ALBERT A. WEBB ASSOCIATES

Draft Environmental Impact Report

Residential Infill Priority Area Overlay Zone (RIPAOZ) Project

Prepared for:

CALIMESA California

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Acronyms

AAM	Annual Arithmetic Mean
AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ACHP	Advisory Council on Historic Preservation
ACBCI	Agua Caliente Band of Cahuilla Indians
ADA	Americans with Disabilities Act
ADOE	Office of Historic Preservation Archaeological Determinations of Eligibility
ADT	Average Daily Trips
AIA	Airport Influence Area
AICUZ	Air Installation Compatible Use Zones
ALUC	Airport Land Use Commission
AMSL	Above Mean Sea Level
ANSI	American National Standards Institute
AOZ	Airport Overlay Zone
APE	Area of Potential Effects
APN	Assessor's Parcel Number
APZ	Accident Potential Zone
AQMD	Air Quality Management District
AQMP	Air Quality Management Plan
AR4	Fourth Assessment Report (Intergovernmental Panel on Climate Change)
ARRA	American Recovery and Reinvestment Act
ASF	Age Specific Factor
ASHREA	American Society of Heating, Refrigeration, and Air Conditioning Engineers
AST	Above-Ground Storage Tank
ASTM	American Society for Testing and Materials
BACT	Best Available Control Technology
BAU	Business-as-usual
BMP	Best Management Practices
BMP	Business and Manufacturing Park
BP	Business Park
BPO	Business Professional Office
BP	Before Present
BUG	Backlight, Uplight, and Glare
BUOW	Burrowing Owl
C	Commercial
CAA	Federal Clean Air Act
CAAP	Clean Air Action Plan
CAAQS	California Ambient Air Quality Standards
CAISO	California Independent System Operator
Cal/ARP	California Emergency Management Agency's Accidental Release Prevention
CalEEMod	California Emissions Estimator Model
CalEEMod™	California Emissions Estimation Model, Version 2016.3.2
Cal EPA	California Environmental Protection Agency
CalGreen	California Green Building Standards Code
CalRecycle	California Department of Resources Recycling and Recovery

Acronyms

CalTrans	California Department of Transportation
CAP	Climate Action Plan
CAPCOA	California Air Pollution Control Officer's Association
CAPSSA	Criteria Area Plant Species Survey Area
CARB	California Air Resources Board
CAS	California Climate Adaptation Strategy
CASSA	Critical Area Species Survey Area
CAT	Climate Action Team
CBC	California Building Code
CCAA	California Clean Air Act
CCR	California Code of Regulations
CDC	U.S. Center for Disease Control and Prevention
CDF	California Department of Forestry and Fire Protection
CDFW	California Department of Fish and Wildlife
CDG	Citywide Design Guidelines
CDSG	Citywide Design and Sign Guidelines
CEC	California Energy Commission
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
CFC	California Fire Code
CFD	Community Facilities District
CFR	Code of Federal Regulations
CGS	California Geological Survey
CHP	Combined Heat and Power
CHRIS	California Historical Resource Information System
CHWMP	Riverside County Hazardous Waste Management Plan
CLOMR	Conditional Letter of Map Revision
CLUP	Comprehensive Land Use Plan
CMA	Congestion Management Agency
CMP	Congestion Management Program
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CNRA	California Natural Resources Agency
CO	Carbon Monoxide
CPUC	California Public Utilities Commission
CRA	Colorado River Aqueduct
CRHR	California Register of Historical Resources
CUP	Conditional Use Permit
CWA	Federal Clean Water Act
CZ	Clear Zone
DAP	Drought Allocation Plan
DBESP	Determination of Biologically Equivalent or Superior Preservation
DCV	Design Capture Volume
DEIR	Draft Environmental Impact Report
DIF	Development Impact Fees
DOE	U.S. Department of Energy

Acronyms

DOT	Department of Transportation
DBR	Daily Breathing Rate
DPM	Diesel Particulate Matter
DPR	Development Plan Review
DTSC	California Department of Toxic Substances Control
DWR	California Department of Water Resources
ED	Exposure Duration
EG	Electric Generation
EHS	Extremely Hazardous Substance
EIC	Eastern Information Center
EIR	Environmental Impact Report
EISA	Energy Independence and Security Act
EMO	Emergency Management Office
EMWD	Eastern Municipal Water District
EO	Executive Order
EOC	Emergency Operations Center
EOP	Emergency Operation Plan
Eor	Enhanced Oil Recovery
EPA	Environmental Protection Agency
EPAP	Economic Prosperity Action Plan
EPCA	Federal Energy Policy and Conservation Act
ESA	Environmental Site Assessment (Phase I)
ESA	Endangered Species Act
EVSE	Electric Vehicle Supply Equipment
FAA	Federal Aviation Administration
FAH	Fraction of Time at Home
FAR	Federal Aviation Regulations
FEIR	Final Environmental Impact Report
FEMA	Federal Emergency Management Agency
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FMMP	Farmland Mapping and Monitoring Program
FPEIR	Final Program Environmental Impact Report
GAP	Green Accountability Performance
GE	General Industrial
GHG	Greenhouse Gas
GIS	Geographic Information System
GLC	Ground-Level Concentration
GP 2030	City of Perris General Plan 2030
GWMP	Groundwater Management Plan
GWP	Global Warming Potential
HABS	Historic American Buildings Survey
HAER	Historic American Engineering Record
HANS	Habitat Evaluation and Acquisition Negotiation Strategy
HARP2 RAST	Hotspots Analysis and Reporting Program Version 2 Risk Assessment Standalone Tool
HC	Hydrocarbons
H&C	Health and Safety Code
HCOC	Hydrologic Condition of Concern

Acronyms

HCP	Habitat Conservation Plan
HDV	Heavy Duty Vehicle
HMBP	Hazardous Materials Business Plan
HMMA	California Hazardous Material Management Act
HMMP	Habitat Mitigation and Monitoring Plan
HMTA	Hazardous Materials Transportation Act
HPD	Office of Historic Preservation Historic Property Directory
HPS	High-Pressure Sodium
HQTA	High Quality Transit Areas
HRA	Health Risk Assessment
HVAC	Heating, Ventilation, and Air Conditioning
HVIP	Heavy Duty Voucher Incentive Project
HVLP	High Velocity-Low Pressure
IPCC	Intergovernmental Panel on Climate Change
IPM	Integrated Pest Management
IS	Initial Study
ISTEA	Intermodal Surface Transportation Efficiency Act
ITE	Institute of Traffic Engineers
JPA	Joint Powers Authority
JPR	Joint Project Review
LAFCO	Local Agency Formation Commission
LCFS	Low Carbon Fuel Standards
LDMF	Local Development Mitigation Fee
LED	Light-Emitting Diode
LEED	Leadership in Energy and Environmental Design
LI	Light Industrial
LID	Low Impact Development
LiUNA	Laborers International Union of North America
LOS	Level of Service
LPS	Low-Pressure Sodium
LST	Localized Significance Threshold
LUST	Leaking Underground Storage Tank
MARB	March Air Reserve Base
MARB/IPA	March Air Reserve Base/Inland Port Airport
MARB/IPA LUCP	March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan
MATES	Multiple Air Toxics Exposure Study
MBTA	Migratory Bird Treaty Act
MCUP	Minor Conditional Use Permit
MDR	Medium Density Residential
MEP	Maximum Extent Practicable
MICR	Maximum Individual Cancer Risk
MLD	Most Likely Descendent
MM	Mitigation Measure
MOE	Measurement of Effectiveness
MOU	Memorandum of Understanding
MPO	Metropolitan Planning Organization
MRZ	Mineral Resource Zone
MS4	Municipal Separate Storm Sewer System
MSHCP	Western Riverside County Multiple Species Habitat Conservation Plan

Acronyms

MTA	Metropolitan Transportation Authority
MUTCD	California Manual on Uniform Traffic Control Devices
MVUSD	Moreno Valley Unified School District
NAAQS	National Ambient Air Quality Standards
n/a	Not applicable
NAHC	Native American Heritage Commission
NAS	National Academy of Sciences
NCCP	Natural Communities Conservation Plan
NCDC	National Clean Diesel Campaign
NEPA	National Environmental Policy Act
NEPSSA	Narrow Endemic Plant Species Survey Area
NH_4NO_3	Ammonium Nitrate
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic and Safety Administration
NIMS	National Incident Management System
NPDES	National Pollutant Discharge Elimination System
NPRBBD	North Perris Road and Bridge Benefit District
NO	Nitric Oxide
NO2	Nitrogen Dioxide
NOx	Oxides of Nitrogen
NOP	Notice of Preparation
NPC	Neighborhood Policing Center
NRC	Nuclear Regulatory Commission
NRHP	National Register of Historic Places
NWS	National Weather Service
O_3	Ozone
OEHHA	Office of Environmental Health and Hazard Assessment
OHWM	Ordinary High Water Mark
OPC	Ocean Protection Council (California)
OPR	Governor's Office of Planning and Research
OS	Open Space
OSHA	U.S. Department of Labor's Occupational Safety and Health Administration
OWSC	One Way Stop Controlled
PAH	Polycyclic Aromatic Hydrocarbons
Pb	Lead
PCE	Passenger Car Equivalence
PEL	Permissible Exposure Limit
PG&E	Pacific Gas & Electric
PQP	Public/Quasi-Public
PM	Atmospheric Particulate Matter
PM-2.5	Particulate Matter less than 2.5 microns in diameter
PM-10	Particulate Matter less than 10 microns in diameter
PRC	Public Resources Code
PRIMMP	Paleontological Resource Impact Mitigation Monitoring Program
PV	Photovoltaic
PWQMP	Preliminary Water Quality Management Plan
RBOB	Reformulated Gasoline Blendstock for Oxygenate Blending
RC	Residential Conservation Zone

