source; wind speed and direction; and the sensitivity of receiving location each contribute to the intensity of the impact. Although offensive odors seldom cause physical harm, they can be annoying, cause distress among the public, and generate citizen complaints.

**Construction Emissions**

During project construction activities, exhaust from equipment may produce discernible odors typical of most construction sites. Potential odors produced during construction would be attributable to concentrations of unburned hydrocarbons from tailpipes of construction equipment. However, such odors would disperse rapidly from the project site and generally occur at magnitudes that would not affect substantial numbers of people.

**Operational Emissions**

Land uses and industrial operations associated with odor complaints include agricultural uses, wastewater treatment plants, food-processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding (SCAQMD 1993). Operation of ~~the project~~ Phase 1 would create odors related to RV fueling at the proposed fuel facility. These odors would be temporary and dissipate quickly by regional air movement and localized winds, and no buildup of odors is expected to occur. In addition, the fuel facility would be equipped with Phase I and Phase II control to be in compliance with CARB and SCAQMD requirement of installing a vapor recovery system to collect gasoline vapors during fuel delivery or fuel storage and vehicle fueling, which would also have a co-benefit for controlling odors. This system will control at least 90% of the fuel vapors typically vented and the associated odors.

## 3.4 Biological Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IV. BIOLOGICAL RESOURCES – Would the project:</b>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

**Less than Significant.** Special-status biological resources present or potentially present on the project site and a 100-foot (30.5-meter) buffer area (study area) were identified through a literature search conducted in September 2019, included as Appendix D. The Biological Resources Literature and Records Search concluded that there is no potential habitat for special-status plant species within the project site or study area. There are no special-status plant or wildlife species with a moderate or high potential to occur; however, there are seven special-status wildlife species, California Species of Special Concern (SSC), determined to have a low potential to occur within the project site and study area, as shown in Table 67.

**Table 67. Special Status Wildlife Species Potential to Occur**

Scientific Name Common Name	Status (Federal/State) <sup>a</sup>	Habitat	Potential to Occur
<i>Anniella stebbinsi</i> southern California legless lizard	None/SSC	Coastal dunes, stabilized dunes, beaches, dry washes, valley-foothill, chaparral, and scrubs; pine, oak, and riparian woodlands; associated with sparse vegetation and moist sandy or loose, loamy soils	Low potential to occur. There are sandy loamy soils present and this species has been found approximately 3.7 miles away from the site (CDFW 2019). However, the site lacks mesic conditions to support these species and is located in an urbanized area minimizing the potential to occur.

**Table 67. Special Status Wildlife Species Potential to Occur**

Scientific Name Common Name	Status (Federal/State) <sup>a</sup>	Habitat	Potential to Occur
<i>Phrynosoma blainvillii</i> Blainville's horned lizard	None/SSC	Open areas of sandy soil in valleys, foothills, and semi-arid mountains including coastal scrub, chaparral, valley-foothill hardwood, conifer, riparian, pine-cypress, juniper, and annual grassland habitats	Low potential to occur. Non-native grasslands are present; however, the site is located in an urbanized area. There is also no coastal scrub, chaparral, or riparian habitat in the project site to support this species. The nearest CNDDB occurrence is approximately 5.2 miles from the site (CDFW 2019).
<i>Athene cunicularia</i> burrowing owl	BCC/SSC	Nests and forages in grassland, open scrub, and agriculture, particularly with ground squirrel burrows	Low potential to occur. The project site is open and does contain non-native grasses. However, the nearest known occurrence is approximately 8.9 miles from the site (CDFW 2019).
<i>Chaetodipus fallax fallax</i> northwestern San Diego pocket mouse	None/SSC	Coastal scrub, mixed chaparral, sagebrush, desert wash, desert scrub, desert succulent shrub, pinyon-juniper, and annual grassland	Low potential to occur. Although there are non-native grasslands present, the grasslands present are associated with rural residential development and the site is also surrounded by rural residential development to the east, south, and west which is a threat to this species.
<i>Dipodomys stephensi</i> Stephens' kangaroo rat	FE/ST	Annual and perennial grassland habitats, coastal scrub or sagebrush with sparse canopy cover, or in disturbed areas	Low potential to occur. There is no coastal or sagebrush scrub present; however, the site non-native grasslands that can potentially provide habitat for this species. The nearest known occurrence is approximately 4.8 miles from the site (CDFW 2019).
<i>Lepus californicus bennettii</i> San Diego black-tailed jackrabbit	None/SSC	Arid habitats with open ground; grasslands, coastal scrub, agriculture, disturbed areas, and rangelands	Low potential to occur. Non-native grasslands are present; however, they are associated with a rural residential development and the site is surrounded by rural residences to the east, south, and west. The nearest known occurrence is approximately 5.6 miles from the site (CDFW 2019).
<i>Onychomys torridus ramona</i> southern grasshopper mouse	None/SSC	Grassland and sparse coastal scrub	Low potential to occur. Non-native grasslands are present; however, they are associated with a rural residential development and the site is surrounded by rural residences to the east, south, and west.

Source: Appendix D

**Notes:**

- a. SSC – CDFW Species of Special Concern; BCC = USFWS Bird of Conservation Concern; FE = Federally Listed - Endangered; ST = State Listed - Threatened

As described in Table 67, due to the disturbed nature of the project site and the proximity to nearby development and roadways, the identified special-status wildlife species are not anticipated to occur within the project site. As such, impacts to special-status wildlife species would be less than significant.

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

**No Impact.** No special-status or sensitive vegetation communities are present within the study area or impact footprint, as identified in Appendix D. As such, there would be no direct or indirect impacts to riparian vegetation or other sensitive or special-status vegetation communities.

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

**No Impact.** No federally defined waters of the United States or state occur within the project site. This includes the absence of federally defined wetlands and other waters (e.g., drainages) and state-defined waters (e.g., streams and riparian extent). The project would be subject to the typical restrictions (e.g., BMPs) and requirements that address erosion and runoff, including those of the Clean Water Act and National Pollutant Discharge Elimination System (NPDES) permit. With implementation of BMPs and permit conditions, no indirect impacts would occur.

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

**No Impact.** Approximately 0.3 acres of the project site is developed with a single-family residence. The remainder of the project site consists of vacant, disturbed land and minimal vegetation. The project site is located approximately 375 feet (114.3 meters) west of the off-ramp for I-10 and existing residential land uses are present to the north, west and south of the project site. Due to the matrix of development surrounding the project site, the proposed project does not constrain natural wildlife movement in its vicinity.

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

**No Impact.** The City of Calimesa does not have any policies or ordinances protecting biological resources that are applicable to the proposed project.

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

**No Impact.** The Project site and off-site improvement areas are within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) area. The project site is not located within or adjacent to any Criteria Cells or MSHCP Conservation Areas. In addition, the project site is not located within any MSHCP-required survey areas.

Regarding the MSHCP Section 6.0 (RCA 2003), the following discussion provides information demonstrating that there are no conflicts with this Plan. The project site is located in the MSHCP, within the Pass Area Plan. The project site is not within an MSHCP Criteria Cell or Cell Group.

### **MSHCP Section 6.1.2 Riparian/Riverine Resources**

The MSHCP defines riparian/riverine areas as “lands which contain habitat dominated by trees, shrubs, persistent emergent, or emergent mosses and lichens, which occur close to or which depend upon soil moisture from a nearby fresh water source; or areas with fresh water flow during all or a portion of the year.” The MSHCP further clarifies the definition of riparian/riverine areas as those “demonstrating characteristics as described above which are artificially created are not included in these definitions” (RCA 2003).

In addition, the MSHCP defines vernal pools as, “seasonal wetlands that occur in depression areas that have wetlands indicators of all three parameters (soils, vegetation and hydrology) during the wetter portion of the growing season but normally lack wetlands indicators of hydrology and/or vegetation during the drier portion of the growing season. Obligate hydrophytes and facultative wetlands plant species are normally dominant during the wetter portion of the growing season, while upland species (annuals) may be dominant during the drier portion of the growing season.” It further states that “[t]he determination that an area exhibits vernal pool characteristics, and the definition of the watershed supporting vernal pool hydrology, must be made on a case-by-case basis. Such determinations should consider the length of the time the area exhibits upland and wetland characteristics and the manner in which the area fits into the overall ecological system as a wetland.”

As detailed in sections b and c above, no impacts to riparian/riverine or vernal pool resources would occur as a result of the proposed project. Furthermore, impacts to species associated with these resources would not occur. Refer to sections 3.4(a), 3.4(b), and 3.4(c) above.

### **MSHCP Section 6.1.3 Narrow Endemic Plant Species Survey Area**

The proposed project is not located with a Narrow Endemic Plant Species Survey Area.

### **MSHCP Section 6.3.2 Additional Survey Needs and Procedures**

The MSHCP establishes habitat assessment requirements for certain species of plants, birds, mammals, and amphibians depending on a project’s location relative to the required survey area. The project site does not overlap any areas for required additional surveys.

### **MSHCP Section 6.1.4 Urban/Wildlands Interface Guidelines**

According to the MSHCP, the Urban/Wildlands Interface Guidelines are intended to address indirect effects associated with locating development in proximity to the MSHCP Conservation Area (MSHCP, Volume I, pp. 6–42, County of Riverside 2003). The project site is not located within or immediately adjacent to any Criteria Cells, corridors, or linkages, nor any areas described for conservation. As such, the Urban/Wildlife Interface Guidelines do not apply to the proposed project.

In summary, the proposed project would not conflict with the provisions of the Western Riverside County MSHCP.

## 3.5 Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>V. CULTURAL RESOURCES</b> – Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

**a) *Would the project cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?***

**Less than Significant.** A Historical/Archaeological Resources Survey Report was prepared for the proposed project, included as Appendix E to this document. Historical sources consulted suggest that the first man-made feature known to be present within the project area was the residence currently on the property, which was constructed around 1940, at the onset of World War II. The earliest available aerial photographs demonstrate that ~~at least~~ by 1938 ground disturbances had occurred at and around the location of the buildings currently in existence in the project area, likely indicating the beginning of construction. By the 1950s, the residence and the garage were both in place, along with ~~the~~ an addition to the residence. At that time, what is now County Line Lane served as the original alignment of County Line Road at the project location. The completion of I-10 in the 1950s soon resulted in the realignment of County Line Road, leaving the project area “sandwiched” between the two roads.

Prior to 1972, aside from a cluster of landscaping trees near the house, no agricultural activities were evident in the project area. By 1978, part of the land surrounding the house had been evidently planted into an orchard of some kind. By 1995, the orchard had been removed, and no further construction or agricultural activities appear to have occurred on the property since then.

During the field survey, the existing residence at 727 County Line Lane and the accompanying garage were found to be the only features in the project area that date to the prehistoric or historic period. These buildings, although rather unremarkable in character and suffering from recent neglect, are known to be more than 50 years of age and retain sufficient historic integrity to relate to the period of origin, namely the 1940s era. The design, layout, materials, and overall appearance of the residence, exemplified by its frugal plan and unembellished profile, are all consistent with the Minimal Traditional-style buildings from the “lean years” of the Great Depression and World War II. As such, the residence was recorded into the California Historical Resources Inventory during this study, with the garage as an associated feature. However, there is no evidence that the residence is closely associated with any person or event of recognized historic significance, nor is it known to embody the work of a prominent architect, designer, or builder. It does not represent an important example of its architectural style or any property type, period, region, and method of construction, and it holds little potential for any important data for the study of history. Based on these

findings, it was concluded that the residence at 727 County Line Lane does not appear to meet any of the criteria for listing in the California Register of Historical Resources, and does not qualify as a “historical resource” under CEQA provisions.

The vacant residence within the project site was demolished for safety reasons in June 2020, after the field survey was conducted. As such, there are no other potentially built historic environmental resources within the project site that would be impacted by project implementation. Based on the results of the Historical/Archaeological Resources Survey Report, Therefore, development of the proposed project would not cause a substantial adverse change in the significance of a historical resource.

**b) *Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?***

**Less than Significant with Mitigation Incorporated.** A Historical/Archaeological Resources Survey Report was prepared for the proposed project and is included in Appendix E to this document. According to Eastern Information Center and South Central Coastal Information Center records, the project site had not been surveyed for cultural resources prior to this study, and no cultural resources had been recorded within or adjacent to its boundaries. Within the one-mile scope of the records search, EIC and SCCIC records show 25 previous studies on various tracts of land and linear features. As a result, 16 historical/archaeological sites, including 15 recorded sites and one pending site, and one isolate (i.e., a locality with fewer than three artifacts—have been identified within the one-mile radius).

Five of the 16 known sites were of prehistoric—i.e., Native American—origin, consisting primarily of bedrock milling features, habitation debris, a burial, and lithic scatters. All five sites were located along Yucaipa Creek, roughly a half-mile to the north of the project site. The other 11 sites, including the pending site, and the isolate dated to the historic period and included three early and mid-20th century residences, structural remains, a hog farm, various infrastructure features, and scattered refuse items. None of these sites are located within the project site and all construction would be conducted within the project site and within the disturbed public right-of-way of roadways near the project site. As such, development of the proposed project would not affect any of the 16 known cultural resources within one mile of the project site.

Despite the lack of evidence of archaeological resources within the project site, it is always possible that ground-disturbing activities during construction could encounter such deposits below surface. In the event that previously unknown archaeological materials are uncovered during construction of Phase 1 and Phase 2, potentially significant impacts to archaeological resources may occur. Therefore, **MM CUL-1** is provided and would be implemented if previously unknown archaeological materials are encountered during construction activities. With implementation of **MM CUL-1**, impacts to archaeological resources would be less than significant with mitigation incorporated.

**MM CUL-1** In the event that any archaeological materials are encountered during ground-disturbing construction activities, the following steps must be followed:

1. All work in the immediate vicinity of the find (within a 60-foot buffer) shall cease and a qualified archaeologist meeting Secretary of Interior standards shall be hired to assess the find. Work on the other portions of the project outside of the buffered area may continue during this assessment period. In addition, the San Manuel Band of Mission Indians Cultural Resources Department (SMBMI) shall be contacted, as detailed within TCR-1, regarding any pre-contact finds and be provided information after the archaeologist makes his/her initial assessment of

the nature of the find, so as to provide Tribal input with regards to significance and treatment. Work shall not proceed near the discovery until the City has granted authorization to proceed.

2. If significant pre-contact cultural resources, as defined by CEQA (as amended, 2015), are discovered and avoidance cannot be ensured, the archaeologist shall develop a Monitoring and Treatment Plan. Possible management recommendations for historical or unique archaeological resources could include resource avoidance or, where avoidance is infeasible in light of project design or layout or is unnecessary to avoid significant effects, data recovery excavations. The monitoring and treatment plan shall be provided to SMBMI for review and comment, as detailed within TCR-1. The archaeologist shall monitor the remainder of the project and implement the Plan accordingly.

**c) *Would the project disturb any human remains, including those interred outside of dedicated cemeteries?***

**Less than Significant with Mitigation Incorporated.** The discovery of human remains is always a possibility during ground disturbance. The State of California Health and Safety Code Section 7050.5, State CEQA Guidelines 15064.5(e), and California Public Resources Code (PRC) Section 5097.98 mandate a process to be followed in the unlikely event of an accidental discovery of any human remains in a location other than a dedicated cemetery. Specifically, in accordance with PRC 5097.98, the Riverside County Coroner must be notified within 24 hours of the discovery of potential human remains. The Coroner must then determine within two working days of being notified if the remains are subject to his or her authority. If the Coroner recognizes the remains to be Native American, he or she must contact the Native American Heritage Commission (NAHC) by phone within 24 hours, in accordance with PRC 5097.98. The NAHC then designates a Most Likely Descendant (MLD) with respect to the human remains within 48 hours of notification. The MLD would then have the opportunity to recommend to the project proponent means for treating or disposing, with appropriate dignity, the human remains and associated grave goods within 24 hours of notification. This requirement is incorporated as **MM CUL-2**, in order to provide standard procedures in the event that human remains are encountered during proposed construction. Therefore, impacts to human remains would be less than significant with mitigation incorporated.

**MM CUL-2** In accordance with Section 7050.5 of the California Health and Safety Code, if potential human remains are found, earth-disturbing work in the vicinity (100-foot [30.5-meter] buffer area) shall immediately halt, and the County Coroner shall be notified of the discovery. The Coroner will provide a determination within 48 hours of notification. No further excavation or disturbance of the identified material, or any area reasonably suspected to overlie additional remains, shall occur until a determination has been made. If the County Coroner determines that the remains are, or are believed to be, Native American, they shall notify the Native American Heritage Commission (NAHC) within 24 hours. In accordance with California Public Resources Code Section 5097.98, the NAHC must immediately notify those persons believed to be the most likely descendant (MLD) from the deceased Native American. The MLD may, with the permission of the owner of the land, or his or her authorized representative, inspect the site of the discovery of the Native American human remains and may recommend to the owner or the person responsible for the excavation work, the means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The MLDs shall complete their inspection and make recommendations or preferences for treatment within 48 hours of being granted access to the site.

### 3.6 Energy

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VI. Energy</b> – 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

The short-term construction and long-term operation of the proposed project will require the consumption of energy resources in several forms at the project site and within the project area. Construction and operational energy consumption are evaluated in detail below.

#### ***Electricity***

##### **Construction Use**

Temporary electric power for as-necessary lighting and electronic equipment such as computers inside temporary construction trailers would be provided by Southern California Edison (SCE). The electricity used for such activities would be temporary and would have a negligible contribution to the project's overall energy consumption. **No impact** would occur.

##### **Operational Use**

Project operation would require electricity for multiple purposes including building heating and cooling, lighting, appliances, and electronics. For building consumption, default electricity consumption rates in CalEEMod for the proposed project land uses and climate zone were used. Building operations for the project would involve energy consumption for multiple purposes including, but not limited to, building heating and cooling, lighting, and electronics, as well as parking lot lighting. Building operations, including parking lot lighting, would consume approximately 159,492 kilowatt hours per year (kWh/yr) of electricity (Appendix C). For comparison, electricity demand for Riverside County in 2018 was 15,981 million kWh (CEC 2018a). As such, long-term operation of the proposed project would result in a negligible increase in electricity consumption. Impacts related to operational electricity use would therefore be **less than significant**.

#### ***Natural Gas***

##### **Construction Use**

Natural gas is not anticipated to be required during construction of the proposed project. Fuels used for construction would primarily consist of diesel and gasoline, which are discussed below under the "petroleum" subsection. Any minor amounts of natural gas that may be consumed as a result of project

construction would have a negligible contribution to the project's overall energy consumption. **No impact** would occur.

### **Operational Use**

Natural gas consumption during operation would be required for various purposes, including building heating and cooling and cooking. For building consumption, default natural gas generation rates in CalEEMod for the proposed project land uses and climate zone were used. Building operations would consume an estimated 820,320 kilo-British thermal units per year (kBtu/yr) of natural gas (Appendix C). For comparison, in 2018 approximately 398.5 million therms (398.5 billion kBtu) of natural gas were delivered to Riverside County (CEC 2018b). The proposed project is subject to statewide mandatory energy requirements as outlined in Title 24, Part 6, of the California Code of Regulations. Title 24, Part 11, contains additional energy measures that are applicable to proposed project under the California Green Building Standards Code (CALGreen). As such, impacts related to operational natural gas use would be **less than significant**.

### **Petroleum**

#### **Construction Use**

Heavy-duty construction equipment associated with construction activities would rely on diesel fuel, as would haul and vendor trucks involved in delivery of materials to the project site. Construction workers would travel to and from the project site throughout the duration of construction. It is assumed in this analysis that construction workers would travel to and from the site in gasoline-powered light-duty vehicles.

Heavy-duty construction equipment of various types would be used during each phase of project construction. Appendix C lists the assumed equipment usage for ~~each phase of construction~~ of Phase 1 and Phase 2 combined. Fuel consumption from construction equipment was estimated by converting the total carbon dioxide (CO<sub>2</sub>) emissions from each construction phase to gallons using the conversion factors for CO<sub>2</sub> to gallons of gasoline or diesel. The conversion factor for gasoline is 8.78 kilograms per metric ton CO<sub>2</sub> per gallon, and the conversion factor for diesel is 10.21 kilograms per metric ton CO<sub>2</sub> per gallon (The Climate Registry 2018). The estimated diesel fuel usage from construction equipment is shown in Table 78, Construction Equipment Diesel Demand.

**Table 78. Construction Equipment Diesel Demand**

Phase	Pieces of Equipment	Equipment CO <sub>2</sub> (MT)	Kg CO <sub>2</sub> /Gallon	Gallons
Demolition	5	21.07	10.21	2,063.66
Site Preparation	3	1.51	10.21	147.89
Grading	3	2.48	10.21	242.90
Building Construction	7	181.54	10.21	17,780.61
Paving	5	5.88	10.21	575.91
Architectural Coating	1	1.28	10.21	125.37
<b>Total</b>				<b>20,936.34</b>

**Sources:** Pieces of equipment and equipment CO<sub>2</sub> (Appendix C); kg CO<sub>2</sub>/Gallon (The Climate Registry 2018).

**Notes:** CO<sub>2</sub> = carbon dioxide; MT = metric ton; kg = kilogram.

Fuel estimates for total worker, vendor, and haul truck fuel consumption are provided in Table 89, Construction Worker, Vendor, and Haul Truck Petroleum Demand.

**Table 89. Construction Worker, Vendor, and Haul Truck Petroleum Demand**

Phase	Trips	Vehicle MT CO <sub>2</sub>	Kg CO <sub>2</sub> / Gallon	Gallons
<b>Worker Vehicles (Gasoline)</b>				
Demolition	14	1.72	8.78	195.90
Site Preparation	8	0.10	8.78	11.39
Grading	8	0.20	8.78	22.78
Building Construction	24	29.31	8.78	3,338.27
Paving	14	0.83	8.78	94.53
Architectural Coating	6	0.36	8.78	41.00
<b>Total</b>				<b>3,703.87</b>
<b>Vendor Trucks (Diesel)</b>				
Demolition	0	0.00	10.21	0.00
Site Preparation	0	0.00	10.21	0.00
Grading	0	0.00	10.21	0.00
Building Construction	9	24.37	10.21	2,386.88
Paving	0	0.00	10.21	0.00
Architectural Coating	0	0.00	10.21	0.00
<b>Total</b>				<b>2,386.88</b>
<b>Haul Trucks (Diesel)</b>				
Demolition	8	0.29	10.21	28.40
Site Preparation	0	0.00	10.21	0.00
Grading	0	0.00	10.21	0.00
Building Construction	0	0.00	10.21	0.00
Paving	0	0.00	10.21	0.00
Architectural Coating	0	0.00	10.21	0.00
<b>Total</b>				<b>28.40</b>

**Sources:** Trips and vehicle CO<sub>2</sub> (Appendix C); kg CO<sub>2</sub>/Gallon (The Climate Registry 2018).

**Notes:** MT = metric ton; CO<sub>2</sub> = carbon dioxide; kg = kilogram.

In summary, construction of the proposed project is conservatively anticipated to consume approximately 6,119 gallons of gasoline and 20,936 gallons of diesel over a period of approximately 12 months. For comparison, approximately 20 billion gallons of petroleum will likely be consumed in California over the course of the proposed project's construction phase, based on the California daily petroleum consumption estimate of approximately 78.6 million gallons per day (EIA 2017). Overall, because petroleum use during construction would be temporary, and would not be wasteful or inefficient, impacts would be **less than significant**.

