

**DRAFT  
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

# **Traffic Signal - Park and Ride Access Improvements**

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## 1.0 INTRODUCTION

Following preliminary review of the proposed Traffic Signal - Park and Ride Access Improvements Project (proposed project), the City of Temecula (City) has determined that the project is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA). This Initial Study has been prepared to address potential impacts associated with the project, as described below. This Initial Study addresses the potential direct, indirect, and cumulative environmental effects associated with implementation of the proposed project.

### 1.1 STATUTORY AUTHORITY AND REQUIREMENTS

In accordance with CEQA (Public Resources Code Sections 21000–21177) and pursuant to Section 15063 of the California Code of Regulations (CCR) and the City’s Local CEQA Guidelines, the City, acting in the capacity of lead agency, is required to undertake the preparation of an Initial Study to determine if the proposed project would have a significant environmental impact. If the City finds that there is no evidence that the project, either as proposed or as modified to include the mitigation measures identified in this Initial Study, may cause a significant effect on the environment, the City shall find that the proposed project would not have a significant effect on the environment and shall prepare a Negative Declaration or Mitigated Negative Declaration for the project. Such a determination may be made only if “there is no substantial evidence in light of the whole record before the lead agency” that such impacts may occur (Public Resources Code Section 21080(c)).

This document has been prepared to provide an environmental basis for subsequent discretionary actions for the project, to inform the City prior to taking action on the project, and to provide responsible agencies, trustee agencies, other affected agencies, and the general public with information regarding the project and its potential environmental effects. As discussed in Section 2.5, the discretionary actions anticipated to be required for the proposed project by the City are the adoption of a Mitigated Negative Declaration and approval of an Encroachment Permit, Storm Water Pollution Prevention Plan, and Traffic Control Plan. It is also anticipated that the project will require approval of utility service connections.

The following environmental documentation and supporting analysis is subject to a 30-day public review period. During this review, comments on the document relative to environmental issues should be addressed to the City of Temecula. Following review of comments received, the City will consider the comments as part of the project’s environmental review process.

### 1.2 PURPOSE

The purpose of the Initial Study/Mitigated Negative Declaration (IS/MND) is to (1) identify potential environmental impacts; (2) provide the lead agency with information to use as the basis for deciding whether to prepare an Environmental Impact Report (EIR) or Negative Declaration (including a Mitigated Negative Declaration); (3) enable an applicant or the lead agency to modify a project, mitigating adverse impacts before an EIR is prepared; (4) facilitate environmental assessment early in the design of the project; (5) provide documentation of the factual basis for the finding in a Negative Declaration that a project would not have a significant environmental effect; (6) eliminate needless EIRs; (7) determine whether a previously prepared EIR could be used for the project; and (8) assist in the preparation of an EIR, if required, by focusing the EIR on the



effects determined to be significant, identifying the effects determined not to be significant, and explaining the reasons for determining that potentially significant effects would not be significant. As discussed further below, the City has determined that the project will not result in significant environmental impacts with the incorporated mitigation and has circulated this draft IS/MND for public review and comment.

Section 15063 of the CEQA Guidelines identifies specific disclosure requirements for inclusion in an Initial Study. Pursuant to those requirements, an Initial Study shall include (1) a description of the project, including the location of the project; (2) an identification of the environmental setting; (3) an identification of the environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries; (4) a discussion of ways to mitigate significant effects identified, if any; (5) an examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls; and (6) the name of the person or persons who prepared or participated in the preparation of the Initial Study.

### **1.3 CONSULTATION**

As soon as the lead agency has determined that an Initial Study would be required for the project, the lead agency is directed to consult informally with responsible agencies and trustee agencies that are responsible for resources affected by the project, in order to obtain the recommendations of those agencies as to whether an EIR or Negative Declaration should be prepared for the project. Following receipt of any written comments from those agencies, the lead agency would consider any recommendations of those agencies in the formulation of the preliminary findings. Following preparation of this Initial Study, the City of Temecula will initiate formal consultation with responsible, trustee, and other governmental agencies, as required under CEQA and its implementing guidelines.

### **1.4 INCORPORATION BY REFERENCE**

Pertinent documents relating to this IS/MND have been cited and incorporated, in accordance with Sections 15148 and 15150 of the CEQA Guidelines. The following references were utilized during preparation of this Initial Study and are available for review on the City of Temecula and County of Riverside websites:

- City of Temecula General Plan, 2005
- City of Temecula General Plan Final Environmental Impact Report, 2005
- City of Temecula Development Code
- City of Temecula Environmental Hazards Map, 2017
- Western Riverside County Multiple Species Habitat Conservation Plan



## **2.0 PROJECT DESCRIPTION**

### **2.1 PROJECT LOCATION AND SETTING**

The proposed Traffic Signal - Park and Ride Access improvements Project (project) is located in the City of Temecula within southwestern Riverside County, California; refer to Exhibit 1, *Regional Location Map*. More specifically, the project is located on Assessor Parcel Number (APN) 922-190-033 and portions of APN 922-190-035 along Temecula Parkway (Highway 79), just east of La Paz Street, and adjacent to the existing Temecula Parkway Park and Ride site, which is currently accessed from Vallejo Avenue; refer to Exhibit 2, *Local Vicinity Map*.

### **2.2 BACKGROUND**

Incorporated in 1989, the City of Temecula ("City") is located in southwestern Riverside County and is one of the fastest growing cities in California. Currently, the City is home to over 106,000 residents and spans over 37.18 square miles. According to the City of Temecula General Plan, the City was planned in a manner that would preserve and enhance high quality living while preserving the topography of the surrounding area. Temecula is known as the heart of southern California wine country due to the expansive viticulture-related land uses in the eastern regions of the City.

The City maintains 41 parks on 309 developed acres throughout the community, which provide recreational opportunities for both the citizens of Temecula, surrounding communities, and visitors. Police and fire protection are provided through a contract with Riverside County. The Temecula Valley Unified School District provides 32 schools for approximately 28,468 students at the kindergarten through 12<sup>th</sup> grade levels within the City. The City of Temecula prides itself on its community focus and quality of life.

#### Access Road Site Current Conditions

The 2.5-acre parcel (APN 922-190-033) that the proposed access road would be located on is currently vacant and undeveloped. The project site is generally flat and has a drainage that conveys storm water flows from under Vallejo Avenue, southward across the site, to a headwall at Temecula Parkway. The flows continue under Temecula Parkway via an existing storm drain system. Refer to Exhibit 3, *Conceptual Site Plan*.

### **2.3 PROJECT OBJECTIVES**

The objective of the proposed project is to provide access to the existing park and ride facility via Temecula Parkway and eliminate the current access at Vallejo Avenue. The project would also alleviate dangerous left turns from the existing community at Wabash Lane by reconfiguring Wabash Lane's existing median and lanes and adding a signalized intersection. Also, proposed project implementation would help accommodate existing and predicted traffic demands and uphold the City of Temecula's goals to reduce traffic congestion, as people utilize the park and ride facility to temporarily park vehicles and use other modes of transportation (carpools, mass transit, etc.).



## 2.4 PROJECT CHARACTERISTICS

The project proposes to construct an approximately 42-foot-wide, 280-linear-foot-long access road off of Temecula Parkway for an existing park and ride facility that is located just east of La Paz Road. To accommodate the access road, a new signalized intersection would be constructed at Wabash Lane and Temecula Parkway. The existing median on Temecula Parkway would be reconfigured to provide an eastbound left-turn lane from Temecula Parkway into the park and ride access road. The entrance to the community located south of Temecula Parkway at Wabash Lane has an existing median that would be reconfigured to accommodate traffic flow through the proposed signalized intersection. A portion of the east end of the existing park and ride site would be reconfigured (restripe parking spaces and add curb islands) to accommodate the access road. Relevant utilities would be installed, extended and/or connected to for the signalized intersection. Once the access road has been constructed, the current access/entrance from Vallejo Avenue would be closed off and would no longer function as an access point into the park and ride facility; refer to Exhibit 3, Conceptual Site Plan.

The proposed project is being pursued at this time as an access roadway for the existing park and ride facility, with no future specific development plans submitted to the City. Although it is reasonably foreseeable that future development may occur on the site, any future development is considered speculative and market driven at this time. This project is considered a “stand alone” project that can be implemented independent of any future activities because no definite data/plans from a comprehensive development proposal that may be presented in the future has been provided to the City. Any future development of the project site will require substantial additional infrastructure and will be subject to additional City review/approval and CEQA compliance. It is also important to note that, by approving the proposed project, the City is not committing to any future development approvals for the project site, and no such specific development proposal(s) have been officially submitted to the City. The site is already designated for future development in the City's adopted *General Plan EIR*.

## 2.5 AGREEMENTS, PERMITS, AND APPROVALS

The following permits are anticipated for the proposed project:

**Table 2.5-1**  
**Required Permit Approvals**

Agreements, Permits, and Approvals	Granting Agency
Approval of Plans and Specifications/ Authorize the solicitation of bids	City of Temecula
IS/MND Approval	City of Temecula
Encroachment Permit	City of Temecula
Traffic Control Plan	City of Temecula
Stormwater Pollution Prevent Plan	City of Temecula
General Construction Storm Water Permit	San Diego Regional Water Quality Control Board

Out of an abundance of caution notwithstanding the ministerial permits that are necessary for the proposed project, the City is undertaking this environmental review to assess any potential impacts caused by the project and to disclose this information to the public.





## 2.6 INITIAL STUDY CHECKLIST

### 2.6.1 BACKGROUND

<b>1.</b>	<b>Project Title:</b> Traffic Signal - Park and Ride Access Improvements
<b>2.</b>	<b>Lead Agency Name and Address:</b> City of Temecula 41000 Main Street Temecula, CA 92590
<b>3.</b>	<b>Contact Person and Phone Number:</b> Eric Jones (951) 506-5115
<b>4.</b>	<b>Project Location:</b> The proposed project is located in the City of Temecula and involves segments of Temecula Valley Parkway (Highway 79) and Wabash Lane.
<b>5.</b>	<b>Lead Agency's Name and Address:</b> City of Temecula 41000 Main Street Temecula, CA 92590
<b>6.</b>	<b>General Plan Designation:</b> The project would be located on APN 922-190-033, portions of APN 922-190-035, and a portion of Temecula Valley Parkway and Wabash Lane right-of-way. The General Plan Land Use Designation is Professional Office (PO).
<b>7.</b>	<b>Zoning:</b> The project would be located on APN 922-190-033, portions of APN 922-190-035, and a portion of Temecula Valley Parkway and Wabash Lane right-of-way. The Zoning Designation is Professional Office (PO).
<b>8.</b>	<b>Description of the Project:</b> The project addressed in this IS/MND consists of all actions related to the installation of a park and ride access road, Wabash Lane improvements and a signalized intersection with median improvements for Temecula Parkway and Wabash Lane.
<b>9.</b>	<b>Surrounding Land Uses and Setting:</b> The lands surrounding the project site have the following uses: <i>North:</i> Very Low Density Residential <i>South:</i> Medium Density Residential <i>East:</i> Very Low Density Residential <i>West:</i> Professional Office
<b>10.</b>	<b>Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement).</b> San Diego Regional Water Quality Control Board (General Construction Permit)



## 2.6.2 EVALUATION OF ENVIRONMENTAL IMPACTS

This section analyzes the potential environmental impacts associated with the proposed project. The issue areas evaluated in this Initial Study include:

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

The environmental analysis in this section is patterned after the Initial Study Checklist recommended by the State CEQA Guidelines, Appendix G, and is used by the City in its environmental review process. For the preliminary environmental assessment undertaken as part of this Initial Study's preparation, a determination that there is a potential for significant effects indicates the need to fully analyze the project's impacts and to identify mitigation.

For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated with appropriate answers provided according to the analysis undertaken as part of the Initial Study. The analysis considers the project's long-term, direct, indirect, and cumulative impacts. To each question, there are four possible responses:

- **No Impact.** The project will not have any measurable environmental impact on the environment.
- **Less Than Significant Impact.** The project will have the potential for impacting the environment, although this impact will be below established thresholds that are considered to be significant.
- **Less Than Significant with Mitigation Incorporated.** The project will have the potential to generate impacts that may be considered as a significant effect on the environment, although mitigation measures or changes to the project's physical or operational characteristics can reduce these impacts to levels that are less than significant.
- **Potentially Significant Impact.** The project will have impacts that are considered significant, and additional analysis is required to identify mitigation measures that could reduce these impacts to less than significant levels. Where potential impacts are anticipated to be significant, mitigation measures will be required, so that impacts may be avoided or reduced to insignificant levels.



### 2.6.3 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

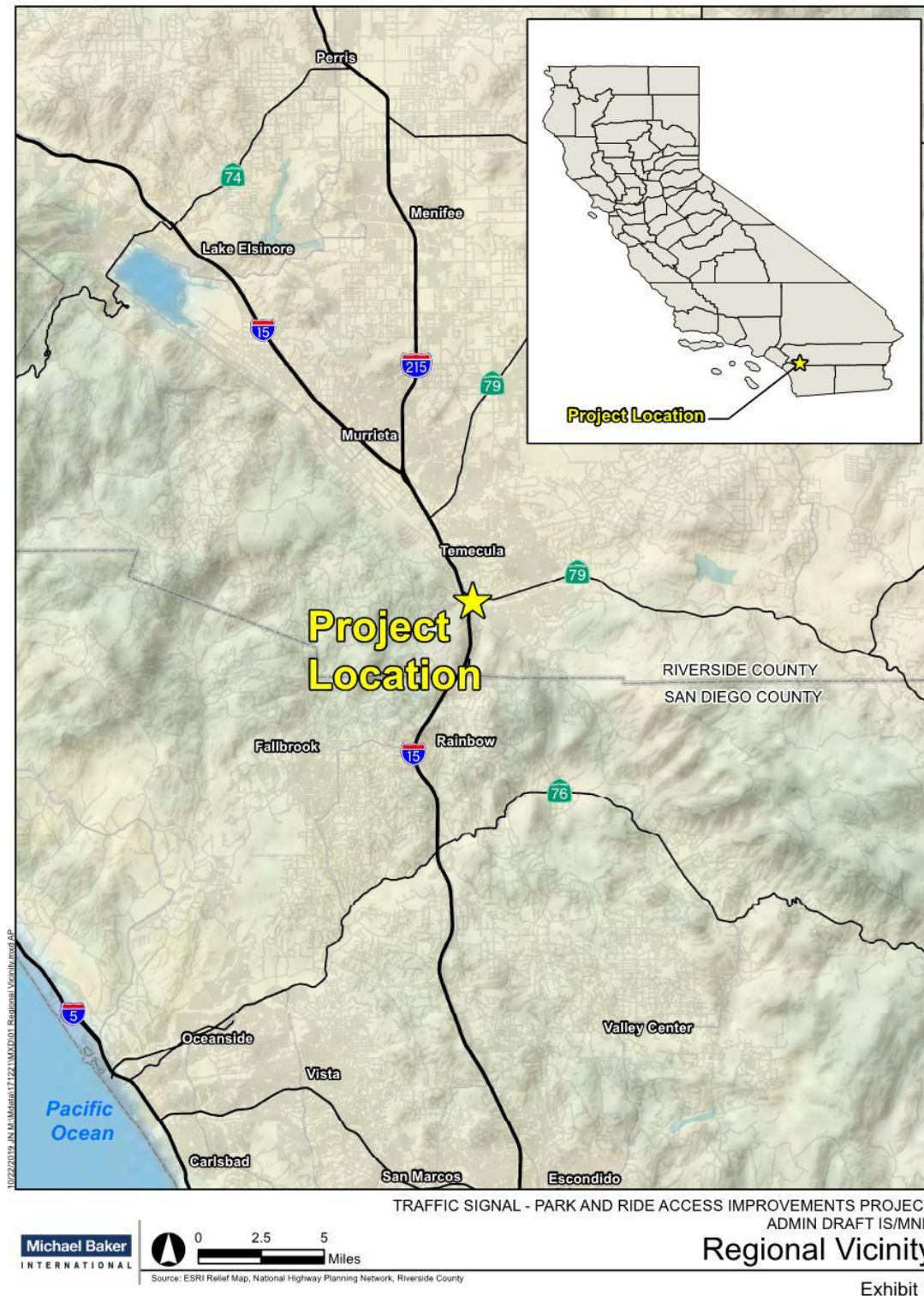
	Aesthetics		Mineral Resources
	Agriculture and Forestry Resources	x	Noise
	Air Quality		Population and Housing
x	Biological Resources		Public Services
x	Cultural Resources		Recreation
	Energy	x	Transportation/Traffic
x	Geology and Soils		Tribal Cultural Resources
	Greenhouse Gas Emissions	x	Utilities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



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Exhibit 1: Regional Location Map



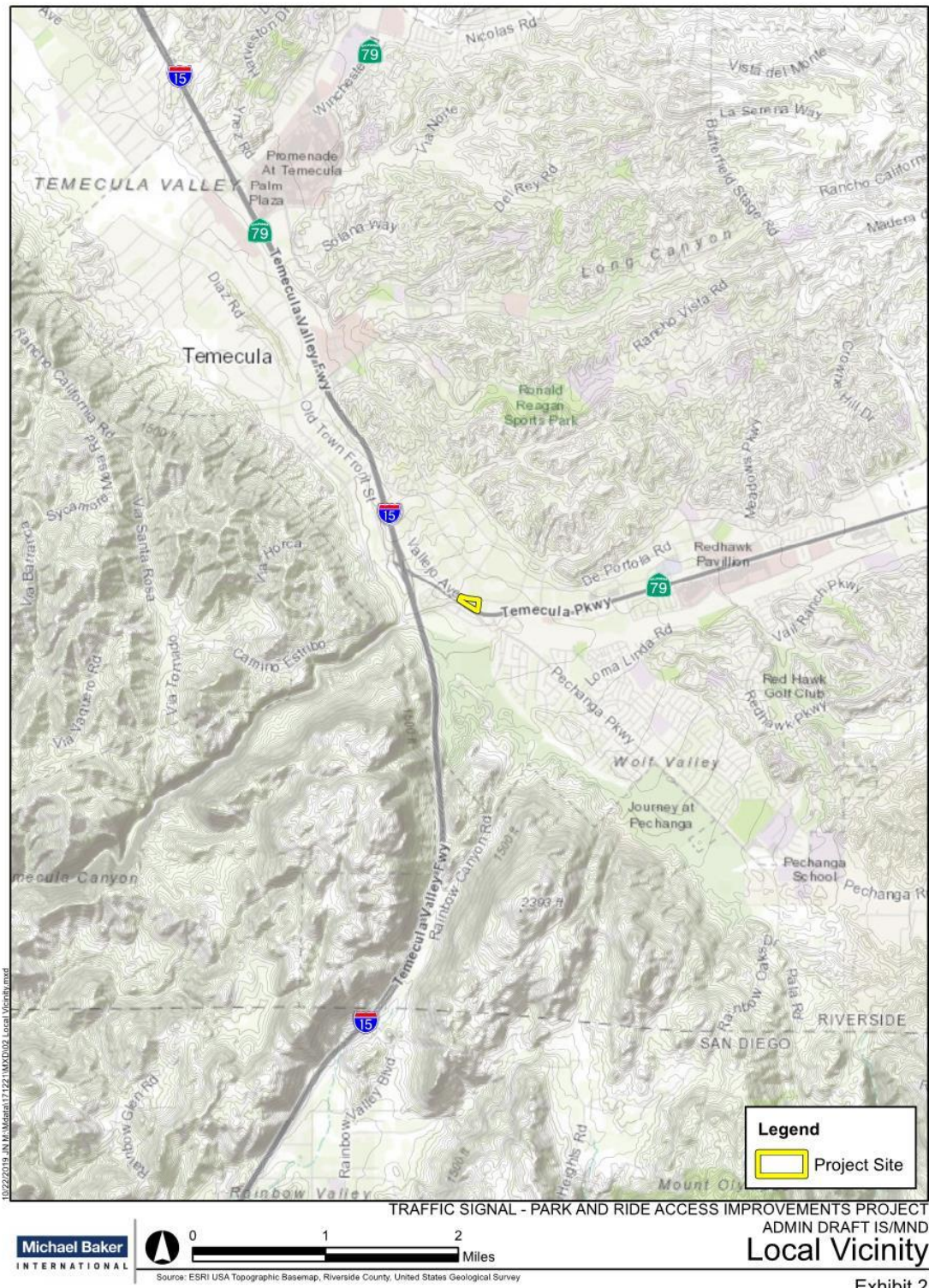


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Exhibit 2: Local Vicinity Map



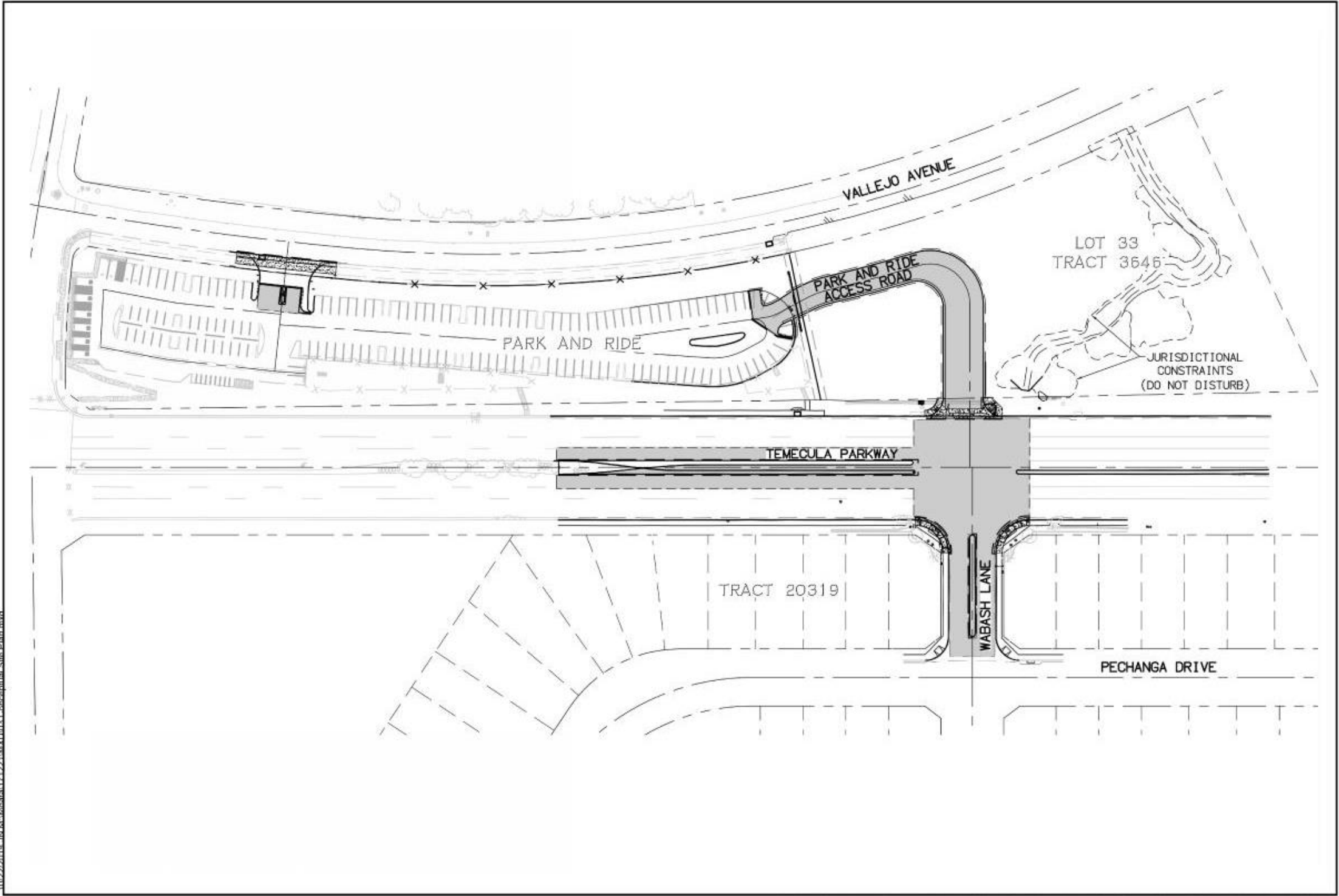


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Exhibit 3: Conceptual Site Plan



TRAFFIC SIGNAL - PARK AND RIDE ACCESS IMPROVEMENTS PROJECT  
ADMIN DRAFT IS/MND

The logo for Michael Baker International, consisting of the company name in a blue box and the word 'INTERNATIONAL' below it.