Acronyms

RCA	Western Riverside County Regional Conservation Agency
RCFCWCD	Riverside County Flood Control and Water Conservation District
RCP	Reinforced Concrete Pipe
RCTC	Riverside County Transportation Commission
REC	Recognized Environmental Conditions
REL	Reference Exposure Level
RFS	Renewable Fuel Standard
ROG	Reactive Organic Gases
RPS	Renewable Portfolio Standard
RPZ	Runway Protection Zone
RSHA	Regional System of Highways and Arterials
RST	Regional Significance Threshold
RTA	Riverside Transit Agency
RTP/SCS	Regional Transportation Plan / Sustainable Communities Strategy
RUSD	Riverside Unified School District
RWQCB	Regional Water Quality Control Board
RWQCP	Regional Water Quality Control Plant
SAC	Strategic Air Command
SARA	Superfund Amendments and Reauthorization Act
SAR-DAMP	Santa Ana Regional Drainage Area Management Plan
SB	Senate Bill
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCBPSP	Sycamore Canyon Business Park Specific Plan
SCE	Southern California Edison
SCS	Sustainable Communities Strategy
SCG	Southern California Gas Company
SCSP	Sycamore Canyon Specific Plan
SDG&E	San Diego Gas & Electric
SEMS	Standardized Emergency Management System
SHAG	Sycamore Highlands Action Group
SKR	Stephens' Kangaroo Rat
SLF	Sacred Lands File
SKR HCP	Stephens' Kangaroo Rat Habitat Conservation Plan
SMARA	California Surface Mining and Reclamation Act
SO_2	Sulfur Dioxide
SOON	Surplus Off-road Opt-in for NOx
SOx	Sulfur Oxides
SPA	Specific Plan Amendment
SPS	Sustainability Policy Statement
SRA	Source Receptor Area
SRPS	Sustainable Riverside Policy Statement
SRRE	Source Reduction and Recycling Element
SSC	Species of Special Concern
SVP	Society of Vertebrate Paleontology
SWANCC	Solid Waste Agency of Northern Cook County
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board

Acronyms

SZ	Scientific Resource area
TAC	Toxic Air Contaminant
TAZ	Transportation Analysis Zone
T-BACT	Best Available Control Technology for Toxics
TCL	Traditional Cultural Landscape
TDM	Transportation Demand Management Regulations
TEA-21	Transportation Equity Act for the 21st Century
TIA	Traffic Impact Analysis
TMDL	Total Maximum Daily Load
TOD	Transit-Oriented Development
TRU	Transport Refrigeration Unit
TUA	Traditional Use Area
TUMF	Transportation Uniform Mitigation Fee (Western Riverside County)
UBC	Uniform Building Code
UCR-ARU	University of California, Riverside Archaeological Research Unit
UCMP	University of California Museum of Paleontology
USACE	U.S. Army Corps of Engineers
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UWMP	Urban Water Management Plan
VIP	Voucher Incentive Program
VLDR	Very Low Density Residential
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compound
WA	Williamson Act
WCI	Western Regional Climate Action Initiative
WCSSP	Water Conservation and Supply Shortage Program
WMWD	Western Municipal Water District
WQMP	Water Quality Management Plan
WRCOG	Western Riverside County Council of Governments
WRP	Waste Recycling Plan
WSA	Water Supply Assessment
WSAP	Water Supply Allocation Plan
WSC	Waters of the State of California
WSDM	Water Surplus and Demand Management Plan
WUEMP	Water Use Efficiency Master Plan
WWRF	Western Water Recycling Facility
ZEV	Zero-emission vehicle

1.0 Executive Summary

1.1 Document Purpose

This Draft Environmental Impact Report (DEIR) has been prepared to inform decision-makers and the public of the potentially significant environmental effects associated with the project approvals for the Residential Infill Priority Area Overlay Zone (RIPAOZ) Project (Project) in the City of Calimesa. This study has been prepared pursuant to the California Environmental Quality Act, known as CEQA, (California Public Resources Code, Sections 21000 *et seq*.) and the State *CEQA Guidelines* (California Code of Regulations, Sections 15000 *et seq*.) and the Guidelines for Implementation of the Environmental Quality Act (State *CEQA Guidelines*) (California Code of Regulations, Sections 15000, *et seq*.). The City of Calimesa is the Lead Agency for the proposed project under CEQA and is responsible for the preparation of this DEIR.

1.2 Environmental Setting

The City of Calimesa covers approximately 14.9 square miles and is bordered by unincorporated portions of Riverside County to the east and west, the City of Beaumont to the south, and the Cities of Yucaipa and Redlands the north as referenced in **Figure 3.0-1, Vicinity Map.** As depicted in **Figure 3.0-2, USGS Topographical Map**, the site is located within the U.S. Geological Survey (USGS) 7.5-El Casco quadrangle; Township 2 South Range 2 West Sections 13, 14 and 24; and Township 2 South Range 1 West Section 30 of the San Bernardino Base and Meridian (SBBM). Properties within the RIPAOZ boundary are generally flat topographically, with elevations ranging between 2,350 and 2,600 feet above mean sea level. The Project parcels are all located within the western Riverside Multiple Species Habitat Conservation Plan (MSHCP), of which the City of Calimesa is a Permittee. Four properties (Parcels 411-200-022,411-200-007, 411-200-008, and 413-320-003) are partially in Criteria Cell 323 or entirely in Criteria Cell 410, which is an area that may potentially contain sensitive habitat and wildlife necessary for the MSHCP conservation.

1.2.1 Project Site Location

The proposed Project includes 36 parcels located east and west of Interstate-10 (I-10) throughout the City as reflected in **Figure 3.0-3, Project Site**. These properties are classified under five geographic areas as detailed in **Table 3.0-A, Existing and Proposed Project Characteristics,** below. Specifically, the RIPAOZ consists of:

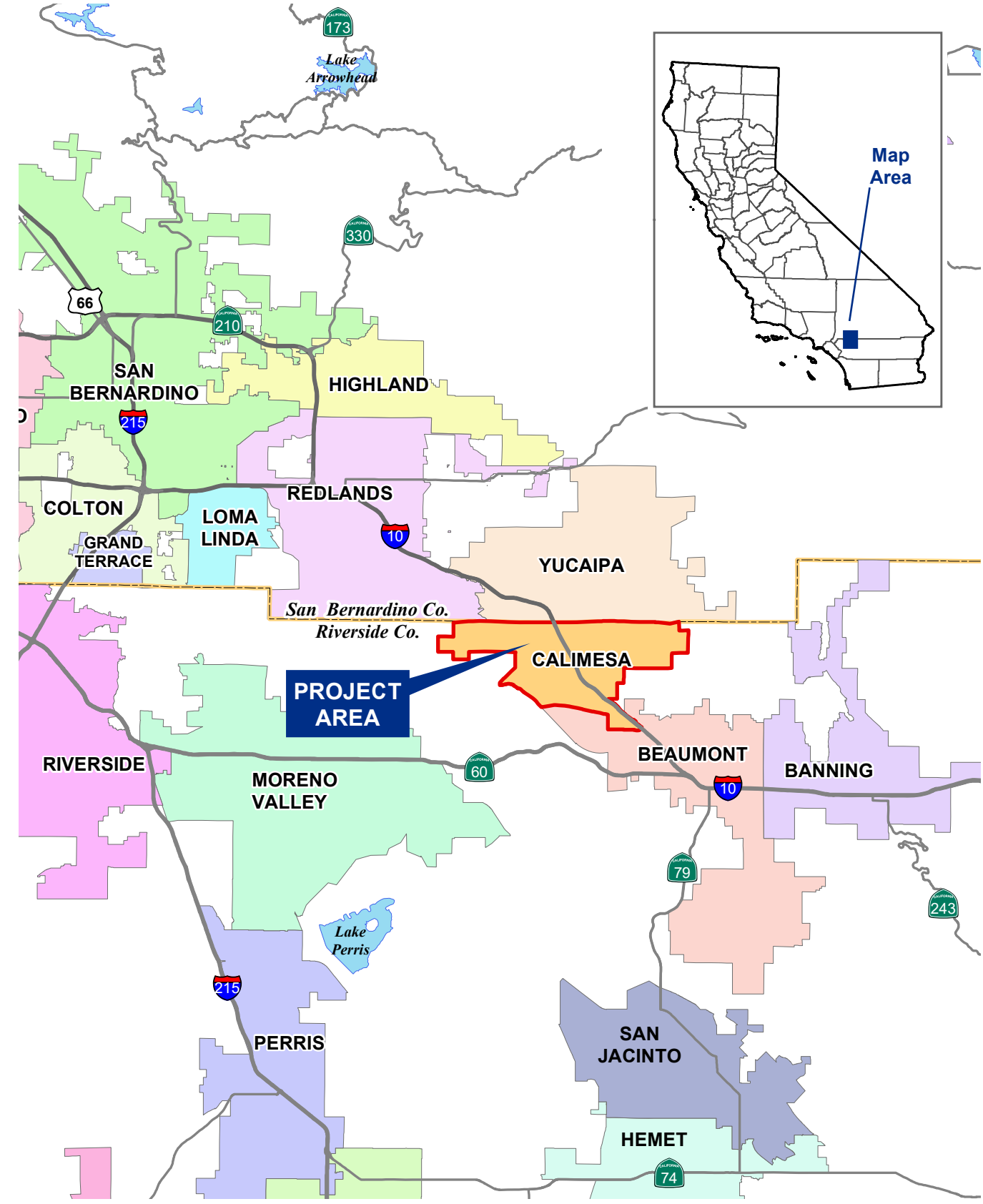
1) Seven (7) parcels located west of I-10 (south of Avenue L)
2) Sixteen (16) parcels east of I-10 (south of Avenue L between 5th Street and 2nd Street)
3) Ten (10) parcels east of I-10 (south of Avenue L between 2nd Street and Bryant Street);
4) Two (2) parcels east I-10 (north of Avenue L between Bryant Street and Douglas Street); and
5) One (1) parcel along Buena Mesa Drive (south of former Calimesa Country Club).