### Operational Use

The fuel consumption resulting from the project's operational phase would be attributable to employees and visitors traveling to and from the project site. Petroleum fuel consumption associated with motor vehicles traveling to and from the project site during operation is a function of vehicle miles traveled (VMT). As shown in Appendix C, the annual VMT attributable to the project is expected to be 1,241,798 VMT per year. Similar to construction worker and truck trips, fuel consumption for operation is estimated by converting the total CO<sub>2</sub> emissions from VMT to gallons using the conversion factors for CO<sub>2</sub> to gallons of gasoline or diesel. Based on

the default CalEEMod vehicle mix and the countywide proportion of gasoline and diesel on-road vehicle VMT, the vehicles associated with project operations would likely be approximately 93% gasoline powered and 7% diesel powered vehicles. The estimated fuel use from vehicles traveling to and from the project site during operation is shown in Table 910.

**Table 910. Project Operations – Petroleum Consumption**

Fuel	Vehicle MT CO <sub>2</sub>	kg CO <sub>2</sub> /Gallon	Gallons
Gasoline	494.40	8.78	53,309.64
Diesel	40.19	10.21	3,936.77

**Source:** Appendix C and Appendix I

**Notes:** CO<sub>2</sub> = carbon dioxide; kg = kilogram; MT = metric ton

As depicted in Table 910, at buildout, project operation would result in approximately 57,246 gallons of petroleum fuel usage per year. This is a conservative estimate, since it does not account for usage of electric vehicles (EVs). By comparison, California as a whole consumes approximately 28.7 billion gallons of petroleum per year (EIA 2017).

Over the lifetime of the project, the fuel efficiency of vehicles is expected to increase. As such, the amount of petroleum consumed as a result of vehicular trips to and from the project site during operation is expected to decrease over time. There are numerous regulations in place that require and encourage increased fuel efficiency, such as efforts to accelerate the number of plug-in hybrids and zero-emissions vehicles in California and increasingly stringent emissions standards (CARB 2013). As such, operation of the project is expected to use decreasing amounts of petroleum over time due to advances in fuel economy. Impacts related to operational petroleum use would therefore be less than significant.

In summary, although the project would increase energy use, the use would be a small fraction of the statewide use and, due to efficiency increases, is expected to diminish over time (particularly with respect to petroleum). Given these considerations, energy consumption associated with the project would not be considered inefficient or wasteful and would result in a **less than significant** impact.

**b) Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?**

**Less than Significant.** The proposed project would be subject to state regulations for energy efficiency, namely, California's Building Energy Efficiency Standards and CALGreen, both of which are set forth in the California Code of Regulations, Title 24. California's Building Energy Efficiency Standards were established in 1978 and serve to enhance and regulate California's building standards. These standards include regulations for residential and nonresidential buildings constructed in California to reduce energy demand and consumption. The Building Energy Efficiency Standards are updated periodically (every 3 years) to incorporate and consider new energy efficiency technologies and methodologies. CALGreen institutes mandatory minimum environmental performance standards for all ground-up, new construction of commercial, low-rise residential, and state-owned buildings, as well as schools and hospitals. The 2016 CALGreen standards became effective on January 1, 2017. The new 2019 standard became effective on January 1, 2020. The proposed project would meet Building Energy Efficiency Standards and CALGreen standards to reduce energy demand and increase energy efficiency.

At a regional level, the proposed project would be subject to the policies set forth in SCAG's 2016 RTP/SCS. The RTP/SCS is a regional growth-management strategy that targets per-capita GHG reduction from passenger vehicles and light-duty trucks in the Southern California region pursuant to Senate Bill (SB) 375.

In addition to demonstrating the region's ability to attain and exceed the GHG emission-reduction targets set forth by CARB, the 2016 RTP/SCS outlines a series of actions and strategies for integrating the transportation network with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. Thus, successful implementation of the 2016 RTP/SCS would result in more complete communities with a variety of transportation and housing choices, while reducing automobile use. With regard to individual developments, such as the project, the strategies and policies set forth in the 2016 RTP/SCS include improved energy efficiency. The 2016 RTP/SCS goal is to actively encourage and create incentives for energy efficiency, where possible. As discussed previously, the project would comply with the 2019 CALGreen standards. For these reasons, the proposed project would be consistent with the SCAG 2016 RTP/SCS.

The proposed project would follow applicable energy standards and regulations during construction. In addition, the proposed project would be built and operated in accordance with all existing, applicable regulations at the time of construction. As such, the proposed project would not conflict with existing energy standards and regulations.

### 3.7 Geology and Soils

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>VII. GEOLOGY AND SOILS</b> – 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The analysis for this section is based on a Geotechnical Investigation Report prepared for the proposed project, included as Appendix F.

a) ***Would the project directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:***

i) ***Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.***

**No Impact.** The City of Calimesa is located with Southern California, a known seismically active area. California's Alquist-Priolo Earthquake Fault Zoning Act of 1972 prohibits cities from issuing development permits for sites located within an earthquake fault zone. The project site is not in the immediate vicinity of an identified, potentially active fault, nor is it within the boundary of a Special Studies Zone (Earthquake Fault Zone) (Appendix F).

ii) ***Strong seismic ground shaking?***

**Less than Significant.** The site is located within the northwestern portion of the San Gorgonio pass within the northernmost portion of the Peninsular Ranges Geomorphic Province. The Peninsular Range has historically been a province of relatively high seismic activity. The nearest faults to the project site are associated with the South San Andreas Fault system located approximately 5.6 miles from the site. These faults are anticipated to be capable of producing a maximum 8.2 magnitude earthquake.

Although the project site is expected to experience moderate to severe ground shaking, the proposed project would be designed and constructed in a manner that reduces the risk of seismic hazards (Title 24, California Code of Regulations). The proposed project would be conditioned to comply with the most current seismic design coefficients, ground motion parameters, and all applicable provisions of the California Building Code (CBC). In addition, the proposed project would be designed and constructed consistent with all recommendations set forth in the Geotechnical Investigation conducted for the proposed project (Appendix F).

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

**Less than Significant.** Ground failure and liquefaction can potentially occur during an earthquake-induced ground-shaking event and can be a main cause of structure damage. Soil liquefaction is a state of soil particles suspension caused by a complete loss of strength when the effective stress drops to zero. Primary factors that trigger liquefaction are: moderate to strong ground shaking (seismic source), relatively clean,

loose granular soils (primarily poorly graded sands and silty sands), and saturated soil conditions (shallow groundwater).

The soils encountered within the depth of 46.5 feet (14.2 meters) on the project site consisted predominately of medium dense to very dense clayey sand, silty sand, well-graded sand with silt, poorly graded sand with silt; and stiff to hard sandy clay, sandy silt, and sandy clayey silt. The historically highest groundwater is estimated to be at a depth more than 50 feet (15.2 meters) below ground surface based on regional groundwater data (Appendix F). In addition, the project site is located within a low liquefaction potential area (County of Riverside 2019), which is consistent with the liquefaction analysis included in Appendix F.

**iv) Landslides?**

**No Impact.** Areas at risk from landslides include locations on or close to steep hills and steep road cuts or excavations, or areas where existing landslides have previously occurred. The project site and surrounding area is relatively flat ground devoid of steep slopes. Due to the absence of significant slopes on or in the vicinity of the project site, the potential for slope failure that could affect the project site is negligible.

**b) Would the project result in substantial soil erosion or the loss of topsoil?**

**Less than Significant.** During construction of the proposed project, soils would be disrupted during grading activities, exposure of uncovered soils, thereby increasing the potential for wind or water-related erosion and sedimentation until the construction is completed. During construction activities, contractors would be required to comply with federal, state, and local requirements and guidelines to minimize the potential for soil erosion, including the National Pollution Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities, 2009-0009-DWQ, as amended by 2010-0014-DWQ (General Construction Permit) and each jurisdiction's stormwater permit. A Stormwater Pollution Prevention Plan (SWPPP) would be prepared, outlining BMPs to minimize stormwater pollution resulting from erosion and sediment migration from the construction areas. In addition, the proposed project must comply with SCAQMD Rule 403, through application of standard best management practices (BMPs), to minimize fugitive dust from the project site. Compliance with applicable federal, State and local regulations would ensure soil erosion, primarily during ground-disturbing construction activities, does not result in substantial loss of top soil.

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

**Landslide:** Refer to response to Section 3.7(a.iii).

**Liquefaction:** Refer to response to Section 3.7(a.iv).

**Surface Settlement:** Based on site subsurface conditions and the seismicity of the region, any loose granular materials at the site could be vulnerable to surface settlement during a seismic event. Ground surface total settlements due to compression in the unsaturated zone are estimated to be on the order of 0.19-inch. Differential settlement is estimated to be approximately 0.1-inch (Appendix F). Based on the relatively low estimated settlement potential within the project site, the likelihood of ground failure due to surface settlement would be very low.

**Lateral Spreading:** Lateral spreading is a phenomenon in which soils move laterally during seismic shaking and is often associated with liquefaction. The amount of movement depends on the soil strength, duration and intensity of seismic shaking, topography, and free face geometry. Due to the relatively flat site topography, the likelihood of lateral spreading would be low.

Based on the existing soil conditions and the analyses conducted for the Geotechnical Investigation (Appendix F), the proposed project would not be located on an unstable geologic unit.

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

**Less than Significant.** Soils encountered within the project site during the geotechnical investigation consisted predominately of medium dense to very dense clayey sand, silty sand, well-graded sand with silt, poorly graded sand with silt; and stiff to hard sandy clay, sandy silt, and sandy clayey silt. The clay content present within the on-site soils have water storage capabilities. When the soil absorbs water it can expand, followed by potential compression when it dries out. Excessive expansion and compression of soil can cause damage to the structures it supports.

Although the on-site soils have potential for expansion and compression, the proposed project and constructed consistent with all recommendations set forth in the Geotechnical Investigation (Appendix F) to minimize risk of expansion/compression and avoid damage to proposed structures. The proposed project would also comply with the CBC, which outlines specific design, engineering, and development standards for structures proposed in areas with unstable and expansive soils. Compliance with current regulations and implementation of recommendations set forth in the Geotechnical Investigation would ensure that proposed structures would be designed and engineered to withstand the impacts of expansive and unstable soils.

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

**No Impact.** The use of septic tanks or other alternative wastewater disposal systems would not be a part of the proposed project.

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

**Less than Significant with Mitigation Incorporated.** A paleontological resources records search was conducted for the project site, including a one-mile buffer, to discover known paleontological resources within or near the project site. The results for the records search are included as Appendix G.

The north-central portion of the project site is underlain by younger Quaternary alluvium (Dibblee and Minch, 2004). These younger Quaternary (Holocene, less than ~ 11,700 years old), or recent, alluvial fan deposits are comprised of loose silt, sand, and gravel derived from the higher elevations surrounding the project area (McLeod 2020). Older alluvial deposits that are Pleistocene in age ("Ice Age" deposits, ~2.58 Ma to 11,700 years old) underlie the remainder of the project site and presumably underlie the younger alluvial deposits at depth (Dibblee and Minch 2004; McLeod 2020). The San Timoteo Formation (Plio-Pleistocene; ~5 to 1.3 million years old) may also underlie the older Quaternary alluvium at depth (Dibblee and Minch 2004; Matti 2016; McLeod 2020).

Older Quaternary alluvial deposits, characteristically reddish-brown in color, have been known to produce Ice Age mammals and reptiles in the project vicinity and throughout Riverside County, as confirmed by the records search results obtained from the Natural History Museum of Los Angeles County (LACM, or museum) (McLeod 2020). According to the museum, nearby fossil locality LACM 4540 from the northeastern side of the San Jacinto Valley, due west of Jack Rabbit Trail, yielded the remains of an extinct horse, *Equus*. A second locality, LACM 8062, west of the project area and west of Mira Loma, yielded fossil specimens of undetermined elephant (*Proboscidea*; mammoths and mastodons), bear (*Ursus*), dog (*Canis dirus*), horse (*Equus*), camel (*Camelops*), and bison (*Bison*), at shallow, but unstated depth (McLeod 2020). Further west of the project site, LACM 7811, yielded a fossil specimen of whipsnake (*Masticophis flagellum*), from 9-11 feet (2.7-3.4 meters) below the ground surface (McLeod 2020). At the nearby El Casco Substation, Pleistocene age mammalian fossils were discovered during construction excavations by Southern California Edison, and included a sabre-tooth cat, horse, panther, llamas, sloth, a new species of deer, and many different types of rodents (Sears, 2010).

Older Plio-Pleistocene age deposits of the San Timoteo Formation in nearby less elevated terrain have also yielded fossil localities and likely underlies the older Quaternary deposits within the project site. A series of localities, including LACM (CIT) 133, LACM (CIT) 515, and LACM 7618-7622, from within the San Timoteo Formation, have produced fossil specimens south of the project area in the San Timoteo Badlands on both side of the Moreno Valley Freeway (Highway 60). These localities produced specimens of fossil horse (*Equus*) and camel (*Camelidae*) (McLeod 2020).

No paleontological resources were identified within the project site as a result of the institutional records search or desktop geological review. Furthermore, the project site is located within an area that has been previously developed and is likely underlain by fill materials, at least in part. As such, the project area is not anticipated to be underlain by unique geologic features. While this area locally has been heavily disturbed by urban development over the years, intact paleontological resources may be present below the original layer of fill material. If intact paleontological resources are located on site, ground-disturbing activities associated with construction of the proposed project, such as grading during site preparation, have the potential to destroy a unique paleontological resource or site. As such, the project site is considered to be potentially sensitive for paleontological resources.

Given the proximity of past fossil discoveries in the surrounding area and potential for underlying, Pleistocene-age older alluvial deposits and/or San Timoteo Formation, the project site is considered highly sensitive for supporting paleontological resources below the depth of fill and recent Quaternary alluvium. Implementation of **MM GEO-1** would avoid impacts to subsurface paleontological resources. As such, impacts on unique paleontological resources would be less than significant with mitigation incorporated.

**MM GEO-1** Prior to commencement of any grading activities, the applicant shall retain a qualified paleontologist per the Society of Vertebrate Paleontology (SVP) (2010) guidelines. The paleontologist shall prepare a Paleontological Resources Impact Mitigation Program (PRIMP) for the project. The PRIMP shall be consistent with the SVP (2010) guidelines and should outline requirements for preconstruction meeting attendance and worker environmental awareness training, where monitoring is required within the project area based on construction plans and/or geotechnical reports, procedures for adequate paleontological monitoring and discoveries treatment, and paleontological methods (including sediment sampling for microvertebrate fossils), reporting, and collections management. The qualified paleontologist shall attend the preconstruction meeting and a paleontological monitor shall be on-site during rough grading and

other significant ground-disturbing activities in areas of previously undisturbed, moderate and/or high paleontological resources sensitivity. In the event that paleontological resources (e.g., fossils) are unearthed during grading, the paleontological monitor will temporarily halt and/or divert grading activity to allow recovery of paleontological resources. The area of discovery will be roped off with a 50-foot radius buffer. Once documentation and collection of the find is completed, the monitor will remove the rope and allow grading to recommence in the area of the find.

### 3.8 Greenhouse Gas Emissions

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

Analysis in this section is based on an Air Quality Memo prepared for the proposed project, included as Appendix C to this IS/MND. The greenhouse effect is a natural process that contributes to regulating the Earth's temperature, and it creates a livable environment on Earth. Human activities that emit additional Greenhouse Gas (GHG) emissions to the atmosphere increase the amount of infrared radiation that gets absorbed before escaping into space, thus enhancing the greenhouse effect and causing the Earth's surface temperature to rise. Global climate change is a cumulative impact; a project contributes to this impact through its incremental contribution combined with the cumulative increase of all other sources of GHGs. Thus, GHG impacts are recognized exclusively as cumulative impacts (CAPCOA 2008).

As defined in California Health and Safety Code Section 38505(g) for purposes of administering many of the state's primary GHG emissions reduction programs, GHGs include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride. The three GHGs evaluated for GHG emission impacts are CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O. Hydrofluorocarbons, perfluorocarbons, sulfur hexafluoride, and nitrogen trifluoride were not evaluated or estimated in this analysis because the proposed project would not generate them in measurable quantities.

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

Gases in the atmosphere can contribute to climate change both directly and indirectly.<sup>3</sup> The Intergovernmental Panel on Climate Change developed the global warming potential (GWP) concept to

<sup>3</sup> Direct effects occur when the gas itself absorbs radiation. Indirect radiative forcing occurs when chemical transformations of the substance produce other GHGs, when a gas influences the atmospheric lifetimes of other gases, and/or when a gas affects atmospheric processes that alter the radiative balance of the Earth (e.g., affect cloud formation or albedo) (EPA 2017).

compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The reference gas used is CO<sub>2</sub>; therefore, GWP-weighted emissions are measured in metric tons (MT) of CO<sub>2</sub> equivalent (CO<sub>2</sub>e).

### Construction Emissions

**Less than Significant.**<sup>4</sup> Construction of the project would result in GHG emissions, which are primarily associated with use of off-road construction equipment, on-road vendor and haul trucks, and worker vehicles. As previously stated, SCAQMD recommends that construction emissions be amortized over a 30-year project lifetime. The CalEEMod was used to estimate GHG emissions during construction.

~~Construction of the project is anticipated to last up to 12 months. Project construction would occur in two phases, totaling approximately 12 months. GHG emissions generated during construction of the proposed project would be short term in nature, lasting only for the duration of the construction period, and would not represent a long-term source of GHG emissions. The GHG analysis for project construction assumed that all construction activities would be completed in a single 12-month phase, thereby analyzing the worst-case scenario for annual GHG construction emissions. Table 40-11 shows the estimated annual GHG construction emissions associated with the proposed project, assuming one 12-month construction phase, as well as the annualized construction emissions over a 30-year project life.~~

**Table 40-11. Estimated Annual Construction Greenhouse Gas Emissions**

Year	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e
	Metric Tons per Year			
2021	202.83	0.03	0.00	203.68
2022	68.11	0.01	0.00	68.38
Total				272.06
Annualized emissions over 30 years				9.07

**Source:** Appendix C

**Notes:** CO<sub>2</sub> = carbon dioxide; CH<sub>4</sub> = methane; N<sub>2</sub>O = nitrous oxide; CO<sub>2</sub>e = carbon dioxide equivalent.

As shown in Table 40-11, the estimated total GHG emissions during construction would be approximately 272.06 MT CO<sub>2</sub>e over the 12-month construction period. Estimated project-generated construction emissions annualized over 30 years would be approximately 9.07 MT CO<sub>2</sub>e per year. ~~As with project-generated construction air pollutant emissions, GHG emissions generated during construction of the proposed project would be short term in nature, lasting only for the duration of the construction period, and would not represent a long term source of GHG emissions.~~ As there is no construction GHG threshold, the amortized construction emissions were added to the operational emissions and evaluated therein.

### Operational Emissions

**Less than Significant.** CalEEMod was used to estimate potential project-generated operational GHG emissions from area sources (landscape maintenance), energy sources (natural gas and electricity), mobile sources, solid waste, and water supply and wastewater treatment. GHG emissions analysis for project operations was conducted assuming operation of both phases of the proposed project in 2021, thereby

<sup>4</sup> Currently, there is no standardized construction threshold for GHG, but based on the results (Appendix C), it can be assumed that impacts would be less than significant.

analyzing the worst-case scenario for daily operational emissions. Emissions from each category are discussed in the following text with respect to the project. For additional details, refer to Appendix C for a discussion of operational emission calculation methodology and assumptions, specifically for area, energy (natural gas and electricity), and mobile sources. Estimated annual operation emissions of the proposed project are shown in Table 11.12. Operation of Phase 1 only (prior to development of Phase 2) would result in reduced annual operational GHG emissions than presented in Table 12.

**Table 11.12. Estimated Annual Operational Greenhouse Gas Emissions (2022)**

Emissions Source	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	CO <sub>2</sub> e <sup>a</sup>
	Metric Tons per Year			
Area	0.00	0.00	0.00	0.00
Energy	94.59	0.00	0.00	94.59
Mobile	2,078.051	0.17	0.00	2,082.22
Solid Waste	7.34	0.43	0.00	18.20
Water and Wastewater	4.57	0.00	0.00	4.83
<b>Total</b>				<b>2,200.28</b>
<b>Amortized Construction Emissions</b>				<b>9.07</b>
<b>Total with Construction Emissions</b>				<b>2,209.35</b>

**Source:** Appendix C

**Notes:** CO<sub>2</sub> = carbon dioxide; CH<sub>4</sub> = methane; N<sub>2</sub>O = nitrous oxide; CO<sub>2</sub>e = carbon dioxide equivalent.

a. Numbers may not add exactly due to rounding.

The City of Calimesa Climate Action Plan (City of Calimesa 2014b) does not include an adopted threshold for GHG emissions. For CEQA purposes, the City is responsible to select an appropriate significance criterion, based on substantial evidence. In guidance provided by the SCAQMD GHG CEQA Significance Threshold Working Group, SCAQMD considered the following tiered approach to determine the significance of GHG emissions from residential and commercial projects (SCAQMD 2010):

- Tier I – Exemptions, e.g., categorical, statutory, etc.
- Tier II – Consistency with a locally adopted GHG reduction plan
- Tier III – Numerical Screening Thresholds (10,000 MT CO<sub>2</sub>e for industrial projects and 3,000 MT CO<sub>2</sub>e for non-industrial projects)
- Tier IV – Service Population Screening Threshold

Tier III was determined to be the most appropriate approach for the proposed project, because the City of Calimesa has not adopted a significance threshold for GHG emissions (City of Calimesa 2014). As such, the numerical threshold of 3,000 MT CO<sub>2</sub>e per year for non-industrial project was used as the significance threshold in this analysis.

As shown in Table 11.12, at buildout, the proposed project would result in 2,200.28 MT CO<sub>2</sub>e per year during long-term operation. When the amortized construction emissions are included, the total project operational emissions would be 2,209.35 MT CO<sub>2</sub>e per year. As such, the proposed project would not exceed the non-industrial threshold of 3,000 MT CO<sub>2</sub>e per year as established by the SCAQMD. In addition, the applicant would be required to include the minimal energy efficiency and water conservation measures to the proposed project, as required for small projects in the CAP.