A circular icon with a diagonal line through it, indicating that the drawing is not to scale.

Not to Scale

Source: Michael Baker International

Conceptual Site Plan

Exhibit 3



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### 3.0 ENVIRONMENTAL ANALYSIS

The following evaluation provides responses to the questions in the CEQA Environmental Checklist. A brief explanation for each question in the checklist is provided to support each impact determination. All responses consider the whole of the action involved, including construction and operational impacts, as well as direct and indirect impacts. Environmental factors potentially affected by the proposed project are presented below and organized according to the provided checklist format. Evaluation of the following resources was based on review of preliminary construction plans, available site geotechnical data, and other sources listed in Section 4.0, References, of this analysis.

#### 3.1 AESTHETICS

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>AESTHETICS</b> – 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) Substantially degrade the existing visual character or quality of the site and its surroundings?	<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"/>

#### **Would the project:**

- a) *Have a substantial adverse effect on a scenic vista? **Determination: Less than Significant Impact.***

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

Temecula's natural setting offers a variety of scenic vistas and view sheds. The City of Temecula General Plan Community Design Element designates the southern, eastern, and western rolling hills surrounding the City, as well as Murrieta and Temecula Creeks, as significant natural features, and indicates that public views of these features should be protected and enhanced. The General Plan explains that all public or private development projects are subject to City review to ensure that they will not obstruct public views of scenic resources, and projects may be subject to redesign or height limitations if it is determined that development would block public views.



The project is located near existing residential development, some vacant land, and has partial views of rolling distant hills to the north, south, east and to the west. Views of these hills are partially obscured in various locations because of the slope/grade of the existing terrain, existing residential homes, sound walls to the south and mature landscaping within some of the residential areas. Construction of the proposed project would not block views surrounding the project because any equipment used for project construction would not have the height or bulk to block views in the area. Operation of the proposed project would not have the potential to adversely impact views of the hillsides because the proposed access road would be relatively flat and would not have the height or bulk to block area views. The access roadway improvements would consist of installing traffic signals, reconfiguring medians, and adding crosswalks along Temecula Parkway/Wabash Lane. These are not considered improvements that would substantially affect views of the hillsides. The proposed project would not create a substantial adverse impact to a scenic vista and impacts are considered to be less than significant.

- b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway? **Determination: No Impact.***

No rock outcroppings or historic buildings are present near the project site. According to the California Department of Transportation's (Caltrans) Scenic Highways Program Database, the project area does not contain any officially designated scenic highways. The nearest eligible scenic highway is Interstate 15 (I-15), which is located approximately one-half mile west of the project site. Views of I-15 are not afforded from the project alignment because views are blocked by existing development along Temecula Parkway and the topography of the land between the project site and I-15. Due to the absence of designated scenic highways in the vicinity of the project alignment, no impact would occur.

- c) *Substantially degrade the existing visual character or quality of the site and its surroundings? **Determination: Less than Significant Impact.***

The project access road would be a paved asphalt roadway. The site alignment is surrounded by an existing park and ride facility, residential and undeveloped land uses, drainage facilities, and existing roadway right-of-way.

Short-term visual impacts associated with project construction activities would occur due to the presence of construction equipment and heavy-duty vehicles, materials and debris piles, and general construction activities; however, these impacts would be temporary and limited to the short-term construction duration of the project, anticipated to be approximately 9 months.

The project would result in limited permanent visual changes associated with the minor fill and paving of areas adjacent to the existing roadway and installation of traffic signals. Once construction is complete, the access road would not impact the visual character of the project area because the height and bulk of the materials are considered to be minimal. Project implementation would not substantially degrade the existing visual character or quality of the site and its surroundings. Thus, impacts are considered less than significant.

- d) *Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? **Determination: Less than Significant Impact.***

Temporary glare from construction activities (including construction equipment and related materials) is possible. However, due to the nature of the project and the anticipated small-sized construction crew and short-term construction duration, it is anticipated that no new substantial sources of light or glare would result from the project. Construction would occur during daylight hours, and the project would not require nighttime construction lighting. The project does not



propose any nighttime construction activities that would require the use of nighttime lighting. As such, substantial impacts related to light or glare are not anticipated during project construction.

Anticipated long-term light sources would include traffic signals. These lighting features would be installed to safeguard the public safety of motorists and pedestrians traveling along the proposed project area. The light sources proposed with the project are not considered substantial and would be similar to existing lighting sources along Temecula Parkway, and would be designed to minimize light spillage from the right-of-way to the adjacent properties.

Further, the project would be required to comply with Riverside County Ordinance 655, which regulates light pollution for the Palomar Observatory. Palomar Observatory is located approximately 17.5 miles southeast of the project's intersection of Temecula Parkway and Wabash Lane. According to Ordinance 665, the project is located in Zone B (15–45 miles from the Palomar Observatory). The project would comply with the development standards outlined for Zone B, including its lamp type and shielding requirements. Compliance with Ordinance 665 would ensure that the project's impacts related to light pollution would be less than significant.

For these reasons, impacts associated with the construction and long-term operation of the project would be less than significant.



### 3.2 AGRICULTURE AND FORESTRY RESOURCES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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**AGRICULTURE RESOURCES** – In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including 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 nonagricultural 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 forestland 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 nonagricultural use or conversion of forestland to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**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 nonagricultural use?* **Determination: No Impact.**

According to the California Department of Conservation Farmland Mapping and Monitoring Program (FMMP), California Important Farmland Finder interactive mapping system, the project site is not located in an area identified as Prime Farmland, Farmland of Statewide Importance, or Farmland of Local Importance. At and near the site, all adjoining lands are designated as Urban and Built-Up Land or Vacant/Disturbed Land. All improvements proposed with the project would not encroach onto or interfere with any activities on these adjacent lands. Therefore, the project would not convert farmland to non-agricultural use. No impact would occur.

- b) *Conflict with existing zoning for agricultural use, or a Williamson Act contract?* **Determination: No Impact.**

Refer to Impact 3.2(a), above. The project site is zoned as Professional Office and not zoned as Agriculture. Further, there are no Williamson Act or agriculturally zoned properties adjacent to the project site. No impact would occur in this regard.



- 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))?* **Determination: No Impact.**

According to the City of Temecula's General Plan and Development Code, the proposed project would not be located adjacent to areas designated or zoned as forest land. Therefore, implementation of the proposed project would not conflict with existing zoning of forest land, timberland, or timberland production, and no impact would occur.

- d) *Result in the loss of forestland or conversion of forest land to non-forest use?* **Determination: No Impact.**

Refer to Impact 3.2(c), above. No impact would occur.

- e) *Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of farmland to nonagricultural use?* **Determination: No Impact.**

Refer to Impacts 3.2(a) and 3.2(b), above. No impact would occur.





### 3.3 AIR QUALITY

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>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 nonattainment 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"/>

Air quality and greenhouse gas emissions modeling was prepared for the proposed project (Michael Baker International 2019). Refer to [Appendix A, Air Quality/Greenhouse Gas Data](#).

**Would the project:**

- a) *Conflict with or obstruct implementation of the applicable air quality plan?* **Determination: Less Than Significant Impact.**

The project is located within the South Coast Air Basin (Basin), which is governed by the South Coast Air Quality Management District (SCAQMD). Consistency with the SCAQMD 2016 *Air Quality Management Plan for the South Coast Air Basin* (2016 AQMP) means that a project is consistent with the goals, objectives, and assumptions set forth in the 2016 AQMP that are designed to achieve Federal and State air quality standards. According to the SCAQMD CEQA Air Quality Handbook (1993), in order to determine consistency with the 2016 AQMP, two main criteria must be addressed:

Criterion 1:

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

- a) *Would the project result in an increase in the frequency or severity of existing air quality violations?*

Since the consistency criteria identified under the first criterion pertains to pollutant concentrations, rather than to total regional emissions, an analysis of the project's pollutant emissions relative to localized pollutant concentrations is used as the basis for evaluating project consistency. As discussed in Response 3.3(c) below, localized concentrations of carbon monoxide (CO), nitrogen oxides (NOX), particulate matter less than 10 microns in diameter (PM10), and particulate matter less than 2.5 microns in diameter (PM2.5) would be less than significant during project construction and operations. Therefore, the proposed project would not result in an increase in the frequency or severity of existing air quality violations.





*b) Would the project cause or contribute to new air quality violations?*

As discussed in Response 3.3(b) and 3.3(c), the proposed project would result in emissions that are below the SCAQMD thresholds, and localized concentrations of CO, NOX, PM10, and PM2.5 would be less than significant during project construction and operations. Therefore, the project would not have the potential to cause or affect a violation of the ambient air quality standards.

*c) Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?*

The proposed project would result in less than significant impacts with regard to regional and localized concentrations during project construction and operations. As such, the project would not delay the timely attainment of air quality standards or 2016 AQMP emissions reductions.

Criterion 2:

With respect to the second criterion for determining consistency with SCAQMD and Southern California Association of Governments (SCAG) air quality policies, it is important to recognize that air quality planning within the Basin focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether or not the proposed project exceeds the assumptions utilized in preparing the forecasts presented in the 2016 AQMP. Determining whether or not a project exceeds the assumptions reflected in the 2016 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

*a) Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?*

In the case of the 2016 AQMP, three sources of data form the basis for the projections of air pollutant emissions: The City of Temecula General Plan (General Plan), SCAG's regional growth forecast, and SCAG's 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The RTP/SCS also provides socioeconomic forecast projections of regional population growth. The project site consists of an existing park and ride facility. The proposed project would add a new access road from Temecula Parkway to the park and ride facility and construct a new signalized intersection at Wabash Lane and Temecula Parkway. As such, the project would not result in a change in land use at the existing park and ride facility. Thus, the proposed project would be consistent with the types, intensity, and patterns of land use envisioned for the site vicinity in the RTP/SCS. Additionally, as the SCAQMD has incorporated these same projections into the 2016 AQMP, it can be concluded that the proposed project would be consistent with the projections included in the 2016 AQMP.

*b) Would the project implement all feasible air quality mitigation measures?*

The proposed project would result in less than significant air quality impacts. Compliance with all feasible emission reduction measures identified by the SCAQMD would be required as identified in Response 3.3(b) and 3.3(c). As such, the proposed project meets this 2016 AQMP consistency criterion.



c) *Would the project be consistent with the land use planning strategies set forth in the AQMP?*

The AQMP contains air pollutant reduction strategies and demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under Federal law. Growth projections from local general plans adopted by cities in the SCAQMD are provided to SCAG, which develops regional growth forecasts that are used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in the General Plan is considered to be consistent with the AQMP. As discussed above, the proposed project would not alter the General Plan land use designation for the existing park and ridge facility at the project site. Therefore, the proposed project meets this AQMP consistency criterion.

In conclusion, the determination of 2016 AQMP consistency is primarily concerned with the long-term influence of a project on air quality in the Basin. The proposed project would not result in a long-term impact on the region's ability to meet State and Federal air quality standards. Also, the proposed project would be consistent with the goals and policies of the 2016 AQMP for control of fugitive dust. As discussed above, the proposed project's long-term influence would also be consistent with the SCAQMD and SCAG's goals and policies and is considered consistent with the 2016 AQMP.

#### **MITIGATION MEASURES**

No mitigation is required.

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

**Determination: Less than Significant Impact.**

#### **Criteria Pollutants**

Carbon Monoxide (CO). CO is an odorless, colorless toxic gas that is emitted by mobile and stationary sources as a result of incomplete combustion of hydrocarbons or other carbon-based fuels. In cities, automobile exhaust can cause as much as 95 percent of all CO emissions. CO replaces oxygen in the body's red blood cells. Individuals with a deficient blood supply to the heart, patients with diseases involving heart and blood vessels, fetuses (unborn babies), and patients with chronic hypoxemia (oxygen deficiency) as seen in high altitudes are most susceptible to the adverse effects of CO exposure. People with heart disease are also more susceptible to developing chest pains when exposed to low levels of carbon monoxide.

Ozone (O<sub>3</sub>). O<sub>3</sub> occurs in two layers of the atmosphere. The layer surrounding the earth's surface is the troposphere. The troposphere extends approximately 10 miles above ground level, where it meets the second layer, the stratosphere. The stratospheric (the "good" ozone layer) extends upward from about 10 to 30 miles and protects life on earth from the sun's harmful ultraviolet rays. "Bad" O<sub>3</sub> is a photochemical pollutant, and needs volatile organic compounds (VOCs), NO<sub>x</sub>, and sunlight to form; therefore, VOCs and NO<sub>x</sub> are O<sub>3</sub> precursors. To reduce O<sub>3</sub> concentrations, it is necessary to control the emissions of these ozone precursors. Significant O<sub>3</sub> formation generally requires an adequate amount of precursors in the atmosphere and a period of several hours in a stable atmosphere with strong sunlight. High O<sub>3</sub> concentrations can form over large regions when emissions from motor vehicles and stationary sources are carried hundreds of miles from their origins.

While O<sub>3</sub> in the upper atmosphere (stratosphere) protects the earth from harmful ultraviolet radiation, high concentrations of ground-level O<sub>3</sub> (in the troposphere) can adversely affect the human respiratory system and other tissues. O<sub>3</sub> is a strong irritant that can constrict the airways,



forcing the respiratory system to work hard to deliver oxygen. Individuals exercising outdoors, children, and people with pre-existing lung disease such as asthma and chronic pulmonary lung disease are considered to be the most susceptible to the health effects of O<sub>3</sub>. Short-term exposure (lasting for a few hours) to O<sub>3</sub> at elevated levels can result in aggravated respiratory diseases such as emphysema, bronchitis and asthma, shortness of breath, increased susceptibility to infections, inflammation of the lung tissue, increased fatigue, as well as chest pain, dry throat, headache, and nausea.

Nitrogen Dioxide (NO<sub>2</sub>). NO<sub>x</sub> are a family of highly reactive gases that are a primary precursor to the formation of ground-level ozone and react in the atmosphere to form acid rain. NO<sub>2</sub> (often used interchangeably with NO<sub>x</sub>) is a reddish-brown gas that can cause breathing difficulties at elevated levels. Peak readings of NO<sub>2</sub> occur in areas that have a high concentration of combustion sources (e.g., motor vehicle engines, power plants, refineries, and other industrial operations). NO<sub>2</sub> can irritate and damage the lungs and lower resistance to respiratory infections such as influenza. The health effects of short-term exposure are still unclear. However, continued or frequent exposure to NO<sub>2</sub> concentrations that are typically much higher than those normally found in the ambient air may increase acute respiratory illnesses in children and increase the incidence of chronic bronchitis and lung irritation. Chronic exposure to NO<sub>2</sub> may aggravate eyes and mucus membranes and cause pulmonary dysfunction.

Coarse Particulate Matter (PM<sub>10</sub>). PM<sub>10</sub> refers to suspended particulate matter, which is smaller than 10 microns or ten one-millionths of a meter. PM<sub>10</sub> arises from sources such as road dust, diesel soot, combustion products, construction operations, and dust storms. PM<sub>10</sub> scatters light and significantly reduces visibility. In addition, these particulates penetrate into lungs and can potentially damage the respiratory tract. On June 19, 2003, the California Air Resources Board (CARB) adopted amendments to the Statewide 24-hour particulate matter standards based upon requirements set forth in the Children's Environmental Health Protection Act (Senate Bill 25).

Fine Particulate Matter (PM<sub>2.5</sub>). Due to recent increased concerns over health impacts related to fine particulate matter (particulate matter 2.5 microns in diameter or less), both State and Federal PM<sub>2.5</sub> standards have been created. Particulate matter impacts primarily affect infants, children, the elderly, and those with pre-existing cardiopulmonary disease. In 1997, the U.S. Environmental Protection Agency (EPA) announced new PM<sub>2.5</sub> standards. Industry groups challenged the new standard in court and the implementation of the standard was blocked. However, upon appeal by the EPA, the United States Supreme Court reversed this decision and upheld the EPA's new standards. On January 5, 2005, the EPA published a Final Rule in the Federal Register that designates the Basin as a nonattainment area for Federal PM<sub>2.5</sub> standards. On June 20, 2002, CARB adopted amendments for Statewide annual ambient particulate matter air quality standards. These standards were revised/established due to increasing concerns by CARB that previous standards were inadequate, as almost everyone in California is exposed to levels at or above the current State standards during some parts of the year, and the Statewide potential for significant health impacts associated with particulate matter exposure was determined to be large and wide-ranging.

Sulfur Dioxide (SO<sub>2</sub>). SO<sub>2</sub> is a colorless, irritating gas with a rotten egg smell; it is formed primarily by the combustion of sulfur-containing fossil fuels. Sulfur dioxide is often used interchangeably with SO<sub>x</sub> and lead. Exposure of a few minutes to low levels of SO<sub>2</sub> can result in airway constriction in some asthmatics.

Volatile Organic Compounds (VOC). VOC's are hydrocarbon compounds (any compound containing various combinations of hydrogen and carbon atoms) that exist in the ambient air.



VOCs contribute to the formation of smog through atmospheric photochemical reactions and/or may be toxic. Compounds of carbon (also known as organic compounds) have different levels of reactivity; that is, they do not react at the same speed or do not form ozone to the same extent when exposed to photochemical processes. VOCs often have an odor, and some examples include gasoline, alcohol, and the solvents used in paints. Exceptions to the VOC designation include: carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate. VOCs are a criteria pollutant since they are a precursor to O<sub>3</sub>, which is a criteria pollutant. The SCAQMD uses the terms VOC and ROG (see below) interchangeably.

Reactive Organic Gases (ROG). Similar to VOC, ROG are also precursors in forming ozone and consist of compounds containing methane, ethane, propane, butane, and longer chain hydrocarbons, which are typically the result of some type of combustion/decomposition process. Smog is formed when ROG and nitrogen oxides react in the presence of sunlight. ROG are a criteria pollutant since they are a precursor to O<sub>3</sub>, which is a criteria pollutant. The SCAQMD uses the terms ROG and VOC interchangeably.

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

The project involves construction activities associated with site preparation, grading, paving, and architectural coating applications. Exhaust emission factors for typical diesel-powered heavy equipment are based on the California Emissions Estimator Model version 2016.3.2 (CalEEMod) program defaults. Variables factored into estimating the total construction emissions include the level of activity, length of construction period, number of pieces and types of equipment in use, site characteristics, weather conditions, number of construction personnel, and the amount of materials to be transported on- or off-site. The analysis of daily construction emissions has been prepared utilizing CalEEMod. Refer to Appendix A, Air Quality/Greenhouse Gas Analysis Data, for the CalEEMod outputs and results. Table 3.3-1, Construction Related Emissions, presents the anticipated daily short-term construction emissions.

**Table 3.3-1  
Construction Related Emissions**

Emissions Source	Pollutant (pounds/day) <sup>1,2</sup>					
	ROG	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Year 1</b>						
Construction Emissions <sup>2</sup>	3.45	21.38	17.19	0.03	7.66	4.30
<i>SCAQMD Thresholds</i>	<i>75</i>	<i>100</i>	<i>550</i>	<i>150</i>	<i>150</i>	<i>55</i>
<b><i>Threshold Exceeded?</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>	<b><i>No</i></b>
Notes: 1. Emissions were calculated using CalEEMod version 2016.3.2, as recommended by the SCAQMD. 2. The reduction/credits for construction emissions are based on “mitigation” included in CalEEMod and are required by the SCAQMD Rules. The “mitigation” applied in CalEEMod includes the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces three times daily; cover stock piles with tarps; water all haul roads twice daily; and limit speeds on unpaved roads to 15 miles per hour. The emissions results in this table represent the “mitigated” emissions shown in <u>Appendix A</u> .						
Refer to <u>Appendix A, Air Quality/Greenhouse Gas Analysis Data</u> , for assumptions used in this analysis.						



### Fugitive Dust Emissions

Construction activities are a source of fugitive dust emissions that may have a substantial, temporary impact on local air quality. In addition, fugitive dust may be a nuisance to those living and working in the project area. Fugitive dust emissions are associated with land clearing, ground excavation, cut-and-fill, and truck travel on unpaved roadways (typically during demolition and construction activities). Fugitive dust emissions vary substantially from day to day, depending on the level of activity, specific operations, and weather conditions. Fugitive dust from grading, excavation and construction is expected to be short-term and would cease upon project completion. Most of this material is inert silicates, rather than the complex organic particulates released from combustion sources, which are more harmful to health.

Dust (larger than 10 microns) generated by such activities usually becomes more of a local nuisance than a serious health problem. Of particular health concern is the amount of  $PM_{10}$  generated as a part of fugitive dust emissions.  $PM_{10}$  poses a serious health hazard alone or in combination with other pollutants.  $PM_{2.5}$  is mostly produced by mechanical processes. These include automobile tire wear, industrial processes such as cutting and grinding, and re-suspension of particles from the ground or road surfaces by wind and human activities such as construction or agriculture.  $PM_{2.5}$  is mostly derived from combustion sources, such as automobiles, trucks, and other vehicle exhaust, as well as from stationary sources. These particles are either directly emitted or are formed in the atmosphere from the combustion of gases such as  $NO_x$  and sulfur oxides ( $SO_x$ ) combining with ammonia.  $PM_{2.5}$  components from material in the earth's crust, such as dust, are also present, with the amount varying in different locations.

The project would implement all required SCAQMD dust control techniques (i.e., daily watering), limitations on construction hours, and adhere to SCAQMD Rules 402 and 403 (which require watering of inactive and perimeter areas, track out requirements, etc.), to reduce  $PM_{10}$  and  $PM_{2.5}$  concentrations. As depicted in [Table 3.3-1](#), total  $PM_{10}$  and  $PM_{2.5}$  emissions would not exceed the SCAQMD thresholds during construction. Thus, construction air quality impacts would be less than significant.

### Construction Equipment and Worker Vehicle Exhaust

Exhaust emissions from construction activities include emissions associated with the transport of machinery and supplies to and from the project site, employee commutes to the project site, emissions produced on-site as the equipment is used, and emissions from trucks transporting materials to/from the site. As presented in [Table 3.3-1](#), construction equipment and worker vehicle exhaust emissions would not exceed the established SCAQMD threshold for all criteria pollutants. Therefore, impacts in this regard would be less than significant.

### ROG Emissions

In addition to gaseous and particulate emissions, the application of asphalt and surface coatings creates ROG emissions, which are  $O_3$  precursors. In accordance with the methodology prescribed by the SCAQMD, the ROG emissions associated with paving and architectural coating have been quantified with the CalEEMod model. ROG emissions associated with the proposed project would be less than significant; refer to [Table 3.3-1](#).

### Naturally Occurring Asbestos

Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also found in California. Asbestos is classified as a known



human carcinogen by State, Federal, and international agencies and was identified as a toxic air contaminant by the CARB in 1986.

Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed. According to the Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report* (August 2000), serpentinite and ultramafic rocks are not known to occur within the project area. Thus, there would be no impact in this regard.

#### **Long-Term (Operational) Emissions**

The project site consists of an existing park and ride facility. The proposed project would add a new access road from Temecula Parkway to the park and ride facility and construct a new signalized intersection at Wabash Lane and Temecula Parkway. As such, the project would not result in a change in land use at the existing park and ride facility. Therefore, the project would not introduce new vehicle trips on-site and thus would not have any additional mobile emissions compared to the baseline condition of the existing park and ride facility. Furthermore, the project would not produce additional area source or energy source emissions compared to the existing baseline conditions. Therefore, the project would not produce additional total operational emissions compared to the existing baseline conditions. Impacts would be less than significant in this regard.