1.2.2 Existing General Plan Land Use and Zoning Designations

Development activities that occur in the City of Calimesa are regulated by the City of Calimesa General Plan, adopted August 4, 2014, and the Zoning Code, referenced as Title 18 of the City of Calimesa Municipal Code. The General Plan is divided into a number of districts that provide additional guidance for development and more specific land use designations under each category.

FIGURE 1.0-1 VICINITY MAP

DRAFT ENVIRONMENTAL IMPACT REPORT - CITY OF CALIMESA
RESIDENTIAL INFILL PRIORITY AREA OVERLAY ZONE PROJECT



Sources: Riverside County GIS, 2021; San Bernardino Co. GIMS, 2021

0 2 4 6 MILES

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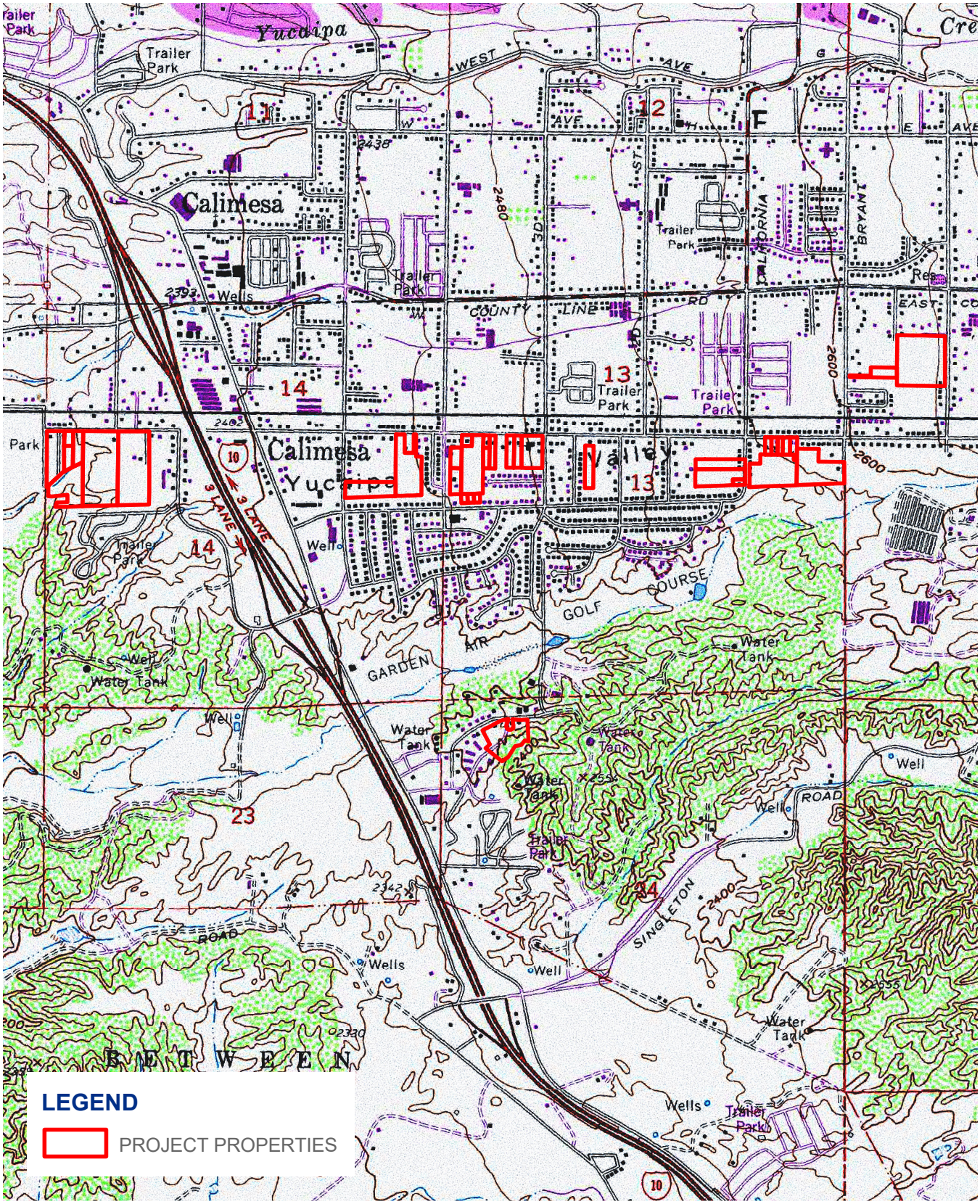
FIGURE 1.0-2 USGS TOPOGRAPHIC MAP

DRAFT ENVIRONMENTAL IMPACT REPORT - CITY OF CALIMESA
RESIDENTIAL INFILL PRIORITY AREA OVERLAY ZONE PROJECT



Sources: ESRI / USGS 7.5 min Quad: EL CASCO

0 1,000 2,000 3,000 FEET

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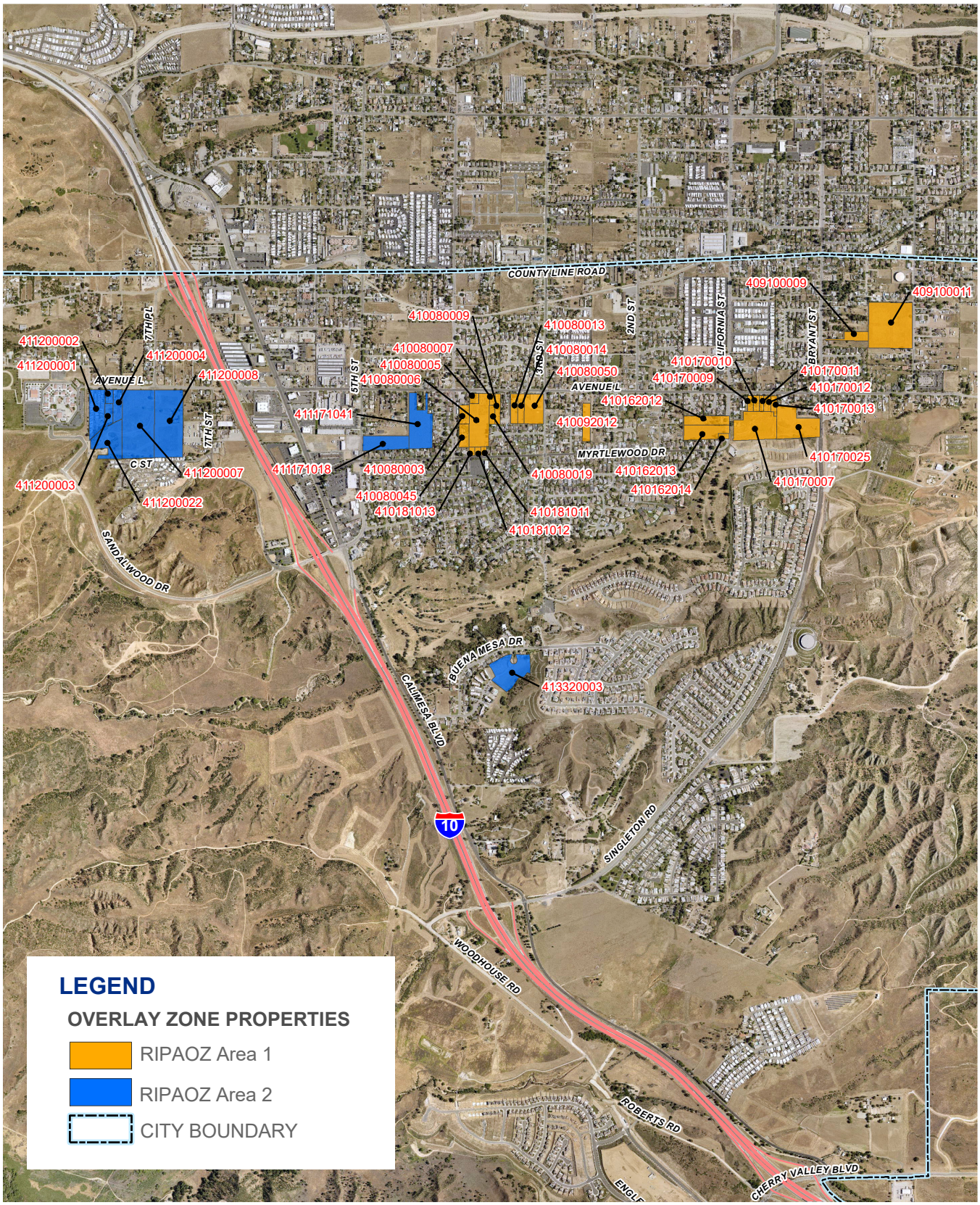
FIGURE 1.0-3 PROJECT SITE

DRAFT ENVIRONMENTAL IMPACT REPORT - CITY OF CALIMESA
RESIDENTIAL INFILL PRIORITY AREA OVERLAY ZONE PROJECT



LEGEND

OVERLAY ZONE PROPERTIES

- RIPAOZ Area 1
- RIPAOZ Area 2
- CITY BOUNDARY

Sources: Riverside County GIS, 2021; RCIT, 2020 (imagery).