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

**Less Than Significant Impact.** The proposed project would result in less-than-significant impacts related to conflicts with GHG emission reduction plans, for the reasons described below.

**Consistency with the City of Calimesa Climate Action Plan**

The City of Calimesa Climate Action Plan (CAP) was adopted in September 2014 (City of Calimesa 2014b). The City of Calimesa CAP includes measures and goals set forth in order to reduce GHG emissions and meet the City's 2020 and 2035 goals. The reduction targets for 2020 and 2035 are based on 15% and 49% decreases from the City's 2010 baseline emissions inventory, which was approximately 69,249 MT CO<sub>2</sub>e. The reduction measures are categorized by source category (transportation, energy efficiency, renewable energy, and solid waste). As discussed in Section 3.8.2(a), construction of the proposed project would not exceed the threshold of 3,000 MT CO<sub>2</sub>e per year. At buildout, the proposed project would result in approximately 2,209.35 MT CO<sub>2</sub>e operational GHG emissions. In addition, the applicant would be required to include the minimal energy efficiency and water conservation measures to the proposed project, as required for small projects in the CAP. Therefore, the proposed project would not conflict with the City of Calimesa CAP.

**Consistency with CARB's Scoping Plan**

The CARB Scoping Plan, approved by CARB in 2008 and updated in 2014 and 2017, provides a framework for actions to reduce California's GHG emissions and requires CARB and other state agencies to adopt regulations and other initiatives to reduce GHGs. The Scoping Plan is not directly applicable to specific projects, nor is it intended to be used for project-level evaluations.<sup>5</sup> Under the Scoping Plan, however, there are several state regulatory measures aimed at the identification and reduction of GHG emissions. CARB and other state agencies have adopted many of the measures identified in the Scoping Plan. Most of these measures focus on area source emissions (e.g., energy usage, high-GWP GHGs in consumer products) and changes to the vehicle fleet (i.e., hybrid, electric, and more fuel-efficient vehicles) and associated fuels (e.g., Low Carbon Fuel Standard), among others.

**Consistency with the Southern California Association of Governments 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy**

SCAG's 2016 RTP/SCS is a regional growth-management strategy that targets per-capita GHG reduction from passenger vehicles and light-duty trucks in the Southern California region. The 2016 RTP/SCS incorporates local land use projections and circulation networks in city and county general plans. The 2016 RTP/SCS is not directly applicable to the proposed project because the purpose of the 2016 RTP/SCS is to provide direction and guidance by making the best transportation and land use choices for future development. The proposed project would not conflict with implementation of the strategies identified in the 2016 RTP/SCS that would reduce GHG emissions.

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<sup>5</sup> The Final Statement of Reasons for the amendments to the CEQA Guidelines reiterates the statement in the Initial Statement of Reasons that "[t]he Scoping Plan may not be appropriate for use in determining the significance of individual projects because it is conceptual at this stage and relies on the future development of regulations to implement the strategies identified in the Scoping Plan" (CNRA 2009).

### **Consistency with Executive Order S-3-05 and Senate Bill 32**

The proposed project would not impede the attainment of the GHG reduction goals for 2030 or 2050, as identified in Executive Order S-3-05 and Senate Bill (SB) 32. Executive Order S-3-05 establishes the following goals: GHG emissions should be reduced to 2000 levels by 2010, to 1990 levels by 2020, and to 80% below 1990 levels by 2050. SB 32 establishes a statewide GHG emissions reduction target whereby CARB, in adopting rules and regulations to achieve the maximum technologically feasible and cost-effective GHG emissions reductions, shall ensure that statewide GHG emissions are reduced to at least 40% below 1990 levels by December 31, 2030. While there are no established protocols or thresholds of significance for that future year analysis, CARB forecasts that compliance with the current Scoping Plan puts the state on a trajectory of meeting these long-term GHG goals, although the specific path to compliance is unknown (CARB 2014).

CARB has expressed optimism with regard to both the 2030 and 2050 goals. It states in the First Update to the Climate Change Scoping Plan that “California is on track to meet the near-term 2020 GHG emissions limit and is well positioned to maintain and continue reductions beyond 2020 as required by AB 32” (CARB 2014). With regard to the 2050 target for reducing GHG emissions to 80% below 1990 levels, the First Update to the Climate Change Scoping Plan states that the level of reduction is achievable in California (CARB 2014). CARB believes that the state is on a trajectory to meet the 2030 and 2050 GHG reduction targets set forth in AB 32, SB 32, and Executive Order S-3-05. This is confirmed in the Second Update, which states (CARB 2017b):

The Proposed Plan builds upon the successful framework established by the Initial Scoping Plan and First Update, while also identifying new, technologically feasibility and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health, including in disadvantaged communities. The Proposed Plan is developed to be consistent with requirements set forth in AB 32, SB 32, and AB 197.

The proposed project would not interfere with implementation of any of the above-described GHG reduction goals for 2030 or 2050 because the project would not exceed the SCAQMD’s recommended threshold of 3,000 MT CO<sub>2e</sub> per year (SCAQMD 2008). Because the proposed project would not exceed the threshold, this analysis provides support for the conclusion that the project would not impede the state’s trajectory toward the above-described statewide GHG reduction goals for 2030 or 2050.

The proposed project’s consistency with the State’s Scoping Plan would assist in meeting each jurisdiction’s contribution to GHG emission reduction targets in California. With respect to future GHG targets under SB 32 and Executive Order S-3-05, CARB has also made clear its legal interpretation that it has the requisite authority to adopt whatever regulations are necessary, beyond the AB 32 horizon year of 2020, to meet the SB 32 40% reduction target by 2030 and the Executive Order S-3-05 80% reduction target by 2050. This legal interpretation by an expert agency provides evidence that future regulations will be adopted to continue the trajectory toward meeting these future GHG targets.

Based on the above considerations, the proposed project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs.

### 3.9 Hazards and Hazardous Materials

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>IX. HAZARDS AND HAZARDOUS MATERIALS – Would the project:</b>				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

#### Construction Activities

**Less than Significant.** During construction of the proposed project, potentially hazardous materials would likely be handled on the project site. These materials would include gasoline, diesel fuel, lubricants, and other petroleum-based products used to operate and maintain construction equipment. Handling these potentially hazardous materials would be temporary and would coincide with the short-term construction phase of the proposed project. All project construction activities would demonstrate compliance with applicable laws and regulations governing the use, storage, and transportation of hazardous materials, ensuring that all potentially hazardous materials are handled in an appropriate manner. As such, impacts concerning the routine transport, use or disposal of hazardous materials during project construction would

~~be less than significant. Construction of the proposed project would require demolition of the existing single-family residence on site. Because the existing residence was constructed in the mid 1940s, the structure may contain asbestos-containing materials (ACM), which would pose a potential hazard during demolition activities. However, demolition activities would be required to comply with the SCAQMD Rule 1403, which requires testing, remediation procedures, and work practice requirements to limit asbestos emissions during demolition (SCAQMD 2019). In addition, as part of any removal of construction-generated hazardous waste from the project site, the applicant would be required to use a certified hazardous waste transportation company, which must haul hazardous waste to a permitted facility for treatment, storage, recycling, or disposal. Based on the above provisions, the proposed project would not create a significant hazard to the public or environment.~~

### Operation Activities

**Less than Significant.** During the operation phase of the project, gasoline and diesel fuel—which are considered hazardous materials—will be routinely handled, stored, and dispensed on the project site. Underground storage tanks (UST) proposed within the RV fueling station parcel would store bio-diesel and diesel fuel on the project site, as shown in Figure 2. The bio-diesel and diesel fuel USTs would have a capacity of 30,000 gallons and 4,000 gallons, respectively. Fuel Tankers would utilize I-10 to County Line Road to access the project site. Truck Drivers would be subject to federal and State requirements that regulate the transport of hazardous materials and the operation of fuel tanker trucks. On the project site, tanker trucks would transfer fuel to the UST, which would be permitted by the County of Riverside Department of Environmental Health (DEH) Hazardous Materials Management Branch (HMMB) (Riverside County 2020a). Permitting requires submittal of UST plans to the HMMB prior to installation, modification, repair or removal of a UST. In addition, the applicant would be required to prepare and implement a Hazardous Materials Business Plan (HMBP), pursuant to the Riverside County Municipal Code Chapter 8.64, which would be reviewed and approved by the Riverside County DEH. The purpose of the HMBP is to assist business owners with compliance with State requirements and provide emergency responders with adequate information about the type and quantity of hazardous materials stored at a facility. Although inadequate maintenance of USTs may result in leaks, CCR Title 23, Chapter 16 and Riverside County Ordinance 617 mandate regular monitoring, maintenance and inspection of USTs, which would ensure the safe and appropriate operation of the proposed UST on site (County of Riverside 2020a).

RV Fueling station patrons would regularly use hazardous materials while dispensing fuel at the pump stations. Refueling activities release benzene into the air; however, benzene emissions can be reduced by more than 90 percent by the vapor recovery systems required at fuel pumps. Nevertheless, Benzene emission have potential to cause near source health risks (CARB 2005). CARB recommends siting sensitive land uses, such as residences, at least 50 feet (15.2 meters) from typical gasoline dispensing facilities (CARB 2005). The proposed RV fueling station canopy would be located approximately 200 feet (61.0 meters) south of the nearest residential property, located north of County Line Lane. Therefore, the proposed fuel pumps would be located outside the recommended 50-foot (15.2-meter) buffer and benzene emissions would not pose a risk to nearby residences.

Routine inspection of the RV fueling station, the permitted USTs, all associated fuel delivery infrastructure, and compliance with all federal, state, and local regulations would ensure that operation of the proposed project would not pose significant hazards to the public or environmental.

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

#### **Construction Activities**

**Less than Significant.** During the field survey conducted for the Historical/Archaeological Resources Survey Report for the project, a single-family residence was present within the western portion of the project site, which was constructed around 1940. Due to the age of the residence, the structure was anticipated to contain asbestos-containing materials (ACM), which would pose a potential hazard during demolition activities. The residence was not occupied and was being utilized for training exercises by the City's Fire Department. For safety reasons, the residence was demolished in June 2020. Prior to demolition of the structure, necessary testing, remediation procedures, and work practice requirements were conducted, pursuant to SCAQMD Rule 1403, to limit asbestos emissions during demolition (SCAQMD 2019). As such, the structure was demolished with adequate precaution for release of hazardous materials and no additional precautions are required during project construction activities.

Construction at the project site would involve the temporary use of small quantities of hazardous and/or flammable materials, including diesel fuel, gasoline, and other oils and lubricants. The use, storage, transport, and disposal of these materials would comply with all existing local, state, and federal regulations, as previously described. Nonetheless, accidental/incidental spills of construction-related contaminants (e.g., fuels and oils) could occur during grading and construction, thereby degrading water quality in the project vicinity. Because the proposed project would exceed one acre in size, the applicant would be required to comply with the General Construction Activity National Pollutant Discharge Elimination System Permit (Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ, National Pollutant Discharge Elimination System No. CAS000002), which requires the applicant to prepare and implement a stormwater pollution prevention plan (SWPPP) during construction activities. The SWPPP must include water quality protection measures with respect to incidental spills of petroleum products and hazardous materials, including secondary containment of fluid containers, storing fluid containers indoors during rain events, placing drip pans under equipment when not in use, and designating specific areas for equipment fueling and maintenance with surrounding spill containment booms. With implementation of erosion and spill control measures stipulated in a project-specific SWPPP, the proposed project would not create a significant hazard to the public or environment through accidental release of hazardous materials during construction activities.

#### **Operation Activities**

**Less than Significant.** During the operation phase of the project Phase 1, spills and other accidental release of gasoline could contaminate soils or surface water in the project vicinity. At project build-out, the risk of spill and other accidental release of hazardous materials would remain the same, because the proposed drive-thru retail development would not require regular storage or handling of hazardous materials. The Riverside County DEH HMMB, as the State Certified Unified Program Agency (CUPA) in the City, is responsible for review and approval of the project-specific HMBP. The HMBP that (Refer to Section 3.9[a] above) would set forth operational procedures, emergency contact information, emergency response plan for containment spills or release of vapors and other information required in the HMBP (Riverside County 2020b). Implementation of the HMBP would ensure that an emergency response plan is in place in the event that hazardous materials were accidentally released during operations.

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

**No Impact.** The nearest school to the project site is Mesa View Middle School, located approximately 0.3 miles to the southwest, at 800 Mustang Way, Calimesa. As discussed in the response to 3.7(a), construction and operation of the proposed project would comply with all applicable federal, State and local regulations. In addition, fuel tankers would access the project site via I-10 to County Line Road, which would not require the trucks to be in close proximity to any schools.

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

**No Impact.** A search of federal, state, and local databases regarding hazardous material releases and site cleanup lists was conducted for the project vicinity (Appendix B). This search determined that the project site is not included in any lists of hazardous materials sites or in any relevant environmental records as a hazardous materials site. In addition, two active USTs are located at gas stations approximately 900 feet (274.3 meters) and 1,200 feet (365.8 meters) east of the project site, respectively (SWRCB 2020).

- 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?*

**No Impact.** The project site is not within an adopted airport land use compatibility plan (ALUCP) or within two miles of a public airport. The nearest airport to the project site is the Redlands Municipal Airport, located approximately 7.2 miles to the northwest, at 1755 Sessums Drive, Redlands. Because the project site is not within an ALUCP, it would not result in safety hazards for people residing or working in the project area.

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

**No Impact.** The proposed project includes development of an RV fueling station and drive-thru retail development on a parcel that is slated for commercial development under the City's General Plan. No existing or proposed roadways would be impacted by the proposed project that would affect the evacuation routes established by the City (City of Calimesa 2014c). In addition, the proposed project would be required to implement any applicable programs for the Riverside County Disaster Preparedness Plan in the event of a natural disaster or other emergency. As such, the proposed project would not impair implementation of or interfere with an adopted emergency response plan.

- g) *Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?*

**Less Than Significant.** The project site is served by the City of Calimesa Fire Department (Refer to Section 3.14, Public Services). There are no state responsibility areas (SRA) within the City of Calimesa, based on City of Calimesa Fire Hazard Severity Zone map (CAL FIRE 2009). The nearest SRA is located over one mile northeast of the project site within the City of Yucaipa. In addition, there are no Very High Fire Severity Zones near the project site, within the City of Calimesa Local Responsibility Area (CAL FIRE 2009). The nearest LRA to the project site is located approximately one mile southwest of the project site. In addition, compliance with local and state regulations would ensure proper installation and maintenance of USTs storing diesel fuel on site and proper handling and cleanup of hazardous materials

within the project site. As such, compliance with applicable local and state regulations, flammable hazardous materials within the project site would be managed to avoid accidental spills that could result in fires. Therefore, the proposed project would not expose people or structures to a significant risk associated with wildland fires.

### 3.10 Hydrology and Water Quality

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>X. HYDROLOGY AND WATER QUALITY – Would the project:</b>				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
i) result in substantial erosion or siltation on or off site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site;	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

**Less than Significant.** Construction and operation of the project would generate pollutants that may impact storm water quality. The Santa Ana RWQCB sets water quality standards for all ground and surface waters within the project's region. Water quality standards are defined under the Clean Water Act to include both the beneficial uses of specific water bodies and the levels of water quality that must be met and maintained to protect those uses (water quality objectives).

## Construction

Construction-related activities have the potential to result in impacts to water quality due to grading activities that would potentially cause erosion and sedimentation in runoff. Sediments also transport substances such as nutrients, hydrocarbons, and trace metals, which could be conveyed to the storm drain facilities and receiving waters. Substances such as fuels, oil and grease, solvents, paints and other building construction materials, wash water, and dust control water could also enter storm runoff and be transported to nearby waterways. This could potentially degrade the quality of the receiving waters and lead to the impairment of downstream water sources.

Construction activities associated with the proposed project would disturb approximately 10 acres of soil. Projects that disturb greater than one acre of soil are required to comply with the State Water Resources Control Board's (SWRCB) NPDES permit Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction and Land Disturbance Activities (Order No. 2009-0009-DWQ, NPDES No. CAS000002, as amended by Orders No. 2010-0014-DWQ and 2012-0006-DWQ) (Construction General Permit). In compliance with the Construction General Permit, a SWPPP would be prepared for the project and construction BMPs implemented to target pollutants of concern. Compliance with the Construction General Permit would ensure that the project's construction-related impacts to water quality would be less than significant.

## Operation

The project site is currently undeveloped, ~~except for that approximately 0.3-acre residential development~~ following demolition of an unoccupied residential structure in the western portion of the site. Development of the proposed project would result in construction of impervious surfaces across most of the project site that would reduce ground percolation and increase storm water runoff. Potential pollutants of concern that could be generated by long-term operation of the proposed project include metals, solvents, trash and debris, and oil and grease. These pollutants may lead to the degradation of storm water quality in downstream water bodies within the Santa Ana River watershed.

The Municipal Storm Water Permitting Program regulates stormwater discharges from municipal separate storm sewer (drain) systems (MS4s). The Santa Ana MS4 permit was issued in 2010 (RWQCB 2010). The Santa Ana MS4 Permit covers the portion of the Santa Ana River watershed located within Riverside County (Order No. R8-2010-0033, NPDES Permit No. CAS618033). To date, the Riverside County Flood Control and Water Conservation District (principal permittee), the County of Riverside, and the City of Calimesa, along with 14 other incorporated cities therein (co-permittees), discharge pollutants from their MS4s (RWQCB 2010). Urban runoff from the Stormwater and non-stormwater flows are conveyed through the MS4s and discharged to surface water bodies within the Santa Ana River watershed.

The MS4 permit requires the development and implementation of a program addressing stormwater pollution issues in development planning for private projects. Pursuant to the Santa Ana MS4 permit, the project applicant would be required to prepare a Water Quality Management Plan (WQMP) that includes project-specific post-construction BMPs to address potential runoff and ongoing maintenance of on-site drainage improvements. Implementation of the project-specific WQMP would ensure compliance with established water quality standards. Therefore, through compliance with the Santa Ana MS4 permit and implementation of a project-specific WQMP, the proposed project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.

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

**Less than Significant.** The City of Calimesa is primarily served by groundwater from the San Timoteo Subbasin of the Beaumont Groundwater Basin (City of Calimesa 2014). The sub basin is bounded to the north and northeast by the Banning fault and impermeable rocks of the San Bernardino Mountains, Crafton Hills, and Yucaipa Hills; on the south by the San Jacinto fault; on the west by the San Jacinto Mountains; and on the east by a topographic drainage divide with the Colorado River hydrologic region. The surface is drained by Little San Gorgonio Creek and San Timoteo Canyon to the Santa Ana River (SBVMWD 2015). Groundwater in the San Timoteo Subbasin is replenished by subsurface inflow and percolation of precipitation, runoff, wastewater discharge, and imported water. Runoff and imported water are delivered to streambeds and spreading grounds for percolation. The San Timoteo Subbasin is not adjudicated, and reliable estimates of total groundwater extractions are not available. However, water table elevations within the San Timoteo Subbasin have not declined over the years (SBVMWD 2015).

The proposed project would include construction of impervious surfaces across the majority of the project site. An increase in impervious surfaces would decrease percolation potential within the project site. As noted in the Geotechnical Investigation (Appendix F) conducted for the proposed project, groundwater was not encountered in exploratory borings. In addition, moderate clay content was observed in on-site soils, which is not optimal for percolation of stormwater. Although implementation of the proposed project would reduce the pervious areas available for potential natural recharge, the area of the project site is relatively small (approximately 1.3 acres) in relation to the areal size of the groundwater basin (188,000 acres), and the project site's only source of water is from direct precipitation, providing little opportunity to recharge under existing conditions. ~~The proposed project would also include On-site subsurface retention/treatment infrastructure on-site would be installed for the entire project site during construction of Phase 1. Treated water would be discharged~~ to the public ROW, and surface flow to surface waters or other areas where percolation is possible. Due to the size of the project and on-site stormwater management design, implementation of the proposed project would not significantly deplete groundwater supplies or interfere with groundwater recharge.

- c) ***Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:***

- i) ***result in substantial erosion or siltation on or off site;***

**Less than Significant.** No drainage courses are located within the project site; therefore, the project would not alter the course of a stream or river.

#### **Construction**

Construction of the proposed project would result in grading and ground disturbance, which could alter the current drainage pattern of the Project site. Erosion during construction activities would be related primarily to disturbed soils and sediments that may enter the storm water during rainfall events or winds. Implementation of erosion control and sediment control BMPs as part of the SWPPP (described in response to Section 3.10(a)) would reduce erosion on and off site. Therefore, compliance with existing water quality regulations will ensure short-term construction impacts would be less than significant.

## Operation

Development of the proposed project would alter existing ground contours of the project site and increase the impervious surface area on the site, all of which would result in changes to the existing drainage patterns interior to the site. By increasing the amount of impervious surfaces on the site, more surface runoff would be generated, and the rate and volume of runoff would increase. On-site subsurface retention/treatment infrastructure would be installed for the entire project site during construction of Phase 1. Treated water would be discharged to the public ROW, and surface flow to surface waters or other areas where percolation is possible. Development of new impervious surfaces, landscaping and ~~At the same time, on-site retention/treatment sediments would be reduced with implementation of the proposed project as impervious surfaces, landscaped areas, and BMPs would reduce suspended sediment in runoff compared to the existing conditions. Thus, on-site erosion would be reduced with development of the proposed project. To manage surface runoff, the project would incorporate an underground drainage system to capture storm water from the site. Thus, impacts associated with the alteration of drainage patterns and erosion would be less than significant with adherence to applicable local, regional, and State requirements.~~

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

**Less than Significant.** Development of the proposed project would result in the conversion of on-site permeable surfaces to impermeable surfaces, which would alter the current drainage pattern of the project site. On-site subsurface retention/treatment infrastructure would be installed for the entire project site during construction of Phase 1. Stormwater runoff within the project site would be directed to grate inlets that would carry the water to two subsurface stormwater treatment chambers located at the northwest and southeast corners of the project site. Treated water from ~~the drive thru the western portion of the site retail site~~ would be control-discharged to County Line Lane at the northeast corner of the project site. Treated water from the ~~RV Fueling Station eastern portion of the site~~ would be control-discharged to County Line Road at the southeast corner of the project site. The Project's on-site storm drain systems would adequately treat on-site flow and convey storm water flows, and control the through controlled release, of stormwater to the public ROW. In addition, curb-and-gutter improvements would be installed along the project site frontage to improve stormwater conveyance along County Line Road and County Line Lane within the public ROW. ~~the proposed on-site storm drain and water quality system would adequately treat on-site flows.~~ Therefore, the proposed project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in on-site or off-site flooding. Therefore, impacts would be less than significant.