#### **Conclusion**

As summarized above, the project's short-term construction emissions would be below the SCAQMD thresholds and would result in a less than significant impact. Furthermore, the project would not result in long-term air quality impacts, as emissions would not change from existing baseline conditions. Thus, it can be reasonably inferred that the project's construction and operational emissions would not contribute to a cumulatively considerable air quality impact for nonattainment criteria pollutants in the Basin. Impacts would be less than significant in this regard.

#### **MITIGATION MEASURES**

No mitigation measures are required.

- c) *Expose sensitive receptors to substantial pollutant concentrations?* **Determination: Less than Significant Impact.**

Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. The CARB has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.





Sensitive receptors near the project site include residences located approximately 50 feet to the south of the proposed signalized intersection at Wabash Lane and Temecula Parkway. In order to identify impacts to sensitive receptors, the SCAQMD recommends addressing localized significance thresholds for construction and operations impacts (stationary sources only). The project would add a new access road from Temecula Parkway to the park and ride facility and construct a new signalized intersection at Wabash Lane and Temecula Parkway. As such, the project would not include any stationary sources, and thus, only the localized significance thresholds for construction were analyzed in this IS/MND.

#### Localized Significance Thresholds

Localized Significance Thresholds (LSTs) were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized air quality impacts. The SCAQMD provides the LST lookup tables for one-, two-, and five-acre projects emitting CO, NO<sub>x</sub>, PM<sub>2.5</sub>, or PM<sub>10</sub>. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. The SCAQMD recommends that any project over five acres should perform air quality dispersion modeling to assess impacts to nearby sensitive receptors. The project is located within Source Receptor Area (SRA) 26, Temecula County.

#### *Construction LST*

The SCAQMD guidance on applying CalEEMod to LSTs specifies the number of acres that a particular piece of equipment would likely disturb per day. Based on the SCAQMD guidance, the project would disturb a maximum of two acres of land per day during the grading phase. Therefore, the LST thresholds for one acre were utilized for the construction LST analysis. The closest sensitive receptors to the project site are residential uses located approximately 50 feet to the south of the proposed signalized intersection at Wabash Lane and Temecula Parkway. These sensitive land uses may be potentially affected by air pollutant emissions generated during on-site construction activities. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. As the nearest sensitive uses adjoin the project site, the lowest available LST values for 25 meters were used.

Table 3.3-2, *Localized Significance of Emissions*, shows the localized construction-related emissions for NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> compared to the LSTs for SRA 26, Temecula County. It is noted that the localized emissions presented in Table 3.3-2 are less than those in Table 3.3-1 because localized emissions include only on-site emissions (i.e., from construction equipment and fugitive dust), and do not include off-site emissions (i.e., from hauling activities). As shown in Table 3.3-2, the project's localized construction emissions would not exceed the LSTs for SRA 26. Therefore, localized significance impacts from construction would be less than significant.



**Table 3.3-2  
Localized Significance of Emissions**

Source	Pollutant (pounds/day) <sup>3</sup>			
	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
<b>Construction (Grading Phase)</b>				
On-Site Emissions with SCAQMD Rules Applied <sup>1,2</sup>	21.34	9.94	7.54	4.28
<i>Localized Significance Threshold<sup>3</sup></i>	<i>275</i>	<i>1,386</i>	<i>20</i>	<i>6</i>
<b>Thresholds Exceeded?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
Notes: 1. The grading phase emissions are presented as the worst-case scenario for NO <sub>x</sub> , CO, PM <sub>10</sub> , and PM <sub>2.5</sub> . 2. The reduction/credits for construction emissions applied in CalEEMod are based on the application of dust control techniques as required by SCAQMD Rule 403. The dust control techniques include the following: properly maintain mobile and other construction equipment; replace ground cover in disturbed areas quickly; water exposed surfaces twice daily; cover stock piles with tarps; water all haul roads three times daily; and limit speeds on unpaved roads to 15 miles per hour. 3. The Localized Significance Threshold was determined using Appendix C of the SCAQMD Final Localized Significant Threshold Methodology guidance document for pollutants NO <sub>x</sub> , CO, PM <sub>10</sub> , and PM <sub>2.5</sub> . The Localized Significance Threshold was based on the anticipated daily acreage disturbance for construction (approximately 2.0 acre; therefore, the two-acre threshold was used), a distance of 25 meters to the closest sensitive receptor, and the source receptor area (SRA 26).				
Refer to <u>Appendix A, Air Quality/Greenhouse Gas Analysis Data</u> , for assumptions used in this analysis.				

### Carbon Monoxide Hotspots

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels (i.e., adversely affecting residents, school children, hospital patients, the elderly, etc.).

The Basin is designated as an attainment/maintenance area for the Federal CO standards and an attainment area for State standards. There has been a decline in CO emissions even though vehicle miles traveled on U.S. urban and rural roads have increased. On-road mobile source CO emissions have declined 24 percent between 1989 and 1998, despite a 23 percent rise in motor vehicle miles traveled over the same 10 years. California trends have been consistent with national trends; CO emissions declined 20 percent in California from 1985 through 1997 while vehicle miles traveled increased 18 percent in the 1990s. Three major control programs have contributed to the reduced per-vehicle CO emissions: exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.

According to the SCAQMD *CEQA Air Quality Handbook*, a potential CO hotspot may occur at any location where the background CO concentration already exceeds 9.0 parts per million (ppm), which is the 8-hour California ambient air quality standard. As previously discussed, the project site is located in SRA 26, Temecula County. Communities within SRAs are expected to have similar climatology and ambient air pollutant concentrations. The closest monitoring station with CO data that is most representative of SRA 26 is the Lake Elsinore – West Flint Street monitoring station,<sup>1</sup> which is located approximately 17.72 miles north of the project site. The highest CO concentration at the Lake Elsinore – West Flint Street monitoring station was measured at 1.13 ppm in 2018. As

<sup>1</sup> California Air Resources Board, *AQMIS2: Air Quality Data*, <https://www.arb.ca.gov/aqmis2/aqdselect.php>, accessed on April 23, 2019.





such, the background CO concentration does not exceed 9.0 ppm and a CO hotspot would not occur. Therefore, CO hotspot impacts would be less than significant in this regard.

#### **MITIGATION MEASURES**

No mitigation measures are required.

- d) *Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?* **Determination: Less Than Significant Impact.**

According to the SCAQMD CEQA Air Quality Handbook, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project does not include any uses identified by the SCAQMD as being associated with odors.

Construction activities associated with the project may generate detectable odors from heavy-duty equipment exhaust. Construction-related odors would be short-term in nature and cease upon project completion. Any impacts to existing adjacent land uses would be short-term and are considered to be less than significant.

#### **MITIGATION MEASURES**

No mitigation is required.



### 3.4 BIOLOGICAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>BIOLOGICAL RESOURCES</b> – Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

A *Habitat Assessment/MSHCP Consistency Analysis*, including a reconnaissance level pedestrian field survey conducted on February 12, 2019, was prepared for the project (Michael Baker International 2019). Refer to [Appendix B, Habitat Assessment/MSHCP Consistency Analysis](#), for the full report.

**Would the project:**

- a) *Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?*  
**Determination: Less than Significant with Mitigation Incorporated.**

The project site is located within an urbanized area of the City. As an access roadway improvement project, the site is presently developed and highly disturbed due to discing for weed abatement and site maintenance.

The California Natural Diversity Database (CNDDB) and California Native Plant Society (CNPS) Online Inventory were queried for reported locations of special-status plant and wildlife species,



as well as special-status natural vegetation communities in the U.S. Geological Survey (USGS) Temecula, Pechanga, Murrieta, and Bachelor Mountain, California 7.5-minute quadrangles. The habitat assessment was conducted to assess and evaluate the existing condition of the habitat(s) within the boundaries of the survey area to determine if the existing vegetation communities, at the time of the field survey, have the potential to provide suitable habitat(s) for special-status plant and wildlife species.

The literature search identified sixty-one (61) special-status plant species, forty-seven (47) special-status wildlife species, and six (6) special-status vegetation communities as having the potential to occur in the USGS Temecula, Pechanga, Murrieta, and Bachelor Mountain, California 7.5-minute quadrangles. Special-status plant and wildlife species were evaluated for their potential to occur within the vicinity of the project site based on specific habitat requirements, availability and quality of suitable habitat, occurrence records, known distributions, and elevation ranges. Special-status biological resources identified during the literature review as having the potential to occur within the vicinity of the project site are presented in [Appendix B](#).

#### Critical Habitat

Under the Federal Endangered Species Act (FESA), “Critical Habitat” is designated at the time of listing of a species or within of year of listing. Critical Habitat refers to specific areas within the geographical range of a species at the time it is listed that include the physical or biological features that are essential to the survival and eventual recovery of that species. Maintenance of these physical and biological features requires special management considerations or protection, regardless of whether individuals or the species are present or not. In the event that a project may result in take or adverse modification to a species’ designated Critical Habitat, a project proponent may be required to engage in suitable mitigation. However, consultation for impacts to Critical Habitat is only required when a project has a Federal nexus. This may include projects that occur on Federal lands, require Federal permits (e.g., Clean Water Act [CWA] Section 404 permit), or receive any Federal oversight or funding. If there is a Federal nexus, then the Federal agency that is responsible for providing funds or permits would be required to consult with the U.S. Fish and Wildlife Service (USFWS) under the FESA.

As shown in Figure 7 of the *Habitat Assessment and MSHCP Consistency Analysis*, the project site is not located within or adjacent to Federally-designated Critical Habitat. Therefore, the proposed project would not result in the loss or adverse modification of Critical Habitat and consultation with the USFWS under the FESA would not be required.

#### Special-Status Plant Species

No special-status plant species were observed during the habitat assessment. The project site is located within the southwest portion of the City in an area that has been heavily impacted by development through various residential and transportation construction projects. On-going disturbance including illegal trash dumping and routine weed abatement (i.e., disking) are evident throughout the project area, resulting in heavily compacted soils that are dominated by non-native plant species. Based on existing site conditions and a review of specific habitat requirements, occurrence records, known distributions, and elevation ranges, none of the special-status plant species identified during the literature review are expected to occur.

#### Special-Status Wildlife Species

Northern harrier (*Circus hudsonius*) was the only special-status wildlife species observed during the habitat assessment. In addition, it was determined that the following special-status wildlife species have a low potential to occur within or adjacent to the project site: Cooper’s hawk



(*Accipiter cooperii*), white-tailed kite (*Elanus leucurus*), and California horned lark (*Eremophila alpestris actia*). All other special-status wildlife species identified during the literature review are not expected to occur based on existing site conditions and a review of specific habitat requirements, occurrence records, known distributions, and elevation ranges. Cooper's hawk, northern harrier, white-tailed kite, and California horned lark are all fully covered species under the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP).

#### Burrowing Owl

According to the CNDDDB, there are twenty-five (25) occurrence records for burrowing owl (*Athene cunicularia* [BUOW]) within the USGS Temecula, Pechanga, Murrieta, and Bachelor Mountain, California 7.5-minute quadrangles. The closest extant occurrence was recorded in 2001, approximately 1.4 miles north of the project site; two (2) pairs with young and burrows were observed in two vacant lots along Santiago Road in the City of Temecula.

As discussed above, the project site is located in an urbanized area that has been heavily impacted by development. The non-native grassland vegetation community within and adjacent to the project site could potentially provide suitable foraging habitat for BUOW, if present. However, this vegetation community is exposed to an elevated level of human disturbance (i.e., traffic, noise, weed abatement) which would likely preclude BUOWs from occurring. It is also expected that the existing light poles and trees within and adjacent to the project site would further decrease the likelihood that BUOW would occur, as these features provide perching opportunities for larger raptor species (e.g., red-tailed hawk) that prey on BUOWs. Further, no suitable burrow complexes capable of providing roosting and nesting opportunities for BUOW were observed during the habitat assessment, and no BUOWs or sign (i.e., pellets, feathers, castings, or white wash) that would indicate the presence of BUOW was observed. Therefore, BUOW is not expected to occur and focused surveys are not recommended.

However, Mitigation Measure BIO-1 has been recommended pursuant to the MSHCP, which requires that a pre-construction clearance survey be conducted to confirm the absence of BUOW and ensure that project-related activities do not result in impacts to any occupied burrows that may be located within or adjacent to the project site. In accordance with the Burrowing Owl Survey Instructions for the MSHCP Area, the pre-construction BUOW clearance survey should be conducted no more than thirty (30) days prior to any ground disturbance or vegetation removal activities occur. With implementation of Mitigation Measure BIO-1, potentially significant impacts to BUOW would be reduced to a less than significant level.

#### **MITIGATION MEASURES**

**BIO-1** Within thirty (30) days prior to commencement of any ground-disturbing activities (e.g., clearing, grubbing, demolition, earthmoving, construction), burrowing owl (*Athene cunicularia*) surveys shall be conducted by a qualified biologist. The biologist shall conduct a preconstruction clearance survey for burrowing owls and present the written results of the survey to the City. The survey shall be completed in areas of suitable habitat on and within 250 feet of the project site.

- b) *Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?* **Determination: No Impact.**

Refer to Impact 3.4(a), above. Generally, riparian habitat is defined as a vegetated ecosystem along a water body through which energy, materials, and water pass. Riparian areas characteristically have a high water table and are subject to periodic flooding and influence from



the adjacent water body. These systems encompass wetlands, adjacent uplands, or some combination of these two landforms.

One drainage feature (Drainage 1) occurs within the project area and falls under the regulatory authority of the U.S. Army Corps of Engineers (Corps), Regional Water Quality Control Board (RWQCB), and the California Department of Fish and Wildlife (CDFW). Drainage 1 qualifies as riparian/riverine habitat and is protected under Section 6.1.2 of the MSHCP. Based on a review of the current project design, it is anticipated that the proposed project would avoid impacts to Drainage 1, and regulatory approvals from the Corps, RWQCB, and CDFW would not be required. However, should the proposed project be expanded and impacts to Drainage 1 would occur, the City would need to obtain the following regulatory approvals: 1) Corps CWA Section 404 Nationwide Permit; 2) RWQCB CWA Section 401 Water Quality Certification; and 3) CDFW Section 1602 Streambed Alteration Agreement. In addition, a Determination of Biologically Equivalent or Superior Preservation (DBESP) report would need to be prepared and submitted to the Western Riverside County Regional Conservation Authority (RCA) for approval.

Additionally, under the FESA, "Critical Habitat" refers to habitat or a specific geographic area that contains the elements and features that are essential for the survival and recovery of a listed species. In the event that a project may result in take or adverse modification to a species' designated Critical Habitat, a project proponent may be required to engage in suitable mitigation; however, consultation for impacts to Critical Habitat is only required when a project has a federal nexus (i.e. occurs on federal land, is issued federal permits [e.g. Corps Section 404 permit, or Corps Section 408 permit], or receives any other federal oversight or funding). The project site is not located within or adjacent to Federally-designated Critical Habitat. Therefore, the proposed project would not result in the loss or adverse modification of Critical Habitat and consultation with the USFWS under the FESA would not be required. No impacts to Critical Habitat would occur with project implementation.

- c) *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? **Determination: No Impact.***

The Corps Regulatory Branch regulates discharge of dredge or fill materials into "waters of the United States" pursuant to CWA Section 404 and Section 10 of the Rivers and Harbors Act. Additionally, the CDFW regulates alterations to streambed and bank under Fish and Wildlife Code Sections 1600 et seq., and the RWQCB regulates discharges into surface waters pursuant to Section 401 of the CWA and the California Porter-Cologne Water Quality Control Act.

A drainage feature, Drainage 1, occurs within the project site and falls under the regulatory authority of the Corps, RWQCB, and the CDFW. Drainage 1 qualifies as riparian/riverine habitat and is protected under Section 6.1.2 of the MSHCP. As discussed in Impact 3.4(b) above, the proposed project would avoid impacts to Drainage 1 and regulatory approvals from the Corps, RWQCB, and CDFW would not be required. As currently designed, project construction and operation would not impact Drainage 1 or any other protected wetlands. No impact would occur in this regard.

- d) *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? **Determination: Less than Significant with Mitigation Incorporated.***

The Migratory Bird Treaty Act (MBTA; 16 U.S. Code 703 through 711) is the domestic law that affirms, or implements, a commitment by the United States to four international conventions (with Canada, Mexico, Japan, and Russia) for the protection of a shared migratory bird resource.



The MBTA makes it unlawful at any time, by any means, or in any manner to pursue, hunt, take, capture, or kill migratory birds. The law also applies to the removal of nests occupied by migratory birds during the breeding season. The MBTA makes it unlawful to take, pursue, molest, or disturb these species, their nests, or their eggs anywhere in the United States.

The project site is located within an urbanized area in the City. However, avian species may be affected by short-term project construction-related noise levels during the nesting season for breeding birds (typically February 1 to August 31), which can result in the disruption of foraging, nesting, and reproductive activities. As such, project grading and/or construction activities during the nesting season for breeding birds protected by the MBTA and California Fish and Game Code could result in a significant temporary, indirect impact to these species. Mitigation Measure BIO-2 would require a pre-construction clearance survey for nesting birds and nest protection actions if active avian nests are identified within or 500 feet from the project site.

With implementation of Mitigation Measure BIO-2, project implementation would not substantially interfere 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. Therefore, impacts would be less than significant with mitigation incorporated.

## MITIGATION MEASURES

### BIO-2

1. Within three (3) days prior to commencement of grading and/or construction activities, a qualified biologist shall perform a pre-construction survey within 500 feet from the proposed work limits.
2. If active avian nest(s) are discovered within or 500 feet from the work limits, a buffer shall be delineated around the active nest(s) measuring 300 feet for passerines and 500 feet for raptors. A qualified biologist shall monitor the nest(s) weekly after commencement of grading and/or construction to ensure that nesting behavior is not adversely affected by such activities.
3. If the qualified biologist determines that nesting behavior is adversely affected by grading and/or construction activities, then a noise mitigation program shall be implemented in consultation with CDFW, to allow such activities to proceed. Once the young have fledged and left the nest(s), then grading and/or construction activities may proceed within 300 feet (500 feet for raptor species) of the fledged nest(s).
4. Raptor nests are protected under Section 3503.5 of the California Fish and Game Code (California Law 2011) which makes it unlawful to take, possess, or destroy any birds in the orders Falconiformes or Strigiformes; or, to take, possess, or destroy the nests or eggs of any such birds. Consultation with CDFW shall be required prior to the removal of any raptor nest(s) observed during the preconstruction clearance surveys.

- e) *Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?* **Determination: Less than Significant Impact.**

According to the City of Temecula Municipal Code, Section 8.48, Heritage Tree Ordinance, the City aims to protect and preserve heritage trees, specifically "oak, California bay laurel, California black walnut, California holly, and California sycamore trees, as well as other trees of special significance





to the community.” The Municipal Code defines heritage trees as any of the identified species [including, but not limited to, oaks (i.e. coast live oak, Engelman oak, valley oak, scrub oak), California sycamore, California Bay laurel, and California black walnut] that have been identified in a tree inventory in connection with the submittal of an application for a discretionary permit and that has reached the required diameter of a Heritage Tree.

There are trees present within the project site near the existing drainage. The project does not propose to remove any trees and would avoid the drainage. Should a tree need to be removed, tree removal would occur in conformance with City requirements and would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Impacts would be less than significant in this regard.

- f) *Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan?*  
**Determination: Less Than Significant Impact with Mitigation Incorporated.**

The City of Temecula and its Planning Area are located within the Western Riverside County MSHCP area; refer to the City’s *General Plan EIR* Figure 5.2, MSHCP Conservation Area. The MSHCP serves as a comprehensive, multi-jurisdictional habitat conservation plan, pursuant to Section (a)(1)(b) of the FESA. The plan encompasses all unincorporated County land west of the crest of the San Jacinto Mountains to the Orange County line, as well as the jurisdictional areas of the cities of Temecula, Murrieta, Lake Elsinore, Canyon Lake, Norco, Corona, Riverside, Moreno Valley, Banning, Beaumont, Calimesa, Perris, Hemet, and San Jacinto. The MSHCP is intended to protect and restore biological diversity and natural ecosystem processes that support such diversity, and to protect and restore natural habitat within western Riverside County known to support threatened, endangered, or key sensitive populations of plant and wildlife species.<sup>2</sup>

Core Areas within the MSHCP have been identified and represent lands with the right resources to provide live-in habitat and support the requirements of one or more species covered by the MSHCP. Criteria Areas support habitat adjoining the Core Areas, Non-contiguous Habitat Blocks, and Linkages. Species either live within these areas or travel through the area when moving from one area of conserved habitat to another.

The Temecula Planning Area is partially located within subunits 1, 2, 5, and 6 of the MSHCP Southwest Area Plan. Each subunit of the Plan identifies conceptual MSHCP reserve designs, applicable cores and linkages, and biological issues and considerations.

The project site is located within the Southwest Area Plan of the MSHCP, specifically within *Subunit 2: Temecula and Pechanga Creeks* and within Criteria Cell 7357 (not in a cell group). Conservation within Criteria Cell 7357 would contribute to the assembly of Proposed Constrained Linkage 14 (PCL-14) and focuses on riparian scrub, woodland, and forest habitats along Temecula Creek. The MSHCP states that conservation will range from 10-20 percent, focusing on the southern portion of Criteria Cell 7357. Based on a review of the current project design, the proposed project would occur outside of the areas targeted for conservation within Criteria Cell 7357. As such, the proposed project would not conflict with the conservation goals of Criteria Cell 7357 or the assembly of PCL-14.

Pursuant to Section 6.1.1 of the MSHCP, development within a Criteria Cell is subject to the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process to determine if all or part of the project site is needed for inclusion in the MSHCP Conservation Area. Therefore, the City would need to submit a HANS application to the RCA for review and approval prior to

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<sup>2</sup> City of Temecula General Plan Update FEIR. Section 5.4, Biological Resources.



implementation of the proposed project. Further, with implementation of the recommendations provided in the *Habitat Assessment/MSHCP Consistency Analysis*, including payment of the MSHCP local development mitigation fee, the proposed project would be fully consistent with the goals and objectives of the MSHCP.

#### Riparian/Riverine Areas

Under MSHCP Section 6.1.2, riparian/riverine areas are defined as areas dominated by trees, shrubs, persistent emergent plants, or emergent mosses and lichens which occur close to or are dependent upon nearby freshwater, or areas with freshwater flowing during all or a portion of the year. Conservation of these areas is intended to protect habitat that is essential to a number of listed, water-dependent amphibians, birds, fish, invertebrates, and plants. As stated above under Impact 3.4(a), if impacts to riparian/riverine habitat cannot be avoided, a DBESP report must be developed to address the replacement of lost functions of habitats in regards to the listed species. This assessment is independent from considerations given to “waters of the U.S.” and “waters of the State” under the CWA and the California Fish and Game Code.

Drainage 1 is located on site and qualifies as riparian/riverine habitat and is protected under Section 6.1.2 of the MSHCP. Based on a review of the current project design, it is anticipated that the proposed project would avoid impacts to Drainage 1 and regulatory approvals from the Corps, RWQCB, and CDFW would not be required. Pursuant to Section 6.1.2 of the MSHCP, any alteration or loss of riparian/riverine habitat that may occur with project implementation would require preparation of a DBESP to ensure the replacement of any lost functions and values associated with Drainage 1. The project does not propose any impacts to Drainage 1 with project implementation, and no conflicts with the MSHCP would occur.