0 1,000 2,000 3,000 FEET

N

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Table 1.0-A, Existing and Proposed Project Characteristics

No.	Assessor Parcel Number	EXISTING					PROPOSED			
		Acres	Land Usage[1]	General Plan Land Use / Zoning Designation[2]	Maximum Allowable Units [3]	Surrounding Land Uses	General Plan Land Use / Zoning Designation	RIPAOZ[4] Area	Maximum Density (DU/AC)[5]	Maximum Allowable Units[3]
West of I-10 (south of Avenue L)										
1.	411-200-001	3.55	Mobile Home Park	RLM	25	Mesa View Middle School Residential (RL; RLM) Commercial (Storage Facility)	RIPAOZ	Area 2	35	124
2.	411-200-002	0.5	SFR (Possible ADU)	RLM	4		RIPAOZ	Area 2	35	18
3.	411-200-003	0.75	Vacant	RLM	5		RIPAOZ	Area 2	35	26
4.	411-200-004	1.31	SFR	RLM	9		RIPAOZ	Area 2	35	46
5.	411-200-007	10.68	SFR	RLM	75		RIPAOZ	Area 2	35	374
6.	411-200-008	9.08	Vacant	RLM CC	18[6]		RIPAOZ	Area 2	35	318
7.	411-200-022	4.15	Vacant	RLM	29		RIPAOZ	Area 2	35	145
East of I-10 (south of Avenue L between 5th Street and 2nd Street)										
8.	410-080-003	0.9	SFR (various out structures)	RL	4	Residential (RL; RLM) Approved Residential Entitlements	RIPAOZ	Area 1	15	14
9.	410-080-005	0.43	SFR (various out structures)	RL	2		RIPAOZ	Area 1	15	6
10.	410-080-006	4.35	Vacant	RL	17		RIPAOZ	Area 1	15	65
11.	410-080-007	0.32	SFR	RL	1		RIPAOZ	Area 1	15	5
12.	410-080-009	0.78	SFR	RL	3		RIPAOZ	Area 1	15	12
13.	410-080-013	0.96	SFR	RL	4		RIPAOZ	Area 1	15	14
14.	410-080-014	0.95	SFR (various out structures)	RL	4		RIPAOZ	Area 1	15	14
15.	410-080-019	0.52	Vacant	RL	2		RIPAOZ	Area 1	15	8
16.	410-080-045	1.19	SFR (possible ADU)	RL	5		RIPAOZ	Area 1	15	18
17.	410-080-050	2.74	Church	RL	11		RIPAOZ	Area 1	15	41
18.	410-092-012	1.53	Vacant	RL	6		RIPAOZ	Area 1	15	23
19.	410-181-011	0.22	Vacant	RL	1		RIPAOZ	Area 1	15	3
20.	410-181-012	0.23	Vacant	RL	1		RIPAOZ	Area 1	15	3
21.	410-181-013	0.23	Vacant	RL	1		RIPAOZ	Area 1	15	3
22.	411-171-018	2.88	Vacant	RLM	20		RIPAOZ	Area 2	35	101
23.	411-171-041	5.25	Vacant	RLM	37		RIPAOZ	Area 2	35	184

Table 1.0-A, Existing and Proposed Project Characteristics

No.	Assessor Parcel Number	EXISTING					PROPOSED			
		Acres	Land Usage[1]	General Plan Land Use / Zoning Designation[2]	Maximum Allowable Units [3]	Surrounding Land Uses	General Plan Land Use / Zoning Designation	RIPAOZ[4] Area	Maximum Density (DU/AC)[5]	Maximum Allowable Units[3]
East of I-10 (south of Avenue L between 2nd Street and Bryant Street)										
24.	410-162-012	1.9	SFR	RL	8	Residential (RR; RL)	RIPAOZ	Area 1	15	29
25.	410-162-013	2.91	Vacant	RL	12		RIPAOZ	Area 1	15	44
26.	410-162-014	0.27	SFR	RL	1		RIPAOZ	Area 1	15	4
27.	410-170-007	5.76	SFR	RL	23		RIPAOZ	Area 1	15	86
28.	410-170-009	0.43	SFR (various out structures)	RL	2		RIPAOZ	Area 1	15	6
29.	410-170-010	0.43	SFR (various out structures)	RL	2		RIPAOZ	Area 1	15	6
30.	410-170-011	0.34	SFR (various out structures)	RL	1		RIPAOZ	Area 1	15	5
31.	410-170-012	0.51	SFR (various out structures)	RL	2		RIPAOZ	Area 1	15	8
32.	410-170-013	0.54	SFR (various out structures)	RL	2		RIPAOZ	Area 1	15	8
33.	410-170-025	5.59	Vacant	RL	22		RIPAOZ	Area 1	15	84
East of I-10 (north of Avenue L between Bryant Street and Douglas Street)										
34.	409-100-009	1.19	Vacant	RR	2	Residential (RR; RL)	RIPAOZ	Area 1	15	18
35.	409-100-011	9.63	Vacant	RR	19		RIPAOZ	Area 1	15	144
Along Buena Mesa Drive (south of former Calimesa Country Club)										
36.	413-320-003	4.26	Vacant	RL	17	Residential (RL) Calimesa Country Club (Former)	RIPAOZ	Area 2	35	149
TOTALS		**87.26**			**397**					**2,156**

Notes:

1. ADU = Accessory Dwelling Unit; SFR = Single Family Residential
2. Source: City of Calimesa General Plan Land Use Map (City utilizes a “one-map” system with a single General Plan Land Use and Zoning Designation Map)
   CC = Community Commercial; RL = Residential Low (2-4 Dwelling Units per Acre); RLM = Residential Low/Medium (4 - 7 Dwelling Units per Acre); RR = Rural Residential (0.2-2 Dwelling Units per Acre)
3. Acres x Maximum Dwelling Units Per Acre = Maximum Allowable Dwelling Units. Example: 3.55 x 7 (Maximum Density under RLM Designation) = 25 Maximum Allowable Units
4. RIPAOZ = Residential Infill Priority Area Overlay Zone
5. DU/AC = Dwelling Units per Acre
6. Property has a split designation. Under the existing condition, 2.57 acres are designated RLM and 6.51 acres are designated CC. To determine the Maximum Allowable Units under Existing Designation, 2.57 acres was utilized to determine units. Under the RIPAOZ condition, the entire parcel acreage of 9.08 was utilized since the new overlay designation would apply to the entire parcel.

The City of Calimesa utilizes a "one-map" system with a single General Plan Land Use and Zoning Map system. **Figure 3.0-4**, **Existing General Plan Land Use and Zoning Designations,** identifies all properties included within the proposed RIPAOZ and their respective existing general plan land use and zoning designations. None of the properties are located within the Hillside Overlay or the Earthquake Overlay. All but one parcel are designation for residential uses: Residential Rural (RR), Residential Low (RL), and Residential Low Medium (RLM); with density levels ranging from 0.2 to 2 dwelling units per acre (du/ac); 2 to 4 du/ac; and 4 to 7 du/ac, respectively. The RR designation is intended to provide for the development of single-family detached dwellings and related agricultural uses on rural-sized lots and for such accessory uses as are related, incidental, and not detrimental to the rural residential environment. No more than two single-family dwellings per gross acre are permitted and the minimum lot size for this zone is 20,000 square feet. Under the RL designation, no more than four dwellings per gross acre are permitted with minimum lot size of 7,200 square feet. Under the RLM designation, no more than seven dwellings per gross acre are permitted with minimum lot size of 6,000 square feet. **Table 3.0-B, Existing Allowable Uses** identifies the uses are currently permitted (P), conditionally permitted (C), or prohibited (X).

Table 1.0-B, Existing Allowable Uses

Use	RR	RL	RLM
Residential Uses			
Accessory Dwelling Unit[1]	P	P	P
Bed and Breakfast Inn[2]	C	C	C
Community Care Facility (6 or fewer people)	P	P	P
Day Care Facility (6 or fewer children)	P	P	P
Day Care Facility (7 or more children)[3]	P	P	P
Guest House[4]	P	P	P
Manufactured House	P	P	P
Single Family Detached[5]	P	P	P
Equestrian Uses			
Riding academy	C	X	X
Rodeo arena	C	X	X
Stables, private	P	X	X
Stables, commercial	C	X	X
Agricultural Uses	C	X	X
Commercial Uses			
Hair Stylist[6]	P	P	X
Feed and grain sales	C	X	X
Fruit and vegetable processing	C	X	X
Nursery and incidental garden supply	C	X	X
Produce market	C	X	X

Table 1.0-B, Existing Allowable Uses

Use	RR	RL	RLM
Display and sale of agricultural products[7]	C	X	X
Public/Quasi-Public Uses			
Cemeteries, columbariums, mausoleums (including pet cemeteries)	C	X	X
Churches	C	C	C
Educational Facility (25 or fewer students with adequate off-street parking)	P	P	P
Educational Facility (26 or more students)	C	C	C
Fire/Police Stations	C	C	C
Public Libraries/Museums	C	C	C
Public Utility and Substations	C	C	C
Recreational Uses			
Golf courses and customary appurtenant facilities, including clubhouses, restaurants and retail shops, except driving ranges and miniature golf courses	C	X	X
Parks	P	P	P
Accessory Uses			
Antenna/Satellite Dish	P	P	P
Garage	P	P	P
Other Accessory Uses and Structures on same site as permitted use	P	P	P
Other Accessory Uses and Structures on same site as a use subject to conditional use permit	C	C	C
Home Occupations	Subject to provisions of CMC 18.15.090.		
Temporary Uses	Subject to provisions of CMC 18.15.130		
Other Uses			
Community Gardens	P	P	P
Farm projects (Future Farmers, 4-H or similar projects)[8]	P	X	X
Kennels	C	X	X
Menageries, animal hospitals and shelters	C	X	X
Other Uses Similar to and No More Objectionable Than the Uses Identified Above	Subject to provisions of CMC 18.15.180		
Source: Calimesa Municipal Code Chapter 18.20 Notes:			