- 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***

**Less than Significant.** The project would be served by the City's stormwater drainage system. Construction activities such as demolition, grading, and paving could introduce additional pollutants and sediment into water runoff and flow into nearby storm drains. Implementation of erosion control and sediment control BMPs during construction activities, as part of the SWPPP (described in response to Section 3.10(a)), would reduce pollutants introduced to the existing stormwater runoff infrastructure. The proposed project would also be required to comply with applicable regulations for the long-term protection of water quality, including the development and implementation of a WQMP that must be approved by the City. The project-specific

WQMP would identify structural and non-structural BMPs to remove pollutants generated on-site capture storm water on-site to be treated prior to discharge.

**iv) *impede or redirect flood flows?***

**Less than Significant.** The project site is located within Zone X of the Federal Emergency Management Agency Flood Insurance Rate Map panel 06065C0114G, dated August 27, 2008 (FEMA 2008). Zone X represents areas of minimal flood hazard. Construction of the proposed project would not impede or redirect flood flows within a designated 100-year flood plain. Stormwater captured on-site would be treated, and directed to adjacent roadways, similar to existing conditions.

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

**No Impact.** As discussed in 3.10 (c), the proposed project is not within a 100-year flood zone (FEMA 2008). The project site is not located near a levee or dam, nor is the project located near a body of water that would pose potential seiche or tsunami impacts. As such, the proposed project would not pose risk of release of pollutants within a flood hazard, tsunami, or seiche zone.

**e) *Would the project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?***

**No Impact.** The project site is under the jurisdiction of the Santa Ana RWQCB. The RWQCB sets water quality objectives and beneficial uses in the Santa Ana River Water Quality Control Plan (Basin Plan) for the San Jacinto River Watershed. These water quality objectives are intended for the reasonable protection of the present and probable beneficial uses of California inland water bodies including bays, estuaries, and groundwater. The City implements measures with the RWQCB and ensures compliance with the Basin Plan through requirements to obtain applicable NPDES Permits. These requirements are outlined in Chapter 16.10 of the City's Municipal Code. As such, the proposed project would comply with the latest NPDES General Permit and would ~~include~~ implement a SWPPP that incorporates BMPs for reducing or eliminating construction-related pollutants on-site.

## 3.11 Land Use and Planning

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XI. LAND USE AND PLANNING – Would the project:</b>				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**a) *Would the project physically divide an established community?***

**No Impact.** The ~~proposed~~ project site is designated for commercial development. Development of the project site with a RV fueling station and drive-thru retail would not physically disrupt or divide the arrangement of an established community. Existing roadways are adjacent to the north, west and south of

the project site. Existing single-family residences are located north and west of the project site, beyond County Line Lane. Additional single-family development is located south of the project site, beyond County Line Road. A newly constructed fueling station and convenience store are adjacent to the eastern project boundary. Connectivity between the project site and surrounding areas would be maintained, and no division of an established community would occur.

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

**Less than Significant.** The proposed project is consistent with land use plans, policies, and regulations.

### **Regional Plans**

The SCAG is the Metropolitan Planning Organization (MPO) for six counties: Riverside, Los Angeles, Orange, San Bernardino, Ventura, and Imperial. The proposed project would not be considered regionally significant by SCAG based on the established criteria in Section 15206 of the State CEQA Guidelines, which is applied by SCAG to determine regional significance. Therefore, SCAG's regional plans and programs including the 2016-2040 RTP/SCS are not applicable to the proposed project.

The project's consistency with regional plans and programs that address specific topical issues are discussed in the respective sections of this Initial Study. This includes, but is not limited to the SCAQMD AQMP (Air Quality section), Western Riverside MSHCP (Biological Resources section), and the Santa Ana River Water Quality Control Plan (Hydrology and Water Quality section). As indicated in the analysis presented in this Initial Study, the proposed project would be consistent with the requirements outlined in these regional plans, including requirements in place to avoid or mitigate environmental effect.

### **City of Calimesa**

The City of Calimesa General Plan and Zoning Ordinance define the permitted land uses and the corresponding development standards within the City. The project site is designated Community Commercial (C-C) in the General Plan Land Use Map (City of Calimesa 2014c) and the City's Zoning Districts (City of Calimesa 2014a). The General Plan land use and zoning designation for the project site and surrounding properties is shown in Figure 3. The proposed project will comply with all Zoning Code development and design standards for Commercial Zone Districts, outlined in Chapter 18.25 of the City's Municipal Code. No variances are requested.

Both drive-thru retail and service stations are conditionally permitted within the C-C zoning designation. A CUP is required for uses that are necessary and appropriate in the district, but require specific consideration of the proposed use due to the use's unique character, including but not limited to, the possible effect of the use on public facilities or surrounding uses. In compliance with the City's Zoning Code, the applicant has submitted a CUP application (CUP 19-05) to the City for development of the three-position RV fueling Station and the drive-thru retail land uses and the City will conduct discretionary review of the CUP. The City would approve the CUP if they determine that the proposed land uses would not have an adverse effect on the surrounding area. The potential environmental impacts resulting from implementation of the proposed project, including impacts to surrounding uses, have been addressed throughout this Initial Study.

In summary, as presented in the analysis above and in the respective sections of this Initial Study, the proposed project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

## 3.12 Mineral Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XII. MINERAL RESOURCES</b> – Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**a) *Would the project result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?***

**No Impact.** The California Geological Survey has established a classification system to denote both the location (i.e., zone) and significance of key extractive mineral resources through classification of Mineral Resource Zones (MRZ). The proposed project is mapped in MRZ-3, indicating that it is located in an area that contains mineral deposits, but the significance of which cannot be determined from available data. Although it is mapped in MRZ-3, there are no known mineral resource deposit sites within or near the project site (County of Riverside 2015). Moreover, any potential mineral resources located within or adjacent to the project site would not be commercially viable to extract because all properties in the immediate vicinity have been previously developed with incompatible land uses.

Project construction would require use of common construction materials, such as asphalt, concrete, and gravel. These materials are widely available throughout the region; therefore, the proposed project would not result in the loss of regionally or locally designated “significant” deposits of mineral resources required for project construction (i.e., deposits classified by the California Geological Survey as MRZ-2 or deposits listed as locally important on a general plan).

In addition, the project site is not located within an area known to be underlain by regionally or locally important mineral resources or within an area that has the potential to be underlain by regionally or locally important mineral resources (County of Riverside 2015). Therefore, the proposed project would not result in loss of a known mineral resource.

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

**No Impact.** The project site is not located within an area known to be underlain by regionally or locally important mineral resources (County of Riverside 2015). In addition, the proposed project would be developed on a 1.3-acre infill site with adjacent roadways on the site boundaries and an existing service station adjacent to the eastern site boundary. Low-density residential land uses are also located in the vicinity of the project site to the north, west and south. As such, the existing land uses would preclude the use of the project site for future mining activities. Therefore, implementation of the proposed project would not result in the loss of availability of a locally important mineral resource recovery site.

### 3.13 Noise

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIII. NOISE</b> – 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

A Noise Technical Memo (Appendix H.1) was prepared for the proposed project to identify potential noise impacts associated with construction and operation of the proposed project. The Noise Technical Memo prepared for the project assumed surrounding development would be in compliance with the City's noise thresholds, effectively eliminating the possibility of cumulative noise impacts. After the vacant residence in the western portion of the project site was demolished in June 2020, the project applicant, who is also developing the 76 Fueling Station/car wash/C-store (here-in referred to as "76 Fueling Station") directly east of the project site, requested removal of mitigation for the 76 Fueling Station that required a sound wall to reduce noise impacts anticipated at the demolished residence. In an effort to analyze potential project-specific and cumulative noise impacts to sensitive receptors to the west, based on altered site conditions, a supplemental Dual Site Noise Memo (Appendix H.2) was conducted for operation of the proposed project and 76 Fueling Station.

#### Noise Characteristics and Terminology

Pressure fluctuations, traveling as waves through air from a source, exert a force perceived by the human ear as sound. Sound pressure level (often referred to generally as "sound level" or "noise level") is expressed by way of a logarithmic scale in decibels (dB) that represent magnitude of these air pressure waves with respect to the threshold of average human hearing. The A-weighted scale (dBA) is typically used for quantifying typical environmental sound levels that de-emphasizes the low frequency components of the sound in a manner similar to the response of an average healthy human ear. The equivalent noise level (Leq), also referred to as the energy-average sound level, is a single number representing the fluctuating sound level in decibels (dB) over a specified period of time.

Noise levels are generally higher during the daytime and early evening when traffic (including airplanes), commercial, and industrial activity is the greatest. However, noise sources experienced during nighttime hours when background levels are generally lower can be potentially more conspicuous and irritating to the receiver. In order to

evaluate noise in a way that considers periodic fluctuations experienced throughout the day and night, a concept termed “community noise equivalent level” (CNEL) was developed. The CNEL scale represents a time-weighted 24-hour average noise level based on the A-weighted equivalent (Leq) sound level. But more than merely a 24-hour Leq, CNEL accounts for the increased noise sensitivity during the evening hours (7 p.m. to 10 p.m.) and nighttime hours (10 p.m. to 7 a.m.) by adding 5 dB to the hourly average sound levels occurring during the evening hours and 10 dB to the hourly average sound levels occurring during nighttime hours.

Vibration is an oscillatory motion through a solid medium in which the motion’s amplitude can be described in terms of displacement, velocity, or acceleration. Several different descriptors are used to quantify vibration. Peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. PPV is most frequently used to describe vibration impacts to buildings and is usually measured in inches per second (ips). The root mean square (RMS) amplitude is most frequently used to describe the effect of vibration on the human body and is defined as the average of the squared amplitude of the signal. Decibel notation (VdB) is commonly used to describe RMS amplitude with respect to a reference quantity. The decibel notation acts to compress, and thus make more convenient for presentation and discussion purposes, the range of numbers required to describe vibration.

- a) ***Would the project result in 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?***

#### **Short-Term Construction**

**Less Than Significant.** Construction activities would occur during the City’s allowable hours of operation. The noise levels generated by construction equipment would vary depending upon factors such as the type and specific model of the equipment, the operation being performed and the condition of the equipment. The average sound level of the construction activity also depends upon the amount of time that the equipment operates and the intensity of the construction during the time period. Construction would involve several phases including grading, foundation, canopy and retail work, and site work. The typical maximum noise levels for various pieces of construction equipment at a distance of 50 feet (15.2 meters) are presented in Table ~~1213~~. Project construction equipment would include standard equipment such as front end loaders, excavators, water trucks, cement trucks, pavers, rollers, and miscellaneous trucks. The highest noise levels from project construction are predicted to occur during foundation activities when noise levels from construction would be as high as 75 dBA Leq at the nearest existing residences, approximately 65 feet (19.8 meters) away. At typical distances (which includes equipment operation distributed across the site, not just at the closest point to adjacent residences), construction noise would range from approximately 63 to 68 dBA Leq.

**Table ~~1213~~. Typical Construction Equipment Maximum Noise Levels**

<b>Equipment Type</b>	<b>Typical Equipment (Lmax, dBA at 50 feet/15.2 meters)</b>
Air compressor	78
Backhoe	78
Concrete pump truck	81
Grader	85
Crane	81
Dump Truck	76
Dozer	82

**Table 1213. Typical Construction Equipment Maximum Noise Levels**

Equipment Type	Typical Equipment (L <sub>max</sub> , dBA at 50 feet/15.2 meters)
Generator	72
Front End Loader	79
Paver	77
Pneumatic tools	85
Water pump	77

**Source:** DOT 2006.

**Note:** L<sub>max</sub> = maximum sound level; dBA = A-weighted decibels.

A Microsoft Excel-based noise prediction model emulating and using reference data from the Federal Highway Administration Roadway Construction Noise Model (RCNM) (FHWA 2008) was used to estimate construction noise levels at the nearest occupied noise-sensitive land use. (Although the RCNM was funded and promulgated by the Federal Highway Administration, it is often used for non-roadway projects, because the same types of construction equipment used for roadway projects are often used for other types of construction.) Input variables for the predictive modeling consist of the equipment type and number of each (e.g., two graders, a loader, a tractor), the duty cycle for each piece of equipment (e.g., percentage of time within a specific time period, such as an hour, when the equipment is expected to operate at full power or capacity and thus make noise at a level comparable to what is presented in Table 12), and the distance from the noise-sensitive receiver to the construction zone. The predictive model also considers how many hours that equipment may be on site and operating (or idling) within an established work shift. Conservatively, no topographical or structural shielding was assumed in the modeling. The RCNM has default duty-cycle values for the various pieces of equipment, which were derived from an extensive study of typical construction activity patterns. Those default duty-cycle values were used for this noise analysis, and the results are presented in Table 1314.

**Table 1314. Construction Noise Modeling Summary Results**

Construction Phase	Predicted 8-hour L <sub>eq</sub> (dBA)	
	Nearest Receiver to Project Property Line (65 feet/19.8 meters)	Nearest Receiver to Project Geographic Center (200 feet/61.0 meters)
Grading	73	63
Foundation	75	68
Canopy and Retail Work	74	64
Site work	75	65

**Source:** Appendix H.1

Two predicted levels appear in Table 1314 for each construction phase: 1) construction noise received by the nearest receiver when a portion of the anticipated construction equipment on site (e.g., front-end loader) is working at the closest edge of the project boundary to the adjacent receiver, such as at the limits of grading or paving; and 2) construction noise from all expected equipment on site, with an average location defined by the geographic center of the project site. The results of the construction noise modeling are applicable for both Phase 1 and Phase 2 construction activities.

Municipal Code Section 8.15.080(B) outlines maximum allowable noise levels associated with construction. No construction equipment is allowed to cause noise in excess of 75 dBA for more than eight hours during any 24- hour period when measured at a residential property line or more than 78 dBA over 4 hours. No intermittent construction noise is allowed over 84 dBA Leq (1-hour) or over 90 dBA L25 during any 15-minute period is also prohibited.

Construction work would be intermittent and temporary, resulting in short-term increases to existing ambient noise levels. Although the higher predicted construction noise levels are with respect to activities on or near the project boundary, these levels still would not exceed the City's 75 dBA Leq 8hr construction noise level criterion. ~~Construction work would be intermittent and temporary.~~

### Long-Term Operation

#### *Increase of Off-Site Roadway Traffic Noise*

**Less than Significant.** The proposed project would result in the contribution of additional vehicle trips on local arterial roadways (i.e., County Line Lane), which could result in increased traffic noise levels at adjacent noise-sensitive land uses. In particular, at buildout, the proposed project would generate 1,500 ADTs along County Line Lane. Potential noise effects from vehicular traffic were assessed using the Federal Highway Administration's Traffic Noise Model version 2.5 (FHWA 2004). Information used in the model included the roadway geometry, posted traffic speeds, and traffic volumes for the following scenarios: existing (year 2019), existing plus project, existing plus ambient without project, existing plus ambient plus cumulative plus project, buildout (2023), and buildout plus project.

The City's Noise Element establishes a policy for exterior use areas of sensitive land uses to be protected from high noise levels. The Noise Element sets 65 dBA CNEL for the outdoor (i.e., exterior use) areas and 45 dBA CNEL for interior areas (e.g., residential indoor space) as the upper limit for normally acceptable levels. In addition, for the purposes of this noise analysis, traffic-related noise impacts are considered significant when they cause an increase of 3 dB or more from existing noise levels. An increase or decrease in noise level of at least 3 dB is required before any noticeable change in community response would be expected (Caltrans 2013a).

Traffic noise levels were modeled at representative noise-sensitive receivers M1 through M5, as shown in Figure 5, Modeled Receiver Locations. The receivers were modeled to be 5 feet (1.5 meters) above the local ground elevation. The noise model results are summarized in Table ~~14~~15.

**Table ~~14~~15. Off-site Roadway Traffic Noise Modeling Results**

Modeled Receiver Tag (Location Description)	Noise Level (dBA CNEL)						Maximum Project- Related Noise Level Increase (dB)
	<i>Existing (2019)</i>	<i>Existing plus Project</i>	<i>Existing plus Ambient</i>	<i>Existing plus Ambient plus Cumulative plus project</i>	<i>Year 2023 without Project</i>	<i>Year 2023 plus Project</i>	
M1 - Nearest Resident	61.4	62.8	61.4	63.1	62.9	63.7	1.7
M2 - Eastern Property line	63.7	63.9	63.7	64	63.8	64.1	0.3
M3 – Southern Property Line	62.5	63.9	62.5	64.5	63.7	65	2
M4 – Northern Resident	65.4	65.9	65.4	66.3	66	66.7	0.9

**Table 14-15. Off-site Roadway Traffic Noise Modeling Results**

Modeled Receiver Tag (Location Description)	Noise Level (dBA CNEL)						Maximum Project- Related Noise Level Increase (dB)
	Existing (2019)	Existing plus Project	Existing plus Ambient	Existing plus Ambient plus Cumulative plus project	Year 2023 without Project	Year 2023 plus Project	
M5 – Southern Resident	60	60.3	60	60.5	60.2	60.6	0.5

Source: Appendix H.1

Notes: dBA – A-weighted decibel; CNEL – Community Noise Equivalent Level; dB = decibel.

Table 14-15 shows that at all five listed representative receivers, the addition of proposed project traffic to the roadway network would result in a CNEL increase of less than 3 dB, which is below the discernible level of change for the average healthy human ear. Thus, a less-than-significant impact is expected for proposed project-related off-site traffic noise increases affecting existing residences in the vicinity.

#### **Stationary Operations Noise – Project Buildout**

**Less Than Significant.** The proposed project is expected to feature “stationary” producers of noise associated with on-site operations that are distinct from the transportation noise studied in the preceding section. The assumed major on-site operating noise sources are as follows:

- The 3,000 square foot retail facility (e.g., coffee shop) would likely feature a packaged air-conditioner on its roof, which we could assume would be something like a 4-ton (refrigeration) unit resembling a Carrier CA16NA 048 having a reference sound power level of 78 dBA (76 dBA if equipped with “sound shield”, Carrier 2012).
- Idling recreational vehicles (RV) idling just before and after using the fuel pumps, up to one at a time at night and idling for no more than five minutes in any hour (8.25% of the time), consistent with state law for trucks. Conservatively, a large RV is considered an idling bus with  $L_{max} = 75$  dBA at 50 feet (15.2 meters).
- Up to one fuel pump operates at night for no more than 20 minutes in any hour (33% of the time), and generates no more than 83 dBA at one meter.

Table 15-16 shows the estimated combination of these three on-site operational noise sources and the applicable City of Calimesa noise thresholds. No exceedances with respect to the municipal standards are expected.

**Table 15-16. Predicted Project Stationary Operations Noise at Nearest Sensitive Receptors**

Receptor	13534 7 <sup>th</sup> Place	727 County Line Lane	727 County Line Lane	948 7 <sup>th</sup> Place
	(north of Site)	(north of Site)	(west of Site)	(south of Site)
Predicted Stationary Ops Noise Level ( $L_{eq}$ hour)	51	53	51	48
Nighttime hourly $L_{eq}$ Limit (commercial zone)	55	55	55	55
Exceedance?	no	no	no	no

Source: Appendix H.1

### **Stationary Operations Noise – Cumulative Analysis**

The Noise Technical Memo (Appendix H.1) prepared for the project assumed surrounding development would be in compliance with the City's noise thresholds. After the vacant residence in the western portion of the project site was demolished in June 2020, the project applicant, who is also developing the 76 Fueling Station directly east of the project site, requested removal of mitigation for their site that required a sound wall at its western site boundary to reduce noise impacts anticipated at the demolished residence. Without installation of the noise barrier for the 76 Fueling Station, potential noise impacts to the sensitive receptors west of County Line Lane were unknown. The potential stationary operations noise for the proposed project plus the 76 Fueling Station were modeled to ensure that cumulative noise created by long-term operations would not exceed the City's established noise thresholds without installation of a noise barrier at the 76 Fueling Station (Appendix H.2).

### **Stationary Noise Operations – Phase 1 plus 76 Fueling Station**

**Less than Significant.** Daytime and nighttime noise levels were modeled for long-term operation of Phase 1 of the proposed project and the 76 Fueling Station. The assumed major on-site operating noise sources for this scenario are as follows:

#### **Daytime**

- Six (6) idling passenger cars in the queue for the car wash facility;
- Operating car wash facility, represented by blower noise on the southern exit side of the tunnel;
- One operating rooftop ACC for the convenience store;
- Eight (8) fuel pumps – four on at RV Fueling/Retail project site, four at 76 Fueling Station Project site;
- One (1) idling passenger car – one in a parking stall at the convenience store; and,
- An idling RV at a Project fuel pump.

#### **Nighttime**

- No operating car wash facility (and no queue);
- One operating rooftop ACC for the convenience store;
- Four (4) fuel pumps – two on the Project site, two on the 76 Fueling Station Project site;
- One (1) idling passenger car – one in a parking stall at the convenience store; and,
- An idling RV at a RV Fueling/Retail project fuel pump.

Table 17 presents the predicted noise levels associated with long-term operation of Phase 1 of the proposed project and the 76 Fueling Station at the western property boundary and the nearest sensitive receptors to the west.

**Table 17. Predicted Noise Levels – Phase 1 plus 76 Fueling Station**

<u>Modeled Receptor Location</u>	<u>City Daytime Noise Limit (dBA hourly Leq)</u>	<u>City Evening / Nighttime Noise Limit (dBA hourly Leq)</u>	<u>Predicted Daytime (7 a.m. to 7 p.m.) Operation Noise Levels (dBA Leq) for Western Barrier Height (feet)*</u>			<u>Predicted Evening/Nighttime (7 p.m. to 7 a.m.) Operation Noise Levels (dBA Leq) for Western Barrier Height (feet)*</u>		
			<u>0'</u>	<u>4'</u>	<u>8'</u>	<u>0'</u>	<u>4'</u>	<u>8'</u>
<u>WN01</u>	<u>60</u>	<u>55</u>	<u>52</u>	<u>51</u>	<u>41</u>	<u>41</u>	<u>35</u>	<u>34</u>
<u>WN02</u>	<u>60</u>	<u>55</u>	<u>49</u>	<u>47</u>	<u>44</u>	<u>42</u>	<u>36</u>	<u>35</u>
<u>WPL01</u>	<u>60</u>	<u>55</u>	<u>50</u>	<u>49</u>	<u>44</u>	<u>43</u>	<u>38</u>	<u>34</u>
<u>WPL02</u>	<u>60</u>	<u>55</u>	<u>50</u>	<u>48</u>	<u>43</u>	<u>43</u>	<u>38</u>	<u>35</u>

Source: Appendix H.2

Notes: dBA = A-weighted sound level; Leq = energy-equivalent sound level

\*height of barrier top edge above grade level

As shown in Table 17, during long-term operation of Phase 1 of the proposed project and the 76 Fueling Station, established City noise limits would not be exceeded at the modeled receptors. To provide a worst-case scenario analysis, a dryer external to the exit of the car wash tunnel was assumed at the 76 Fueling Station, which would result in higher noise levels. Table 18 shows the anticipated difference in predicted operational noise levels for the external dryer in comparison to the daytime noise levels in Table 17.