#### Vernal Pools

The MSHCP lists two general classes of soils known to be associated with special-status plant species: clay soils and Traver-Domino Willow association soils. The specific clay soils known to be associated with special-status species within the MSHCP plan area include Bosanko, Auld, Altamont, and Porterville series soils, whereas Traver-Domino Willows association includes saline-alkali soils largely located along floodplain areas of the San Jacinto River and Salt Creek. Based on a review of the *Custom Soil Resources Report for Western Riverside Area, California* (USDA, 2019), none of the soil classes (i.e., Bosanko, Auld, Altamont, Porterville series and Traver-Domino Willows association) known to be associated with vernal pool habitat occur within or adjacent to the project site (refer to Appendix B, Figure 5). Instead, soils consist of sandy loam textures and lack the clay soil textures which are needed to form the impermeable restrictive duripan layer below the soils surface. Additionally, a review of historical aerial photographs did not provide visual evidence of any astatic or vernal pool conditions within the project site or surrounding vicinity. No direct or indirect impacts are expected to occur, and no further discussion related to the proposed project and vernal pools is warranted. Therefore, no impacts to vernal pools or fairy shrimp habitat would occur with project implementation.

#### Narrow Endemic Plant Species

Based on a review of the *Custom Soil Resources Report for Western Riverside Area, California* (USDA, 2019), none of the soil classes (i.e., Bosanko, Auld, Altamont, Porterville series and Traver-Domino Willows association) known to be associated with vernal pool habitat occur within or adjacent to the project site (refer to Figure 5). Instead, soils consist of sandy loam textures and lack the clay soil textures which are needed to form the impermeable restrictive duripan layer below the soils surface. Additionally, a review of historical aerial photographs did not provide





visual evidence of any astatic or vernal pool conditions within the project site or surrounding vicinity. Therefore, no direct or indirect impacts are expected to occur, and no further discussion related to the proposed project and vernal pools is warranted. No impacts to Narrow Endemic Plant Species would occur.

#### Urban/Wildlands Interface Guidelines

The urban/wildlands interface guidelines presented in Section 6.1.4 of the MSHCP are intended to address indirect effects associated with new development in proximity to MSHCP Conservation Areas. The project site is located within Criteria Cell 7357 and approximately 480 feet northeast of PCL-14. The project site is separated from PCL-14 not only by Temecula Parkway, but by the California Sunset residential neighborhood, which predates the MSHCP. Because PCL-14 partially encompasses this neighborhood, the project site is actually approximately 750 feet northeast of any open space within Temecula Creek. Although the proposed project would not result in direct impacts to PCL-14, the guidelines discussed in Mitigation Measure BIO-3 below would be incorporated into the project to ensure that indirect impacts related to drainage, toxics, lighting, noise, invasive plant species, barriers, and grading/land development are avoided or minimized. Compliance with Mitigation Measure BIO-3 would reduce impacts to a less than significant level.

#### **MITIGATION MEASURES**

##### **BIO-3**

Drainage: The proposed project shall incorporate measures to ensure that the quantity and quality of runoff discharged to the MSHCP Conservation Area is not altered in an adverse way when compared with existing conditions. Further, any stormwater systems shall be designed to prevent the release of untreated surface runoff, toxins, chemicals, petroleum products, exotic plant materials or other elements.

Toxics: The proposed project has the potential to cause the release of toxic chemicals or materials related to the use of pesticides and herbicides during landscaping and/or leaks from construction equipment. To ensure that the proposed project does not result in the discharge of toxics chemicals or materials to the MSHCP Conservation Area, all equipment maintenance, staging, and dispensing of fuel, oil, or any other such activities shall occur in developed or previously disturbed upland areas and as far away, to the maximum extent feasible, from the MSHCP Conservation Area. Further, appropriate erosion control measures shall be implemented to minimize erosion and eliminate or control potential point and non-point pollution sources during and following the project's construction phase.

Lighting: Any light sources associated with the proposed project shall be designed to have a zero-side angle cut off to the horizon. In addition, light sources shall utilize internal baffles to shield/direct lighting away from the MSHCP Conservation Area and towards the ground or developed areas.

Noise: Pursuant to the MSHCP, wildlife within the MSHCP Conservation Area shall not be subject to noise that would exceed residential noise standards. As such, construction-related activities shall incorporate measures pursuant to County of Riverside rules, regulations, and guidelines related to land use noise standards.

Invasive Plant Species: All landscape plans shall avoid the use of invasive, non-native plant species listed in Table 6-2 of the MSHCP. To ensure this, the final



landscape plans shall be reviewed and verified by the City of Temecula and/or County of Riverside.

**Barriers:** The proposed project shall incorporate barriers, where feasible, to minimize unauthorized public access, domestic animals, illegal trespassing, and dumping in the MSHCP Conservation Area. Pursuant to the MSHCP, suitable barriers may include native landscaping, rocks/boulders, fencing, walls, signage, and/or other appropriate mechanisms. As such, highly visible barriers (e.g., orange construction fencing or flagging) shall be installed around the perimeter of the project impact area and access routes prior to construction and remain in place for the duration of the project construction activities.

**Grading/Land Development:** The limits of disturbance shall be minimized to the maximum extent feasible and access to the project work area shall be limited to developed or previously disturbed upland areas. Further, any manufactured slopes associated with the proposed project shall be contained within the boundaries of the impact footprint and shall not extend into the MSHCP Conservation Area or otherwise into the area targeted for conservation within Criteria Cell 7357.

**Additional Survey Needs and Procedures**

Pursuant to the MSHCP, a pre-construction clearance survey shall be conducted to confirm the absence of BUOW and ensure that project-related activities do not result in impacts to any occupied burrows that may be located within or adjacent to the project site. With implementation of the pre-construction BUOW clearance survey (Mitigation Measure BIO-1), the proposed project would be consistent with Section 6.3.2 of the MSHCP and no additional surveys or analysis would be required. Compliance with Mitigation Measures BIO-1 through BIO-3 would ensure that the proposed project would not conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or State habitat conservation plan. Less than significant impacts would occur with mitigation incorporated.



### 3.5 CULTURAL RESOURCES

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

This section is primarily based upon the cultural resources assessment that was prepared for the proposed project, including a reconnaissance level pedestrian field survey conducted on March 4, 2019 (BCR Consulting 2019). Refer to Appendix C, Cultural Resources Assessment and Tribal Consultation, for the full report.

**Would the project:**

- a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5? **Determination: Less than Significant Impact with Mitigation Incorporated.**

Historic resources generally consist of buildings, structures, improvements, and remnants associated with a significant historic event or person(s) and/or having a historically significant style, design, or achievement. Damage to or demolition of such resources is typically considered to be a significant impact. Impacts to historic resources can occur through direct impacts, such as destruction or removal, and through indirect impacts, such as a change in the setting of a historic resource.

A records search was conducted at the Eastern Information Center (EIC) in August 2018, the local clearinghouse for cultural resource records. This archival research reviewed the status of all recorded historic and prehistoric cultural resources, and survey and excavation reports completed within one mile of the project site. Additional resources reviewed included the National Register of Historic Places, the California Register of Historical Resources, and documents and inventories published by the California Office of Historic Preservation. These include the lists of California Historical Landmarks, California Points of Historical Interest and Inventory of Historic Structures.

The records search revealed that 21 cultural resource studies have taken place in the project area, and that 19 cultural resources have been recorded within one mile of the project site. Of the 21 previous cultural resource studies, none have assessed the project site and no cultural resources have been previously identified within the site boundaries. During the field survey, one isolated granitic prehistoric metate (designated MBI901-I-1) was identified within the project boundaries.<sup>3</sup> This isolated artifact has been recorded on Department of Park and Recreation (DPR) 523 forms. Isolated finds are not considered “historical resources” under CEQA and as such, no further consideration of this artifact is necessary. Because numerous cultural resources have been

<sup>3</sup> A metate is defined as a stone with a concave upper surface used as the lower millstone for grinding grains and especially corn.



recorded in the vicinity of the project site, many with buried components, the project site is considered sensitive for buried cultural resources. A summary of the records search is included in Appendix C.

The Pechanga Band of Luiseño Indians has indicated that the project site is near the Luiseño Ancestral Origin Landscape Traditional Cultural Property, (National Park Service [NPS], National Register listing 14000851, posted on the NPS website under the week on November 28, 2014). The Origin Landscape is both a historic resource (as it is listed on both the National and California Registers), and a tribal cultural resource (TCR); refer to Section 3.18, Tribal Cultural Resources, in this IS/MND. As the Pechanga Tribe has identified Traditional Cultural Resources near the project site, Mitigation Measures CR-1 through CR-7 are proposed. Mitigation Measures CR-1 through CR-7 require the presence of an archaeological monitor and Pechanga Tribal monitor during all project-related ground disturbance activities. With adherence to Mitigation Measures CR-1 through CR-7, the project would not cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064. A less than significant impact would occur with mitigated incorporated.

#### **MITIGATION MEASURES**

- CR-1** A professional archaeological monitor shall be present to monitor all ground-disturbing activities associated with the project. The archaeological monitor shall work under the direct supervision of a Cultural Resource Professional that meets the Secretary of the Interior's Professional Qualification Standards for Archaeology (U.S. Department of Interior, 2012) and as approved by the City of Temecula to provide archaeological expertise in carrying out all mitigation measures related to archaeological resources (Mitigation Measures CR-2, CR-3 and CR-5).
- CR-2** The qualified archaeologist, or an archaeologist working under the direction of the qualified archaeologist, along with a representative designated by the Pechanga Tribe, shall conduct a pre-construction cultural resources worker sensitivity training to inform construction personnel of the types of cultural resources that may be encountered, and to bring awareness to personnel of actions to be taken in the event of a cultural resources discovery. The City shall ensure that construction personnel are made available for and attend the training and shall retain documentation demonstrating attendance.
- CR-3** Prior to the start of ground-disturbing activities, the qualified archaeologist shall designate an archaeological monitor to observe ground-disturbing activities, including but not limited to, brush clearance and grubbing, grading, trenching, excavation, and the construction of fencing and access roads, in consultation with the Pechanga tribal monitor. If ground-disturbing activities occur simultaneously in two or more areas located more than 500 feet apart, additional archaeological monitors may be required. The archaeological monitor shall keep daily logs. After monitoring has been completed, the qualified archaeologist shall prepare a monitoring report that details the results of monitoring activities, which shall be submitted to the City, Pechanga Tribe, and to the EIC at the University of California, Riverside.
- CR-4** At least 30 days prior to the start of any ground disturbing activity, the City shall notify the Pechanga Tribe of grading, excavation and the monitoring program, and shall coordinate with the Pechanga Tribe to develop a Cultural Resources Treatment and Monitoring Agreement (Agreement). The Agreement shall address the following: treatment of known cultural resources; the designation, responsibilities, and



participation of Pechanga Tribal monitors during grading, excavation and all ground disturbing activities; project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site.

The Pechanga Tribal monitor shall observe ground-disturbing activities, including but not limited to, brush clearance and grubbing, grading, trenching, excavation, and the construction of fencing and access roads, in consultation with the archaeological monitor. If ground-disturbing activities occur simultaneously in two or more areas located more than 500 feet apart, additional archaeological monitors may be required. The Pechanga tribal monitor shall keep daily logs. If ground-disturbing activities occur simultaneously in two or more locations, additional Pechanga tribal monitors may be required.

**CR-5** If inadvertent discoveries of subsurface archaeological/cultural resources are made during ground-disturbing activities, the applicant, the qualified archaeologist, and the Pechanga Tribe shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. Pursuant to PRC Section 21083.2(b) avoidance is the preferred method of preservation for archaeological resources. PRC Section 21084.3 further requires that agencies shall avoid damaging effects to tribal cultural resources, if feasible. If preservation in place is not feasible, the Project Applicant and Pechanga Tribe shall discuss reburial of the resources on the Project property, in perpetuity. The measures for reburial shall include, at least, the following: Measures and provisions to protect the future reburial area from any future impacts in perpetuity. Reburial shall not occur until all legally required cataloging and basic recordation have been completed, with an exception that sacred items, burial goods and Native American human remains are excluded. Any reburial process shall be culturally appropriate. Listing of contents and location of the reburial shall be included in the confidential Phase IV report. The Phase IV Report shall be filed with the City under a confidential cover and not subject to Public Records Request.

If the City, the qualified archaeologist, and the Pechanga Tribe cannot agree on the significance or the mitigation for such resources, these issues will be presented to the City Planning Director for decision. The City Planning Director shall make the determination based on the provisions of the CEQA with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the Pechanga Tribe. Notwithstanding any other rights available under the law, the decision of the City Planning Director shall be appealable to the City Planning Commission and/or City Council. Any newly discovered cultural resources shall be subject to a cultural resources evaluation pursuant to state law prior to restarting grading within 100 feet of the discovered resources. The cultural resources evaluation of the newly discovered cultural resources shall be detailed in a Cultural Resources Treatment Plan ("Plan"). Furthermore, after ground disturbing activities are completed, the archeologist shall prepare a monitoring report (consistent with the County of Riverside Phase IV monitoring report requirements) and submit the monitoring report to the City of Temecula and the Pechanga Tribe.

**CR-6** The City shall relinquish ownership of all cultural resources, including sacred items, burial goods and all archaeological artifacts that are recovered as a result of project implementation to the Pechanga Tribe for proper treatment and disposition as outlined in the Agreement (Mitigation Measure CR-4).



**CR-7** All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible.

- b) *Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5? **Determination: Less than Significant with Mitigation Incorporated.***

Archaeological sites are locations that contain resources associated with former human activities and may contain such resources as human skeletal remains, waste from tool manufacture, tool concentrations, and/or discoloration or accumulation of soil or food remains.

The records search identified that 21 cultural resource studies have taken place, resulting in the recording of 19 cultural resources, within one mile of the project site. Of the 21 previous studies, none have assessed the project site and no cultural resources have been previously identified within the project boundaries.

As mentioned above, one isolated granitic prehistoric metate was discovered within the project boundaries. However, isolated finds are not considered “historical resources” under CEQA and as such, no further consideration of this artifact is necessary. Although no known material cultural resources are present on the project site, the potential for unknown subsurface resources does exist, in particular due to the sensitivity of the area and identification of material resources. Given the minimal access roadway improvement impacts anticipated for the project, the impact is considered to be less than significant, with the mitigation measures as outlined below. Therefore, project-related ground disturbing and construction activities would have the potential to adversely affect such unknown resources. To ensure that an adverse change in the significance of a cultural resource does not occur, Mitigation Measure CR-1 through CR-7 requires the presence of an archaeological monitor and Pechanga Tribal monitor during all project-related ground disturbance activities. With incorporation of Mitigation Measure CR-1 through CR-7, impacts would be reduced to less than significant.

#### **MITIGATION MEASURES**

Refer to Mitigation Measures CR-1 through CR-7 described in Impact 3.5(a), above.

- c) *Disturb any human remains, including those interred outside of formal cemeteries? **Determination: Less than Significant with Mitigation Incorporated.***

It is not anticipated that human remains or informal cemetery areas are present on the project site; however, ground-disturbing activities such as grading or excavation have the potential to disturb human remains. If human remains are found, those remains would require proper treatment, in accordance with applicable laws. California Public Resources Code Section 5097.98 and Health and Safety Code Sections 7050.5–7055 describe the general provisions regarding human remains, including the requirements if any human remains are accidentally discovered during project construction.

As required by State law, procedures set forth in Section 5097.98 of the California Public Resources Code would be implemented in the event that discovered human remains are determined to be prehistoric, including notification of the County Coroner, notification of the Native American Heritage Commission, and consultation with the individual identified by the Native American Heritage Commission to be the “most likely descendant.”

If human remains are found during excavation, Mitigation Measure CR-8 requires that construction activities be halted in the vicinity of the find and any area that is reasonably suspected to overlie adjacent remains until the County Coroner has been notified, and the





remains have been investigated, and if determined to be Native American, the appropriate state law process has been followed, and appropriate recommendations have been made for the treatment and disposition of such remains by the Most Likely Descendant. Compliance with existing State regulations, which detail the appropriate actions necessary in the event human remains are encountered, in addition to Mitigation Measure CR-8, would ensure that potential impacts on undiscovered human remains are reduced to a less than significant level.

#### **MITIGATION MEASURES**

- CR-8** Consistent with State CEQA Guidelines Section 15064.5, Subdivision (e), in the event of an accidental discovery or recognition of any human remains, the County Coroner shall be notified and construction activities at the affected work site shall be halted. Further, pursuant to PRC Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the remains are found to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC) within 24 hours. The NAHC shall immediately notify the most likely descendant(s) under Public Resources Code Section 5097.98, and the descendants must make recommendations or state their preference for treatment within 48 hours of being granted access to the site as identified in Agreement described in Mitigation Measure CR-4.



### 3.6 ENERGY

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**ENERGY** – Would the project:

- |   |                          |                          |                                     |                                     |
|---|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | <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 type="checkbox"/>            | <input checked="" type="checkbox"/> |

**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? **Determination: Less than Significant Impact.**

Construction Energy Use

Construction of the proposed project would involve on-site energy demand and consumption related to use of oil in the form of gasoline and diesel fuel for construction worker vehicle trips, hauling and materials delivery truck trips, and operation of off-road construction equipment. In addition, diesel-fueled portable generators may be necessary to provide additional electricity demands for temporary on-site lighting, welding, and for supplying energy to areas of the sites where energy supply cannot be met via a hookup to the existing electricity grid. Project construction would not involve the use of natural gas appliances or equipment. Construction methods to be employed to build the proposed project would be typical of current construction practices and would not require use of more energy intensive machinery or higher than normal volumes of trucks and passenger vehicle trips.

Even during the most intense period of construction, due to the different types of construction activities, only portions of the project site would be disturbed at a time, with operation of construction equipment occurring at different locations on the project site rather than a single location. All construction equipment and operation thereof would be regulated per the In-Use Off-Road Diesel Vehicle Regulation administered by the California Air Resources Board (CARB). The In-Use Off-Road Diesel Vehicle Regulation is intended to reduce emissions from in-use, off-road, heavy-duty diesel vehicles in California by imposing limits on idling, requiring all vehicles to be reported to CARB, restricting the addition of older vehicles into fleets, and requiring fleets to reduce emissions by retiring, replacing, or repowering older engines, or installing exhaust retrofits. As another benefit of these restrictions, off-road diesel-powered vehicles would consume less fuel and combust the fuel more efficiently.

The project would also be subject to mandates on portable diesel generators and the Environmental Protection Agency's (EPA's) strict on-road emissions standards for heavy-duty engines. These regulations contain strict air emissions standards that result in efficient engine fuel consumption (compared to the previous standards) rates during operations. In addition, technological innovations and more stringent standards are being researched, such as multi-function equipment, hybrid equipment, or other design changes, which could help to reduce demand on oil and emissions associated with construction in California, over the next few years. As such, temporary energy use during construction of the proposed project would not result in a



significant increase in peak or base demands on regional energy supplies or require additional capacity from local or regional energy supplies, and would not result in a wasteful, inefficient, or unnecessary consumption of energy resources during project construction.

Operational Energy Use

The proposed project includes the construction of a new access road to an existing park and ride facility and a new traffic signal. Long-term operation of the proposed project would require power to operate the traffic signal. Electricity for the traffic signal would be provided by Southern California Edison. The project would not require any other additional energy sources.

Based on the discussion above regarding construction and operational energy use, the project would not result in a wasteful, inefficient, or unnecessary consumption of energy resources. Project impacts would be less than significant.

- b) *Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?*  
**Determination: No Impact.**

The City of Temecula adopted the City of Temecula Sustainability Plan in 2010. The Sustainability Plan is a comprehensive program that focuses on air resources, community outreach, energy, green buildings, open space, transportation, waste management, and water resources, and contains goals and actions for energy conservation related to residential and nonresidential facilities. However, due to the nature of the proposed project (access road and traffic light), these goals and actions do not apply to this project. Therefore, the project would not conflict with or obstruct any plans for renewable energy or energy efficiency and no impact would occur.



### 3.7 GEOLOGY AND SOILS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>GEOLOGY AND SOILS</b> – Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 checked="" type="checkbox"/>	<input 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 offsite 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 risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<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"/>

This section is primarily based upon the geotechnical investigation that was prepared for the proposed project (Geocon West, Inc. 2019). Refer to [Appendix D, Geotechnical Investigation](#), for the full report.

**Would the project:**

- a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
  - i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other



*substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. **Determination: Less than Significant Impact.***

The City of Temecula, like the rest of Southern California, is located in a seismically active region as the result of being located near the active margin between the North American and Pacific tectonic plates. Several major faults exist in the region and have the potential to cause damage in the City. A portion of the project site (southwest corner) is located within an Alquist-Priolo Earthquake Fault Zone. According to the *City of Temecula Environmental Hazards Map* (December 2017), there are mapped faults located approximately 0.46-mile northeast of the site and approximately 0.51-mile southwest of the site.

The project does not include habitable structures and is limited to the construction of roadway improvements and associated roadway improvement facilities (i.e. storm drains, sewer and water, traffic signals, medians, and repaving activities). These improvements are not particularly at risk to earthquake-induced damage and would not substantially increase the potential for human loss, injury, or death as a result of fault rupture because of required compliance with federal, state and local laws and regulations that protect the public from seismic hazards.

Development of the proposed project would include minor grading and/or other ground-disturbing activities to allow for the proposed park and ride access roadway improvements. Project compliance with applicable local seismic-related requirements would reduce the potential for impacts to occur from the exposure of people or structures to potential substantial adverse effects as the result of fault rupture. The City has prepared the *Engineering and Construction Manual* (last amended January 2013) to define the administrative procedures and technical requirements necessary to implement the provisions of Temecula Municipal Code Title 18 (Construction, Grading, and Encroachment). The *Engineering and Construction Manual* provides detailed information to regulate construction, grading, and encroachment within public rights-of-way, including roadway design standards that would be applied to the proposed project. Project conformance with the design measures provided in the *Engineering and Construction Manual*, as well as any other applicable seismic-related requirements, would ensure that project impacts relative to potential rupture of a known earthquake fault remain less than significant.

ii) *Strong seismic ground shaking? **Determination: Less than Significant Impact.***

As discussed in Impact 3.7(a)(i) above, a portion of the project site is within a fault zone that has the potential to result in strong seismic ground shaking. Therefore, the project site could be exposed to ground shaking during seismic events. Roadway design, engineering and installation of the proposed roadway would be required to comply with the all City requirements in place to shield infrastructure from the effects of seismic ground shaking, including those identified under the City's *Engineering and Construction Manual*, as well as the goals and policies outlined in the City's *General Plan Public Safety Element*. Additionally, all relevant roadway improvement facilities would be constructed in compliance with the existing seismic safety regulations of the California Building Code (CBC). As described above, the project does not involve the construction of aboveground habitable structures, and its implementation would not increase the potential for human loss, injury, or death. As such, impacts would be less than significant.



iii) *Seismic-related ground failure, including liquefaction?* **Determination: Less than Significant Impact.**

Liquefaction and seismically-induced settlement or ground failure is generally related to strong seismic shaking events where the groundwater table occurs at a relatively shallow depth (generally within 50 feet below ground surface) or where lands are underlain by loose, cohesionless deposits. Liquefaction generally results in the loss of shear strength of a soil, which occurs due to the increase of pore water pressure caused by the rearrangement of soil particles induced by shaking or vibration. During liquefaction, soil strata typically behave similar to a heavy fluid.