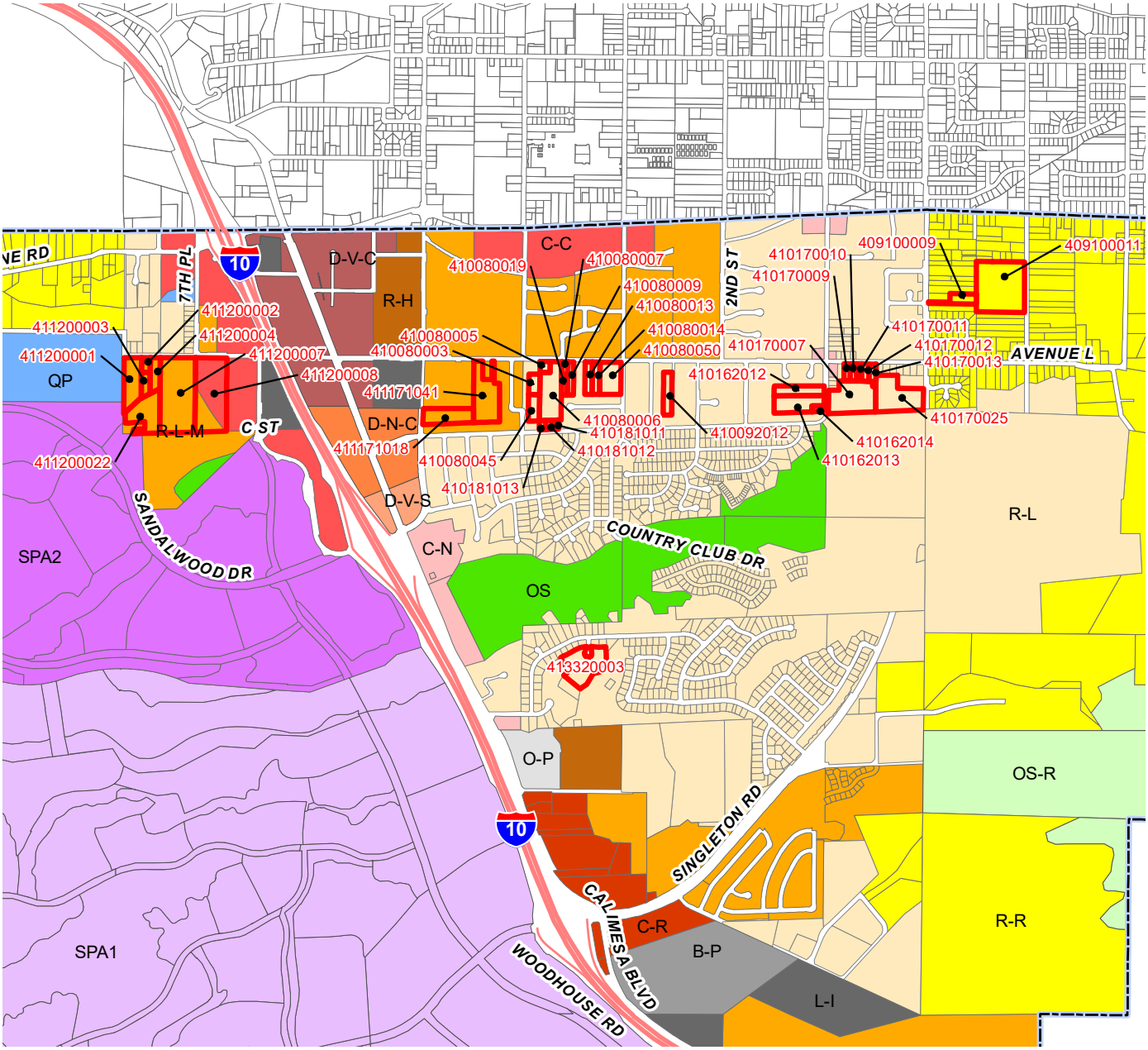
Table 1.0-B, Existing Allowable Uses

Use	RR	RL	RLM
1. Subject to provisions of CMC 18.20.050(L)			
2. Subject to provisions of CMC 18.20.050(C)			
3. Subject to provisions of CMC 18.20.050(D)			
4. Subject to provisions of CMC 18.20.050(F)			
5. In all cases, supportive housing and transitional housing are and shall be treated as residential uses, subject only to the permitting requirements that apply to residential uses of the same housing type location in the same zone.			
6. Subject to provisions of CMC 18.20.050(G)			
7. A permanent stand for the display and sale of the agricultural products of any permitted use that is produced on the premises where such stand is located or upon contiguous land owned or leased by the owner or occupant of the premises.			
8. Provided the total number of animals shall not exceed the total number of animals allowed under CMC 18.20.			

One parcel is a split designation: RLM and Community Commercial (CC). Allowable uses for RR, RL, and RLM are as reflected in **Table 1.0-A** above. CC allowable uses are identified in CMC Chapter 18.25.030.

FIGURE 1.0-4 EXISTING GENERAL PLAN LAND USE AND ZONING DESIGNATION

DRAFT ENVIRONMENTAL IMPACT REPORT - CITY OF CALIMESA
RESIDENTIAL INFILL PRIORITY AREA OVERLAY ZONE PROJECT



Sources: Riverside Co. GIS, 2021. City of Calimesa 2014.

LEGEND

- OVERLAY ZONE PROPERTIES
- CITY BOUNDARY

CALIMESA ZONING DISTRICTS

- R-E - RESIDENTIAL ESTATE
- R-R - RURAL RESIDENTIAL (0-2 DU/AC)
- R-L - RESIDENTIAL LOW (2-4 DU/AC)
- R-L-M - RESIDENTIAL LOW/MEDIUM (4-7 DU/AC)
- R-H - RESIDENTIAL HIGH (14-20 DU/AC)
- C-N - NEIGHBORHOOD COMMERCIAL
- C-C - COMMUNITY COMMERCIAL
- C-R - REGIONAL COMMERCIAL
- O-P - OFFICE PROFESSIONAL
- B-P - BUSINESS PARK
- L-I - LIGHT INDUSTRIAL
- OS-R - PLANNED RESIDENTIAL (1 DU/10 AC)
- OS - OPEN SPACE
- QP - PUBLIC/QUASI-PUBLIC
- SPA1 - SUMMERWIND RANCH
- SPA2 - MESA VERDE ESTATES
- D-V-C - DOWNTOWN VILLAGE COMMERCIAL
- D-V-S - DOWNTOWN VISITOR-SERVING COMMERCIAL
- D-N-C - DOWNTOWN NEIGHBORHOOD COMMERCIAL

0 2,000 4,000 FEET

N

ALBERT A. WEBB ASSOCIATES

1.2.3 Regulatory Background

Senate Bill 2 (SB 2)

In 2017, Governor Brown signed a 15-bill housing package aimed at addressing the State's housing shortage and high housing costs. The package included the Building Homes and Jobs Act (SB 2), which established a funding source to increase the supply of affordable homes in California by collecting a $75 recording fee on real estate documents. These funds were made available to all local governments in California to help prepare, adopt, and implement plans that streamline housing approvals and accelerate housing production.

Accessory Units

California Planning and Zoning Law provides for the creation of accessory dwelling units (ADU) and junior accessory dwelling units (JADU) by local ordinance, or, if a local agency has not adopted an ordinance, by ministerial approval, in accordance with specified standards and conditions. In recent years, a number of bills were passed to address barriers to development of ADUs and JADUs. ADUs are separate dwelling areas that are on the same land as a detached house often referred to as granny flats, in-law units, or backyard cottages. JADU's a unit are units typically defined as no more than 500 square feet in size contained entirely within a single-family residence that may share central systems, contain a basic kitchen utilizing small plug-in appliances, and may share a bathroom with the primary dwelling. JADUs present no additional stress on utility services or infrastructure because they simply repurpose existing space within the residence and do not expand the dwellings planned occupancy.[1]

Effective January 1, 2021, State ADU and JADU was updated to clarify and improve various provisions in order to promote the development of ADUs and JADUs. These include allowing ADUs and JADUs to be built concurrently with a single-family dwelling, opening areas where ADUs can be created to include all zoning districts that allow single-family and multifamily uses, modifying fees from utilities such as special districts and water corporations, limited exemptions or reductions in impact fees, and reduced parking requirements.

Senate Bill 9 (2021)

Additionally, on September 16, 2021, Senate Bill SB 9 (SB 9) was signed into law allowing for the ministerial approval of certain housing development projects containing up to two dwelling units (i.e., duplexes) on single-family zoned parcels. SB 9 is designed to increase the housing stock in single-family residential zones, as it allows not only two dwelling units per parcel, but also certain lot splits with two housing units on each. SB 9 builds upon prior state legislation that has proven successful in expediting the permitting and construction of ADUs and JADUs. SB 9 offers an alternative path for homeowners to add up to three more dwelling units on their property with minimal regulatory hurdles.

Qualifying Projects

SB 9 allows housing development projects containing no more than two dwelling units on a single-family zoned parcel to be permitted on a ministerial basis, upon satisfaction of a number of qualifying criteria that include the following:

- The project site is in a city or urbanized portion of an unincorporated county.
- The project site is not: 1) within a Coastal Zone, 2) prime farmland, or farmland of statewide importance, 3) wetlands, 4) within a very high fire severity zone, 5) a hazardous waste or hazardous list site, 6) within a delineated earthquake fault zone, 7) within a 100-year flood zone,

1. California Department of Housing and Community Development, available at https://www.hcd.ca.gov/policy-research/accessorydwellingunits.shtml, accessed November 1, 2021

8) within a floodway, 9) identified for conservation in an adopted natural community conservation plan, 10) habitat for protected species, or 11) lands under conservation easement.