**Table 18. Predicted Noise Levels – Phase 1 plus 76 Fueling Station – Carwash Dryer Placement**

<u>Modeled Receptor Location (Tag)</u>	<u>City Daytime Noise Limit (dBA hourly Leq)</u>	<u>Dryers External Predicted Daytime (7 a.m. to 7 p.m.) Operation Noise Levels (dBA Leq) for Western Barrier Height (feet)*</u>			<u>Table 7 Predicted Daytime (7 a.m. to 7 p.m.) Operation Noise Levels (dBA Leq) for Western Barrier Height (feet)*</u>			<u>Dryers External – Table 7 Difference in Predicted Operation Noise Levels (dBA Leq) for Western Barrier Height (feet)*</u>		
		<u>0'</u>	<u>4'</u>	<u>8'</u>	<u>0'</u>	<u>4'</u>	<u>8'</u>	<u>0'</u>	<u>4'</u>	<u>8'</u>
<u>WN01</u>	<u>60</u>	<u>55</u>	<u>49</u>	<u>49</u>	<u>52</u>	<u>51</u>	<u>41</u>	<u>3</u>	<u>-2</u>	<u>8</u>
<u>WN02</u>	<u>60</u>	<u>53</u>	<u>50</u>	<u>46</u>	<u>49</u>	<u>47</u>	<u>44</u>	<u>4</u>	<u>3</u>	<u>2</u>
<u>WPL01</u>	<u>60</u>	<u>57</u>	<u>51</u>	<u>48</u>	<u>50</u>	<u>49</u>	<u>44</u>	<u>7</u>	<u>2</u>	<u>4</u>
<u>WPL02</u>	<u>60</u>	<u>55</u>	<u>52</u>	<u>45</u>	<u>50</u>	<u>48</u>	<u>43</u>	<u>5</u>	<u>4</u>	<u>2</u>

Source: Appendix H.2

Notes: dBA = A-weighted sound level; Leq = energy-equivalent sound level

\*height of barrier top edge above grade level

As shown in Table 18, the car wash dryer placement would not result in exceedance of the City's established daytime noise limits. As such, long-term operational noise levels generated by Phase 1 of the proposed project and the 76 Fueling Station would result in less-than-significant noise impacts to the sensitive receptors to the west, and no noise barrier would be necessary.

#### **Stationary Operations Noise – Project Buildout plus 76 Fueling Station**

**Less than Significant with Mitigation Incorporated.** Daytime and nighttime noise levels were modeled for operation of the proposed project at buildout and the 76 Fueling Station. The assumed major on-site operating noise sources for this scenario are as follows:

#### **Daytime**

- Eight (8) idling passenger cars in the queue for the retail drive-thru;

- Six (6) idling passenger cars in the queue for the car wash facility;
- Operating car wash facility, represented by blower noise on the southern exit side of the tunnel;
- Two (2) rooftop air-cooled condensing units (ACC) serving air-conditioning needs (about four tons of refrigeration each) – one for the coffee/retail shop, the other for the convenience store;
- Eight (8) fuel pumps – four on at RV Fueling/Retail project site, four at 76 Fueling Station Project site;
- Two (2) idling passenger cars – one in a parking stall for the coffee/retail shop, the other at the convenience store; and,
- An idling RV at a RV Fueling/Retail project site fuel pump.

#### Nighttime

- Two (2) idling passenger cars in the queue for the coffee/retail drive-thru;
- No operating car wash facility (and no queue);
- Two (2) ACC – one for the coffee/retail shop, the other for the convenience store;
- Four (4) fuel pumps – two on the 76 Fueling Project site, two on the RV Fueling/Retail project site;
- Two (2) idling passenger cars – one in a parking stall for the coffee/retail shop, the other at the convenience store; and,
- An idling RV at a RV Fueling/Retail project fuel pump.

Table 19 presents the predicted noise levels associated with operation of the proposed project at buildout and the 76 Fueling Station at the western property boundary and the nearest sensitive receptors to the west. To provide a conservative analysis, a car wash dryer external to the exit of the car wash tunnel was assumed at the 76 Fueling Station, which would result in higher noise levels.

**Table 19. Predicted Noise Levels – Scenarios C (daytime) & D (evening/nighttime)**

<u>Modeled Receptor Location</u>	<u>City Daytime Noise Limit (dBA hourly Leq)</u>	<u>City Evening / Nighttime Noise Limit (dBA hourly Leq)</u>	<u>Predicted Daytime (7 a.m. to 7 p.m.) Operation Noise Levels (dBA Leq) for Western Barrier Height (feet)*</u>			<u>Predicted Evening/Nighttime (7 p.m. to 7 a.m.) Operation Noise Levels (dBA Leq) for Western Barrier Height (feet)*</u>		
			<u>0'</u>	<u>4'</u>	<u>8'</u>	<u>0'</u>	<u>4'</u>	<u>8'</u>
<u>WN01</u>	<u>60</u>	<u>55</u>	<u>58</u>	<u>52</u>	<u>46</u>	<u>51</u>	<u>44</u>	<u>40</u>
<u>WN02</u>	<u>60</u>	<u>55</u>	<u>56</u>	<u>50</u>	<u>46</u>	<u>45</u>	<u>39</u>	<u>37</u>
<u>WPL01</u>	<u>60</u>	<u>55</u>	<u>66</u>	<u>59</u>	<u>53</u>	<u>59</u>	<u>53</u>	<u>47</u>
<u>WPL02</u>	<u>60</u>	<u>55</u>	<u>59</u>	<u>53</u>	<u>48</u>	<u>46</u>	<u>41</u>	<u>38</u>

Source: Appendix H.2

Notes: dBA = A-weighted sound level; Leq = energy-equivalent sound level

\*height of barrier top edge above grade level

As shown in Table 19, during long-term operation of the proposed project and 76 Fueling Station, the daytime City noise limit of 60 dBA and the evening/nighttime City noise limit of 55 dBA would be exceeded at one of the representative property line positions (WPL01) if a barrier was not installed along the western edge of the RV Fueling/Retail project site. With a 4'-tall barrier, the daytime limit would be satisfied. To provide a worst-case scenario analysis, a dryer external to the exit of the car wash tunnel was assumed at the 76 Fueling Station, which would result in higher noise levels. Table 20 shows the anticipated difference

in predicted operational noise levels for the external dryer in comparison to the daytime noise levels in Table 19.

**Table 20. Predicted Noise Levels – Project plus 76 Fueling Station – Carwash Dryer Placement**

Modeled Receptor Location (Tag)	City Daytime Noise Limit (dBA hourly Leq)	Dryers External Predicted Daytime (7 a.m. to 7 p.m.) Operation Noise Levels (dBA Leq) for Western Barrier Height (feet)*			Table 7 Predicted Daytime (7 a.m. to 7 p.m.) Operation Noise Levels (dBA Leq) for Western Barrier Height (feet)*			Dryers External – Table 7 Difference in Predicted Operation Noise Levels (dBA Leq) for Western Barrier Height (feet)*		
		0'	4'	8'	0'	4'	8'	0'	4'	8'
WNO1	60	59	52	46	58	52	46	1	0	0
WNO2	60	57	52	47	56	50	46	1	2	1
WPL01	60	66	59	53	66	59	53	0	0	0
WPL02	60	60	55	49	59	53	48	1	2	1

Source: Appendix H.2

Notes: dBA = A-weighted sound level; Leq = energy-equivalent sound level

\*height of barrier top edge above grade level

As shown in Table 20, the car wash dryer placement would result in a 0-to-2 dBA increase, but the noise increase could be attenuated by a four-foot sound barrier as well. Therefore, to avoid long-term operational noise impacts to sensitive receptors to the west, a sound barrier must be installed along the western boundary of the project site prior to issuance of Certificate of Occupancy for Phase 2 of the proposed project, through implementation of **MM NOI-1**. With implementation of **MM NOI-1** cumulative noise impacts to the sensitive receptors to the west would be less than significant.

**MM-NOI-1** Prior to issuance of Certificate of Occupancy for Phase 2 of the proposed project, the project applicant must construct a sound barrier along the western boundary of the project site. The sound barrier be designed to reduce noise beyond the property line below 60 dBA, consistent with the City's daytime noise limit. The sound barrier must be at least four feet in height, constructed of solid material (i.e. no air gaps or cracks) with sufficient mass and stiffness in order to exhibit a sound transmission class (STC) of 27 or greater.

**b) Would the project result in generation of excessive groundborne vibration or groundborne noise levels?**

**Less Than Significant.** Construction activities may expose persons to excessive groundborne vibration or groundborne noise, causing a potentially significant impact. Caltrans has collected groundborne vibration information related to construction activities (Caltrans 2013b). Information from Caltrans indicates that continuous vibrations with a PPV of approximately 0.2 inches per second (ips) is considered annoying. For context, heavier pieces of construction equipment, such as a bulldozer that may be expected on the project site, have peak particle velocities of approximately 0.089 ips or less at a reference distance of 25 feet (7.6 meters) (DOT 2006).

Groundborne vibration attenuates rapidly, even over short distances. The attenuation of groundborne vibration as it propagates from source to receptor through intervening soils and rock strata can be estimated with expressions found in Federal Transit Administration and Caltrans guidance. By way of example, for a bulldozer operating on site and as close as the western project boundary (i.e., 65 feet [19.8 meters] from the nearest receiving sensitive land use) the estimated vibration velocity level would be 0.021 ips per the equation as follows (FTA 2006):

$$PPV_{rcvr} = PPV_{ref} * (25/D)^{1.5} = 0.021 = 0.089 * (25/65)^{1.5}$$

In the above equation,  $PPV_{rcvr}$  is the predicted vibration velocity at the receiver position,  $PPV_{ref}$  is the reference value at 25 feet (7.6 meters) from the vibration source (the bulldozer), and D is the actual horizontal distance to the receiver. Therefore, at this predicted PPV, the impact of vibration-induced annoyance to occupants of nearby existing homes would be less than significant.

Construction vibration, at sufficiently high levels, can also present a building damage risk. However, anticipated construction vibration associated with the proposed project would yield levels of 0.021 ips PPV, which do not surpass the guidance limit of 0.2 to 0.3 ips PPV for preventing damage to residential structures (Caltrans 2013b) and is well below the General Plan's threshold of 0.0787 ips PPV. Because the predicted vibration level at 65 feet (19.8 meters) is less than this threshold, the risk of vibration damage to nearby structures is considered less than significant.

Once operational, the proposed project would not be expected to feature major on-site producers of groundborne vibration. Anticipated mechanical systems like heating, ventilation, and air-conditioning units are designed and manufactured to feature rotating (fans, motors) and reciprocating (compressors) components that are well-balanced with isolated vibration within or external to the equipment casings. If one were to consider an expected RV conservatively comparable to a loaded truck, which FTA guidance indicates has a reference vibration velocity level of 0.076 ips at 25 feet (7.6 meters), then the travel of RVs on site or on the adjoining streets would result in vibration velocity levels at nearest occupied residences that are compliant with the City's General Plan threshold of 0.0787 ips PPV. On these bases, potential vibration impacts due to proposed project operation would be less than significant.

- 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.** There are no private airstrips within the vicinity of the project site. The closest airport to the project site is the Redlands Municipal Airport, approximately 6.95 miles northwest of the site. According to the Airport Land Use Compatibility Plan Figure 3B, Noise Concerns: Noise, the project site is not located within any noise contours and would therefore not expose people residing or working in the project area to excessive noise levels. As such, the proposed project would not expose people working in the project area to excessive noise levels.

## 3.14 Population and Housing

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIV. POPULATION AND HOUSING – Would the project:</b>				
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

**Less Than Significant.** The proposed project would include development of the site in accordance with the land use designation applied to the site by the City of Calimesa General Plan (i.e., Community Commercial). While the proposed project would generate new employment opportunities, the proposed project would not result in growth that was not already anticipated by the City and evaluated in the SCAG RTP/SCS. Furthermore, the project site is served by existing public roadways and utility infrastructure is already installed beneath public right-of-way that abut the property. Accordingly, the proposed project would not induce direct or indirect substantial growth in the area.

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

**Less Than Significant.** Approximately 0.3 acres of the project site is developed as a single-family residence. The existing residence on-site is currently unoccupied and the in need of repair. Development of the proposed project would require the existing residence to be demolished. Although one existing house would be demolished, the proposed development would be consistent with the General Plan land use designation and zoning district (i.e., Community Commercial). Accordingly, implementation of the proposed project would not displace any people or substantial numbers of housing and would not necessitate the construction of replacement housing elsewhere.

## 3.15 Public Services

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XV. PUBLIC SERVICES</b>				
a) 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:				
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- a) *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:*

**Fire protection?**

**Less than Significant.** Fire protection services with the City are provided by the City's Fire Department, established in 2017. Prior to establishment of the City's Fire Department, the City contracted with Riverside County for fire services since city incorporation in 1990. The City is served by the Calimesa Fire Station, located approximately 0.5 miles east of the project site at 906 Park Avenue.

While implementation of the project would not involve new residential uses or an increase in the City's population, the operation of new commercial uses would increase the demand for fire protection, prevention, and emergency medical services at the currently undeveloped project site. The proposed project would create the typical range of service calls for commercial developments, such as medical aid, fire response, traffic collisions, and hazardous materials. The project has been designed in compliance with all applicable ordinances and standard conditions established by the City and state including, but not limited to those regarding fire prevention and suppression measures, such as fire hydrants, fire access, emergency exits, combustible construction, fire flow, and fire sprinkler systems. Compliance with applicable regulations would be confirmed by the Fire Department during its review of development plans to ensure it has the capacity to provide proper fire protection ~~to the development~~ for the proposed project.

The development of the proposed project would not cause fire staffing, facilities, or equipment to operate at a deficient level of service. Additionally, the project applicant would be required to pay Developer Impact Fees (DIF) prior to issuance of a building permit for each phase of the project, which provides a funding source for construction of fire facilities as a result of impacts related to future growth in the City. ~~The As~~ such, the proposed project would create an incremental demand for fire protection services but would not require the construction of new or expanded fire protection facilities.

**Police protection?**

**Less than Significant.** The City of Calimesa provides law enforcement services through a service contract with the Riverside County Sheriff's Department. The County Sheriff's station providing services to the Calimesa area is located at 50290 Main Street in Cabazon. The Cabazon Station also serves the unincorporated pass area around Beaumont and Banning, and the unincorporated areas of Cabazon, Cherry Valley, Poppet Flats, San Gorgonio, San Timoteo Canyon, Twin Pines, and Whitewater (City of Calimesa 2014).

The proposed project would introduce a new RV fueling station and drive-thru retail development, including employees and visitors to the project site. Proposed development would result in an incremental increase in demand for police protection services, but it is not anticipated to require or result in the construction of new or physically altered police facilities. Furthermore, the project applicant would be required to contribute DIF fees prior to issuance of a building permit for each phase of the project, which would ensure the proposed project would provide fair share funds for the provision of additional police protection services. The DIF fee ~~which~~ may be applied to sheriff facilities and/or equipment, to offset the incremental increase in the demand that would be created by the project. Therefore, the proposed project's incremental demand

for sheriff protection services would be less than significant with the project's mandatory payment of DIF fees.

### **Schools?**

**No Impact.** The project site is within the Yucaipa-Calimesa Joint Unified School District (YCJUSD). The proposed project would not create a direct demand for school services, as the project involves non-residential uses that would not generate any school-aged children. The proposed project would generate a minimal number of employment opportunities (nine full-time and two part-time positions), and it is expected these positions would be filled by the local labor force. Therefore, the proposed project would not generate a substantial number of new residents nor generate school-aged students requiring public education. As such, the project would not cause or contribute to a need to construct new or physically altered public school facilities.

Although the proposed project would not create a direct demand for additional public school services, the project applicant would be required to contribute developer fees to the YCJUSD in compliance with Section 65995(b) of the California Government Code. Payment of developer fees allows the school district to collect fees from new developments to offset the costs associated with increasing school capacity needs. Mandatory payment of developer fees would be required prior to the issuance of building permits for each phase of the project.

### **Parks?**

**No Impact.** The proposed project does not include construction of new residential uses that could result in population growth within the City of Calimesa. Thus, the proposed project would not create a demand for public park facilities and would not result in the need to modify existing or construct new park facilities. Accordingly, implementation of the proposed project would not adversely affect any park facility.

### **Other public facilities?**

**No Impact.** The proposed project does not include construction of new residential uses that could result in population growth within the City of Calimesa. Thus, the proposed project would not create a demand for other public facilities/services, including libraries, community recreation centers, public health facilities, and/or animal shelters. As such, implementation of the proposed project would not adversely affect other public facilities or require the construction of new or modified public facilities.

## 3.16 Recreation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVI. RECREATION</b>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

- 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 proposed project would include development of Community Commercial land uses. The proposed project does not propose any type of residential use or other land use that may generate population growth that would increase the use of existing neighborhood and regional parks or other recreational facilities. Accordingly, implementation of the proposed project would not result in include the construction or expansion of recreational facilities.

- 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 proposed project does not propose construction of any new on- or off-site recreation facilities. Additionally, the proposed project would not include expansion of any existing off-site recreational facilities. Accordingly, implementation of the proposed project would not result in the increased use or substantial physical deterioration of an existing neighborhood or regional park.

## 3.17 Transportation

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVII.TRANSPORTATION</b> – Would the project:				
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The analysis in this section is based on a Traffic Impact Assessment prepared for the proposed project (Appendix I). The TIA includes a quantitative level of services (LOS) analysis and a qualitative vehicle miles traveled (VMT) analysis. ~~Trip Generation and Distribution~~ The study area consists intersections where the proposed project is expected to contribute 50 or more peak hour trips with classification of “Collector” to “Collector” and above, that

are all located within the City of Calimesa, City of Yucaipa, and Caltrans jurisdictions. Table ~~1621~~ summarizes the study area intersections analyzed in the TIA.

**Table ~~1621~~. Study Area**

Study Intersections <sup>1</sup>	Jurisdiction
1. County Line Lane (NS) as County Line Road (EW)	City of Calimesa
2. Coffee Shop Access (NS) at County Line Lane (EW)	City of Calimesa/City of Yucaipa
3. RV Access (NS) at County Line Lane (EW)	City of Calimesa/City of Yucaipa
4. Coffee Shop/RV Access (NS) at County Line Road (EW)	City of Calimesa
5. 7th Place (NS) at County Line Road (EW)	City of Calimesa
6. I-10 Southbound Ramps (NS) at County Line Road (EW)	Caltrans
7. I-10 Northbound Ramps (NS) at County Line Avenue (EW)	Caltrans
8. Calimesa Boulevard (NS) at County Line Avenue (EW)	City of Calimesa/City of Yucaipa

Source: Appendix I

### Existing Conditions

The intersection Levels of Service for Existing conditions have been calculated and are shown in Table ~~1722~~.

**Table ~~1722~~. Existing Intersection Levels of Service**

Study Intersection	Jurisdiction <sup>1</sup>	Traffic Control <sup>2</sup>	AM Peak Hour		PM Peak Hour	
			Delay <sup>3</sup>	LOS <sup>4</sup>	Delay <sup>3</sup>	LOS <sup>4</sup>
1. County Line Lane at County Line Road	Calimesa	CSS	8.8	A	8.8	A
5. 7th Place at County Line Road	Calimesa	CSS	12.4	B	9.7	A
6. I-10 SB Ramps at County Line Road	Caltrans	CSS	<del>99.9</del> <u>1,074.9</u>	F	<del>99.9</del> <u>306.7</u>	F
7. I-10 NB Ramps at County Line Avenue	Caltrans	CSS	51.8	F	29.5	D
8. Calimesa Boulevard at County Line Ave.	Calimesa/Yucaipa	TS	12.9	B	12.3	B

Source: Appendix I

**Notes:**

1. Caltrans = California Department of Transportation
2. CSS=Cross Street Stop; TS=Traffic Signal
3. Delay is shown in seconds/vehicle. For intersections with traffic signal or all way stop control, overall average intersection delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst individual lane (or movements sharing a lane). ~~For intersections with traffic signal or all way stop control, overall average intersection delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst individual lane (or movements sharing a lane).~~ 99.9=Delay equals or exceeds 99.9 seconds.
4. LOS=Level of Service

As shown in Table ~~1722~~, the study intersections currently operate within the City's acceptable Levels of Service (LOS) during the peak hours for Existing conditions, except for the following study intersections that currently operate at Level of Service F during the peak hours:

- I-10 Southbound Ramps at County Line Road – #6 (AM & PM peak hour – LOS F)
- I-10 Northbound Ramps at County Line Avenue – #7 (AM Peak Hour – LOS F)

## Project Design Features

The proposed project shall construct the following improvements to provide project site access following recommended improvements from the TIA will be incorporated as project design features and/or conditions of approval:

### **General Roadway Design**

- Condition of Approval (COA) 1.02: All roadway design, traffic signing and striping, and traffic control improvements relating to the proposed project will be constructed in accordance with applicable engineering standards and to the satisfaction of the City of Calimesa Public Works Department.
- COA 3.05 and 3.06: All roadways adjacent to the project site will be constructed or repaired at their ultimate half-section width, including landscaping and parkway improvements, during construction of Phase 1. In addition, asphalt grind-and-overlay will be conducted for an additional 12 feet of roadway north and west of the centerline of County Line Lane.
- COA 3.11: On-site traffic signing and striping plans will be submitted for City of Calimesa approval in conjunction with detailed construction plans for the project prior to issuance of an encroachment permit.
- COA 3.12: On-street parking on County Line Road will be prohibited. "No stopping zones" will be established and identified with red painted curbs.
- COA 3.09: The final grading, landscaping, and street improvement plans must demonstrate that sight distance standards are met in accordance with applicable City of Calimesa/California Department of Transportation sight distance standards.

### ***Coffee Shop Access (NS) at County Line Lane (EW) - #2***

- Construct the project driveway to provide one inbound lane and one outbound lane with northbound stop-control.
- The existing eastbound lane on County Line Lane will allow shared through/right turn movements.
- The existing westbound lane on County Line Lane will allow shared through/left turn movements.
- The new northbound lane at the Coffee Shop Access will allow shared left/right turn movements.