According to the *City of Temecula Environmental Hazards Map* (December 2017), the project site is located within an area that is susceptible to liquefaction. Due to the nature of the project, settlement as the result of liquefaction following a strong seismic event would likely be minimal. Placement and compaction of any fill material for the proposed roadway must be performed in accordance with the City's grading standards and to the satisfaction of a qualified geotechnical engineer. Earthwork for the roadway improvements should be performed in accordance with the City's *Standard Drawings*. Prior to commencing earthwork, a preconstruction conference should be held at the site with the City inspector, City engineer, earthwork contractor, civil engineer, and geotechnical engineer in attendance, as referenced in the geotechnical report; refer to Appendix D. In addition, the project would be required to comply with all applicable General Plan policies and local codes and regulations regulating the effects of liquefaction, including those identified under the City's *Engineering and Construction Manual*. The type of use proposed (roadway improvement) would not significantly expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving seismic ground failure. A less than significant impact would occur in this regard.

iv) *Landslides?* **Determination: No Impact.**

According to the City's *General Plan Public Safety Element*, potential landslide conditions exist in the hillside areas of southwest Temecula with slopes greater than 15 percent. The proposed project site is not located in areas conducive to landslides because the project roadway alignment traverses flat areas with grades less than 15 percent. Further, the project does not propose the construction of buildings for human occupancy. Therefore, no impact would occur.

b) *Result in substantial soil erosion or the loss of topsoil?* **Determination: Less than Significant Impact with Mitigation Incorporated.**

Soil erosion is most prevalent in unconsolidated alluvium and surficial soils and in areas that have slopes. The proposed roadway improvements would occur in generally flat and gently sloping areas within the site east of the existing park and ride and within existing right-of-way, thus the potential for substantial soil erosion would be minimal. Nonetheless, grading and trenching during the project's construction phase would displace soils and temporarily increase the potential for soils to be subject to wind and water erosion.

Construction activities would include site mobilization, demolition, minor grading, installation activities (storm drain facilities, traffic signals, medians, etc.), and repaving activities (repaving, and striping). To reduce potential impacts related to the loss of topsoil, the project would be required to comply with the City's grading standards, which include soil protection measures for construction activities. Further, because the project would add more than 5,000 square feet of





impervious surface, the project would require preparation of a Storm Water Pollution Prevention Plan (SWPPP) in accordance with National Pollutant Discharge Elimination System (NPDES) requirements for approval by the City prior to grading. The SWPPP would identify site-specific Best Management Practices (BMPs) to be implemented with the project in order to prevent erosion, minimize siltation from impacting downstream water bodies, and protect water quality (Mitigation Measure GEO-1). In addition, construction of the proposed project would be required to demonstrate compliance with the recommendations outlined in the geotechnical report prepared for the proposed improvements; refer to Appendix D.

Activities such as grading operations, land-clearing, loading, stockpiling, landscaping, and the use of construction haul routes would be required to comply with SCAQMD Rule 403, Fugitive Dust Emissions. Project implementation would occur in compliance with such plans and grading standards, and in accordance with the requirements of Mitigation Measure GEO-1. With such measures, project impacts with regard to soil erosion or the loss of topsoil would be reduced to a less than significant level.

#### MITIGATION MEASURES

**GEO-1** Prior to commencement of any project grading activities, and in accordance with NPDES requirements, the City shall prepare a SWPPP for approval by the City's Public Works Department. The SWPPP shall include relevant BMPs in order to minimize soil erosion and water quality impacts during project construction.

- 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 an onsite or offsite landslide, lateral spreading, subsidence, liquefaction, or collapse?* **Determination: Less than Significant Impact.**

Lateral spreading is a phenomenon in which large blocks of intact, non-liquefied soil move down a slope on a liquefied soil layer. Lateral spreading is often a regional event. For lateral spreading to occur, the liquefiable soil zone must be laterally continuous, unconstrained laterally, and free to move along sloping ground. Due to the nature of the proposed roadway improvements, project installation is not anticipated to induce lateral spreading at the site. As noted above, while liquefaction risk is present on the project site, all improvements would be designed and constructed in conformance with the CBC seismic engineering standards, as well as with City of Temecula grading standards, as applicable.

Although the portions of the proposed roadway improvements would be located within a designated Alquist-Priolo Earthquake Fault Zone, the proposed project would not change the existing land use or include the provision of structures for human occupancy. As such, with implementation of the above-mentioned preventive measures that would be undertaken during project design, impacts associated with ground failure, including landslides, liquefaction, lateral spreading, and settlement, are considered to be less than significant with project compliance with the CBC and applicable local codes and construction standards. Refer also to Impacts 3.7(a)(ii) through 3.7(a)(iv), above, for additional discussion. With such measures, project impacts relative to unstable geologic units or soils would be less than significant.

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

Expansive soils are those that undergo volume changes as moisture content fluctuates, swelling substantially when wet or shrinking when dry. Soil expansion can damage structures by cracking foundations, causing settlement, and distorting structural elements. Project construction would be implemented based on the recommendations of a geotechnical engineer, as part of the final



design process. Further, the project involves the construction of roadway infrastructure and does not include habitable structures that would increase the potential for substantial risk to life or property. As applicable, any import fill used would consist of granular materials with a “low” expansion potential (expansion index of 50 or less), would not be corrosive, generally free of deleterious material and rock fragments larger than 6 inches, and would be tested by the project geologist prior to use to evaluate its suitability as fill material, consistent with the recommendations of the geotechnical report. Project conformance with such measures would ensure that impacts relative to expansive soils would be less than significant.

- e) *Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater? **Determination: No Impact.***

As an access roadway project, the installation of septic tanks or alternative wastewater disposal systems is not proposed, and wastewater disposal would not be required. No impact would occur.

- f) *Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? **Determination: Less than Significant with Mitigation Incorporated.***

Paleontological resources are the preserved fossilized remains of plants and animals. Fossils and traces of fossils are preserved in sedimentary rock units, particularly fine- to medium-grained marine, lake, and stream deposits, such as limestone, siltstone, sandstone, or shale, and in ancient soils (paleosols). Such resources are also found in coarse-grained sediments, such as conglomerates or coarse alluvium sediments. Additionally, fossils are rarely preserved in igneous or metamorphic rock units. Fossils may occur throughout a sedimentary unit and are more likely to be preserved subsurface, where they have not been damaged or destroyed by previous ground disturbance, amateur collecting, or natural causes such as erosion. In contrast, archaeological and historic resources are often recognized by surface evidence of their presence.

According to the City’s *General Plan EIR* “Cultural Resources” section, sedimentary rock units that contain significant fossil records dating back three million years are present within the Temecula Valley region. Portions of City’s Planning Area are known to support archaeological and paleontological resources. Implementation of the City’s General Plan will result in both new development on undeveloped lands, as well as infill development within focus areas located throughout the Planning Area. The General Plan Open Space Element identifies the goal to preserve or salvage potential archeological and paleontological resources with future development through discretionary review and mitigation monitoring, as well as to maintain an inventory of areas with known archaeological/paleontological sensitivity, and historic sites in the Planning Area; however, unknown paleontological resources may be unearthed during excavation and grading activities for specific projects. If previously undiscovered artifacts or remains are uncovered during excavation or construction activities, impacts would be considered significant. Mitigation Measure GEO-2 requires the presence of an archaeological monitor during grading and specifies instructions in the event a paleontological resource is discovered. With implementation of Mitigation Measure GEO-2, impacts to paleontological resources would be reduced to less than significant levels.

## MITIGATION MEASURES

- GEO-2** Prior to Grading Permit issuance and in accordance with the *City of Temecula General Plan* Implementation Measure OS-26, *Development Review Process*, the City shall retain a qualified paleontologist to observe grading and deep excavation



activities in areas where the probable presence of paleontological resources is identified.

In the event that paleontological resources are inadvertently discovered during ground disturbing activities, the qualified paleontologist shall document the discovery as appropriate, evaluate the potential resource, and assess the significance of the find under the criteria set forth in CEQA Guidelines Section 15064.5. If the fossil or fossil-bearing deposit are discovered during construction, excavations within 50 feet of the find shall be temporarily halted or diverted until the discovery is examined by the qualified paleontologist (in accordance with Society of Vertebrate Paleontology standards, Society of Vertebrate Paleontology, 1995). The paleontologist shall notify the appropriate agencies to determine procedures that would be followed before construction is allowed to resume at the location of the find. If the City determines that avoidance is not feasible, the paleontologist shall prepare an excavation plan for mitigating the effect of the Project on the qualities that make the resource significant (Paleontological Resources Mitigation Program). The Paleontological Resources Mitigation Program shall be submitted to the City for review and approval, prior to the resumption of grading activities at the location of the find.



### 3.8 GREENHOUSE GAS EMISSIONS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>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"/>

#### Would the project:

- a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? **Determination: Less than Significant Impact.**

#### Global Climate Change

California is a substantial contributor of global greenhouse gases (GHGs), emitting over 440 million tons of carbon dioxide (CO<sub>2</sub>) per year.<sup>4</sup> Climate studies indicate that California is likely to see an increase of three to four degrees Fahrenheit over the next century. Methane (CH<sub>4</sub>) is also an important GHG that potentially contributes to global climate change. GHGs are global in their effect, which is to increase the earth's ability to absorb heat in the atmosphere. As primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere is mostly independent of the point of emission.

The impact of human activities on global climate change is apparent in the observational record. Air trapped by ice has been extracted from core samples taken from polar ice sheets to determine the global atmospheric variation of CO<sub>2</sub>, CH<sub>4</sub>, and nitrous oxide (N<sub>2</sub>O) from before the start of industrialization (approximately 1750), to over 650,000 years ago. For that period, it was found that CO<sub>2</sub> concentrations ranged from 180 to 300 parts per million. For the period from approximately 1750 to the present, global CO<sub>2</sub> concentrations increased from a pre-industrialization period concentration of 280 to 379 parts per million in 2005, with the 2005 value far exceeding the upper end of the pre-industrial period range.

#### Regulations and Significance Criteria

The Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. It concluded that a stabilization of GHGs at 400 to 450 ppm carbon dioxide equivalent (CO<sub>2</sub>eq)<sup>5</sup> concentration is required to keep global mean warming below 2 degrees Celsius (°C), which in turn is assumed to be necessary to avoid dangerous climate change.

<sup>4</sup> California Environmental Protection Agency, *California Greenhouse Gas Emissions for 2000 to 2016*, [https://www.arb.ca.gov/cc/inventory/pubs/reports/2000\\_2016/ghg\\_inventory\\_trends\\_00-16.pdf](https://www.arb.ca.gov/cc/inventory/pubs/reports/2000_2016/ghg_inventory_trends_00-16.pdf), accessed April 8, 2019.

<sup>5</sup> Carbon Dioxide Equivalent (CO<sub>2</sub>eq) – A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.



### Federal

To date, no national standards have been established for nationwide GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level. Various efforts have been promulgated at the Federal level to improve fuel economy and energy efficiency to address climate change and its associated effects.

### State

Various Statewide and local initiatives to reduce the State's contribution to GHG emissions have raised awareness that, even though the various contributors to and consequences of global climate change are not yet fully understood, global climate change is under way, and there is a real potential for severe adverse environmental, social, and economic effects in the long term. Every nation emits GHGs and as a result makes an incremental cumulative contribution to global climate change; therefore, global cooperation will be required to reduce the rate of GHG emissions enough to slow or stop the human-caused increase in average global temperatures and associated changes in climatic conditions.

Assembly Bill 1493. AB 1493 (also known as the Pavley Bill) requires that the CARB develop and adopt, by January 1, 2005, regulations that achieve "the maximum feasible reduction of GHG emitted by passenger vehicles and light-duty trucks and other vehicles determined by CARB to be vehicles whose primary use is noncommercial personal transportation in the State."

To meet the requirements of AB 1493, CARB approved amendments to the California Code of Regulations (CCR) in 2004 by adding GHG emissions standards to California's existing standards for motor vehicle emissions. Amendments to CCR Title 13, Sections 1900 and 1961 and adoption of 13 CCR Section 1961.1 require automobile manufacturers to meet fleet-average GHG emissions limits for all passenger cars, light-duty trucks within various weight criteria, and medium-duty weight classes for passenger vehicles (i.e., any medium-duty vehicle with a gross vehicle weight rating less than 10,000 pounds that is designed primarily to transport people), beginning with the 2009 model year. Emissions limits are reduced further in each model year through 2016. When fully phased in, the near-term standards will result in a reduction of about 22 percent in GHG emissions compared to the emissions from the 2002 fleet, while the mid-term standards will result in a reduction of about 30 percent.

Senate Bill 375. SB 375, signed in September 2008 (Chapter 728, Statutes of 2008), aligns regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation. SB 375 requires Metropolitan Planning Organizations (MPOs) to adopt a sustainable communities' strategy (SCS) or alternative planning strategy (APS) that will prescribe land use allocation in that MPOs regional transportation plan. CARB, in consultation with MPOs, will provide each affected region with reduction targets for GHGs emitted by passenger cars and light trucks in the region for the years 2020 and 2035. These reduction targets will be updated every eight years but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets. CARB is also charged with reviewing each MPO's SCS or APS for consistency with its assigned targets. If MPOs do not meet the GHG reduction targets, transportation projects may not be eligible for funding programmed after January 1, 2012.

Executive Order S-1-07. Executive Order S-1-07 proclaims that the transportation sector is the main source of GHGs.



Executive Order S-3-05. Executive Order S-3-05 set forth a series of target dates by which Statewide emissions of GHGs would be progressively reduced, as follows:

- By 2010, reduce GHG emissions to 2000 levels;
- By 2020, reduce GHG emissions to 1990 levels; and
- By 2050, reduce GHG emissions to 80 percent below 1990 levels.

The Executive Order directed the secretary of the California Environmental Protection Agency (CalEPA) to coordinate a multi-agency effort to reduce GHG emissions to the target levels. The secretary will also submit biannual reports to the governor and California Legislature describing the progress made toward the emissions targets, the impacts of global climate change on California's resources, and mitigation and adaptation plans to combat these impacts. To comply with the executive order, the secretary of CalEPA created the California Climate Action Team, made up of members from various State agencies and commissions. The team released its first report in March 2006. The report proposed to achieve the targets by building on the voluntary actions of California businesses, local governments, and communities and through State incentive and regulatory programs.

Senate Bill 97. On June 19, 2008, the Office of Planning and Research (OPR) released a technical advisory on addressing climate change. This guidance document outlines suggested components to CEQA disclosure, including quantification of GHG emissions from a project's construction and operation; determination of significance of the project's impact to climate change; and if the project is found to be significant, the identification of suitable alternatives and mitigation measures.

SB 97, passed in August 2007, is designed to work in conjunction with CEQA and AB 32. SB 97 requires OPR to prepare and develop guidelines for the mitigation of GHG emissions or the effects thereof, including, but not limited to, the effects associated with transportation and energy consumption. The Draft Guidelines Amendments for Greenhouse Gas Emissions ("Guidelines Amendments") were adopted on December 30, 2009 and address the specific obligations of public agencies when analyzing GHG emissions under CEQA to determine a project's effects on the environment.

However, neither a threshold of significance nor any specific mitigation measures are included or provided in the Guidelines Amendments.<sup>6</sup> The Guidelines Amendments require a lead agency to make a good-faith effort, based on the extent possible on scientific and factual data, to describe, calculate, or estimate the amount of GHG emissions resulting from a project. The Guidelines Amendments give discretion to the lead agency whether to: (1) use a model or methodology to quantify GHG emissions resulting from a project, and which model or methodology to use; or (2) rely on a qualitative analysis or performance-based standards. Furthermore, the Guidelines Amendments identify three factors that should be considered in the evaluation of the significance of GHG emissions:

- The extent to which a project may increase or reduce GHG emissions as compared to the existing environmental setting;

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<sup>6</sup> See 14 California Code of Regulations Section 15064.7 (generally giving discretion to lead agencies to develop and publish thresholds of significance for use in the determination of the significance of environmental effects), 15064.4 (giving discretion to lead agencies to determine the significance of impacts from GHGs).





- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project; and
- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.<sup>7</sup>

The administrative record for the Guidelines Amendments also clarifies “that the effects of greenhouse gas emissions are cumulative and should be analyzed in the context of California Environmental Quality Act’s requirements for cumulative impact analysis.”<sup>8</sup>

Senate Bill 32 (SB 32). Signed into law on September 2016, SB 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

CARB Scoping Plan. In December 2017, CARB approved the *California’s 2017 Climate Change Scoping Plan: The Strategy for Achieving California’s 2030 Greenhouse Gas Target* (Scoping Plan). This update focuses on implementation of a 40 percent reduction in GHGs by 2030 compared to 1990 levels. To achieve this the updated Scoping Plan draws on a decade of successful programs that addresses the major sources of climate changing gases in every sector of the economy:

- More Clean Cars and Trucks: The plan sets out far-reaching programs to incentivize the sale of millions of zero-emission vehicles, drive the deployment of zero-emission trucks, and shift to a cleaner system of handling freight statewide.
- Increased Renewable Energy: California’s electric utilities are ahead of schedule meeting the requirement that 33 percent of electricity come from renewable sources by 2020. The Scoping Plan guides utilities to 50 percent renewables, as required under SB 350.
- Slashing Super-Pollutants: The plan calls for a significant cut in super-pollutants such as methane and HFC refrigerants, which are responsible for as much as 40 percent of global warming.
- Cleaner Industry and Electricity: California’s renewed cap-and-trade program extends the declining cap on emissions from utilities and industries and the carbon allowance auctions. The auctions would continue to fund investments in clean energy and efficiency, particularly in disadvantaged communities.
- Cleaner Fuels: The Low Carbon Fuel Standard drives further development of cleaner, renewable transportation fuels to replace fossil fuels.
- Smart Community Planning: Local communities would continue developing plans which would further link transportation and housing policies to create sustainable communities.
- Improved Agriculture and Forests: The Scoping Plan also outlines innovative programs to account for and reduce emissions from agriculture, as well as forests and other natural lands.

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<sup>7</sup> 14 California Code of Regulations Section 15064.4(b).

<sup>8</sup> Letter from Cynthia Bryant, Director of the Governor’s Office of Planning and Research to Mike Chrisman, California Secretary for Natural Resources, dated April 13, 2009.



### Regional

#### *City of Temecula Sustainability Plan*

The *City of Temecula Sustainability Plan* (Sustainability Plan) was adopted in June 2010 to identify and address current and future climate change goals. The Sustainability Plan includes several goals for reducing GHG emissions through energy and water efficiency, waste reduction, and embracing cleaner technology.

#### *SCAQMD Thresholds*

The SCAQMD has formed a GHG CEQA Significance Threshold Working Group (Working Group) to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. As of the last Working Group meeting (Meeting No. 15) held in September 2010, the SCAQMD is proposing to adopt a tiered approach for evaluating GHG emissions for development projects where SCAQMD is not the lead agency.<sup>9</sup>

With the tiered approach, the project is compared with the requirements of each tier sequentially and would not result in a significant impact if it complies with any tier. Tier 1 excludes projects that are specifically exempt from SB 97 from resulting in a significant impact. Tier 2 excludes projects that are consistent with a GHG reduction plan that has a certified final CEQA document and complies with AB 32 GHG reduction goals. Tier 3 excludes projects with annual emissions lower than a screening threshold. For all non-industrial projects, the SCAQMD is proposing a screening threshold of 3,000 MTCO<sub>2</sub>eq per year. SCAQMD concluded that projects with emissions less than the screening threshold would not result in a significant cumulative impact.

Tier 4 consists of three decision tree options. Under the Tier 4 first option, the project would be excluded if design features and/or mitigation measures resulted in emissions 30 percent lower than business as usual emissions. Under the Tier 4 second option the project would be excluded if it had early compliance with AB 32 through early implementation of CARB's Scoping Plan measures. Under the Tier 4 third option, the project would be excluded if it was below an efficiency-based threshold of 4.8 MTCO<sub>2</sub>eq per service population (SP) per year.<sup>10</sup> Tier 5 would exclude projects that implement off-site mitigation (GHG reduction projects) or purchase offsets to reduce GHG emission impacts to less than the proposed screening level.

GHG efficiency metrics are utilized as thresholds to assess the GHG efficiency of a project on a per capita basis or on a "service population" basis (the sum of the number of jobs and the number of residents provided by a project) such that the project would allow for consistency with the goals of AB 32 (i.e., 1990 GHG emissions levels by 2020 and 2035). GHG efficiency thresholds can be determined by dividing the GHG emissions inventory goal of the State, by the estimated 2035 population and employment. This method allows highly efficient projects with higher mass emissions to meet the overall reduction goals of AB 32, and is appropriate, because the threshold can be applied evenly to all project types (residential or commercial/retail only and mixed-use).

The 3,000 MTCO<sub>2</sub>eq per year threshold has been selected as the significance threshold, as it is most applicable to the proposed project. The 3,000 MTCO<sub>2</sub>eq per year threshold is used in

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<sup>9</sup> The most recent SCAQMD GHG CEQA Significance Threshold Working Group meeting was held on September 2010.

<sup>10</sup> The project-level efficiency-based threshold of 4.8 MTCO<sub>2</sub>eq per SP per year is relative to the 2020 target date. The SCAQMD has also proposed efficiency-based thresholds relative to the 2035 target date to be consistent with the GHG reduction target date of SB 375. GHG reductions by the SB 375 target date of 2035 would be approximately 40 percent. Applying this 40 percent reduction to the 2020 targets results in an efficiency threshold for plans of 4.1 MTCO<sub>2</sub>eq per SP per year and an efficiency threshold at the project level of 3.0 MTCO<sub>2</sub>eq/year.



addition to the qualitative thresholds of significance set forth below from section VII of Appendix G to the CEQA Guidelines.

**Project-Related Sources of Greenhouse Gases**

Project-related GHG emissions would include emissions from construction activities. Construction of the project would result in direct emissions of CO<sub>2</sub>, N<sub>2</sub>O, and CH<sub>4</sub> from the operation of construction equipment. Transport of materials and construction workers to and from the project site would also result in GHG emissions. Construction activities would be short-term in duration and would cease upon project completion. Construction-generated GHG emissions were calculated using the California Emissions Estimator Model (CalEEMod), which estimates a total of 42 MTCO<sub>2</sub>eq generated during construction of the proposed project; refer to Appendix A, Air Quality/Greenhouse Gas Data, for detailed model input/output data.

The project does not propose any buildings and therefore no permanent source or stationary source emissions. In addition, the proposed project would not result in increases in the quantity or rate of vehicle trips. Rather, the proposed project would redirect trips from the existing park and ride facility access road off of Vallejo Avenue to the new access road on Temecula Parkway. Therefore, neither construction nor operation of the project would generate GHG that would exceed the SCAQMD screening threshold of 3,000 MTCO<sub>2</sub>eq per year and impacts. GHG impacts would be less than significant.

**MITIGATION MEASURES**

No mitigation measures are required.

- b) *Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?* **Determination: Less than Significant Impact.**

The project would not change the existing land use in the project area. In addition, because the project would provide improved access to a park and ride facility, the project would help promote carpooling or vanpooling. The project would comply with the City's Sustainability Plan by helping distribute trip types among other modes of transportation (single-vehicle trips to commuter trips). Further, the project would not exceed the SCAQMD GHG screening threshold of 3,000 MTCO<sub>2</sub>eq/yr. Therefore, the project would not conflict with or impede implementation of reduction goals identified in the City's sustainability plan, and other Federal, State, and Regional strategies to help reduce GHG emissions. As such, the project would not conflict with an applicable GHG reduction plan, policy, or regulation. Impacts would be less than significant in this regard.

**MITIGATION MEASURES**

No mitigation measures are required.



### 3.9 HAZARDS AND HAZARDOUS MATERIALS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>HAZARDS AND HAZARDOUS MATERIALS</b> – Would the project:				
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 checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

#### Would the project:

- a) *Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?* **Determination: Less than Significant Impact.**

The routine transport, use, and disposal of hazardous materials can result in hazards to the public through the potential for accidental release. Such hazards are typically associated with certain types of land uses, such as chemical manufacturing facilities, industrial processes, waste disposal, and storage and distribution facilities.

Construction of the proposed project may result in temporary hazards related to transport and use of hazardous materials, including those used for construction vehicle use and maintenance (i.e., diesel fuel, motor oil, etc.). During project construction, contractors would be required to



uphold standard BMPs to ensure that all hazardous materials are stored, transported, and disposed of in accordance with federal and State law. Conformance with these standards would effectively avoid and minimize significant hazards related to the transport, use, and disposal of hazardous materials and would reduce the project's impacts to less than significant levels.