- The project site also cannot require demolition or alteration of any housing if: 1) housing is restricted affordable housing, 2) subject to rent control, or 3) contains tenant occupied housing in the last three years.
- The project site cannot be withdrawn from the rental market (i.e., under the Ellis Act) within the past 15 years.
- The project does not propose demolition of more than 25 percent of the existing exterior walls unless either: 1) the local ordinance allows more demolition, or 2) the site has not been occupied by a tenant in the past three years.
- The project site is not within a historic district or property included on the California Historical Resources Inventory or within a site that is designated or listed as a city or county landmark or historic property or district pursuant to a city or county ordinance.
- A local agency may impose objective zoning, subdivision, and design review standards, providing such objective standards do not preclude the construction of either of the two units being less than 800 square feet in floor area.
- No setbacks are required for an existing structure or a structure constructed in the same location and to the same dimensions as an existing structure. In other circumstances, the local agency may require four-foot side and rear yard setbacks.
- Parking of no more than one space per dwelling unit is allowed, except no parking required for projects a) within a half-mile walking distance of a high-quality transit corridor or a major transit stop or b) within one block of car share.
- A local agency may deny such a housing development project if there is a written finding that the project would create a specific adverse impact upon public health and safety or the physical environment that there is no way to mitigate.
- The rental of any unit created must be for a term longer than 30 days.
- The California Coastal Act still applies, except that no public hearing is required for Coastal Development Permits for housing developments pursuant to this legislation.
- A local agency may not be required to permit an ADU or JADU in addition to the second unit if there is a lot split (described below).
- A local agency may not reject housing solely on the basis that a project proposes adjacent or connected structures provided that the structures meet building code safety standards and are sufficient to allow separate conveyance.

If these criteria are satisfied, the local agency must approve the project ministerially (i.e., without discretionary review or hearings). Projects approved ministerially are not subject to the California Environmental Quality Act (CEQA).

Lot Splits

In addition to permitting two units on a single family lot, SB9 allows qualifying lot splits to be approved ministerially pursuant to a parcel map, upon meeting a number of criteria, including many of the same criteria for the two units described above. Additional criteria include the following:

- Each parcel must be at least 40 percent of the original parcel's size.

- Each parcel must be at least 1,200 square feet in lot size unless the local agency permits smaller lot size per ordinance.
- There cannot be a sequential lot split on the same parcel, nor can there be a lot split if the owner of the parcel being subdivided (or someone working in concert with that owner) has subdivided an adjacent parcel pursuant to this lot split legislation.
- No right-of-way dedication or off-site improvement may be required.
- The parcel must be limited to residential use.
- An affidavit that the applicant intends to use one of the housing units as a principal residence for at least three years from the date of approval is required.
- The local agency shall not require a condition that requires correction of nonconforming zoning conditions.
- For each parcel created through this legislation, a local agency is not required to permit more than two dwelling units on a parcel.

A local agency may require, as conditions of approval, easements for public services and facilities and access to the public right-of-way. In addition to the increase in density in single-family zones and lot splits in single-family zones, SB 9 increases the extension of a map life from 12 months to 24 months and allows four years of extensions in lieu of three years for subdivision maps with off-site improvements above qualifying costs. [2]

Senate Bill 2221 (2022)

On September 28, 2022, Senate Bill SB 2221 (SB 2221) was signed into law and was effective January 1, 2023. Any local ordinances that do not conform to this bill will be null and void. SB 221 clarifies that a detached ADU may include a detached garage. The bill also changes current law on timeframes for a local agency to "act" on an ADU/JADU application to a timeframe for the local agency to "approve or deny" the application. In addition, the bill prohibits local agencies from requiring front setback standards if those requirements make the project impossible to build. and adds other technical and clarifying changes to current ADU laws.

ADUs in Residential Areas Ordinance

Under existing Planning and Zoning Law, a local agency is authorized to provide for the creation of ADU;s by ordinance or ministerial approval. Existing law requires a local ordinance to require an accessory dwelling unit to be either attached to, or located within, the proposed or existing primary dwelling, as specified, or detached from the proposed or existing primary dwelling and located on the same lot as the proposed or existing primary dwelling. Assembly Bill 897 (AB2221) was approved September 28, 2022, to amend Planning and Zoning Law; specifically Section 65852.2 of the Government Code, as amended by Section 1 of Chapter 343 of the Statutes of 2021. Section 65852.2 has been amended to: 1) require that an accessory dwelling unit that is detached from the proposed or existing primary dwelling may include a detached garage, 2) require a permitting agency to approve or deny an application to serve an ADU or a junior ADU within the same timeframes and if a permitting agency denies an application for an ADU or junior ADU, permitting agency is required to return in writing, a full set of comments to the applicant with a list of items that are defective or deficient and a

2. California Legislative Information , Senate Bill 9, available at https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220SB9, accessed November 1, 2021.

description of how the application can be remedied by the applicant within the same timeframes, 3) prohibits a local agency from establishing limits on front setbacks, 4) incorporate additional changes to Section 65852.2 of the Government Code proposed by Senate Bill 897 (SB8897) to be operative only if AB2221 and SB897 are enacted and AB2221 is enacted last, 5) impose a state-mandated local program by imposing additional duties on local governments in the administration of the development of ADUs, and 6) establishes that, contrary to requirement of the California Constitution requiring the state to reimburse local agencies and school districts for certain costs mandated by the state with statutory provisions establishing procedures for making that reimbursement, Section 65852.2 is revised to identify that no reimbursement is required for a specified reason.

Senate Bill 897 (2022)

Under existing Planning and Zoning Law, a local agency is authorized to provide for the creation of accessory dwelling units in areas zoned for residential use by and to impose standards on accessory dwelling units that include, but are not limited to, parking, height, setback, landscape, architectural review, and maximum size of a unit by ordinance or ministerial approval. Senate Bill 897 (SB897) was approved September 28, 2022, to amend Planning and Zoning Law; specifically Section 65852.2 of the Government Code, as amended by Section 1 of Chapter 343 of the Statutes of 2021. Section 65852.2 has been amended to require that the standards imposed on accessory dwelling units be objective and prohibits a local agency from denying an application for a permit to create an accessory dwelling unit due to the correction of nonconforming zoning conditions, building code violations, or unpermitted structures that do not present a threat to public health and safety and are not affected by the construction of the accessory dwelling unit. SB897 makes a number of revisions to Section 65852.2 including: 1) requires a local agency to review and issue a demolition permit for a detached garage that is to be replaced by an accessory dwelling unit at the same time as it reviews and issues the permit for an ADU and prohibits an applicant from being required to provide written notice or post a placard for the demolition of a detached garage that is to be replaced by an ADU, 2) increased maximum height limitations and building code classification changes for ADU's, 3) changes to the approval process for ADU's, 4) prohibits a local agency from imposing any parking standards on ADU's meeting specified requirements, 5) amended standards and processing requirements for junior ADU's, 6) prohibits a local agency from denying a permit for an unpermitted ADU that was constructed before January 1, 2018, provided certain standards are met, 7) identifies that the intent of the Legislature is to ensure that grant programs that fund the construction and maintenance of ADUs provide funding for predevelopment costs and facilitate accountability and oversight, including annual reporting on outcomes to the Legislature, 8) incorporates additional changes to Section 65852.2 proposed by Assembly Bill 2221 (AB2221)to be operative only if SB897 and AB2221 are enacted and SB897 is enacted last, 9) imposes a state-mandated local program by imposing new duties on local governments with respect to the approval of ADU's and junior ADU's, and 10) establishes that, contrary to requirement of the California Constitution requiring the state to reimburse local agencies and school districts for certain costs mandated by the state with statutory provisions establishing procedures for making that reimbursement, Section 65852.2 is revised to identify that no reimbursement is required for a specified reason.

1.2.4 Surrounding Land Uses

The land uses surrounding the Project sites include a mix of developed and undeveloped lands (i.e. vacant lots) to the north, south, east, and west. Existing surrounding land uses in the vicinities of the Project sites consist of commercial (storage facility), single family residential units, a school (Mesa View Middle School), mobile homes, approved residential entitlements and the former Calimesa Country Club, further detailed in **Table 1.0-A**, above.

1.3 Land Use Applications

The proposed Project includes the following discretionary actions for consideration by the City and are included as part of the Project analyzed in this EIR. No development is planned as part of the Project.

- Zone Change 21-01 to amend City Municipal Code (CMC), Title 18 – Zoning, Land Use and Development Regulations; specifically Chapters 18.05 – General Provisions, 18.20 – Residential Zone Districts , 18.45 – Off-Street Parking, and 18.90 – Development Plan Review in order to:
    - Amend Section 18.05.08 – Zone Districts Established to add "Residential Infill Priority Area Overlay Zone" (RIPAOZ)
    - Amend Section 18.20.020 – Residential Zone Districts to add new Subsection H to establish the RIPAOZ;
    - Amend Table 18.20.030 – Uses Permitted within Residential Districts to identify allowable uses within the RIPAOZ:
    - Amend Table 18.20.040 – Residential Development Standards to establish development standards for the RIPAOZ and allow for increased density of up to 15 dwelling units per acre in RIPAOZ Area 1 and 35 dwelling units per acre in RIPAOZ Area 2;
    - Amend Section 18.20.050 – Specific Standards for Residential Districts to add new Subsection P to define Design, Screening, and Privacy Standards;
    - Amend Table 18.45.060 – Number of Parking Spaces Required to establish parking standards for the RIPAOZ; and
    - Amend Section 18.90.030 – Minor Development Plan Review to add new Subsection 11 of Subdivision B to identify that all single family attached, single family detached, multi-family dwellings, and accessory dwelling units (if permitted by State law) proposed within the Residential Infill Priority Area Overlay Zone ("RIPAOZ") may be considered for Minor Development Plan Review.
- General Plan Amendment (GPA) to amend the General Plan Land Use Element (Chapter 2) to:
    - Amend Table LU-B – General Plan Land Use Categories to define RIPAOZ Area 1 and Area 2;
    - Amend Table LU-C – List of Zoning Districts Compatible with General Plan Land Use Categories to add the RIPAOZ; and
    - Amend Figure LU-1 – Land Use Map to reflect the boundary of the RIPAOZ Area 1 and Area 2 on the City's "single map" General Plan Land Use and Zoning Designation Map.