### ***RV Access (NS) at County Line Lane (EW) - #3***

- Construct the project driveway to provide one inbound lane and one outbound lane with northbound stop-control.
- The existing eastbound lane on County Line Lane will allow shared through/right turn movements.
- The existing westbound lane on County Line Lane will allow shared through/left turn movements.
- The new northbound lane at the RV Access will allow shared left/right turn movements.

### ***Coffee Shop/RV Access (NS) at County Line Road (EW) - #4***

- Construct the project driveway to provide one inbound lane.
- The existing westbound lane on County Line Road will allow shared through/right turn movements.
- The Coffee Shop/RV Access will be restricted to right turns in only with no egress.

## Future Planned Development

The City of Calimesa and California Department of Transportation (Caltrans) plan to install roundabouts at the I-10/County Line Road freeway interchange. The anticipated installation of these roundabouts is Year 2023. Roundabouts at this freeway interchange were analyzed for all future traffic scenarios.

Roberts Road is planned to be constructed northbound to County Line Road creating a 4-way intersection with County Line Lane in Year 2023. 7th Place between County Line Lane and County Line Road is currently closed and being vacated. 7th Place south of C \_\_\_\_\_ County Line Road will be closed with a cul-de-sac constructed at its northern terminus just south of County Line Road in Year 2023.

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

**Less than Significant with Mitigation Incorporated.** The proposed project would be designed to comply not conflict with an applicable plans, ordinances, or and policy that establishes measures of effectiveness for the performance of the circulation system, as further discussed below. The TIA prepared for the project concluded that the proposed project would contribute to an existing deficient LOS at study area intersections that are currently operating below the City's minimum peak hour LOS D, established by General Plan Policy TM-7. The following discussion includes potential trips generated by the proposed project that have potential to result in a conflict with the City's General Plan Policy TM-7.

## Trip Generation

The proposed project is forecast to generate a total of approximately 2,977 daily trips, ~~including 297 trips during the AM peak hour and 174 trips during the PM peak hour. Phase 1 would generate approximately 516 daily drips, including 30 AM peak hour trips and 42 PM peak hour trips. Phase 2 would generate an additional 2,461 daily trips, including 267 AM peak hour trips and 132 PM peak hour trips.~~ Trip generation rates were determined for daily trips, AM peak hour inbound and outbound trips, and PM peak hour inbound and outbound trips for the proposed land use. The number of trips forecast to be generated by the proposed project are determined by multiplying the trip generation rates by the land use quantity. ~~The currently vacant project site is proposed to be developed with 3,000 square feet of coffee/donut shop and a 3 fueling position RV fueling facility.~~

## Trip Distribution and Assignment

The project trip distribution patterns are based on review of existing volume data, surrounding land uses, and the local and regional roadway facilities in the project vicinity. Full access for the project site is proposed to County Line Lane via two project driveways. All egress for the project site would occur at these two driveways. Right-turn-only access for the project site is proposed to County Line Road via one project driveway. This driveway would be ingress only.

## Project Impacts on Existing LOS

### ***Existing Plus Project***

Existing Plus Project volume forecasts were derived by adding the project generated trips to Existing volumes. The intersection Levels of Service for Existing Plus Project conditions are shown in Table ~~1823~~.

**Table 1823. Existing Plus Project Intersection Levels of Service**

Study Intersection	Jurisdiction <sup>1</sup>	Traffic Control <sup>2</sup>	AM Peak Hour		PM Peak Hour	
			Delay <sup>3</sup>	LOS <sup>4</sup>	Delay <sup>3</sup>	LOS <sup>4</sup>
Phase 1						
1. County Line Lane at County Line Road	Calimesa	CSS	<del>9.6</del> 8.8	A	<del>9.0</del> 4	A
2. Coffee Shop Access at County Line Lane	Calimesa/Yucaipa	CSS	<del>9.2</del> 0.0	A	<del>8.9</del> 0.0	A
3. RV Access at County Line Lane	Calimesa/Yucaipa	CSS	8.6	A	8.6	A
4. Coffee Shop/RV Access at County Line Road	Calimesa	CSS	0.0	A	0.0	A
5. 7th Place at County Line Road	Calimesa	CSS	<del>18.1</del> 2.8	<del>C</del> B	<del>10.0</del> 1.1	B
6. I-10 SB Ramps at County Line Road With Improvements (Traffic Signal) With Improvements (Roundabout)	Caltrans	CSS TS RB	<del>99.9</del> <del>1,152.2</del> <del>16.8</del> <del>6.3</del>	FB A	<del>99.9</del> <del>345.6</del> <del>17.1</del> <del>5.2</del>	FB A
7. I-10 NB Ramps at County Line Avenue With Improvements (Traffic Signal) With Improvements (Roundabout)	Caltrans	CSS TS RB	<del>99.9</del> <del>55.7</del> <del>7.9</del> <del>8.6</del>	F A A	<del>39.5</del> <del>31.5</del> <del>10.0</del> <del>5.3</del>	<del>D</del> E A A
8. Calimesa Boulevard at County Line Avenue	Calimesa/Yucaipa	TS	13.03	B	12.45	B
Phase 2						
1. County Line Lane at County Line Road	Calimesa	CSS	9.6	A	9.4	A
2. Coffee Shop Access at County Line Lane	Calimesa/Yucaipa	CSS	9.2	A	8.9	A
3. RV Access at County Line Lane	Calimesa/Yucaipa	CSS	8.6	A	8.6	A
4. Coffee Shop/RV Access at County Line Road	Calimesa	CSS	0.0	A	0.0	A
5. 7th Place at County Line Road	Calimesa	CSS	18.8	C	11.1	B
6. I-10 SB Ramps at County Line Road With Improvements (Traffic Signal) With Improvements (Roundabout)	Caltrans	CSS TS RB	<del>2,031.1</del> <del>16.8</del> <del>6.3</del>	F B A	<del>483.6</del> <del>17.1</del> <del>5.2</del>	F B A
7. I-10 NB Ramps at County Line Avenue With Improvements (Traffic Signal) With Improvements (Roundabout)	Caltrans	CSS TS RB	<del>209.7</del> <del>7.9</del> <del>8.6</del>	F A A	<del>39.5</del> <del>10.0</del> <del>5.3</del>	F A A
8. Calimesa Boulevard at County Line Avenue	Calimesa/Yucaipa	TS	13.3	B	12.5	B

Source: Appendix I

**Notes:**

1. Caltrans = California Department of Transportation
2. CSS = Cross Street Stop; TS = Traffic Signal; RB = Roundabout
3. Delay is shown in seconds/vehicle. For intersections with traffic signal or all way stop control, overall average intersection delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst individual lane (or movements sharing a lane). For intersections with traffic signal or all way stop control, overall average intersection delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst individual lane (or movements sharing a lane). 99.9 = Delay equals or exceeds 99.9 seconds.
4. LOS = Level of Service

As shown in Table 1823, the study intersections are forecast to operate within acceptable Levels of Service (D or better) during the peak hours for Existing Plus Project conditions, except for the following study intersections that are forecast to operate at Level of Service E to F during the peak hours:

- I-10 Southbound Ramps at County Line Road – #6 (AM & PM peak hours – LOS F)
- I-10 Northbound Ramps at County Line Avenue – #7 (AM Peak Hour – LOS F, PM Peak Hour – LOS E)

### **Existing Plus Project – Phase 1**

Phase 1 is forecasted to generate a total of approximately 516 daily trips, including 30 trips during the AM peak hour and 42 trips during the PM peak hour. In reality, the proposed RV fueling stations are likely to have a much lower service rate due to longer fueling times and lower demand compared to passenger cars. The ITE trip generation rate used for the RV Fueling Station (Land Use Code 944) represent the number of trips generated per vehicle fueling position at a standard passenger car fueling pump. ITE does not currently provide trip generation rates for a RV fueling facility. Furthermore, the trip generation forecast does not include reductions for pass-by trips. The location of this RV fueling facility comparative to the density of nearby residential uses, and general supply of RV's combined with the market demand for fueling due to usage rates is anticipated to further reduce the estimated daily trips generated by Phase 1. Thus, the daily trip generation utilized in this analysis may be around 43 times greater than what the proposed Phase 1 land use will experience.

According to the Riverside County Transportation Department Traffic Impact Analysis Preparation Guide (2008), provides traffic study exemptions in Exhibit A. Exemption 10 states: "Any use which can demonstrate, based on the most recent edition of the Trip Generation Report published by the Institute of Transportation Engineers (ITE) or other approved trip generation data, trip generation of less than 100 vehicle trips during the peak hours. Thus, Phase 1 of the proposed project is generally considered to have a negligible impact and would typically be exempt from preparation a traffic impact analysis based on Riverside County traffic study guidelines as adopted for use by the City of Calimesa.

In summary, the Level of Service deficiencies at the intersections at County Line Road and the I-10 Ramps (Intersection Nos. 6 and 7) are existing deficiencies that would be negligibly impacted by Phase 1. As such, Phase 1 would not result in appreciable changes to existing operations of the currently deficient study intersections, and therefore, would not intensify the existing conflict with General Plan Policy TM-7.

### **Existing Plus Project – Buildout**

Upon development of Phase 2, the proposed project would be fully operational. The proposed project is forecast to generate 2,461 daily trips, including 267 AM peak hour trips and 132 PM peak hour trips. As such, trips generated during long-term operation of the proposed project would cause a noticeable increase to the existing deficiencies at the intersections at County Line Road and the I-10 Ramps (Intersection Nos. 6 and 7), resulting in an exacerbated conflict with General Plan Policy TM-7. With implementation of MM TRA-1 and MM TRA-2, study area intersections would operate within acceptable LOS, consistent with City requirements. Therefore, Existing Plus Project – Buildout impacts would be less than significant with mitigation incorporated.

### **Existing Plus Ambient Plus Project**

Existing Plus Ambient Plus Project volume forecasts were developed by adding project trips to the Existing Plus Ambient forecast. The intersection Levels of Service for Existing plus Ambient plus Project conditions are shown in Table ~~1924~~.

**Table 1924. Existing Plus Ambient Plus Project Intersection Levels of Service**

Study Intersection	Jurisdiction <sup>1</sup>	Traffic Control <sup>2</sup>	AM Peak Hour		PM Peak Hour	
			Delay <sup>3</sup>	LOS <sup>4</sup>	Delay <sup>3</sup>	LOS <sup>4</sup>
Phase 1						
1. County Line Lane at County Line Road	Calimesa	CSS	8.8	A	9.0	A
2. Coffee Shop Access at County Line Lane	Calimesa/Yucaipa	CSS	0.0	A	0.0	A
3. RV Access at County Line Lane	Calimesa/Yucaipa	CSS	8.6	A	8.6	A
4. Coffee Shop/RV Access at County Line Road	Calimesa	CSS	0.0	A	0.0	A
5. 7th Place at County Line Road	Calimesa	CSS	13.1	B	10.0	B
6. I-10 SB Ramps at County Line Road	Caltrans	CSS	1,410.0	F	412.7	F
7. I-10 NB Ramps at County Line Avenue	Caltrans	CSS	61.8	F	34.1	D
8. Calimesa Boulevard at County Line Avenue	Calimesa/Yucaipa	TS	13.2	B	12.7	B
Phase 2						
1. County Line Lane at County Line Road	Calimesa	CSS	9.6	A	9.4	A
2. Coffee Shop Access at County Line Lane	Calimesa/Yucaipa	CSS	9.2	A	8.9	A
3. RV Access at County Line Lane	Calimesa/Yucaipa	CSS	8.6	A	8.6	A
4. Coffee Shop/RV Access at County Line Road	Calimesa	CSS	0.0	A	0.0	A
5. 7th Place at County Line Road	Calimesa	CSS	19.4	C	11.2	B
6. I-10 SB Ramps at County Line Road With Improvements (Traffic Signal) With Improvements (Roundabout)	Caltrans	CSS	2,451.1	F	565.4	F
		TS	99.99	B	99.99	B
		RB	18.3	A	17.3	A
			6.5	A	5.4	A
7. I-10 NB Ramps at County Line Avenue With Improvements (Traffic Signal) With Improvements (Roundabout)	Caltrans	CSS	269.3	F	43.6	E
		TS	99.99	A	10.2	B
		RB	8.3	A	5.4	A
			9.1			
8. Calimesa Boulevard at County Line Avenue	Calimesa/Yucaipa	TS	13.7	B	12.9	B

Source: Appendix I

**Notes:**

1. Caltrans = California Department of Transportation
2. CSS=CrossStreetStop; TS=TrafficSignal; RB=Roundabout
3. Delay is shown in seconds/vehicle. For intersections with traffic signal or all way stop control, overall average intersection delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst individual lane (or movements sharing a lane). For intersections with traffic signal or all way stop control, overall average intersection delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst individual lane (or movements sharing a lane). 99.9 = Delay equals or exceeds 99.9 seconds.
4. LOS = Level of Service

As shown in Table 24, the study intersections are forecast to operate within acceptable Levels of Service (D or better) during the peak hours for Existing Plus Ambient Plus Project conditions, except for the following study intersections that are forecast to operate at Level of Service F during the peak hours:

- I-10 Southbound Ramps at County Line Road – #6 (AM & PM peak hours – LOS F)
- I-10 Northbound Ramps at County Line Avenue – #7 (AM Peak Hour – LOS F, PM Peak Hour – LOS E)

**Existing Plus Project – Phase 1**

As described in the Phase 1 impact analysis for Existing Plus Project conditions on page 74, the Level of Service deficiencies at the intersections at County Line Road and the I-10 Ramps (Intersection Nos. 6 and

7) are existing deficiencies that would be negligibly impacted by Phase 1. As such, Phase 1 would not result in appreciable changes to existing operations of the currently deficient study intersections, and therefore, would not intensify the existing conflict with General Plan Policy TM-7.

#### **Existing Plus Project – Buildout**

Upon development of Phase 2, the proposed project would be fully operational. The proposed project is forecast to generate 2,461 daily trips, including 267 AM peak hour trips and 132 PM peak hour trips. As such, trips generated during long-term operation of the proposed project would cause a noticeable increase to the existing deficiencies at the intersections at County Line Road and the I-10 Ramps (Intersection Nos. 6 and 7), resulting in an exacerbated conflict with General Plan Policy TM-7. With implementation of MM TRA-1 and MM TRA-2, study area intersections would operate within acceptable LOS, consistent with City requirements. Therefore, impacts associated with Existing Plus Ambient Plus Project conditions would be less than significant with mitigation incorporated.

As shown in Table 19, the study intersections are forecast to operate within acceptable Levels of Service (D or better) during the peak hours for Existing Plus Ambient conditions, except for the following study intersections that are forecast to operate at Level of Service E to F during the peak hours:

- I-10 Southbound Ramps at County Line Road — #6 (AM & PM peak hours — LOS F)
- I-10 Northbound Ramps at County Line Avenue — #7 (AM Peak Hour — LOS F)

With implementation of MM TRA-1 and MM TRA-2, study area intersections would operate within acceptable LOS, consistent with City requirements. Therefore, Existing Plus Ambient Plus Project impacts would be less than significant with mitigation incorporated.

#### **Existing Plus Ambient Plus Project Plus Cumulative**

Existing Plus Ambient Plus Project Plus Cumulative volume forecasts were developed by adding trips generated by other developments to the Existing Plus Ambient Plus Project forecast. The intersection Levels of Service for Existing Plus Ambient Plus Project Plus Cumulative conditions are shown in Table 250.

**Table 2025. Existing Plus Ambient Plus Project Plus Cumulative Intersection Levels of Service**

Study Intersection	Jurisdiction <sup>1</sup>	Traffic Control <sup>2</sup>	AM Peak Hour		PM Peak Hour	
			Delay <sup>3</sup>	LOS <sup>4</sup>	Delay <sup>3</sup>	LOS <sup>4</sup>
Phase 1						
1. <u>County Line Lane at County Line Road</u>	<u>Calimesa</u>	<u>CSS</u>	<u>9.1</u>	<u>A</u>	<u>9.0</u>	<u>A</u>
2. <u>Coffee Shop Access at County Line Lane</u>	<u>Calimesa/Yucaipa</u>	<u>CSS</u>	<u>0.0</u>	<u>A</u>	<u>0.0</u>	<u>A</u>
3. <u>RV Access at County Line Lane</u>	<u>Calimesa/Yucaipa</u>	<u>CSS</u>	<u>8.8</u>	<u>A</u>	<u>8.6</u>	<u>A</u>
4. <u>Coffee Shop/RV Access at County Line Road</u>	<u>Calimesa</u>	<u>CSS</u>	<u>0.0</u>	<u>A</u>	<u>0.0</u>	<u>A</u>
5. <u>7th Place at County Line Road</u>	<u>Calimesa</u>	<u>CSS</u>	<u>15.5</u>	<u>B</u>	<u>10.0</u>	<u>B</u>
6. <u>I-10 SB Ramps at County Line Road</u>	<u>Caltrans</u>	<u>CSS</u>	<u>2,291.8</u>	<u>F</u>	<u>709.7</u>	<u>F</u>
<u>With Improvements (Traffic Signal)</u>		<u>TS</u>	<u>18.3</u>	<u>B</u>	<u>11.0</u>	<u>B</u>
<u>With Improvements (Roundabout)</u>		<u>RB</u>	<u>6.5</u>	<u>A</u>	<u>5.8</u>	<u>A</u>
7. <u>I-10 NB Ramps at County Line Avenue</u>	<u>Caltrans</u>	<u>CSS</u>	<u>145.7</u>	<u>F</u>	<u>57.9</u>	<u>F</u>
<u>With Improvements (Traffic Signal)</u>		<u>TS</u>	<u>8.9</u>	<u>A</u>	<u>11.0</u>	<u>B</u>
<u>With Improvements (Roundabout)</u>		<u>RB</u>	<u>9.0</u>	<u>A</u>	<u>5.8</u>	<u>A</u>
8. <u>Calimesa Boulevard at County Line Avenue</u>	<u>Calimesa/Yucaipa</u>	<u>TS</u>	<u>13.2</u>	<u>B</u>	<u>12.7</u>	<u>B</u>

**Table 2025. Existing Plus Ambient Plus Project Plus Cumulative Intersection Levels of Service**

Study Intersection	Jurisdiction <sup>1</sup>	Traffic Control <sup>2</sup>	AM Peak Hour		PM Peak Hour	
			Delay <sup>3</sup>	LOS <sup>4</sup>	Delay <sup>3</sup>	LOS <sup>4</sup>
<b>Phase 2</b>						
1. County Line Lane at County Line Road	Calimesa	CSS	<u>10.0</u>	<u>A</u>	<u>9.49.8</u>	A
2. Coffee Shop Access at County Line Lane	Calimesa/Yucaipa	CSS	<u>9.5</u>	<u>A</u>	<u>8.99.2</u>	A
3. RV Access at County Line Lane	Calimesa/Yucaipa	CSS	<u>8.8</u>	<u>A</u>	<u>8.68</u>	A
4. Coffee Shop/RV Access at County Line Road	Calimesa	CSS	<u>0.0</u>	<u>A</u>	<u>0.0</u>	A
5. 7th Place at County Line Road	Calimesa	CSS	<u>25.0</u>	<u>C</u>	<u>11.2</u> <u>12.6</u>	B
6. I-10 SB Ramps at County Line Road With Improvements (Traffic Signal) With Improvements (Roundabout)	Caltrans	CSS	<u>3,921.2</u>	F	<u>921.2</u>	F
		TS	99.9	C	99.9	B
		RB	28.0	A	18.2	A
			7.1		5.8	
7. I-10 NB Ramps at County Line Avenue With Improvements (Traffic Signal) With Improvements (Roundabout)	Caltrans	CSS	<u>931.6</u>	F	93.8	F
		TS	99.9	B	11.4	B
		RB	10.3	B	6.0	A
			10.8			
8. Calimesa Boulevard at County Line Avenue	Calimesa/Yucaipa	TS	14.1	B	13.7	B

Source: Appendix I

**Notes:**

1. Caltrans = California Department of Transportation
2. CSS=CrossStreetStop; TS=TrafficSignal; RB=Roundabout
3. Delay is shown in seconds/vehicle. For intersections with traffic signal or all way stop control, overall average intersection delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst individual lane (or movements sharing a lane). For intersections with traffic signal or all way stop control, overall average intersection delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst individual lane (or movements sharing a lane). 99.9 = Delay equals or exceeds 99.9 seconds.
4. LOS = Level of Service

As shown in Table 2025, the study area intersections are forecast to operate within acceptable Levels of Service (D or better) during the peak hours for Existing Plus Ambient Plus Project Plus Cumulative conditions, except for the following study intersections that are forecast to operate at Level of Service E to F during the peak hours:

- I-10 Southbound Ramps at County Line Road – #6 (AM & PM peak hour – LOS F)
- I-10 Northbound Ramps at County Line Avenue – #7 (AM & PM peak hours – LOS F)

**Existing Plus Project Plus Ambient Plus Cumulative – Phase 1**

As described in the Phase 1 impact analysis for Existing Plus Project conditions on page 74, the LOS deficiencies at the intersections at County Line Road and the I-10 Ramps (Intersection Nos. 6 and 7) are existing deficiencies that would be negligibly impacted by Phase 1. As such, Phase 1 would not result in appreciable changes to existing operations of the currently deficient study intersections, and therefore, would not intensify the existing conflict with General Plan Policy TM-7.

**Existing Plus Project Plus Ambient Plus Cumulative – Buildout**

Upon development of Phase 2, the proposed project would be fully operational. The proposed project is forecast to generate 2,461 daily trips, including 267 AM peak hour trips and 132 PM peak hour trips. As such, trips generated during long-term operation of the proposed project would cause a noticeable increase

to the existing deficiencies at the intersections at County Line Road and the I-10 Ramps (Intersection Nos. 6 and 7), resulting in a conflict with General Plan Policy TM-7. With implementation of **MM TRA-1** and **MM TRA-2**, study area intersections would operate within acceptable LOS, consistent with City requirements. Therefore, impacts associated with Existing Plus Ambient Plus Project Plus Cumulative conditions would be less than significant with mitigation incorporated.

With implementation of MM TRA-1 and MM TRA-2, study area intersections would operate within acceptable LOS, consistent with City requirements. Therefore, Existing Plus Ambient Plus Project Plus Cumulative impacts would be less than significant with mitigation incorporated.

### Year 2023

Year 2023 volume forecasts were developed by adding trips generated by the project and other developments to the Existing volumes with ambient growth applied. Manual refinement was conducted to account for the closing of the 7th Place and County Line Road intersection and the opening of Roberts Road at County Line Road. The existing traffic volumes from the 7th Place and County Line Road intersection were applied to Roberts Road at County Line Road. While rerouting of trips may occur once 7th Place is closed to roadways south of County Line Road, assuming full redistribution of these trips to Roberts Road provides for a conservative analysis. The intersection Levels of Service for Year 2023 conditions are shown in Table 21.