Project operations (access road utilization) would not involve a land use creating a significant hazard to the environment due to the routine transport, use, or disposal of hazardous materials. Operation of the roadways would be similar to that as occurs under existing conditions. As such, the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. No significant operational impacts would occur.

- b) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?* **Determination: Less than Significant Impact.**

Refer to Impact 3.9(a), above. During the short-term excavation and construction period, there is the possibility of accidental release of hazardous substances such as spilling of petroleum-based fuels, lubricants, and other materials used for construction equipment. During construction of the proposed project, contractors would be required to use standard construction safety procedures and controls that would avoid and minimize the potential for accidental release of hazardous substances into the environment. Standard construction BMPs would be observed such that any hazardous materials released are appropriately contained and remediated as required by local, State, and federal law. Conformance with these standards would reduce impacts related to the accidental release of hazardous materials into the environment to a less than significant level.

The proposed project would not substantially alter any existing land uses on the project site, Temecula Parkway or Wabash Lane. Therefore, following project implementation, the roadways would continue to operate as it presently does under current conditions, with exception of the new access road off of Temecula Parkway. The use of limited amounts of hazardous materials (i.e. maintenance vehicles and equipment, oil, gasoline, solvents, etc.) may be required during periodic maintenance activities, as needed; however, such activities would be temporary and typical of similar activities that currently occur along the roadway corridor. The proposed improvements would not result in long-term operational effects related to hazardous materials release. No long-term impacts would occur in this regard.

- c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?* **Determination: Less than Significant Impact.**

The closest school to the project site is Rancho Community Church and Christian School, located approximately 0.76 mile east of the project site. No other schools are located within one-quarter mile from the site.

As stated in Impact 3.9(a), minor quantities of hazardous materials used during project construction would be subject to existing standard BMPs to ensure that all hazardous materials are stored, transported, used, and disposed of in accordance with federal and State law. Operation of the proposed project would not involve the routine use of hazardous materials, and periodic roadway maintenance activities would only require the use of limited quantities of potentially hazardous materials on a short-term, temporary basis when needed. A less than significant impact would occur in this regard.



- d) *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?* **Determination: Less Than Significant Impact.**

Refer to Impact 3.9(b), above. According to the California Department of Toxic Substances Control EnviroStor database (accessed on February 20, 2019), one cleanup site was listed in the database as a Leaking Underground Storage Tanks (LUST) Cleanup Site. The site is a Mobil Gas Station (#18-HJ4, 44520 Bedford Court, Temecula, CA 92590). The Cleanup Status shows it has been completed and the case is closed (RB Case# 9UT4174/Loc Case # 200521232). Impacts are considered less than significant.

- e) *For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, result in a safety hazard for people residing or working in the project area?* **Determination: No Impact.**

French Valley Airport is a Riverside County-owned public-use airport located on State Route (SR) 79, north of Temecula in its sphere of influence, and adjacent to the City of Murrieta's eastern boundary. The *Riverside County Airport Land Use Compatibility Plan* establishes policies applicable to land use compatibility planning in the vicinity of airports throughout Riverside County. The northern portion of the proposed project site is located approximately 6.1 miles southwest of French Valley Airport and is located beyond the French Valley Airport land use influence area, according to the *City of Temecula General Plan Land Use Element*, Figure LU-2, *French Valley Airport Land Use Compatibility Zones*. The project site is not located within any compatibility zones identified in the Riverside County Airport Land Use Compatibility Plan. Further, as a roadway improvement project, the project does not propose the installation of aboveground structures, other than traffic signals, which are not elevated enough to represent a safety hazard to air traffic. Therefore, no impact would occur.

- f) *For a project within the vicinity of a private airstrip, result in a safety hazard for people residing or working in the project area?* **Determination: No Impact.**

According to the Federal Aviation Administration's (2016) airport database, the Billy Joe Airport (private airstrip) is located approximately 3.87 miles northeast of the project site. Due to distance from the project site, and the nature of the roadway improvements proposed, the airport would not be impacted by construction or operation of the proposed project. Therefore, no impact would occur.

- g) *Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?* **Determination: Less than Significant Impact.**

While the proposed project would minimally impact traffic flow during the temporary construction period, it would not conflict with or interfere with emergency evacuation of the project area. Project construction would not substantially interfere with traffic circulation, as emergency access to Temecula Parkway would be maintained during project construction. The community off of Wabash Lane would have improved ingress/egress access into the community with the proposed signalized intersection. As such, the proposed improvements would enhance Wabash Lane's roadway function for access in and out of the community, as well as into and out of the park and ride facility. No revisions to an adopted emergency plan would be required as a result of the proposed project. Impacts in this regard would be less than significant.





- h) *Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?* **Determination: Less than Significant Impact.**

As indicated in the City's *General Plan EIR* "Hazards and Hazardous Materials" section, undeveloped areas, such as in the eastern, southern, and southeastern portions of the Planning Area, have the highest fire danger due to expansive areas of vegetation that may fuel wildfires. Any new development within the Planning Area would have the potential to expose additional people and structures to wildland fire hazards. There are areas of high fire danger located to the west and south of the site that may be susceptible to wildland or grassland fires. However, the project site is generally surrounded by urban development, and based on the City's Geographic Information System mapping, is not located in an area identified as a high fire risk area.

The City has adopted the Hazardous Vegetation Ordinance (City of Temecula Municipal Code Title 8 Section 16) which requires every property owner to remove all hazardous or flammable vegetation on their property constituting a fire hazard that may endanger or damage neighboring property. In addition, the Temecula Fire Department and the County of Riverside Fire Department sponsor outreach and awareness programs to educate residents about fire dangers and what they can do to protect themselves and their homes.

The *General Plan Public Safety Element* includes policies and implementation programs that direct the City to reduce the potential for wildfire by concentrating development in previously-developed areas where the risk of wildland fire is lower; to protect hillside areas from expansion of the urban-wildland interface; to encourage residents to plant and maintain drought-resistant, fire retardant landscape species on slopes to reduce the risk of brush fire and soil erosion; and, to work with the City Fire Department to control hazardous vegetation.

According to the California Department of Forestry and Fire Protection (2007) Fire and Resource Assessment Program (FRAP) map, the project site is located in an area designated as a local responsibility area (LRA). However, as mentioned above, the City of Temecula Geographic Information System does not show that the project site is in a high fire area;<sup>11</sup> The project would not include the development of any new residential units or habitable structures that would be at risk to wildland fire. Impacts are considered to be less than significant in this regard.

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<sup>11</sup> City of Temecula Geographic Information System, High Fire GIS Layer.  
<http://gis.cityoftemecula.org/Html5Viewer/?viewer=CityOfTemecula>. Accessed February 20, 2019.



### 3.10 HYDROLOGY AND WATER QUALITY

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>HYDROLOGY AND WATER QUALITY</b> – Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<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, in a manner which would result in substantial erosion or siltation on- or offsite?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



This section is primarily based upon the Water Quality Management Plan (WQMP) that was prepared for the proposed project (Michael Baker International 2019). Refer to Appendix E, Water Quality Management Plan, for the full report.

**Would the project:**

- a) *Violate any water quality standards or waste discharge requirements? **Determination: Less than Significant Impact with Mitigation Incorporated.***

Surface water quality is subject to federal, State, and local water quality requirements administered and enforced by the U.S. Environmental Protection Agency (USEPA), the California State Water Resources Control Board (SWRCB), and the Regional Water Quality Control Board (RWQCB) with cooperation from each county. The principal law governing pollution of the nation's surface waters is the Clean Water Act (CWA) (formerly the Federal Water Pollution Control Act). Under the CWA, regulatory requirements for industrial and municipal dischargers were set, as well as requirements for states to adopt water quality standards.

Further, the City implements its Jurisdictional Runoff Management Plan (JRMP), which describes the City's urban runoff management programs implemented to comply with the requirements of the National Permit Discharge Elimination System (NPDES) MS4 Permit. The City's Storm Water Ordinance (City of Temecula Municipal Code Title 8.28) is also implemented to address water quality and outlines the City's NPDES requirements in accordance with the NPDES MS4 Permit.

According to the WQMP that was prepared for the project, runoff within the park and ride parking lot, east of the entrance, flows to the southeast to a retention pond. Overflow leaves the retention pond through an overflow weir onto Temecula Parkway, where it continues east to a nearby storm drain inlet. Runoff from the west side of the parking lot flows southwest to an area drain. This area drain outflows to another retention pond that also has an overflow weir that outlets to Temecula Parkway. Temecula Parkway, east of La Paz Road, generally flows in the east direction to a series of existing storm drain inlets. The area east of the existing site (Tract 3646 Lot 33), where the access road easement would reside, is undeveloped. A portion of this area directly flows to the adjacent creek and all other flows flow onto Temecula Parkway and into an existing catch basin.

Project implementation would result in ground disturbance from excavation and grading activities, thereby loosening onsite soils and increasing the potential for erosion and sedimentation deposition, as well as polluted runoff from the site, to occur. Water discharge from project construction may consist of oil and grease, trash, heavy metals, and pathogens, as well as other potential pollutants. These potential discharges can be of concern for development projects, as damage to downstream water bodies can occur. Regulation of discharges into these waters is the responsibility of the SWRCB. Additionally, the proposed project is required to comply with the latest adopted NPDES Permit. Compliance with the NPDES Permit would mitigate any project-level impacts to water quality to a level of less than significant.

During the grading phase of the proposed project, potential runoff into the surrounding drainage system could cause sediment, oil, and other construction debris to contaminate downstream water bodies. The SWRCB has adopted General Permit number CAS000002 – Waste Discharge Requirements for Discharges of Storm Water Runoff Associated with Construction Activity (General Permit). This permit applies to most construction-related runoff within the State. The General Permit requires that all grading permits for projects over one acre are required to submit a SWPPP that outlines BMPs that would be used on the project site to keep all sediment resulting from grading activities retained onsite. Prior to issuance of any grading or building permit, Mitigation Measure GEO-1 requires preparation and submittal of a SWPPP to the City's Public



Works Department; refer also to Impact 3.7(b), above. Implementation of the SWPPP would reduce potential runoff and pollutants associated with project construction activities to the maximum extent feasible, thereby minimizing potential short-term water quality impacts.

Additionally, in accordance with the Riverside County Drainage Area Management Plan (DAMP) and the City's JRMP and Storm Water Ordinance, BMPs identified in the WQMP prepared for the project would be implemented during the post-construction/operation phase. The City would be required to demonstrate compliance with each of the recommendations detailed in the study, and other such measure(s) the City deems necessary to reduce potential water quality impacts.

With project conformance with applicable federal, State, and local regulations and requirements, as well as through project design and incorporation of the identified BMPs, the project would not violate any water quality standards or waste discharge requirements. Impacts would be less than significant with mitigation incorporated.

#### **MITIGATION MEASURE**

Refer to Mitigation Measure GEO-1 described in Impact 3.7(b), above.

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

**Determination: Less than Significant Impact.**

According to the City's *General Plan Open Space/Conservation Element*, the Rancho California Water District (RCWD) supplies most of the domestic and commercial water to Temecula, paid for by user fees. The City's water supply is drawn from the Murrieta-Temecula groundwater basin and supplemented with imported water from the Metropolitan Water District (MWD). This aquifer is recharged by underflow, surface flow from the creeks in the area, and by direct precipitation in the valley. The General Plan indicates that in 2005, local groundwater provided 35 percent of the City's water supplies, with 26 percent of supplies being provided by local groundwater under future buildout conditions. Other water sources include reclaimed water and untreated MWD water used for groundwater recharge.

Public water service for the landscaping proposed with the project would continue to be provided by RCWD. As such, a portion of the water supply to serve the site would continue to indirectly come from local groundwater reserves. Project implementation would not require an increase in RCWD water supplies that would necessitate the provision of a "will serve" letter. Increased groundwater pumping would not occur with project implementation.

Long-term operation and maintenance could have the potential to interfere with groundwater recharge, due to a minimal increase in impervious surfaces with development of the proposed project; however, by minimizing the amount of grading and generally maintaining existing drainage patterns, the project would reduce potential adverse effects on local groundwater recharge. Design measures and BMPs would be implemented to ensure that stormwater runoff volumes from the site do not increase. Project compliance with existing agency regulatory programs, including General Plan goals and policies, would further reduce potential impacts on groundwater supplies. Project operations would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge, such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level results. Impacts are considered less than significant.



- c) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or offsite? **Determination: Less than Significant Impact with Mitigation Incorporated.***

As indicated in the WQMP for the project, existing drainage patterns would be maintained with the project as designed, and therefore, the site does not disperse runoff to adjacent pervious area. As part of the proposed project, improvements would be made to the existing storm drain system to enhance the ability of the system to accommodate runoff during storm events.

Construction impacts that may result in on- or off-site erosion or siltation would be minimized to less than significant levels by the implementation of BMPs set forth in the SWPPP (included as Mitigation Measure GEO-1); refer also to Impact 3.7(b), above. Operational impacts related to siltation or erosion would be minimized to less than significant levels by the development and use of standard stormwater drainage features. Therefore, the proposed project is not anticipated to alter the existing drainage pattern of the site and would not result in substantial erosion or siltation on- or off-site. Impacts are considered to be less than significant with mitigation incorporated.

#### **MITIGATION MEASURE**

**GEO-1** Refer to Impact 3.7(b) above.

- d) *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite? **Determination: Less than Significant Impact.***

The project roadway would be relatively flat. The project includes existing paved surfaces associated with Wabash Lane. Refer to the response under Impact 3.10(c). The project would result in minimal alterations of the existing drainage pattern of the project site, and would not require traversing any streams or rivers. A less than significant impact related to on- and off-site flooding would occur.

- e) *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? **Determination: Less than Significant Impact.***

Refer to Impacts 3.10(a) and 3.10(c), above. The proposed project would result in increased impervious surface area, as the roadway would be constructed on the project site. As designed, the project would not increase peak flow rates leaving the site, and discharge velocities would not be increased. The project would not cause flooding downstream, nor would it hydraulically impact onsite or downstream storm water infrastructure. Therefore, the project would not contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. Impacts would be less than significant.

- f) *Otherwise substantially degrade water quality? **Determination: Less than Significant Impact with Mitigation Incorporated.***

Refer to Impacts 3.10(a) and 3.10(e) above. With the implementation of BMPs, Mitigation Measure GEO-1, and compliance with established federal, State, and local regulations, the project would not substantially degrade water quality. Thus, a less than significant impact would occur.



## MITIGATION MEASURES

**GEO-1** Refer to Impact 3.7(b) above.

- g) *Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? **Determination: No Impact.***

According to Figure PS-2, Flood Hazards and Dam Inundation Areas, of the City's *General Plan Public Safety Element*, the project site is not located within a 100-year flood zone. As a roadway improvement project, the project would not involve the development of any new residential housing. Therefore, housing units would not be developed or placed within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. No impact would occur.

- h) *Place within a 100-year flood hazard area structures which would impede or redirect flood flows? **Determination: No Impact.***

See Impact 3.10(g), above. The project site is not located within a 100-year flood zone. No aboveground structures are proposed with the project. Therefore, implementation of the proposed project would not result in impacts relative to placing structures that would impede or redirect flood flows. No impact would occur.

- i) *Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam? **Determination: Less than Significant Impact.***

The project site is located downstream of three reservoirs: Lake Skinner (located approximately 8.0 miles to the northeast), Diamond Valley Lake Dam (located approximately 13.2 miles to the northeast), and Vail Lake (located approximately 8.9 miles to the east). According to Figure PS-2, Flood Hazards and Dam Inundation Areas, of the City's *General Plan Public Safety Element*, the project site is located within the Dam Inundation Area.

While potential accidental release could impact the project site, as indicated in the City of Temecula *General Plan EIR*, with incorporation of State and federal regulations, and in conjunction with the *City of Temecula Multi-Hazard Functional Plan*, such impacts are considered less than significant. As such, with conformance to such measures, project impacts from flooding as a result of the failure of a levee or dam are considered to be less than significant.

- j) *Inundation by seiche, tsunami, or mudflow? **Determination: No Impact.***

The proposed project site is located approximately 23.1 miles inland from the Pacific Ocean and is divided by the Santa Ana Mountains/Santa Margarita Mountains, which are located to the west and northwest of the project site alignment and rise to an elevation of approximately 2,800 feet to 5,689 feet at Santiago Peak. Local large bodies of water, including Lake Skinner (located approximately 8.0 miles to the northeast), Diamond Valley Lake Dam (located approximately 13.2 miles to the northeast), and Vail Lake (located approximately 8.9 miles to the east), are also distanced from the project site. As such, the possibility for the occurrence of seiche or tsunami impacting the project area is considered to be remote. Further, the project alignment is located within generally flat to gentle sloping/hilly areas, and the risk of mudflows and seiche is considered to have a very low risk potential for damage. No impact would occur.





### 3.11 LAND USE AND PLANNING

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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**LAND USE AND PLANNING** – Would the project:

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Would the project:**

- a) *Physically divide an established community?* **Determination: No Impact.**

According to the *City of Temecula General Plan Land Use Element*, the project site is designated as Professional Office. The parcels adjacent to the project site (east and west) are designated as Professional Office. The parcels north of the site (north of Vallejo Avenue) are designated as Very Low Density Residential. The parcels south of the site (south of Temecula Parkway) are designated as Low Medium Residential.

The project site consists of undeveloped land. Temecula Parkway and Vallejo Avenue are improved roadway right-of-way. An existing park and ride facility is located adjacent to the proposed project to the west. There are a number of overhead and underground utilities which serve the surrounding area that are located within the existing roadway right-of-way. These utilities include, but are not limited to, fiber optics cable, electrical utilities, gas, storm drain, sewer, recycled water and domestic water pipelines.

Implementation of the project would not divide an established community. All roadway improvements would occur within existing roadway right-of-way, and within the undeveloped vacant parcel adjacent to the existing park and ride facility. The project would result in the widening of the roadway and associated improvements for park and ride access and circulation purposes (i.e. median, sidewalk, etc.). The proposed access road and signalized intersection is anticipated to improve area circulation opportunities for the community on the south side of Temecula Parkway at Wabash Lane. The project would not add additional barriers that may presently exist (i.e. vehicle speeds, multiple travel lanes with median, etc.). As such, the project would not divide an established community, and no impact would occur in this regard.

- b) *Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?* **Determination: Less than Significant Impact.**

As a roadway, the proposed park and ride access road would not have a City-designated land use or zoning designation. The project is consistent with the City's *General Plan Circulation Element* Implementation Program C-18, Carpooling and Public Transportation measure to, "Develop and promote park and ride and Transit Oasis facilities within the City." The project is also consistent with *General Plan Circulation Element* Policy 1.2, "Pursue trip reduction and transportation systems management measures to reduce and limit congestion at intersections and along streets



within the City” and Policy 5.6, “Encourage the provision of facilities that support carpooling and public transportation within the City.”

Project implementation would benefit circulation opportunities for the community south of Temecula Parkway at Wabash Lane by providing a signalized intersection that would improve traffic operations for drivers that are departing the community and merging onto Temecula Parkway in both the eastbound and westbound directions. Therefore, the project is anticipated to result in a less than significant impact in this regard.

The project site does not include land area subject to specific plans or local coastal programs. No impacts would occur in this regard.

#### **MITIGATION MEASURES**

Refer to Mitigation Measure BIO-3 described in Impact 3.4(f), above.



### 3.12 MINERAL RESOURCES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
<b>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 checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**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? **Determination: Less than Significant Impact.**

The State Mining and Geology Board (SMGB) has established Mineral Resources Zones (MRZs) to designate lands that contain mineral deposits. The classifications used by the State to define MRZs are as follows:

- MRZ-1: Areas where the available geologic information indicates no significant likelihood of significant mineral deposits.
- MRZ-2a: Areas where the available geologic information indicates that there are significant mineral deposits.
- MRZ-2b: Areas where the available geologic information indicates that there is a likelihood of significant mineral deposits.
- MRZ-3a: Areas where the available geologic information indicates that mineral deposits exist, however, the significance of the deposit is undetermined.
- MRZ-3b: Areas where the available geologic information indicates that mineral deposits are likely to exist, however, the significance of the deposit is undetermined.
- MRZ-4: Areas where there is not enough information available to determine the presence of a known mineral deposit.

The California State Geologist has classified areas into MRZs and Scientific Resource Zones (SRZs). The zones identify the Statewide or regional significance of mineral deposits based on the economic value of the deposits and accessibility. According to the City's *General Plan Open Space/Conservation Element*, the State has applied a classification of MRZ-3a the Temecula Planning Area. MRZ-3 areas contain sedimentary deposits that have the potential to supply sand and gravel for concrete and crushed stone for aggregate; however, based on available data, MRZ-3 areas are not considered to contain deposits of significant economic value.

The project site is located in an area classified as MRZ-3a. Additionally, the State (California Department of Conservation 2015) has not identified the project site as having mineral resources that could be of value to the region and residents of the State. As such, a less than significant impact would occur.



- 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? **Determination: Less than Significant Impact.**

Refer to Impact 3.12(a). As stated above, the City's *General Plan Open Space/Conservation Element* states that the State has designated the Temecula Planning Area, including the proposed project site, as MRZ-3a. The project is not forecasted to result in the loss of availability of a locally important mineral resource recovery site. A less than significant impact would occur.



### 3.13 NOISE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>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 checked="" type="checkbox"/>	<input 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"/>

This section is primarily based upon the *Temecula Parkway Park and Ride Project – Noise Technical Memorandum (Noise Study)* prepared for the proposed project (Michael Baker International 2017); refer to [Appendix F, Noise Technical Memorandum](#), for the full report.

#### Description of Noise Metrics

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air and is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear de-emphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) has been developed. On this scale, the human range of hearing extends from approximately three dBA to around 140 dBA.

Noise is generally defined as unwanted or excessive sound, which can vary in intensity by over one million times within the range of human hearing; therefore, a logarithmic scale, known as the decibel scale (dB), is used to quantify sound intensity. Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks, and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Noise generated by mobile sources typically attenuates (is reduced) at a rate between three dBA and 4.5 dBA per doubling of distance. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of three dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance. Noise generated by stationary sources typically attenuates at a rate between 6 dBA and about 7.5 dBA per doubling of distance.

There are a number of metrics used to characterize community noise exposure, which fluctuate constantly over time. One such metric, the equivalent sound level ( $L_{eq}$ ), represents a constant sound that, over the specified period, has the same sound energy as the time-varying sound. Noise exposure over a longer period of time is often evaluated based on the Day-Night Sound Level ( $L_{dn}$ ).



This is a measure of 24-hour noise levels that incorporates a 10-dBA penalty for sounds occurring between 10:00 p.m. and 7:00 a.m. The penalty is intended to reflect the increased human sensitivity to noises occurring during nighttime hours, particularly at times when people are sleeping and there are lower ambient noise conditions. Typical  $L_{dn}$  noise levels for light and medium density residential areas range from 55 dBA to 65 dBA.

It is difficult to specify noise levels that are generally acceptable to everyone; noise that is considered a nuisance to one person may be unnoticed by another. Standards may be based on documented complaints in response to documented noise levels or based on studies of the ability of people to sleep, talk, or work under various noise conditions.

#### Regulatory Framework

##### State

The State Office of Planning and Research Noise Element Guidelines include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The Noise Element Guidelines contain a land use compatibility table that describes the compatibility of various land uses with a range of environmental noise levels in terms of the Community Noise Equivalent Level (CNEL).