1.4 Proposed Project

The City of Calimesa is proposing a "Residential Infill Priority Area Overlay Zone" (RIPAOZ) on 36 properties (proposed Project). The City was awarded a grant by the State of California Department of Housing and Community Development ("HCD") SB 2 program to prepare the RIPAOZ Project in order to up-zone certain residential properties identified by the City to allow for higher density development including duplexes, townhomes, condos, and a limited amount of apartments by-right. The City was further awarded a supplementary grant by HCD Local Early Action Grants program, also referred to as the "LEAP" program, to assist in the preparation and adoption of planning documents and process

improvements that accelerate housing production and facilitate compliance to implement the sixth cycle of the regional housing need assessment.

The intent of the proposed RIPAOZ Project is to comply with newly the adopted State residential laws requiring jurisdictions to increase the amount of housing opportunities available and to provide ways to meet their fair share of affordable housing units. To meet these requirements, the City of Calimesa has reviewed underutilized properties within City limits for their potential to increase density opportunities and is preparing a series of planning documents to allow up-zoning on these properties. The properties included within the proposed Project are vacant and undeveloped; or developed and zoned for residential usage, with exception of one property that has a split designation of residential and commercial. The 36 properties included in the proposed Project are provided in **Table 1.0-A** and reflected in **Figure 1.0-3,** Project Site, above.

The RIPAOZ identifies areas where residential infill development is encouraged; permits a flexible approach to providing affordable housing; aims to increase the variety of housing options in existing residential neighborhoods; fosters well-planned, compact developments keeping with the character of the existing neighborhood, promotes efficiency in the utilization of existing infrastructure and services, facilitates integrated physical design, promotes a high level of design quality, facilitates development proposals responsive to current and future market conditions, and provides safe vehicular circulation patterns for residents and safety/service providers.

Zone Change

The Project includes an amendment to City Municipal Code (CMC), Title 18 – Zoning, Land Use, and Development Regulations to update Chapters 18.05 – General Provisions, 18.20 – Residential Zone Districts, 18.45 – Off-Street Parking, and 18.90 – Development Plan Review in order to establish the RIPAOZ among 36 parcels to allow for increased density and provide development standards specific to properties within the boundary of the RIPAOZ.

CMC Chapter 18.05, Section 18.05.08 – Zone Districts Established, will be amended to include the "Residential Infill Priority Area Overlay Zone" (RIPAOZ) as a new zone district. CMC Chapter 18.20, Section 18.20.020 – Residential Zone Districts, will be amended to add new Subsection H to establish the RIPAOZ. The goal of the RIPAOZ is to foster infill development by allowing for higher density residential development including affordable housing products. Two areas will be created within the RIPAOZ: 1) Area 1 will allow for development of up to 15 dwelling units per acre; and 2) Area 2 will allow for development of up to 35 dwelling units per acre. The RIPAOZ will also provide guidance to help maintain the character of existing neighborhoods amid redevelopment and new development. **Table 1.0-A** above, identifies which RIPAOZ Area is proposed for each property, its proposed maximum density, and maximum number of residential dwelling units that could be developed on each property under the new designation. CMC Chapter 18.20, Table 18.20.030 – Uses Permitted within Residential Districts, will be amended to include proposed allowable uses within each RIPAOZ Area as identified in **Table 1.0-C, Proposed Allowable Uses Per RIPAOZ Area**, below.

Table 1.0-C, Proposed Allowable Uses Per RIPAOZ Area

Use	RIPAOZ Area 1	RIPAOZ Area 2
Residential Uses		
Accessory dwelling unit[1]	P	P
Bed and breakfast inn[2]	C	C
Boarding house	X	X
Community care facility (6 or fewer persons)	P	P
Community care facility (7 or more persons)	C	C
Convalescent care facility	C	C
Day Care Facility (6 or fewer children)	P	P
Day Care Facility (7 or more children)[3]	P	P
Guest house[4]	P	P
Junior accessory dwelling unit[5]	P	P
Manufactured housing	P	P
Mobile home park	X	X
Senior congregate care housing	C	C
Multifamily dwellings[6]	X	P
Single-family detached[6]	P	P
Single-family attached[6]	P	P
Equestrian Uses		
Riding academy	X	X
Rodeo arena	X	X
Stables, private	X	X
Stables, commercial	X	X
Agricultural Uses	X	X
Commercial Uses		
Hair stylist[6]	P	P
Feed and grain sales	X	X
Fruit and vegetable processing	X	X
Nursery and incidental garden supply	X	X

Table 1.0-C, Proposed Allowable Uses Per RIPAOZ Area

Use	RIPAOZ Area 1	RIPAOZ Area 2
Produce market	X	X
Display and sale of agricultural products	X	X
Public/Quasi-Public Uses		
Cemeteries, columbariums, mausoleums (including pet cemeteries)	X	X
Churches and other religious institutions	C	C
Educational institutions (public and private schools, not including vocational schools)		
▪ Small (25 or fewer students) on sites with existing assembly uses and adequate off-street parking	P	P
▪ Large (26 or more students)	C	C
Fire and police stations	C	C
Meeting places of nonprofit civic groups, community organizations, clubs, and lodge halls	C	C
Public libraries and museums	C	C
Public utility and public service substations, reservoirs, pumping plants, and similar installations, not including public utility offices	C	C
Recreational Uses		
Archery ranges	X	X
Fishing lakes (commercial and noncommercial)	X	X
Golf courses and customary appurtenant facilities, including clubhouses, restaurants and retail shops, except driving ranges and miniature golf courses	X	X
Parks	P	P
Picnic grounds for day use only	X	X
Accessory Uses		
Antennas, satellite dishes	P	P
Garages	P	P
Other accessory uses and structures located on the same site as a permitted use	P	P

Table 1.0-C, Proposed Allowable Uses Per RIPAOZ Area

Use	RIPAOZ Area 1	RIPAOZ Area 2
Permanent outdoor storage within parking lot areas	X	X
Home Occupations	Subject to the provisions of CMC 18.15.090, Home occupation permits	
Temporary Uses	Subject to the provisions of CMC 18.151.130. Temporary use Permits	
Other		
Apiary	X	X
Camp	X	X
Commercial cannabis activity	X	X
Community garden	P	P
Farm projects (Future Farmers, 4-H, or similar projects)	X	X
Guest ranch	X	X
Kennels	X	X
Menageries, animal hospitals, and shelters	X	X
Outdoor storage, front yard areas	X	X
Other Uses Similar to and No More Objectionable Than the Uses Identified Above	Subject to the provisions of CMC 18.15.180 Determination of similar use	

Legend:
P – Permitted use
C – Subject to conditional use permit
X – Prohibited

Notes:

1. Subject to provisions of CMC 18.20.050(L)
2. Subject to provisions of CMC 18.20.050(C)
3. Subject to provisions of CMC 18.20.050(D)
4. Subject to provisions of CMC 18.20.050(F)
5. Subject to provisions of CMC 18.20.050(O)
6. In all cases, supportive housing and transitional housing are and shall be treated as residential uses, subject only to the permitting requirements that apply to residential uses of the same housing type location in the same zone
7. Subject to provisions of CMC 18.20.050(G)

CMC Chapter 18.20, Table 18.20.040 - Residential Development Standards, will be amended to provide development standards for the RIPAOZ and established the increased density allowance for each Area as reflected in **Table 1.0-D, Residential Development Standards**, below.

Table 1.0-D, Residential Development Standards

Standard	RIPAOZ Area 1	RIPAOZ Area 2
Maximum density (DUs per gross acre)	15	35
Minimum lot size (net area)	1,591 square feet	N/A
Minimum lot width[1]	37 feet	60 feet
Minimum lot depth	43 feet	100 feet
Minimum front yard setback[2]	10 feet	10 feet
Minimum side yard setbacks[2]	3 feet	Note 3 below
Minimum rear yard setback[2]	5 feet	Note 4 below
Maximum lot coverage	75%	75%
Maximum height for buildings and structures	36 feet or three stories (whichever is less)	50 feet or four stories (whichever is less)

Notes:

1. Flag lots (lots with less than the required lot width minimum) are prohibited. Cul-de-sac lots shall have a minimum width of 35 feet.
2. Side Yard Setbacks (RIPOAZ 2) One-story building; five feet. Two-story building: five feet for the first story and 10 feet for the second story. For buildings having more than two stories: five feet for the first story; 10 feet for the second story; and an additional five feet for each story thereafter]
3. Rear yard Setbacks (RIPAOZ 2) One- and two-story buildings; 10 feet. For buildings having more than two stories: 10 feet for the first and second stories; and an additional five feet for each story thereafter

As identified in **Table 1.0-C** and **1.0-D** above, RIPAOZ Area 1 limits maximum building height to 36 feet or three stories (whichever is less) and would prohibit apartments or other multi-family dwelling units. RIPAOZ Area 2 would allow a maximum building height of 50 feet or four stories (whichever is less) and permit apartments and other multi-family residential uses.

CMC Chapter 18.45, Table 18.45.060 – Number of Required Parking Spaces, will be amended to provide parking standards for the RIPAOZ. The required number of parking spaces of implementing RIPAOZ Projects would be subject to staff level approval of a site-specific focused Traffic & Parking Study prepared in accordance with the latest edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual.

Chapter 18.20, Section 18.20.050 – Specific Standards for Residential Districts, will add new Subsection P to address Design, Screening, and Privacy Standards for the RIPAOZ as follows:

1. All multifamily developments within the RIPAOZ with 12 or more dwelling units shall provide 20 percent usable open space for passive and active recreational uses. Usable open space areas shall not include rights-of-way, vehicle parking areas, areas adjacent to or between any structures less than 15 feet apart, setbacks, patios or private yards, or slope areas greater than eight percent.
2. All multifamily developments within the RIPAOZ shall be required to install a 7' perimeter block wall to limit visual intrusion on surrounding development to the greatest extent possible.
3. Each dwelling unit within the RIPAOZ shall have a private (walled) patio or balcony.
4. All multifamily developments within the RIPAOZ shall provide recreational amenities within the site which may include a swimming pool; spa; gym; on site multi-use trails/walking paths (separate from private sidewalks); package centers; smart home technology; clubhouse; tot lot with play equipment; picnic shelter/barbecue area; court game facilities such as tennis, basketball, or racquetball; improved softball or baseball fields; or day care facilities. The type of amenities shall be approved by the planning director and provided according to the following schedule:

Schedule Table	
Units	**Amenities**
0 – 11	0
12 – 100	1
101 – 200	2
201 – 300	3
Note: Add one amenity for each 100 additional units or fraction thereof.	