**Table 21. Year 2023 Intersection Levels of Service**

Study Intersection	Jurisdiction <sup>1</sup>	Traffic Control <sup>2</sup>	AM Peak Hour		PM Peak Hour	
			Delay <sup>3</sup>	LOS <sup>4</sup>	Delay <sup>3</sup>	LOS <sup>4</sup>
1. County Line Lane at County Line Road	Calimesa	CSS	23.3	C	11.8	B
2. Coffee Shop Access at County Line Lane	Calimesa/Yucaipa	CSS	9.9	A	9.2	A
3. RV Access at County Line Lane	Calimesa/Yucaipa	CSS	9.1	A	8.8	A
4. Coffee Shop/RV Access at County Line Road	Calimesa	CSS	0.0	A	0.0	A
6. I 10 SB Ramps at County Line Road	Caltrans	RB	7.4	A	6.0	A
7. I 10 NB Ramps at County Line Avenue	Caltrans	RB	11.5	B	6.2	A
8. Calimesa Boulevard at County Line Avenue	Calimesa/Yucaipa	TS	14.2	B	14.2	B

Source: Appendix I

#### Notes:

1. Caltrans = California Department of Transportation
2. CSS = Cross Street Stop; TS = Traffic Signal; RB = Roundabout
3. Delay is shown in seconds/vehicle. For intersections with traffic signal or all way stop control, overall average intersection delay and LOS are shown. For intersections with cross street stop control, LOS is based on average delay of the worst individual lane (or movements sharing a lane). 99.9 = Delay equals or exceeds 99.9 seconds.
4. LOS = Level of Service

As shown in Table 21, the study intersections are forecast to operate within acceptable Levels of Service (D or better) during the peak hours for Year 2023 conditions, with the expected construction of roundabout at the I-10/County Line Road freeway interchange.

### Conclusion

In summary, study area intersections number 6 and 7 currently operate at LOS E to F, which is not acceptable pursuant to the City of Calimesa General Plan (City of Calimesa 2014). Intersections number 6

and 7 would continue to operate at LOS F for all analysis scenarios, until 2023 conditions when roundabouts are anticipated to be constructed at Intersection number 6 and 7. The TIA prepared for the proposed project concluded that Phase 1 would have a negligible effect on existing traffic conditions, based on reasons described in this IS/MND. At project buildout, trips generated by the proposed project are anticipated to result in cause a noticeable increase to the existing deficiencies, resulting in an exacerbated conflict with General Plan Policy TM-7. Therefore, **MM TRA-1** and **MM TRA-2** must be implemented prior to issuance of a certificate of occupancy for Phase 2, to improve intersection LOS to acceptable levels, as designated by the City. With implementation of required mitigation, study area intersections would operate within acceptable LOS, consistent with City requirements, and impacts would be less than significant with mitigation incorporated.

**MM TRA-1** The proposed project shall implement the following ~~mitigation measures~~ intersection improvements prior to ~~project opening~~ issuance of a certificate of occupancy for Phase 2 development:

- I-10 Southbound Ramps (NS) at County Line Road (EW) – #6
  - Install a traffic signal
- I-10 Northbound Ramps (NS) at County Line Avenue (EW) – #7
  - Install a traffic signal

The City of Calimesa and California Department of Transportation (Caltrans) plan to install roundabouts at both of these ramp intersection locations. The anticipated installation of these roundabouts is Year 2023. Roundabouts at this freeway interchange were analyzed for all future traffic scenarios. Traffic signal installation would be a temporary measure until the roundabouts are constructed, with feasibility and necessity to be determined by the City of Calimesa and Caltrans. Traffic signal installation as an interim mitigation measure would be required to mitigate project impacts. The project may be eligible for a reimbursement agreement for construction of these improvements. The reimbursement agreement shall take in account the project's fair share contribution and payment of other fees ~~(see below)~~ for the impacted intersections.

**MM TRA-2** The I-10/County Line Road interchange is identified as a Western Riverside Council of Governments (WRCOG) Transportation Uniform Mitigation Fee (TUMF) location in the City of Calimesa. All identified intersection improvements have the funding mechanism of TUMF. As mitigation for the potential traffic impacts, the proposed project shall contribute through the adopted traffic impact fee program for the ultimate improvements for this interchange.

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

**Less Than Significant No Impact.** In the fall of 2013, Senate Bill (SB) 743 was passed by the legislature and signed into law by the Governor. ~~This legislation will eventually change the way that transportation studies are conducted for environmental documents. In the areas where SB 743 is implemented, delay-based metrics such as roadway capacity and level of service will be no longer be the performance measures used for the determination of the transportation impacts of projects in studies conducted under CEQA. Instead, new performance measures such as vehicle miles travelled (VMT) will be used.~~ is now the applicable method for evaluation transportation impacts under CEQA.

A VMT assessment was performed as part of the TIA prepared for the proposed project. The Calimesa Transportation Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment state

that the following activities generally will not require detailed VMT analysis based on substantial evidence provided in the OPR Technical Advisory supporting SB 743 implementation or are related to projects that are local serving which, by definition, would decrease the number of trips or the distance those trips travel to access the development (and are therefore VMT reducing projects):

- Projects located in a Transit Priority Areas (TPA) (as defined in the City guidelines)
- Projects located in a low-VMT generating area (as defined later in the City guidelines)
- Local serving K-12 schools
- Local parks
- Day care centers
- Local-serving gas stations
- Local-serving banks
- Local-serving hotels (e.g. non-destination hotels)
- Student housing projects
- Local-serving medical facilities
- Local serving community colleges that are consistent with the assumptions noted in the RTP/SCS
- Projects generating less than 110 daily vehicle trips. This generally corresponds to the following “typical” development potentials:
  - 11 single family housing units
  - 16 multi-family, condominiums, or townhouse housing units
  - 10,000 square feet of office
  - 15,000 square feet of light industrial
  - 63,000 square feet of warehousing
  - 79,000 square feet of high-cube transload and short-term storage warehouse

The Technical Advisory contains guidance indicating that local-serving retail, defined as less than 50,000 square feet, would typically shorten trips and reduce VMT. New retail development typically redistributes shopping trips rather than creating new trips. By adding retail opportunities into the urban fabric and thereby improving proximity, local-serving retail tends to shorten trips and reduce VMT.

The project proposes local-serving retail uses which include a three diesel-fueling position RV fueling station and a 3,000 SF drive-thru fast food restaurant. The proposed project is a retail gas station and fast food restaurant totaling less than 50,000 SF. Furthermore, the proposed RV fueling pumps and drive-thru retail development at the project site would introduce a new opportunity for such services in the community and thereby shorten the distance that patrons would otherwise travel to other similar uses. Therefore, the proposed project meets the screening criteria from the City of Calimesa and the Technical Advisory for presumption of less than significant VMT impact for local-serving gas station and retail uses.

Pursuant to CEQA Guidelines Section 15064.3(c), the City of Calimesa has until July 1, 2020, to implement CEQA Guidelines Section 15064.3(b). At the time of writing this Initial Study, the City had not established a VMT threshold of significance and was not requiring development projects, including the Project, to demonstrate compliance with CEQA Guidelines Section 15064.3(b). Accordingly, the proposed project would not conflict with or be inconsistent with CEQA Guidelines Section 15064.3(b).

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

**Less than Significant.** The proposed project would be accessible from County Line Road (ingress only) and County Line Lane. The project would include on-site circulation improvements (driveways and internal drive aisles) and frontage improvements along the project boundary. These on-site and adjacent improvements would be designed in accordance with all applicable design standards set forth by the City. The design will undergo City and Fire Department review before approval to ensure that the local development standards for roadways are met without resulting in traffic safety impacts including hazardous design features. The project would not include sharp curves or dangerous intersections.

The TIA included a turn pocket queuing analysis along County Line Road for Existing Plus Ambient Plus Project Plus Cumulative conditions at the request of the City of Calimesa Public Works Department. Typically, when an exclusive left turn lane is required, a minimum of 2 passenger cars should be provided at 25 feet (7.6 meters) per vehicle (50 feet [15.2 meters] minimum storage length). Where possible, the recommended minimum pocket length used on roadways should be 100 feet (30.5 meters) where the speed is 30 miles per hour and 150 feet (45.7 meters) for arterials with speeds of 40 miles per hour or more. The recommended maximum single turn storage length shall be 300 feet (91.4 meters); therefore, dual left turn lanes should be used when over 300 feet (91.4 meters) of storage is required or when necessary to provide acceptable levels of service at the intersection. For local streets and driveways, smaller storage lengths are permitted when volumes permit. The queuing analysis concluded that proposed left-turn pockets along County Line Road would provide adequate storage lengths for anticipated traffic. Based on the above analysis, the proposed project would not substantially increase hazards due to a geometric design feature or incompatible uses.

d) ***Would the project result in inadequate emergency access?***

**Less than Significant.** The project site would be accessible to emergency responders during construction and operation of the proposed project. As discussed previously, the project site would be accessible via driveways along County Line Road and County Line Lane. Each of the proposed driveways would be designed and constructed to City standards and comply with City width, clearance, and turning-radius requirements. The project site would be designed with adequate space for an emergency vehicle to enter the driveway at the south end of the project site and exist the north end of the project site, where the RV fueling station is proposed. Development of two driveway access points and compliance with all applicable local requirements related to emergency vehicle access and circulation would ensure the proposed project would not result in inadequate emergency access.

# 3.18 Tribal Cultural Resources

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XVIII. TRIBAL CULTURAL RESOURCES</b>				
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:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*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:*

- a) *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?*

**Less than Significant with Mitigation Incorporated.** As described in Section 3.5(b), the Historical/Archaeological Resources Survey Report (Appendix E) identified 16 known cultural resources within the one-mile buffer study area. Eleven of the resources dated to the historic-period. None of the identified resources are located within or very near the project site.

The vacant residence within the project site was demolished for safety reasons in June 2020, after the cultural resources field survey was conducted. As described in Section 3.5.2(a), the ~~existing~~ residence ~~that previously occupied the western portion of~~ located within the project site was constructed around 1940, was determined to be consistent with the Minimal Traditional-style buildings from the “lean years” of the Great Depression and World War II. However, there ~~is~~ was no evidence that the residence ~~is~~ was closely associated with any person or event of recognized historic significance, nor ~~is~~ was it known to embody the work of a prominent architect, designer, or builder. It ~~does~~ did not represent an important example of its architectural style or any property type, period, region, and method of construction, and it ~~held~~ holds little potential for any important data for the study of history. Therefore, there are no other built historic environmental resources within the project site that would ~~the residence on-site does not appear to meet~~

any of the criteria for listing in the California Register of Historical Resources, and does not qualify as a “historical resource” under CEQA provisions.

Nonetheless, there is potential for inadvertent discovery of Tribal Cultural Resources (TCRs) during ground-disturbing construction activities. **MM CUL-1** would be implemented during construction in the event of an inadvertent discovery of archaeological resources to allow for assessment and evaluation of the resources. Furthermore, **MM CUL-2** contains the protocol to be implemented should construction activities uncover human remains.

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

**Less than Significant with Mitigation Incorporated.** No known TCRs have been identified in the project site through previous archeological investigations or in consultation with affiliated tribes. On February 18, 2020, the City mailed letters to five Native American Tribes, as a notification of tribal consultation opportunity for the project, pursuant to Assembly Bill (AB) 52. The 30-day tribal response period to initiate formal AB 52 consultation ended on March 19, 2020.

Jessica Mauk, the Director of Cultural Resources Management for the San Manuel Band of Mission Indians, responded to the notification via email on March 19, 2020, indicating that the project site is within Serrano ancestral territory, but did not indicate any known cultural resources within the project site. To ensure unanticipated impacts to TCRs during project construction activities, the Tribe requested inclusion of five mitigation measures. Three requested measures are consistent with requirements of **MM CUL-1** and **MM CUL-2** included in Section 3.5, *Cultural Resources*. Two additional measures specific to TCRs have been included as **MM TCR-1** and **MM TCR-2**, to ensure the SMBMI is informed and able to provide input regarding any unanticipated finds discovered during construction activities. No response to the formal AB 52 notification was received from Morongo Band of Mission Indians, Pechanga Band of Luiseno Indians, Soboba Band of Luiseno Indians, and the Torres-Martinez Desert Cahuilla Indians.

Due to the likelihood to uncover unknown or undocumented remains that could be determined to be TCRs or Native American burials for TCRs, **MM CUL-1 through MM CUL-3**, **MM TCR-1**, and **MM TCR-2** would be implemented during ground-disturbing activities associated with project construction, to ensure inadvertent discoveries are handled properly.

- MM TCR-1** The City shall contact the San Manuel Band of Mission Indians Cultural Resources Department immediately, as detailed in **MM CUL-1**, to notify of pre-contact cultural resources discovered during ground-disturbing construction activities. The City shall provide the SMBMI with information regarding the nature of the find, so as to provide Tribal input with regards to significance findings and treatment recommendations. Should the find be deemed significant, as defined by CEQA (as amended, 2015), a cultural resources Monitoring and Treatment Plan shall be created by the archaeologist, in coordination with SMBMI, and all subsequent finds shall be subject to this Plan. This Plan shall allow for a monitor to be present that represents SMBMI for the remainder of the project, should SMBMI elect to place a monitor on-site.

- MM TCR-2** The City shall supply all archaeological/cultural documents created as a part of the project (isolate records, site records, survey reports, testing reports, etc.) to SMBMI. The City shall, in good faith, consult with SMBMI throughout the life of the project.

## 3.19 Utilities and Service Systems

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XIX. UTILITIES AND SERVICE SYSTEMS – Would the project:</b>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

**Less than Significant.** The project would construct an on-site network of water, sewer, drainage, natural gas, telecommunications, and electric facilities that would connect to existing facilities adjacent to or within the project site. The project would construct an on-site network of water, sewer, drainage, natural gas, telecommunications, and electric facilities that would connect to existing facilities within County Line Road and County Line Lane. The installation of utility connections as proposed by the project would result in physical impacts on-site and adjacent to the site for connections; however, these impacts are considered to be part of the project's construction phase and are evaluated throughout this IS/MND accordingly. As identified throughout this IS/MND, no significant impacts have been identified for the project's construction phase, and no mitigation is required. The construction of on-site utilities necessary to serve the project

would not result in any significant physical effects on the environment that are not already identified and disclosed as part of this IS/MND.

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

**Less than Significant.** The South Mesa Water Company (SMWC) would provide domestic water services to the project site. The SMWC provided the applicant with a ~~Will-Serve letter~~ Preliminary Project Service Evaluation for domestic water services on January 10, 2020, including requirements to secure service. The City is primarily served by groundwater from the San Timoteo Subbasin of the Beaumont Groundwater Basin (City of Calimesa 2014). The sub basin is bounded to the north and northeast by the Banning fault and impermeable rocks of the San Bernardino Mountains, Crafton Hills, and Yucaipa Hills; on the south by the San Jacinto fault; on the west by the San Jacinto Mountains; and on the east by a topographic drainage divide with the Colorado River hydrologic region. The surface is drained by Little San Geronio Creek and San Timoteo Canyon to the Santa Ana River (SBVMWD 2015). Groundwater for the San Timoteo Subbasin is replenished by subsurface inflow and percolation of precipitation, runoff, wastewater discharge, and imported water. Runoff and imported water are delivered to streambeds and spreading grounds for percolation. The San Timoteo Subbasin is not adjudicated, and reliable estimates of total groundwater extractions are not available. However, water table elevations within the San Timoteo Subbasin have not declined over the years (SBVMWD 2015).

Due to the size of the project, availability of groundwater for City water supply, and ~~issuance of a will serve letter from requirement to obtain a development agreement with~~ the SMWC prior to issuance of a grading or building permit, adequate water supply would be available to serve the proposed project.

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

The Yucaipa Valley Water District (YVWD) provides wastewater services for the City. The YVWD provided the applicant with a Will-Serve letter for wastewater services on January 10, 2020, including requirements to secure service. The YVWD operates and maintains 205 miles of sewer pipelines and five sewer lift stations. Currently, approximately 4,000 MDG of wastewater is received and processed as the Wochholz Regional Water Recycling Facility daily. The Wochholz Regional Water Recycling Facility was recently expanded to 8.0 MGD capacity to accommodate future anticipated population growth and development. The ultimate facility will be capable of treating up to 11 MGD of wastewater (County of San Bernardino 2015).

Wastewater generated by the proposed project would mainly consist of effluent typical of commercial uses permitted within the C-C zoning designation. None of the proposed uses would generate atypical wastewater such as industrial or agricultural effluent. All wastewater generated by the project is expected to be domestic sewage. In addition, the proposed project would be required to comply with all applicable regulations and standards, including the NPDES permit requirements and RWQCB standards. As such, the expanded Wochholz Regional Water Recycling Facility would have adequate capacity to serve the proposed project, because the project wastewater generation would be consistent with the permitted land use and the YVWD provided a will-serve letter indicating there is adequate treatment capacity to serve the project.

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

**Less than Significant.** Implementation of the project would generate an incremental increase in solid waste volumes requiring off-site disposal during short-term construction and long-term operational activities. The Project would be required to comply with mandatory waste reduction requirements as described below in Threshold 19e. Solid waste generated by the project would be disposed of at either the Badlands Landfill or the El Sobrante Landfill. The El Sobrante Landfill is permitted to receive 16,054 tons per day (tpd) (CalRecycle, 2018). The Badlands Landfill is permitted to receive 4,800 tpd (CalRecycle, 2015). The project's potential to exceed the capacity of landfills during construction and operation are discussed below.

Solid waste requiring disposal would be generated by the construction process, primarily consisting of discarded materials and packaging. Based on the size of the project (i.e., 4,680 sf building area) and the United States Environmental Protection Agency's (U.S. EPA) construction waste generation factor of 4.34 pounds per sf for non-residential uses, approximately 10.2 tons of waste is expected to be generated during the project's construction phase ( $[4,680 \text{ sf} \times 4.34 \text{ pounds per sf}] / 2,000 \text{ pounds per ton} = 10.2 \text{ tons}$ ) (EPA, 2009, pp. 10-11). In compliance with the CalGreen Code, a minimum of 65 percent of all solid waste must be diverted from landfills (by recycling, reusing, and other waste reduction strategies). Therefore, the project is estimated to generate approximately 6.6 tons during its construction phase. Based on the construction schedule established for analysis purposes, the project's construction phase is estimated to last for approximately 365 days; therefore, the project is estimated to generate approximately 0.02 tons of solid waste per day requiring landfill during construction.

Non-recyclable construction waste generated by the project would be disposed at the El Sobrante Landfill and/or the Badlands Landfill. As described above, these landfills receive well below their maximum permitted daily disposal volume; thus, the relatively minimal construction waste generated by the project is not anticipated to cause the landfill to exceed its maximum permitted daily disposal volume. Furthermore, the El Sobrante Landfill and the Badlands Landfill are not expected to reach their total maximum permitted disposal capacities during the project's construction period. The El Sobrante Landfill and the Badlands Landfill have sufficient daily capacity to accept solid waste generated by the project's construction phase.

- e) ***Would the project comply with federal, state, and local management and reduction statutes and regulations related to solid waste?***

**Less than Significant.** Federal, State, and local statutes and regulations regarding solid waste generation, transport, and disposal are intended to decrease solid waste generation through mandatory reductions in solid waste quantities (e.g., through recycling and composting of green waste) and the safe and efficient transport of solid waste. The project would be required to coordinate with CR&R Waste Services to develop a collection program for recyclables, such as paper, plastics, glass, and aluminum, in accordance with local and State programs, including Assembly Bill (AB) S41, Mandatory Commercial Recycling, and the California Solid Waste Reuse and Recycling Act of 1991. Additionally, the project would be required to comply with applicable practices enacted by the City under the California Integrated Waste Management Act of 1989 (AB 939) and any other applicable local, State, and federal solid waste management regulations. AB 939 required that local jurisdictions divert at least 50 percent of all solid waste generated by January 1, 2000. The diversion goal has been increased to 75 percent by 2020 by SB 341. Further, the Solid Waste Disposal Measurement Act of 2008 (SB 1016) was established to make the process of goal measurement (as established by AB 939) simpler, more timely, and more accurate. SB 1016 builds on AB 939 compliance

requirements by implementing a simplified measure of jurisdictions' performance. SB 1016 accomplishes this by changing to a disposal-based indicator—the per capita disposal rate—which uses only two factors: (1) a jurisdiction's population (or in some cases employment); and (2) its disposal, as reported by disposal facilities.

In 2017 (the last year data was approved), the City implemented 37 programs to reduce solid waste generation and achieve the increased solid waste diversion required. These programs involve composting, facility recovery, household hazardous waste, policy incentives, public education, recycling, source reduction, and special waste materials (CalRecycle, 2019a). The City had an average disposal rate of 5.1 pounds per resident per day and 20.6 pounds per employee per day in 2017, which exceeds the established disposal rate target of 6.3 pounds per resident per day and meets the disposal rate target of 20.6 pounds per employee per day (CalRecycle, 2019b). The CalGreen Code requires all new developments to divert 65 percent of nonhazardous construction and demolition (C&D) debris for all projects. In compliance with these regulations, the project contractor would submit a waste management plan to the City as part of the building or grading permit. The plan would include the Beyond Food Mart, Gas Station with Drive Thru and Car Wash Initial Study/Mitigated Negative Declaration No. 2346 3-141 estimated volumes or weights of C&D materials that would be generated, diverted, reused, given away or sold, or landfilled, including vendors and facilities that would receive the C&D materials. The project would comply with the CalGreen Code requirements for C&D diversion. In addition, under long-term operating conditions, the project would be required to participate in the City's recycling programs and comply with hazardous waste disposal regulations. The project would be required to comply with all applicable solid waste statutes and regulations.

## 3.20 Wildfire

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XX. WILDFIRE</b> – 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

a) ***Would the project substantially impair an adopted emergency response plan or emergency evacuation plan?***

**No Impact.** The project site is not located within one mile of any State Responsibility Areas (SRAs) or land classified as a Very High Fire Hazards Severity Zone in a Local Responsibility Area (LRA) (CAL FIRE 2009). In addition, as discussed in Section 3.9, Hazards and Hazardous Materials, the proposed project does not include any characteristics (e.g., temporary or permanent road closures or the long-term blocking of road access) that would physically impair or otherwise conflict with an adopted emergency response plan or emergency evacuation plan.

b) ***Due to slope, prevailing winds, and other factors, would the project exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?***

**No Impact.** The project site is not located within one mile of any SRAs or land classified as a Very High Fire Hazards Severity Zone in a LRA (CAL FIRE 2009).

c) ***Would the project require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?***

**No Impact.** The project site is not located within one mile of any SRAs or land classified as a Very High Fire Hazards Severity Zone in a LRA (CAL FIRE 2009).

d) ***Would the project expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?***

**No Impact.** The project site is not located within one mile of any SRAs or land classified as a Very High Fire Hazards Severity Zone in a LRA (CAL FIRE 2009). In addition, as previously discussed in Section 3.7, Geology and Soils, landslides or other forms of natural slope instability do not represent a significant hazard to the project because the project site is located in a relatively flat area.