##### Local

##### *City of Temecula General Plan*

The California Government Code requires that a noise element be included in the general plan of each county and City in the state. The *General Plan Noise Element* (Noise Element) evaluates the existing noise environment, future noise environment projections as well as identifies noise-sensitive land uses and major noise sources in the City. The Noise Element provides goals, policies, and implementation programs designed to minimize noise problems and to protect public health. The Noise Element includes the following goals, policies, and implementation programs applicable to the proposed project:

- |                    |   |
|--------------------|---|
| <b>Goal 1:</b>     | Separate significant noise generators from sensitive receptors.   |
| <b>Goal 2:</b>     | Minimize transfer of noise impacts between adjacent land uses.  |
| <b>Policy 2.1:</b> | Limit the maximum permitted noise levels crossing property lines and impacting adjacent land uses.  |
| <b>Goal 3:</b>     | Minimize the impact of noise levels throughout the community through land use planning.   |
| <b>Policy 3.1:</b> | Enforce and maintain acceptable noise limit standards.  |
| <b>Policy 3.4:</b> | Evaluate potential noise conflicts for individual sites and projects, and require mitigation of all significant noise impacts as a condition of project approval.             |
| <b>Goal 4:</b>     | Minimize impacts from transportation noise sources.   |
| <b>Policy 4.1:</b> | Minimize noise conflicts between land uses and the circulation network, and mitigate sound levels where necessary or feasible to ensure the peace and quiet of the community. |





**Policy 4.2:** Ensure the effective enforcement of City, State and federal noise standards by all City Divisions.

**Implementation Program N-4:** During review of development applications, consider the noise and vibration impacts of the proposed land use on the current or planned adjacent uses. Establish and enforce standards for noise transfer between non-residential and residential components of mixed-use development projects.

**Implementation Program N-5:** During review of development applications, consider the noise and vibration impacts of the proposed land use on the current or planned adjacent uses. Establish and enforce standards for noise transfer between non-residential and residential components of mixed-use development projects.

**Implementation Program N-7:** Consider site design techniques as the primary means to minimize noise impacts. Require developers to consider alternative site layouts and architectural features as a means of meeting City noise reduction requirements. Discourage projects that are incapable of successfully mitigating excessive noise. Site design and architectural features recommended to reduce noise include (but are not limited to) the following:

- Promote the placement of noise tolerant land uses such as parking lots, maintenance facilities, and utility areas between the noise source and receptor.

**Implementation Program N-8:** Employ the following measures to mitigate transportation activity noise impacts to acceptable levels:

- Incorporate noise control measures, such as sound walls and berms, into roadway improvement projects to mitigate impacts to adjacent development. Measures will emphasize the establishment of buffers between roadways and adjacent noise sensitive areas.

In addition, the Noise Element provides the City's noise standards and land use compatibility standards for normally acceptable conditions, based on State recommendations and City land use designations. The City uses the noise/land use compatibility guidelines presented in [Table 3.13-1, Noise/Land Use Compatibility Matrix](#), and [Table 3.13-2, Temecula Land Use/Noise Standards](#). These standards, which use the CNEL noise descriptor, are intended to be applicable for land use designations exposed to noise levels generated by transportation related sources.

#### Baseline Conditions

##### *Stationary Sources*

The project area is located within a developed suburban area. The primary sources of stationary noise in the project vicinity are urban-related activities (i.e., mechanical equipment, commercial areas, parking areas, and pedestrians). The noise associated with these sources may represent a single-event noise occurrence, short-term, or long-term/continuous noise.



### Mobile Sources

The project area's noise environment is dominated by vehicular traffic along Temecula Parkway, and other local roadways (e.g., La Paz Street, Vallejo Avenue). During peak travel hours, heavy traffic on these roadways causes higher noise levels compared to noise levels during non-peak hours. These roadways have been designed to specifically carry large volumes, although long-established land use patterns have placed residential uses along some portions of these roadways.

**Table 3.13-1  
Noise/Land Use Compatibility Matrix**

Land Use	Community Noise Exposure (L <sub>dn</sub> or CNEL)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential <sup>1</sup>	50 – 60	60 - 70	70-75	75-85
Transient Lodging - Motel, Hotels	50 – 60	60 - 70	70 - 80	80 – 85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 – 60	60 - 70	70 - 80	80 – 85
Auditoriums, Concert Halls, Amphitheaters <sup>2</sup>	NA	50 - 70	NA	70 – 85
Sports Arenas, Outdoor Spectator Sports <sup>2</sup>	NA	50 - 75	NA	75 – 85
Playgrounds, Neighborhood Parks	50 - 70	NA	67.5 - 75	72.5 – 85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 70	NA	70 - 80	80 – 85
Office Buildings, Business Commercial and Professional	50 - 65	65 - 75	75 - 85	NA
Industrial, Manufacturing, Utilities, Agriculture	50 - 70	70 - 80	80 - 85	NA
NA: Not Applicable				
<b>Notes:</b> 1. Regarding aircraft-related noise, the maximum acceptable exposure for new residential development is 60dB CNEL. 2. No normally acceptable condition is defined for these uses. Noise studies are required prior to approval. Normally Acceptable – Specified land use is satisfactory, based upon the assumption that any buildings involved meet conventional Title 24 construction standards. No special noise insulation requirements. Conditionally Acceptable – New construction or development shall be undertaken only after a detailed noise analysis is made and noise reduction measures are identified and included in the project design. Normally Unacceptable – New construction or development is discouraged. If new construction is proposed, a detailed analysis is required, noise reduction measures must be identified, and noise insulation features included in the design. Clearly Unacceptable – New construction or development clearly should not be undertaken.				
Source: City of Temecula, Temecula General Plan Noise Element, 2005.				



**Table 3.13-2**  
**Temecula Land Use/Noise Standards**

Property Receiving Noise		CNEL (dBA)	
Type of Use	Land Use Designation	Interior	Exterior <sup>1</sup>
Residential	Hillside	45	65
	Rural		
	Very Low		
	Low		
	Low Medium		
	Medium	45	65/70 <sup>2</sup>
	High	45	70 <sup>2</sup>
Commercial and Office	Neighborhood Community Highway Transit Service	-	70
	Professional Office	50	70
	Industrial Park	55	75
Light Industrial	Schools	50	65
Public/Institutional	All others	50	70
	Vineyards/Agriculture	-	70
Open Space	Open Space	-	70/65 <sup>3</sup>
<b>Notes:</b> 1. Regarding aircraft-related noise, the maximum acceptable exposure for new residential development is 60 dB CNEL. 2. Maximum exterior noise levels up to 70 dB CNEL are allowed for Multiple-Family Housing. 3. Where quiet is a basis required for the land use.			
Source: City of Temecula, Temecula General Plan Noise Element, 2005.			

In order to assess the potential for mobile source noise impacts, it is necessary to determine the noise currently generated by vehicles traveling through the project planning area. The existing roadway noise levels in the vicinity of the project site were projected. Noise models were run using the Federal Highway Administration's Highway Noise Prediction Model (FHWA RD-77-108) together with several roadway and site parameters. These parameters determine the projected impact of vehicular traffic noise and include the roadway cross-section (such as the number of lanes), roadway width, average daily traffic (ADT), vehicle travel speed, percentages of auto and truck traffic, roadway grade, angle-of-view, and site conditions ("hard" or "soft"). The model does not account for ambient noise levels (i.e., noise from adjacent land uses) or topographical differences between the roadway and adjacent land uses. A 25- to 50-mile per hour (mph) average vehicle speed was assumed for existing conditions based on empirical observations and posted maximum speeds along the adjacent roadways. Noise projections are based on modeled vehicular traffic volumes as derived from the *Traffic Impact Analysis* prepared for the project.

Existing noise contours were calculated for major arterial and minor arterial roadways in the vicinity of the project site; refer to [Table 3.13-3, Existing Traffic Noise Levels](#). Noise generation for each roadway link was calculated and the distance to the 60 dBA L<sub>dn</sub>, 65 dBA L<sub>dn</sub>, and 70 dBA L<sub>dn</sub> contours was determined. As shown in [Table 3.13-3](#), the existing traffic noise levels range from a low of 46.7 L<sub>dn</sub> along Vallejo Avenue (east of La Paz), to a high of 73.5 L<sub>dn</sub> along Temecula Parkway (from Bedford Court to La Paz). It should be noted that the FHWA RD-77-108 models do not account for variations in topography, intervening structures, or soundwalls. Additionally, [Table 3.13-3](#) depicts modeled daily traffic noise levels, which are not based upon actual site measurements during a specific event or time of day.



**Table 3.13-3  
Existing Traffic Noise Levels**

Roadway Segment	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet) <sup>1</sup>		
			60 L <sub>dn</sub> Noise Contour	65 L <sub>dn</sub> Noise Contour	70 L <sub>dn</sub> Noise Contour
Temecula Parkway, Bedford Court to La Paz	64,800	73.2	2,617	828	262
Temecula Parkway, La Paz to Pechanga Parkway	68,300	73.5	2,759	873	276
La Paz, Temecula Parkway to Vallejo Avenue	13,300	59.9	114	36	11
Vallejo Avenue, east of La Paz	600	46.7	5	2	1
Source: Noise modeling is based upon traffic data within the <i>Temecula Park &amp; Ride Focused Traffic Impact Analysis</i> , prepared by Michael Baker International, Inc., May 3, 2017.					

#### Noise Measurements

In order to quantify existing ambient noise levels in the project area, noise measurements were conducted at three locations in the vicinity of the project site on April 25, 2017; refer to [Table 3.13-4, Noise Measurements](#). The noise measurements were taken adjacent to the project site and represent typical existing noise exposure within and immediately adjacent to the project site. Measurements were taken during off-peak traffic hours to characterize baseline noise levels with without exposure to heavy traffic or noise-generating activities. The measured noise levels range between 60.7 dBA L<sub>eq</sub> and 73.4 dBA L<sub>eq</sub>. Meteorological conditions were partly cloudy skies, cool temperatures, with light wind speeds (approximately 0 to 5 mph), and low humidity. Noise monitoring equipment used for the ambient noise survey consisted of a Larson-Davis Model 820 Type 1 sound level meter.

**Table 3.13-4  
Noise Measurements**

Site No.	Location	L <sub>eq</sub> (dBA)	L <sub>min</sub> (dBA)	L <sub>max</sub> (dBA)	Peak (dBA)	Time	Date
1	Vacant parcel to the north of the project site, along Vallejo Avenue (just east of residence).	63.4	58.2	70.5	94.6	10:00 a.m.	4/25/17
2	North of the project site, south of residence located along Vallejo Avenue.	60.7	56.1	75.1	104.3	10:13 a.m.	
3	South of the project site along Temecula Parkway (SR-79).	73.4	55.9	83.3	105.4	10:27 a.m.	
dBA = A-weighted decibel; L <sub>eq</sub> = equivalent sound level; L <sub>max</sub> = maximum sound level; L <sub>min</sub> = minimum sound level.							
Source: Michael Baker International, Inc., April 25, 2017.							

- a) *Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?* **Determination: Less Than Significant Impact with Mitigation Incorporated.**

#### Construction Impacts

Construction activities are generally temporary and have a short duration, resulting in periodic increases in the ambient noise environment. Construction of the proposed project would include



site preparation, grading activities, and architectural coating. Ground-borne noise and other types of construction-related noise impacts typically occur during the demolition and grading construction phases. These phases of construction have the potential to create the highest levels of noise. Typical noise levels generated by construction equipment that could be used for the project are shown in [Table 3.13-5, Maximum Noise Levels Generated by Construction Equipment](#). Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents (lasting less than one minute) such as dropping large pieces of equipment or the hydraulic movement of machinery lifts.

**Table 3.13-5**  
**Maximum Noise Levels Generated by Construction Equipment**

Type of Equipment	Acoustical Use Factor <sup>1</sup>	L <sub>max</sub> at 150 Feet (dBA)	L <sub>max</sub> at 50 Feet (dBA)
Concrete Saw	20	80	90
Concrete Mixer Truck	40	69	79
Backhoe	40	68	78
Dozer	40	72	82
Excavator	40	71	81
Forklift	40	68	78
Paver	50	67	77
Roller	20	70	80
Tractor	40	74	84
Water Truck	40	70	80
Grader	40	75	85
General Industrial Equipment	50	75	85
Note:			
1. Acoustical Use Factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.			
Source: Federal Highway Administration, <i>Roadway Construction Noise Model (FHWA-HEP-05-054)</i> , January 2006.			

Noise source control is the most effective method of controlling construction noise. Source controls, which limit noise, Construction noise impacts generally happen when construction activities occur in areas immediately adjoining noise sensitive land uses, during noise sensitive times of the day, or when construction activity occurs at the same precise location over an extended period of time (e.g., pile driving in one location for 8-10 hours in a day, or over a duration of several successive days). The closest sensitive receptors are residential uses located approximately 50 feet to the south of the proposed signalized intersection at Wabash Lane and Temecula Parkway. Concrete saws represent the loudest piece of construction equipment that could be used during the demolition phase. Concrete saws would be used at a minimum distance of 50 feet from the closest sensitive receptors (i.e. residential uses to the south). At this distance, concrete saws would generate a maximum noise level of 90 dBA L<sub>max</sub>. Refer to [Table 3.13-5](#).

However, construction would occur throughout the project site and would not be concentrated in or confined to one specific area of the project site. Therefore, construction noise would be acoustically dispersed throughout the project site and not concentrated in one area near sensitive uses (i.e., residential uses to the north and south of the project site). Construction activities in any one area would be temporary and intermittent, and therefore not occur in any one particular area on the site for the entire construction duration. Additionally, construction noise would be masked



to the residential uses to the north and east by ambient traffic noise levels along Temecula Parkway, La Paz Street, and Vallejo Avenue.

Construction noise in the City is regulated by the *City of Temecula Municipal Code Chapter 9.20*, which identifies standards, specific noise restrictions, exemptions, and variances for sources of noise in the City. *Section 9.20.60* establishes additional standards for various noise sources. Specifically, *Section 9.20.60(D)* restricts construction activity such that no person may engage in or conduct construction activity, when the construction site is within one-quarter mile of an occupied residence, between the hours of 6:30 p.m. and 7:00 a.m., Monday through Friday, and may only engage in or conduct construction activity between the hours of 7:00 a.m. and 6:30 p.m. on Saturday. The Municipal Code section prohibits construction activity on Sundays and nationally recognized holidays. The proposed project would be required to comply with the construction time limitations within *Section 9.20.60* of the *Temecula Municipal Code*.

Due to the temporary nature of construction, coupled with the fact that construction-related noise is a generally accepted reality in urbanized environments, the City does not promulgate standards for construction-generated noise. Adherence to the permitted hours of construction are required in recognition that construction activities undertaken during daytime hours are a typical part of living in an urban environment and do not cause a significant disruption. Nonetheless, implementation of Mitigation Measure NOI-1 would ensure that project construction complies with allowable hours for construction noise and requires construction equipment to be equipped with properly operating and maintained mufflers and other state required noise attenuation devices to minimize construction noise levels at nearby sensitive receptors. Thus, construction-related noise impacts would be reduced to a less than significant level.

#### Long-Term Operational Impacts

##### *Mobile Noise*

An off-site traffic noise impact occurs when there is a discernible increase in traffic noise and the resulting noise level exceeds an established noise standard. In community noise considerations, changes in noise levels greater than 3 dBA are often identified as substantial, while changes less than 1 dBA would not be discernible to local residents. In the range of 1 to 3 dB, residents who are very sensitive to noise may perceive a slight change. In laboratory testing situations, humans are able to detect noise level changes of slightly less than 1 dBA. This is based on a direct immediate comparison of two sound levels. In a community noise situation, however, noise exposures are over a long period of time and changes in noise levels occur over years (rather than the immediate comparison made in a laboratory situation). Therefore, the level at which changes in community noise levels become discernible is likely to be some value greater than 1 dBA, and 3 dBA is the most commonly accepted discernible difference. A 5 dBA change is generally recognized as a clearly discernible difference. According to the 2013 Caltrans *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, doubling of traffic on a roadway would result in an increase of 3 dB (a barely perceptible increase).

The proposed project would not result in an increase of traffic. Intersection improvements do not directly generate vehicle trips; rather, vehicle trips are generated by land use changes that may be indirectly influenced by transportation improvements. The proposed project would not result in increases in the quantity or rate of vehicle trips. Rather, the proposed project would construct a new access road from Temecula Parkway to the existing park and ride facility and would construct a new signalized intersection at Wabash Lane and Temecula Parkway. This new access





road and signalized intersection off of Temecula Parkway and Wabash Lane would not add new vehicle trips but would redistribute the existing park and ride vehicle trips from the Vallejo Avenue access road. As such, the proposed improvements would result in a nominal increase in traffic noise levels. Therefore, the project would not result in a significant off-site traffic noise impact and no mitigation measures are required.

#### MITIGATION MEASURES

**NOI-1** Prior to initiation of construction, the City of Temecula shall ensure that the following measures are incorporated into construction contract documents:

- All construction equipment, fixed or mobile, shall be equipped with properly operating and maintained mufflers and other state required noise attenuation devices.
- A construction notice shall be mailed to residents within a 150-foot radius of the project and shall indicate the dates and duration of construction activities, as well as provide a contact name and a telephone number where residents can inquire about the construction process and register complaints.
- All construction, maintenance, or demolition activities associated with the proposed project shall be limited to the hours between 6:30 AM and 7:00 PM Mondays – Fridays and limited to the hours between 7:00 AM and 6:30 PM on Saturdays. All construction on Sundays and National holidays shall be prohibited.
- Construction haul routes shall be designed to avoid noise sensitive uses (e.g., residences, convalescent homes, etc.).
- During construction, stationary construction equipment shall be placed such that emitted noise is directed away from sensitive noise receivers.
- Construction equipment staging areas shall be located away from adjacent sensitive receptors.

*b) Generation of excessive groundborne vibration or groundborne noise levels? **Determination: Less Than Significant Impact***

Project construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

The Federal Transit Administration (FTA) has published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.20 inch/second) appears to be conservative. As the nearest structures to project construction are residences, this threshold is considered appropriate. The types of construction vibration impact include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural.



The highest degree of groundborne vibration would be generated during the paving construction phase due to the operation of a vibratory roller. Based on the FTA data, vibration velocities from vibratory roller operations would be 0.07 inch-per-second peak particle velocity (PPV) at 50 feet from the source of activity.<sup>12</sup> As such, structures located greater than 50 feet from vibratory roller operations would not experience groundborne vibration above the FTA significance threshold (i.e., 0.2 inch-per-second PPV). All residential structures surrounding the project site are located further than 50 feet from vibratory roller operations. Thus, impacts 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?*

**Determination: No Impact**

The nearest private airport to the project site is the Billy Joe Airport, located approximately 4.10 miles northeast of the project site. The nearest public airport to the project site is the French Valley Airport, located approximately 6.25 miles north of the project site. The proposed project is not located within an airport land use plan. Further, there is no public airport, public use airport, or private airstrip located within two miles of the project site. Therefore, no impacts would occur in this regard.

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<sup>12</sup> Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual, September 2018.



### 3.14 POPULATION AND HOUSING

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>POPULATION AND HOUSING</b> – Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### Would the project:

- a) *Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?* **Determination: Less than Significant Impact.**

The City's *General Plan Land Use Element* provides capacity for a population of 113,421 residents within the current City limits in 2025 (the City's existing population was 106,289 residents as of 2014<sup>13</sup>). If buildout is achieved by 2025, development pursuant to the General Plan would result in a population increase of approximately four percent per year, based upon planned land uses – specifically, new housing units.

As a park and ride access road improvement project, the proposed project would not directly induce area population growth through the introduction of new residential housing. No housing or commercial businesses are associated with project development.

The proposed roadway is not anticipated to significantly induce area growth, due to the nature of the improvements proposed. The affected segment of Temecula Parkway is an existing transportation facility surrounded by existing urban development. Temecula Parkway functions as a primary east-west urban arterial at the project location.

The project consists of the addition of the proposed access road, signalized intersection and associated improvements to accommodate existing and anticipated vehicular traffic and park and ride use; however, no roadway extensions would occur. As such, the project is not anticipated to induce substantial population growth in the area, either indirectly or directly. A less than significant impact would occur in this regard.

- b) *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?* **Determination: No Impact.**

No housing units would be displaced as a result of project construction. Existing residential land uses and a park and ride facility are present in the project vicinity. All project improvements would occur within the project site, the existing park and ride facility, Temecula Parkway and the existing

<sup>13</sup> ESA, *Altair Specific Plan Draft Environmental Impact Report*, page 3.11-6, prepared for the City of Temecula, May 2016.



Wabash Lane south of Temecula Parkway. The proposed improvements would not displace any existing housing units or require the construction of additional replacement housing units elsewhere. Therefore, no impact would occur in this regard.

- c) *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?* **Determination: No Impact.**

Refer to Impact 3.14(b), above. No residential units or residents would be displaced as a result of the project as proposed, and therefore, the project would not necessitate the construction of replacement housing elsewhere. No impact would occur in this regard.



### 3.15 PUBLIC SERVICES

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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#### **PUBLIC SERVICES**

- 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:*

1) *Fire protection? **Determination: Less than Significant Impact.***

The proposed project would not result in the construction of any aboveground structures and would not directly or indirectly induce significant population growth (refer to Impact 3.14(a), above). As a roadway improvement project, the proposed improvements would not result in the need for additional new or altered fire protection services and would not alter acceptable service ratios or response times. The proposed Wabash Lane road would provide improved access to an existing park and ride facility, and project implementation would not create new demand for the development of new or physically altered fire protection services or facilities. Therefore, a less than significant impact would occur.

2) *Police protection? **Determination: Less than Significant Impact.***

The proposed project would not directly or indirectly induce significant population growth, as identified in Impact 3.14(a) above. The project would not result in the need for additional new or altered police protection services and would not alter acceptable service ratios or response times. The park and ride lot is an existing facility that is currently provided with police protection services. Project implementation would not create the need for the development of additional police facilities. Therefore, impacts on police protection services with project implementation would be less than significant.



3) *Schools? **Determination: No Impact.***

As identified in Impact 3.14(a), above, the proposed project would not involve a land use that would directly or indirectly induce significant population growth. Therefore, the project would not generate additional school-aged students that would create new demand on local schools for educational services. No impact would occur in this regard.

4) *Parks? **Determination: No Impact.***

Due to the nature of the project, no new residents would be generated that would be likely to impact or create a need for additional local parks or other public facilities. No impact would occur in this regard.

5) *Other public facilities? **Determination: No Impact.***

Refer also to Impact 3.14(a), above. The proposed project would not induce significant population growth within the area, either directly or indirectly, and therefore would not create new demand for other public facilities (i.e., libraries). Therefore, the project would not create significant impacts on other public facilities. No impact would occur in this regard.





### 3.16 RECREATION

	<i>Potentially Significant Impact</i>	<i>Less Than Significant with Mitigation Incorporated</i>	<i>Less Than Significant Impact</i>	<i>No Impact</i>
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#### RECREATION

- |  |                          |                          |                          |                                     |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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?* **Determination: No Impact.**

Refer to Impact 3.15(a)(4), above. The proposed project consists of access road construction to an existing park and ride facility, signalized intersection and associated improvements, and as such, its implementation would not induce area population growth or increase demand for or use of existing local or regional park facilities. For this reason, the project would have no impact on the local and regional parks system.

- 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?* **Determination: No Impact.**

Refer to Impact 3.15(a)(4), above. As a roadway improvement project, the proposed project does not include construction of any recreational facilities, nor would it generate additional area population that would require the construction or expansion of recreational facilities. No impact would occur in this regard.



### 3.17 TRANSPORTATION/TRAFFIC

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>TRANSPORTATION/TRAFFIC</b> – Would the project:				
a) Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads and highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

This section is primarily based upon the traffic operations analysis that was prepared for the proposed project (Michael Baker International 2019). Refer to Appendix G, Traffic Operations Analysis, for the full report.

#### **Would the project:**

- a) *Conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?* **Determination: Less than Significant Impact.**

Near the project site, Temecula Parkway is a six-lane divided roadway with a raised median, trending in an east-west direction providing access to the I-15 freeway. It is functionally classified as an Urban Arterial adjacent to the project site, according to the City's *General Plan Circulation Element Roadway Plan*. On-street parking is prohibited and the posted speed limit near the project site is 50 mph. Wabash Lane is a 2-lane divided roadway providing access to approximately 140 homes south of Temecula Parkway in the California Sunset subdivision. Within the residential



community, the speed limit is 25 mph. There is currently a westbound left-turn-lane from Temecula Parkway onto Wabash Lane with approximately 250 feet of storage. For vehicles at the northbound Wabash Lane approach turning left onto westbound Temecula Parkway, a 225-foot-long acceleration lane is provided to facilitate the left-turn movement and allow vehicles to merge into the westbound traffic flow.

The objective of the proposed project is to signalize the intersection of Temecula Parkway and Wabash Lane, construct a 42-foot (curb-to-curb) access road connection to service the existing park and ride facility, and convert the existing westbound acceleration lane into an eastbound left-turn lane. The proposed trips to be generated by the park and ride facility are not new trips to the community, but rather redirected existing traffic which consists mostly of pass-by trips.

Table 3.17-1, *LOS and Queuing Summary*, shows the results of the level of service (LOS) analysis and queuing assessment (95th percentile) based on the volumes provided in the *Traffic Operations Analysis*. As shown in Table 3.17-1, the proposed signalized intersection is projected to operate at acceptable levels of service during both the AM and PM peak hours. The minimum required southbound left-turn lane storage length is based on the PM peak hour 95th percentile queue of 66 feet.

**Table 3.17-1**  
**LOS and Queuing Summary**

Existing with Park & Ride		AM	PM
Delay (seconds)		9.3	30.8
LOS		A	C
95th Percentile Queue (feet)	NBL	51	31
	SBL	8	66
	EBL	26	40
	WBL	38	41

Source: Traffic Operations Analysis (Appendix G), p. 3, Table 1.

The specific roadway improvements that would occur with project implementation include the following:

- Convert the existing westbound acceleration lane to eastbound left-turn lane (230 feet of storage).
- Construct a project access road (42-foot curb-to-curb width):
  - One shared through/left-turn lane;
  - One dedicated right-turn lane; and
  - Minimum 66-foot southbound left-turn storage pocket).
- Wabash Lane configuration:
  - One shared through/left-turn lane; and
  - One dedicated right-turn lane.
- Permissive signal phasing for northbound and southbound movements.
- Protected signal phasing for eastbound and westbound left-turn movements.

The project would contribute to the City's goals to improve roadway safety and provide better access to regional transportation routes. As discussed above, the project would not result in a



deficient LOS within the project area. In addition, the project would eliminate an existing hazardous roadway configuration by providing a more direct and protected access to the I-15 freeway via Temecula Parkway. As such, the project would not conflict with (i.e. lower) an established measure of effectiveness for performance of the system (i.e. LOS), and instead would improve conditions along the roadway, allowing for improved traffic flows and circulation. For the reasons above, the project would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the affected circulation system. Impacts would be less than significant.

- b) *Conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads and highways? **Determination: Less than Significant Impact.***

SCAG implements its Regional Transportation Plan (RTP), which is a multi-modal, long-range planning document. The RTP identifies programs and policies for congestion management, transit, bicycles and pedestrians, roadways, freight, and financing. Each agency responsible for building and managing transportation facilities, including the City of Temecula, has implementation responsibilities under the RTP. The RTP relies on local plans and policies governing circulation and transportation to identify the region's future multi-modal transportation system.

Further, urbanized areas such as Riverside County are required under State law to adopt a Congestion Management Program (CMP). The Riverside County CMP is updated every two years and includes goals aimed at reducing traffic congestion, improving air quality, and providing a coordination mechanism between land development and transportation improvement decisions. The CMP is administered by the Riverside County Transportation Commission (RCTC). The CMP incorporates federal Congestion Management System (CMS) guidelines. RCTC has also developed an Enhanced Traffic Monitoring System, in which real-time traffic count data can be accessed to evaluate the condition of the CMS, as well as meet other monitoring requirements at the State and federal levels. In support of the CMP, the City is required to maintain minimum LOS thresholds identified in the General Plan and requires traffic impact analyses for development projects to evaluate potential impacts on the circulation system at a local and regional level.

As discussed in Impact 3.17(a) above, the objective of the proposed project is to improve roadway safety and provide better access to regional transportation routes. The project would not increase roadway capacity or result in new trip generation, but rather, would redirect existing traffic, which consists mostly of pass-by trips. As such, the project is not anticipated to conflict with an applicable congestion management program, including, but not limited to, LOS standards and travel demand measures, or other standards established by the county congestion management agency for designated roads and highways. Impacts would be less than significant.

- c) *Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? **Determination: No Impact.***

As discussed in Impact 3.9(e), the proposed project is located approximately 6.1 miles to the southwest of the French Valley Airport and is not located within the Compatibility Zones identified in the Riverside County Airport Land Use Compatibility Plan. Additionally, the project proposes roadway improvements and associated infrastructure improvements (i.e. street lighting) that would in no way result in a change to air traffic patterns. Therefore, no impact would occur.



- d) *Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?* **Determination: No Impact.**

Currently, residents of the neighborhood south of Temecula Parkway travelling toward the I-15 freeway must turn left from northbound Wabash Lane, cross three lanes of heavy, fast moving traffic into an acceleration lane, and then merge into westbound traffic flow on Temecula Parkway. Based on observations, many of the residents who are less aggressive drivers either turn right onto Temecula Parkway and U-turn at Pechenga Parkway, or exit the neighborhood at Cupeno Lane, U-turn at Rainbow Canyon Road, and turn left onto westbound Temecula Parkway. The proposed signal would provide these residents with a more direct and protected access to the I-15 freeway via Temecula Parkway.

The proposed project is intended to enhance safety in the project area. The project would result in construction of a new traffic signal at the intersection of Temecula Parkway and Wabash Lane, and the addition of the north leg of the intersection to provide access to the existing park and ride facility located east of La Paz Road and north of Temecula Parkway. In addition, the existing median on Temecula Parkway would be reconfigured to provide a left-turn bay serving from eastbound Temecula Parkway onto the proposed access road. The existing median on Wabash Lane would also be reconfigured to accommodate traffic flow through the proposed signalized intersection. Once the proposed park and ride facility access road on Temecula Parkway is complete and the traffic signal is operational, the existing park and ride facility driveway on Vallejo Avenue would be closed.

The affected segment of the roadway does not presently support any curves, and no such elements are proposed with the project. No new land uses are proposed along any of the roadways in the project area, and no existing land uses would be disturbed, as all work would occur within the roadway right-of-way. As such, the project would not substantially increase hazards due to a design feature or incompatible use. No impact would occur.

- e) *Result in inadequate emergency access?* **Determination: Less than Significant Impact.**

Temporary construction activities would have the potential to interfere with emergency access to adjacent properties (i.e. residential and commercial uses). The project is subject to City review to ensure that the project as designed does not temporarily or permanently interfere with the provision of emergency access or with evacuation routes. Additionally, a Traffic Control Plan (TCP) would be prepared by the City, prior to project construction, to ensure that project construction activities do not substantially restrict traffic flows on area roadways and that emergency access and public safety are maintained at all times during all phases of project construction. Traffic control during project construction would occur in accordance with the California Manual on Uniform Traffic Control Devices (California Manual on Uniform Traffic Control Devices), and/or the American Public Works Association (APWA) Work Area Traffic Control Handbook. All traffic control measures shall be in place prior to the commencement of any work.

Additionally, over the long-term, the proposed roadway improvements and access road are intended to alleviate dangerous traffic conditions and provide direct, protected access to the I-15 freeway via Temecula Parkway. The roadway improvements would also contribute to enhanced emergency access along Temecula Parkway by improving traffic circulation and safety on project area roadways.

With implementation of the TCP, and conformance with City standards regarding the provision of emergency access, project construction and operation would not result in inadequate emergency access. Impacts would be less than significant.



- f) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)? **Determination: Less than Significant Impact.**

Project construction may temporarily restrict access to or use of existing area sidewalks, bus stops, and/or bike lanes within the project vicinity. As indicated above, a TCP would be prepared and implemented to ensure that such elements are not substantially affected and that alternative temporary facilities for bicyclists and pedestrians are provided as needed during project construction. As construction would be short-term and temporary, combined with implementation of a TCP, project construction would not conflict with adopted policies, plans, or programs supporting alternative transportation. Impacts would be less than significant.

In addition, because the project would facilitate safe vehicular movement in the area and provide a new permanent dedicated access road to the existing park and ride facility, a beneficial impact would occur with regard to alternative transportation, since the users of the park and ride facility are generally transferring to public transport connections. Therefore, the project would not conflict with adopted policies, plans, or programs supporting alternative transportation and a less than significant impact would occur.





### 3.18 TRIBAL CULTURAL RESOURCES

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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#### **TRIBAL CULTURAL RESOURCES** – Would the project:

Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, 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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |

#### **Would the project:**

- a) *Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California native American tribe, and that is 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)?* **Determination: Less Than Significant with Mitigation Incorporated.**

California State Assembly Bill No. 52 (AB 52) amended CEQA by creating a new category of cultural resources, tribal cultural resources, and requires consultation with Native American Tribes. Governor Brown signed AB 52 on Sept 25, 2014, and the Bill became effective July 1, 2015. Pursuant to AB 52, lead agencies are required to consult with Native American tribes who request consultation for projects located within their traditional territory. AB 52 consultation is required for projects that have a Notice of Preparation, Notice of Negative Declaration, or Notice of Mitigated Negative Declaration on or after July 1, 2015. AB 52 consultation is ongoing throughout the processing of a project until mutual agreement can be reached. Consultation is considered concluded when: (1) all parties are in agreement; (2) acting in good faith and after reasonable effort, mutual agreement cannot be reached; or, (3) tribes are non-responsive.

In February 2020, the City initiated tribal consultation with interested California Native American tribes consistent with AB 52. The City requested consultation from the following tribes: Agua Caliente Band of Cahuilla Indians; Pechanga Band of Luiseño Indians; Rincon Band of Luiseño Indians; Soboba Band of Luiseño Indians; and Torres Martinez Desert Cahuilla Indians. To date,



the Pechanga Band of Luiseño Indians has responded. The balance of the consulted tribes did not respond to the consultation.

Through consultation, the Pechanga Tribe informed the City of the project's proximity to a nationally registered Traditional Cultural Property, as well as several recorded sites within a mile of the project's Area of Potential Effects (APE). As a prehistoric aged resource was observed during the cultural survey and the known resources that were observed during the grading of nearby projects, the Pechanga Tribe has recommended the inclusion of Mitigation Measures CR-1 through CR-8 to be implemented to reduce the Project's impacts to less than significant.

#### **MITIGATION MEASURES**

- CR-1** A professional archaeological monitor shall be present to monitor all ground-disturbing activities associated with the project. The archaeological monitor shall work under the direct supervision of a Cultural Resource Professional that meets the Secretary of the Interior's Professional Qualification Standards for Archaeology (U.S. Department of Interior, 2012) and as approved by the City of Temecula to provide archaeological expertise in carrying out all mitigation measures related to archaeological resources (Mitigation Measures CR-2, CR-3 and CR-5).
- CR-2** The qualified archaeologist, or an archaeologist working under the direction of the qualified archaeologist, along with a representative designated by the Pechanga Tribe, shall conduct a pre-construction cultural resources worker sensitivity training to inform construction personnel of the types of cultural resources that may be encountered, and to bring awareness to personnel of actions to be taken in the event of a cultural resources discovery. The City shall ensure that construction personnel are made available for and attend the training and shall retain documentation demonstrating attendance.
- CR-3** Prior to the start of ground-disturbing activities, the qualified archaeologist shall designate an archaeological monitor to observe ground-disturbing activities, including but not limited to, brush clearance and grubbing, grading, trenching, excavation, and the construction of fencing and access roads, in consultation with the Pechanga tribal monitor. If ground-disturbing activities occur simultaneously in two or more areas located more than 500 feet apart, additional archaeological monitors may be required. The archaeological monitor shall keep daily logs. After monitoring has been completed, the qualified archaeologist shall prepare a monitoring report that details the results of monitoring activities, which shall be submitted to the City, Pechanga Tribe, and to the EIC at the University of California, Riverside.
- CR-4** At least 30 days prior to the start of any ground disturbing activity, the City shall contact the Pechanga Tribe of grading, excavation and the monitoring program, and to coordinate with the Pechanga Tribe to develop a Cultural Resources Treatment and Monitoring Agreement (Agreement). The Agreement shall address the treatment of known cultural resources; the designation, responsibilities, and participation of Pechanga Tribal monitors during grading, excavation and all ground disturbing activities; project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site.

The Pechanga Tribal monitor shall monitor observe ground-disturbing activities, including but not limited to, brush clearance and grubbing, grading, trenching, excavation, and the



construction of fencing and access roads, in consultation with the archaeological monitor. If ground-disturbing activities occur simultaneously in two or more areas located more than 500 feet apart, additional archaeological monitors may be required. The Pechanga tribal monitor shall keep daily logs. If ground-disturbing activities occur simultaneously in two or more locations, additional Pechanga tribal monitors may be required.

**CR-5** If inadvertent discoveries of subsurface archaeological/cultural resources are made during ground-disturbing activities, the applicant, the qualified archaeologist, and the Pechanga Tribe shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. Pursuant to PRC Section 21083.2(b) avoidance is the preferred method of preservation for archaeological resources. PRC Section 21084.3 further requires that agencies shall avoid damaging effects to tribal cultural resources, if feasible. If the City, the qualified archaeologist, and the Pechanga Tribe cannot agree on the significance or the mitigation for such resources, these issues will be presented to the City Planning Director for decision. The City Planning Director shall make the determination based on the provisions of the CEQA with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the Pechanga Tribe. Notwithstanding any other rights available under the law, the decision of the City Planning Director shall be appealable to the City Planning Commission and/or City Council.

**CR-6** The City shall relinquish ownership of all cultural resources, including sacred items, burial goods and all archaeological artifacts that are recovered as a result of project implementation to the Pechanga Tribe for proper treatment and disposition as outlined in the Agreement (Mitigation Measure CR-4).

**CR-7** All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible.

**CR-8** Consistent with State CEQA Guidelines Section 15064.5, Subdivision (e), in the event of an accidental discovery or recognition of any human remains, the County Coroner shall be notified and construction activities at the affected work site shall be halted. Further, pursuant to PRC Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the remains are found to be Native American, the County Coroner shall notify the Native American Heritage Commission (NAHC) within 24 hours. The NAHC shall immediately notify the most likely descendant(s) under Public Resources Code Section 5097.98, and the descendants must make recommendations or state their preference for treatment within 48 hours of being granted access to the site as identified in Agreement described in Mitigation Measure CR-4.

*b) 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 resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider*



the significance of the resource to a California Native American tribe. **Determination: Less Than Significant with Mitigation Incorporated.**

Refer to Impact 3.18(a) above. The proposed project would result in less than significant impacts with mitigation incorporated.

#### **MITIGATION MEASURES**

Refer to Mitigation Measures CR-1 through CR-8 described in Impact 3.18(a), above.



### 3.19 UTILITIES AND SERVICE SYSTEMS

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>UTILITIES AND SERVICE SYSTEMS</b> – Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) 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 type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

**Would the project:**

- a) *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?* **Determination: No Impact.**

Surface runoff from the project is addressed in Impacts 3.10(a), 3.10(c), 3.10(e), and 3.10(f) in Section 3.10, Hydrology and Water Quality, of this IS/MND. The roadway improvements proposed under the project would not result in the production of wastewater, and therefore, no wastewater treatment would be required with project construction or operation. No impact would occur in this regard.

- b) *Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?* **Determination: No Impact.**

Water for the landscaped medians proposed along the affected segment of Temecula Parkway would continue to be provided by RCWD and would be served by direct connection to existing recycled water lines. Wastewater services for the project area are currently provided by the Eastern Municipal Water District (EMWD). Due to the nature of the roadway improvements, project implementation would not increase wastewater production or require the construction



of new water or wastewater treatment facilities or expansion of existing facilities. No impact would occur in this regard.

- c) *Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? **Determination: Less than Significant Impact.***

Refer to Impact 3.19(a), above. The new access roadway would result in an increase in impervious surface area, thereby potentially increasing stormwater runoff. However, the relatively small new impervious surface area would not create a substantial amount of runoff that cannot be adequately handled by the City's existing system in Temecula Parkway. Construction of the access road and relevant improvements have been addressed as part of this IS/MND and impacts were found to be less than significant. The project would not result in or require the construction or expansion of new off-site or regional storm drain facilities. Impacts would be less than significant.

- d) *Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? **Determination: No Impact.***

Refer to Impact 3.19(b), above. As a roadway improvement project, the proposed improvements would not substantially increase demand on existing water (or recycled water) service facilities. The project would not result in development of a land use that would require the provision or expansion of water service. Although minimal, water may be used for dust suppression purposes during project construction; however, sufficient water supplies are available to serve such purposes from existing entitlements and resources. New or expanded water treatment facilities would not be required to serve the project site, nor would the project adversely affect the ability of the EMWD to provide adequate wastewater services. No impact would occur in this regard.

- e) *Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? **Determination: No Impact.***

Refer to Impact 3.19(b), above. As a park and ride facility access project, the proposed improvements would not increase demand on existing wastewater treatment facilities. The project would not result in development of a land use that would require the provision or expansion of wastewater treatment facilities to serve the project site, or that would affect the ability of the EMWD to provide adequate wastewater services. No impact would occur in this regard.

- f) *Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? **Determination: Less than Significant Impact.***

Project construction may require some demolition/excavation of existing materials and soils, which would necessitate solid waste hauling. All excavation and construction debris would be required to demonstrate compliance with all federal, State, and local statutes and regulations related to solid waste, including the 50 percent diversion of solid waste requirement pursuant to the California Integrated Waste Management Act of 1989 (AB 939).

Pursuant to AB 939, the City has prepared a Source Reduction and Recycling Element (SSRE) and implements the Element to ensure that the City's solid waste reduction goals continue to be met. The proposed park and ride facility access project would be required to comply with such goals stipulated under the City's SSRE for diverting solid waste, as applicable. Project construction would also be subject to the solid waste disposal goals and policies identified under the General Plan Growth Management/Public Facilities Element. Project conformance with AB 939, along with the City's SSRE and City General Plan goals and policies, would ensure project compliance with





the statutes and regulations in place relative to solid waste disposal. A less than significant impact would occur in this regard.

- g) *Comply with federal, State, and local statutes and regulations related to solid waste?*  
**Determination: Less than Significant Impact.**

Refer to Response 3.19(f), above. The project would be required to comply with City's adopted construction and solid waste disposal programs and applicable federal, State, and local regulations pertaining to solid waste. Therefore, a less than significant impact would occur.



### 3.20 WILDFIRE

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

#### Would the Project:

- a) *Substantially impair an adopted emergency response plan or emergency evacuation plan?*  
**Determination: Less Than Significant Impact.**

While the proposed project would minimally impact local traffic flow during the temporary construction period, it would not conflict with or interfere with emergency evacuation of the surrounding area. Project construction would not substantially interfere with traffic circulation, as emergency access along the project alignments would be maintained during project construction. No revisions to an adopted emergency plan would be required as a result of the proposed project. Impacts in this regard would be less than significant.

- b) *Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?* **Determination: Less Than Significant Impact.**

The proposed project would build a new access road for the existing park and ride facility on relatively flat and undeveloped land. The project would also install a new traffic light at the intersection of Wabash Lane and Temecula Parkway. The project site is located in an urbanized area and is not susceptible to wildfire. As shown in the CAL FIRE Resource and Assessment Program (FRAP) map<sup>14</sup>, the project site is in a Local Responsibility Area and is approximately one quarter mile from the nearest Very High Fire Hazard Severity Zone to the west. Construction activities can increase the risk of fire ignition, particularly in areas adjacent to or within areas with brush and vegetation. The project is not located in an area of slope, but occasionally experiences Santa Ana wind conditions. The project would be required to comply with federal, State and local development regulations that minimize the risk of fire hazards. Implementation of the proposed

<sup>14</sup> CAL FIRE, Fire Hazard Severity Zones in LRA. <https://osfm.fire.ca.gov/media/5924/temecula.pdf>



project would not exacerbate wildfire risks and would not expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Impacts are considered less than significant.

- c) *Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? **Determination: Less Than Significant Impact.***

The proposed project is located within, and surrounded by, existing urban development. The proposed project would include installation and maintenance of a new access road and power for the new traffic signal would tie into the existing power grid. Construction activities have the potential to increase the risk of fire ignition, but the project is unlikely to exacerbate wildfire risks because vegetation along the project alignment is minimal and is limited to trees and landscaping. During operation, the proposed project would receive scheduled inspections and maintenance. These activities would have minimal environmental impacts and are not expected to exacerbate fire risk in the area. Therefore, impacts would be less than significant.

- d) *Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? **Determination: Less Than Significant Impact.***

The proposed project involves the construction of an access road and traffic light and would not involve the construction or operation of occupiable structures. While workers would temporarily be present at the project site during construction, they would not be subject to undue risks associated with flooding or landslides. In addition, the long-term operation of project would not cause or exacerbate flooding or landslides hazards. Therefore, impacts involving the exposure of people or structures to significant risks from flooding or landslides as a result of runoff, post-fire slope instability, and/or drainage changes would be less than significant.



### 3.21 MANDATORY FINDINGS OF SIGNIFICANCE

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>MANDATORY FINDINGS OF SIGNIFICANCE</b>				
a) Does the project have the potential to 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, 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"/>
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 type="checkbox"/>	<input checked="" 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 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, 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?* **Determination: Less than Significant with Mitigation Incorporated.**

The project's potential impacts to wildlife would be reduced to a less than significant level through the proposed mitigation measures; refer to Section 3.4, Biological Resources. Similarly, potential impacts to cultural resources, particularly unknown buried resources, would be reduced to less than significant levels through compliance with the proposed mitigation measures; refer to Section 3.5, Cultural Resources. As such, potential impacts as noted above would be mitigated through implementing standard City-approved measures and the recommended mitigation measures.

- b) *Does the project have impacts that are individually limited, but cumulatively considerable?* **Determination: Less than Significant Impact.**

The proposed project would not have impacts that are individually limited, but cumulatively considerable. Given the project's relatively small scale, the disturbed nature of the project site (vacant land discing for weed abatement and existing roadway right-of-way), the temporary nature of required construction activities, and the mitigatable long-term operational impacts, project-related cumulative impacts are not considered significant, and no mitigation measures are required.



- c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? **Determination: Less than Significant with Mitigation Incorporated.***

The proposed project would not result in environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly, following implementation of the recommended mitigation measures for biological and cultural resources, geology and soils, hydrology and water quality, land use, and noise. Construction and operational activities are anticipated to have some minor impacts, all of which would be mitigated where appropriate. All potential long-term impacts would be reduced to less than significant levels through implementation of required mitigation measures, as described in the impact discussions in Sections 3.1 to 3.20, above.



## 4.0 REFERENCES

### 4.1 REPORT PREPARATION PERSONNEL

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## 5.0 CONSULTANT RECOMMENDATION

Based on the information and environmental analysis contained in the Initial Study/Mitigated Negative Declaration, we recommend that the City of Temecula prepare a Mitigated Negative Declaration for the Traffic Signal - Park and Ride Access Improvements Project. Refer to Section 6.0, Lead Agency Determination.

A handwritten signature in blue ink, appearing to read "Peter Minegar", is positioned above a horizontal line.

**Peter Minegar, CEP-IT**  
**Associate/ Department Manager- Planning**  
**Michael Baker International**

April 17, 2020

**Date**



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## 6.0 LEAD AGENCY DETERMINATION

On the basis of this initial evaluation:

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

☐

I find that although the proposal could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in Section 5.0 have been added. A MITIGATED NEGATIVE DECLARATION will be prepared.

☒

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

☐

I find that the proposal MAY have a significant effect(s) 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, if the effect is a "potentially significant impact" or "potentially significant unless mitigated." An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐

Signature

Eric Jones, Associate Planner

Printed Name/Title

City of Temecula

Agency

4-20-20

Date



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