## 3.21 Mandatory Findings of Significance

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XXI. MANDATORY FINDINGS OF SIGNIFICANCE</b>				
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

- 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.** As described in Section 3.4.2(a), the proposed project has low for impacts to special-status plants and wildlife. Therefore, impacts to wildlife species would be less than significant.

**Less Than Significant Impact with Mitigation Incorporated.** The proposed project’s potential to degrade, threaten, or otherwise eliminate important historical or archaeological resources is analyzed in Section 3.5, Cultural Resources, and Section 3.18, Tribal Cultural Resources. The EIC records search did not identify any historic resources that could be impacted by the proposed project. The EIC records search identified 16 previously recorded cultural resources within the 1-mile project site buffer area. No known cultural resources were identified within or near the project site. Despite the low probability of encountering archaeological deposits, inadvertent discoveries are possible during ground-disturbing activities. Nonetheless, potential impacts to unknown subsurface archaeological resources and TCRs would be minimized through implementation of **MM CUL-1**. In addition, to reduce impacts associated with inadvertent discovery of human remains, **MM CUL-2** would be implemented. Two additional measures, specific to TCRs have been included as **MM TCR-1** and **MM TCR-2**, to ensure the SMBMI is informed and able to provide input regarding any unanticipated finds discovered during construction activities. As such, impacts to cultural resources and TCRs would be less than significant with mitigation incorporated.

- 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 with Mitigation Incorporated.** As analyzed throughout Section 3, the proposed project would result in less than significant impacts or no impact to aesthetics, agriculture and forestry resources, air quality, biological resources, energy, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, utilities and service systems, and wildfire. Mitigation would be required to

reduce potentially significant impacts related to cultural resources, geology and soils (including paleontological resources), transportation and TCRs.

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

**Less Than Significant.** Direct and indirect environmental effects on human beings were analyzed in the following sections: aesthetics, air quality, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, population and housing, and transportation and traffic. As found in discussion of each relevant section, all potential impacts to human beings would be less than significant or result in no impact. The proposed project would comply with all applicable federal, state, and local policies and regulations. For example, the City would require its contractor to implement measures and methods that would ensure compliance with the average sound level limits established by each jurisdiction's Noise Ordinances, as applicable. As such, the proposed project would not result in environmental effects that will cause substantial adverse effects on human beings.

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# 4 References and Preparers

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## 4.2 List of Preparers

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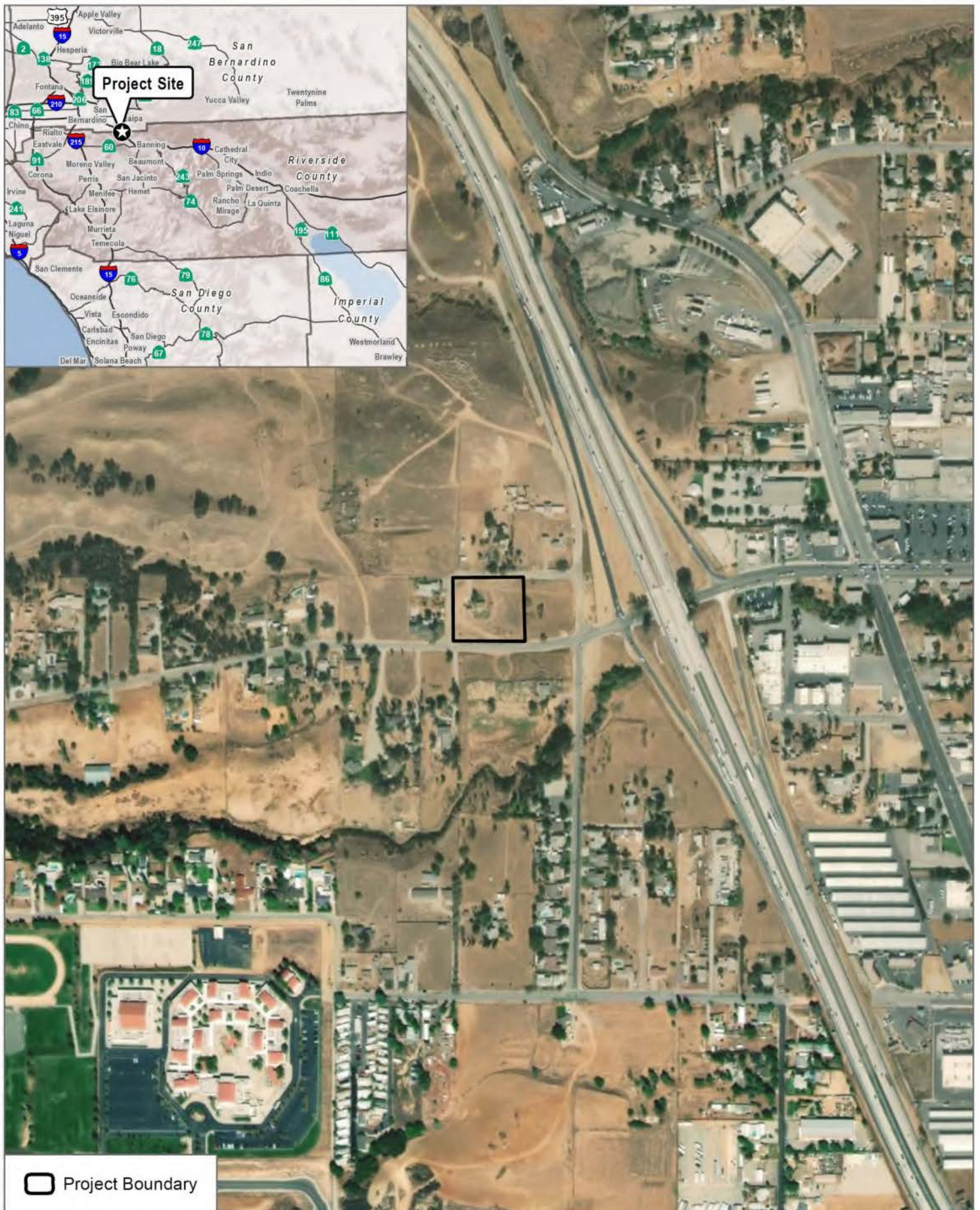
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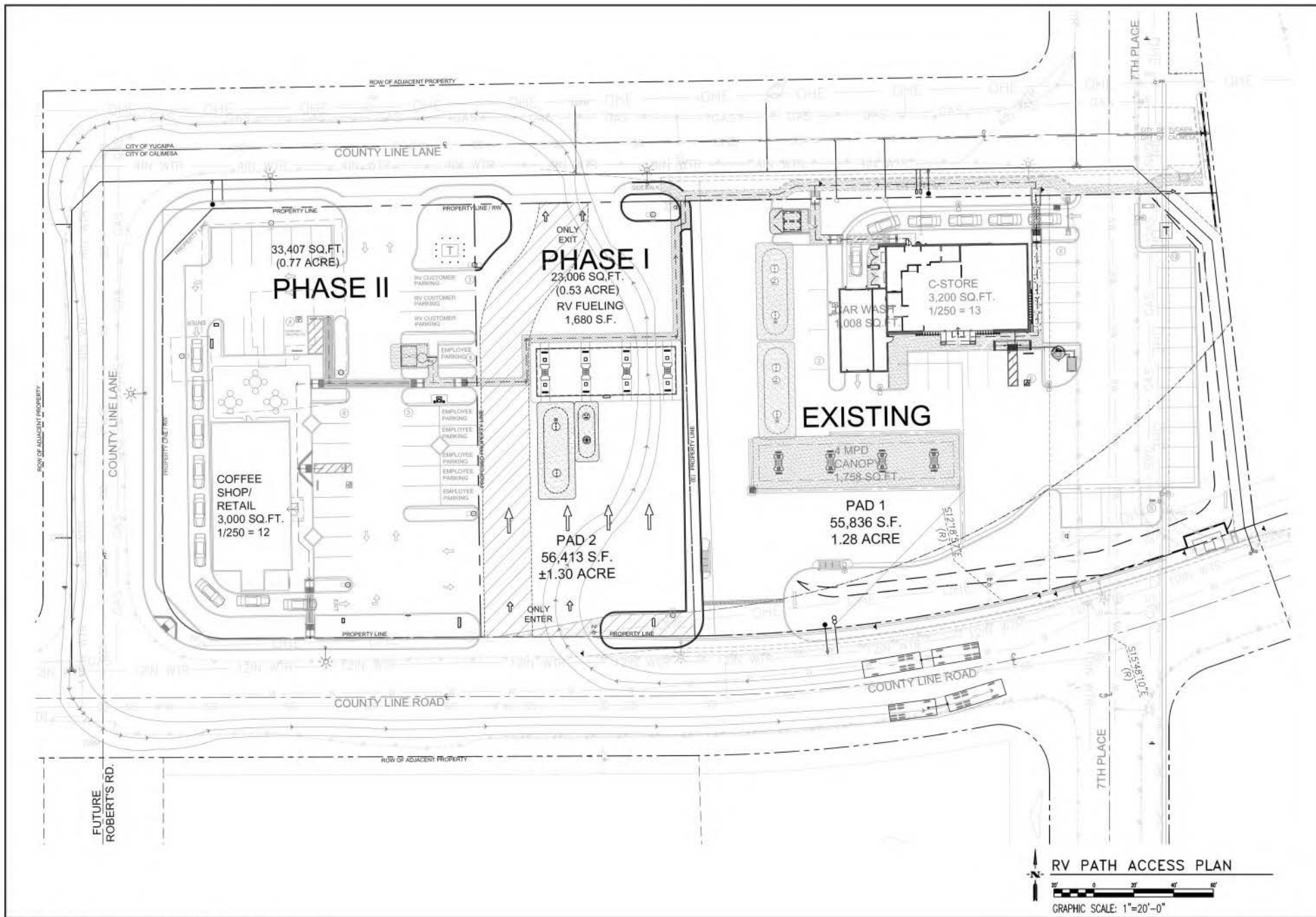
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SOURCE: ESRI 2018.

**FIGURE 1**  
**Project Location**

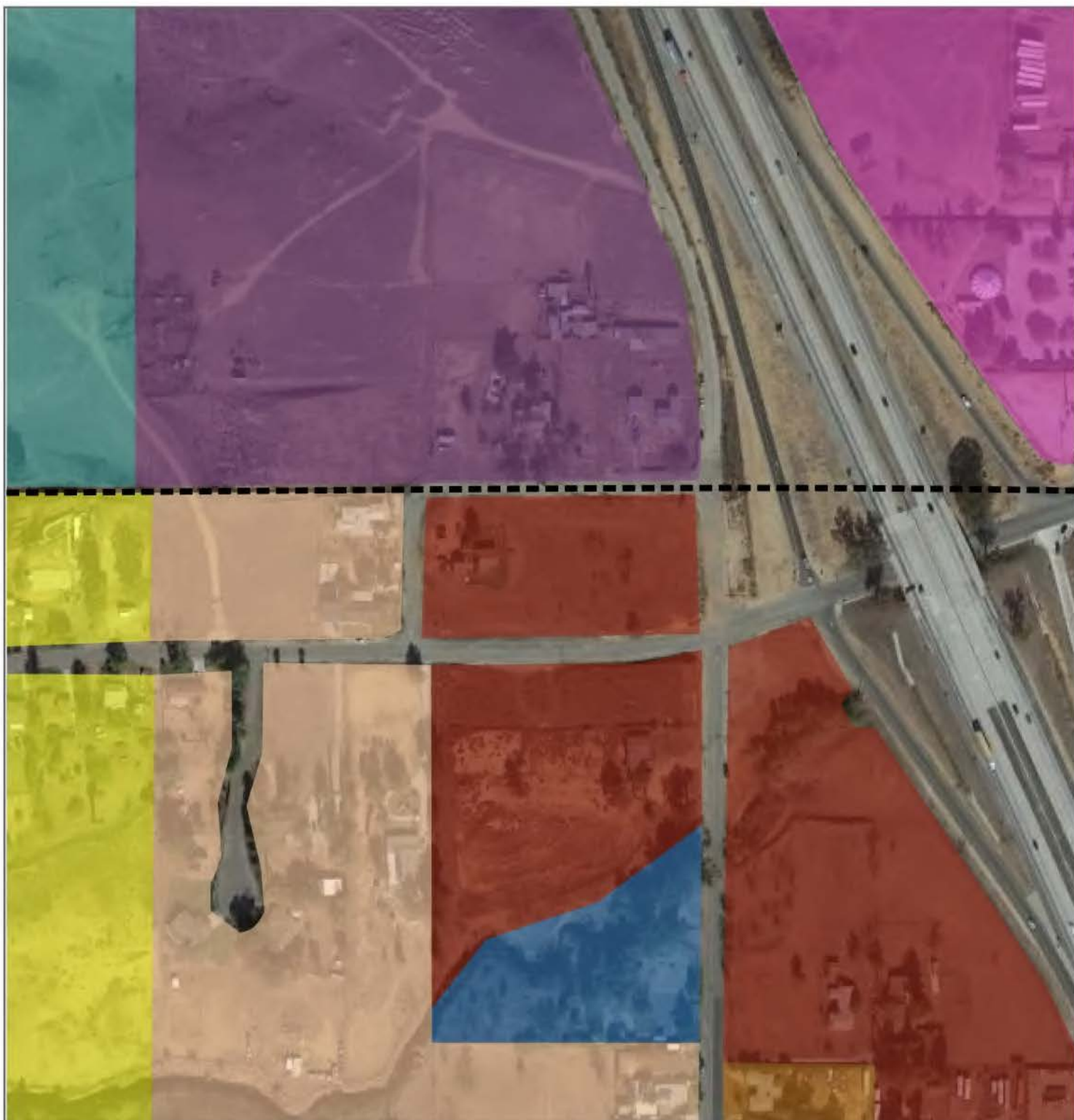
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SOURCE: Absolute Design Methods 2020.

**FIGURE 2**  
Site Plan

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## Legend

### City of Calimesa

- C-C Community Commercial
- QP - Public / Quasi-Public (Public Buildings, Parks)
- R-L-M - Residential Low / Medium (4-7 DU/AC)
- R-L - Residential Low (2-4 DU/AC)
- R-R - Rural Residential (0-2 DU/AC)

### City of Yucaipa

- CR - Regional Commercial
- R-4 - Single Residential
- CS - Service Commercial

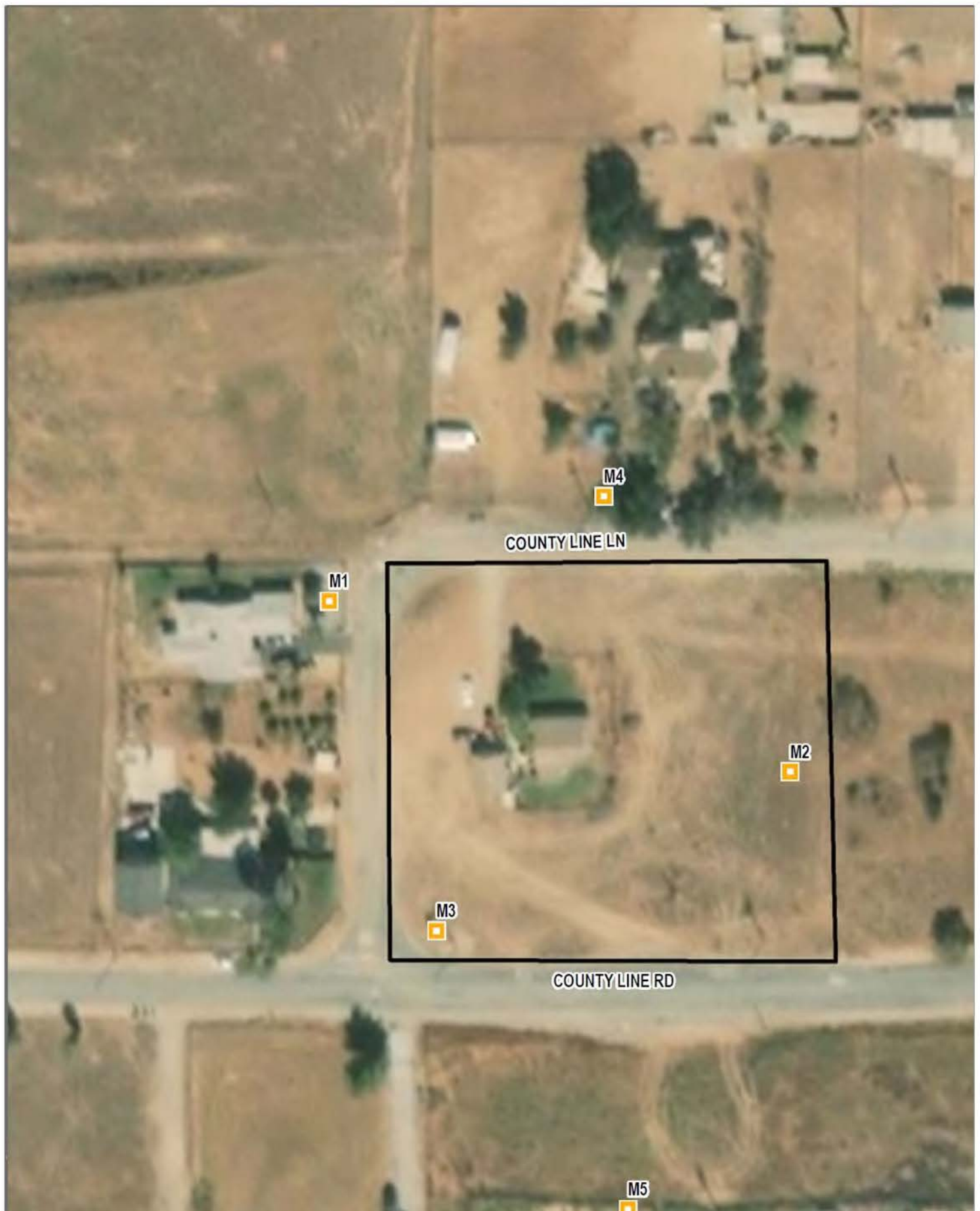
SOURCE: City of Calimesa 2014; City of Yucaipa

**FIGURE 3**

General Plan Land Use and Zoning Designations

County Line Road RV Fueling and Retail Project

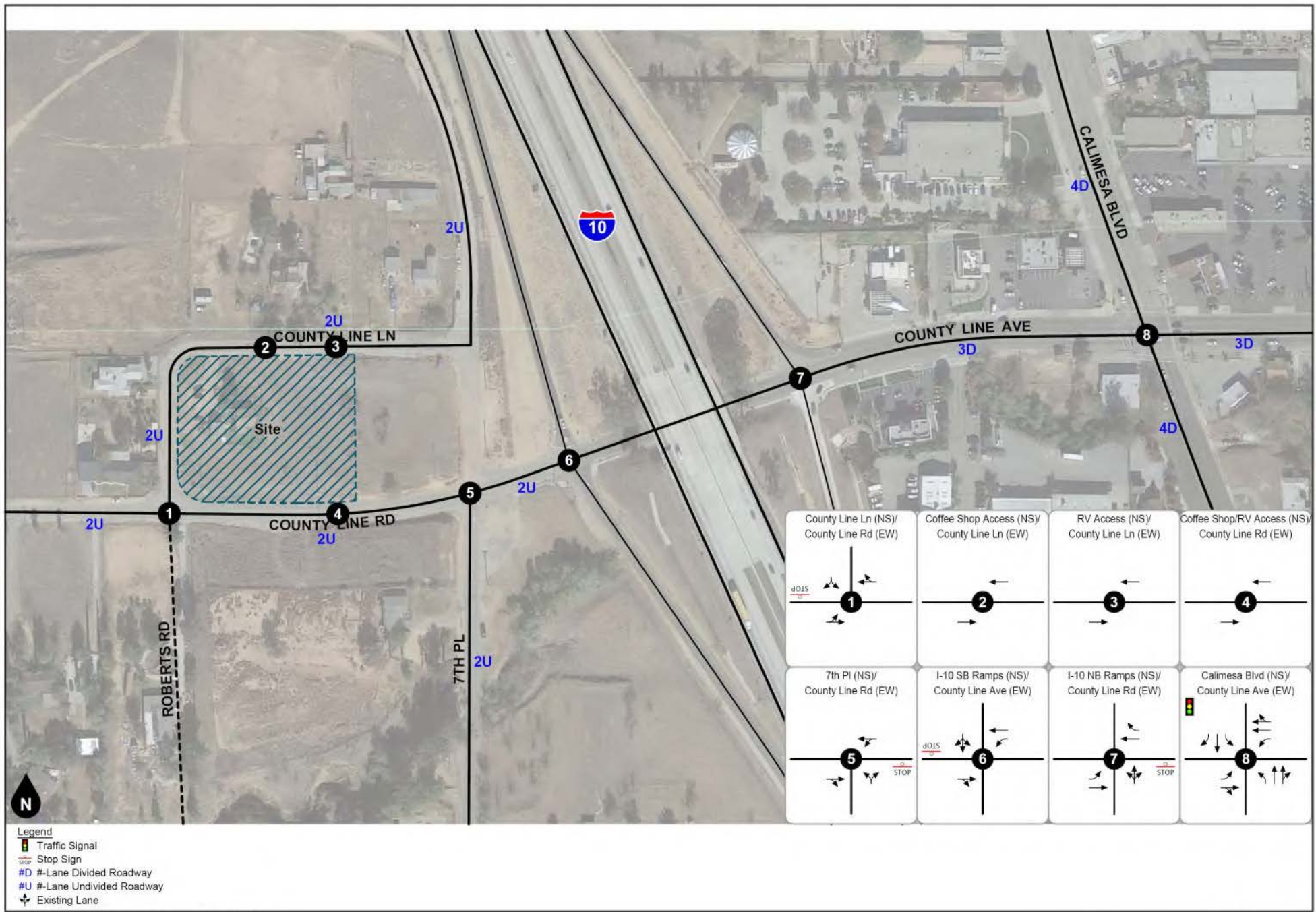
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SOURCE: ESRI 2018

**FIGURE 4**  
**Modeled Receiver Locations**  
County Line Road RV Fueling and Retail Project

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SOURCE: Ganddini Group, Inc. 2019.

**FIGURE 5**  
Study Area Intersections

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