5. Each dwelling unit shall be provided with a minimum of 100 cubic feet of enclosed storage space, such as roof rack storage, within the garage, carport, or immediately adjacent to the dwelling unit. Garages shall not be used as a gym.
6. Driveway approaches within a multifamily development of 12 or more units within the RIPAOZ shall be delineated with interlocking pavers and/or rough-textured concrete and landscaped medians.
7. All parts of all structures shall be within 100 feet of paved access for single-story and 50 feet for multistory units.
8. A bus turnout and shelter on the on-site arterial frontage shall be dedicated if the project is located on a bus route as determined by the planning director.
9. Common laundry facilities of sufficient number and accessibility consistent with the number of living units and the Uniform Building Code shall be provided.

10. Each condominium unit shall be plumbed and wired for a washing machine and dryer.
11. Each dwelling unit shall be provided with an automatic dishwasher and a heavy-duty garbage disposal unit.
12. Telephone jacks shall be installed in all living rooms, kitchens, and bedrooms.
13. Interior television antennas (cable television) shall be installed in each apartment unit, or a central interior antenna shall be installed in each apartment building. No exterior antenna or satellite dish antenna shall be permitted.
14. All utilities, including but not limited to electrical, cable television, and telephone lines, on the site shall be underground.
15. Each multiple-dwelling building or complex shall provide one hose bib for each three required parking spaces, and these hose bibs shall be located adjacent to parking areas.
16. Lighting. Refer to Chapter 18.120 CMC, Outdoor Lighting.
17. Management and security plans shall be submitted for review and approval for multifamily developments within the RIPAOZ with 12 or more dwelling units. These plans shall be comprehensive in scope.
18. Electronic Gates. Multifamily buildings or complexes with 40 or more dwellings within the RIPAOZ shall provide electronic gates as follows:
    a. A minimum six-foot-high, decorative wrought iron fence shall be provided along the front of the property, to the rear of any required setback. Such fence shall incorporate a self-locking remote-controlled vehicle and pedestrian entry/exit gate. The vehicle entry shall incorporate an electronically activated tenant marquee to permit notification of tenants in the event of visitors. Such marquee shall be five feet above finished grade. Provisions for emergency access, such as a Knox box, shall be provided in accordance with California Fire Code requirements.
19. Rear decks and balconies shall be discouraged for multi-story development where a majority of the surrounding properties are single-story homes within 50’ of the property line.
20. To avoid box structure designs, continuous multi-story walls and wall areas greater than nine feet in height that are flush with the first story of a primary structure shall be designed with a minimum recess of one foot for every 20 feet of wall length. For the purposes of this section, “flush” shall mean any multi-story element or wall area above nine feet in height that is less than one foot in depth from the first story or area below nine feet.
21. Mature landscape screening shall be provided along the property line(s) adjacent to the single-story dwelling(s) or property on the downslope. A landscape plan that includes accurate visual simulations shall be submitted to the community development director for review and approval. The landscaping shall be mature at installation such that at minimum, it will provide visual screening of the area immediately across from the multi-story development to ensure privacy for the adjacent single-story dwelling from visual intrusion to the windows or back yard of the adjacent residence.
22. If it is determined during project review that visual privacy issues will exist alongside yard elevations, as determined by accurate visual simulations, the planning director shall limit the multi-story wall or any structure wall above nine feet in height to clerestory windows or permanent opaque screening, if any windows are proposed. This determination shall be based

on whether or not the proposed multi-story building would have views into a neighbor's bedroom(s), living/family room, or back yard.

Finally Section 18.90.030 – Minor Development Plan Review of Chapter 18.90, will add new Subsection 11 of Subdivision B, to identify that all single family attached, single family detached, multi-family dwellings, and accessory dwelling units (if permitted by State law) proposed within the Residential Infill Priority Area Overlay Zone ("RIPAOZ") may be considered for Minor Development Plan Review.

General Plan Amendment

The City will also amend the General Plan (GP), Chapter 2 – Land Use Element, to define the new RIPAOZ. As reflected in **Table 1.0-B** above, under existing designations, these 36 properties could be developed with up to a total of 397 residential dwelling units. Through implementation of the proposed RIPAOZ, these properties could develop up to 2,156 residential units; 1,759 units more than currently allowed, thereby meeting new State law requirements to provide additional opportunities to develop housing and provide opportunities to meet fair share of affordable housing units.

The General Plan Land Use Element will be updated to include defining factors for the RIPAOZ. Specifically, Table LU-B – General Plan Land Use Categories of GP Chapter 2, will be updated to define RIPAOZ Area 1 and Area 2 as indicated in **Table 1.0-E, Residential Infill Priority Area Overlay Zone (RIPAOZ)**, below.

Table 1.0-E, Residential Infill Priority Area Overlay Zone (RIPAOZ)

Land Use Designation	Density Range (du/ac)[1] and Population Density (persons/ac)[2]	General Plan Land Use Categories
Residential Infill Priority Area Overlay Zone (RIPAOZ) Area 1	0.2 to 15 du/acre 1 to 37 persons/acre	Development within these areas shall be subject to the Residential Infill Priority Area Overlay Zone Ordinance of the City. It will allow dwelling unit densities that will provide housing opportunities for higher density living, opportunities for people of low and moderate incomes, and is characterized by residential homes either on large or small lots, in an attached or detached configuration. The following apply to land with the RIPAOZ Area 1 designation: ▪ Development in this category will consist of single-family detached and attached single-family homes. ▪ This designation allows a wide range of living accommodationsranging from large to small-lot attached and detached housing. • Developments shall be designed to high development standards so as to integrate cohesively with the existing neighborhood. Developments within this category are expected to

Table 1.0-E, Residential Infill Priority Area Overlay Zone (RIPAOZ)

Land Use Designation	Density Range (du/ac)[1] and Population Density (persons/ac)[2]	General Plan Land Use Categories
		be promote efficiency by utilizing existing infrastructure and services.
RIPAOZ Area 2	2 to 35 du/acre 5 to 86 persons/acre	Development within these areas shall be subject to the Residential Infill Priority Area Overlay Zone Ordinance of the City. It will allow dwelling unit densities that will provide housing opportunities for higher density living, opportunities for people of low and moderate incomes, and is characterized by residential homes on small lots in an attached or detached configuration, including townhomes, condominiums, or apartments. The following apply to land with the RIPAOZ Area 2 designation: ▪ Development in this category will consist of single-family detached and attached single-family and multi-family homes. ▪ This designation allows a wide range of living accommodationsranging from small-lot detached and attached housing to apartments. • Developments shall be designed to high development standards so as to integrate cohesively with the existing neighborhood. Developments within this category are expected to be promote efficiency by utilizing existing infrastructure and services.

Notes

1. du/ac = dwelling units per acre
2. persons/ac = persons per acre

The population density range noted was calculated using 2.44 persons per household multiplied by the stated dwelling units/acre for each land use designation. Any resulting fraction thereof was rounded up to the nearest whole number.

Note: Pursuant to state law, each land use designation that provides for residential development (other than caretakers dwellings) is assigned a population density standard for the purposes of projection and infrastructure planning. These population density standards are relevant only for planning purposes and shall not be interpreted as constituting legal limitations on the number of persons who may reside at any particular location or parcel. Further, this information is not intended to limit or regulate the amount of development. Source for persons per household: US Census Bureau, 2020.

As previously stated, the City utilizes a "one-map" system with a single General Plan Land Use Designation and Zoning Designation Map. The GPA will also include an amendment to GP Chapter 2, Figure LU-1 – Land Use Map, to reflect the boundary of the RIPAOZ Area 1 and Area 2 as identified in **Figure 1.0-5, Proposed General Plan Land Use and Zoning Map**, below.

Other

The properties within the RIPAOZ lie within two different water districts as reflected in **Figure 1.0-6, Water Providers** and **Table 1.0-F, Existing and Proposed Units by Water Provider** below.

Table 1.0-F, Existing and Proposed Units by Water Provider

APNs	Maximum Dwelling Units		Increase in Units
	Existing	Proposed	
South Mesa Water Company (SMWC)			
409-100-009	2	18	16
409-100-011	19	144	125
410-080-003	4	14	10
410-080-005	2	6	4
410-080-006	17	65	48
410-080-007	1	5	4
410-080-009	3	12	9
410-080-013	4	14	10
410-080-014	4	14	10
410-080-019	2	8	6
410-080-045	5	18	13
410-080-050	11	41	30
410-092-012	6	23	17
410-162-012	8	29	21
410-162-013	12	44	32
410-162-014	1	4	3
410-170-007	23	86	63
410-170-009	2	6	4
410-170-010	2	6	4
410-170-011	1	5	4
410-170-012	2	8	6
410-170-013	2	8	6
410-170-025	22	84	62
411-171-018	20	101	81
411-171-041	37	184	147
411-200-001	25	124	99
411-200-002	4	18	14
411-200-003	5	26	21

Table 1.0-F, Existing and Proposed Units by Water Provider

APNs	Maximum Dwelling Units		Increase in Units
	Existing	Proposed	
411-200-004	9	46	37
411-200-007	75	374	299
411-200-008	18	318	300
411-200-022	29	145	116
SMWC Totals	*377*	*1,998*	*1,621*
Yucaipa Valley Water District (YVWD)			
410-181-011	1	3	2
410-181-012	1	3	2
410-181-013	1	3	2
413-320-003	17	149	132
YVWD Totals	*20*	*158*	*138*
TOTALS	**397**	**2,156**	**1,759**

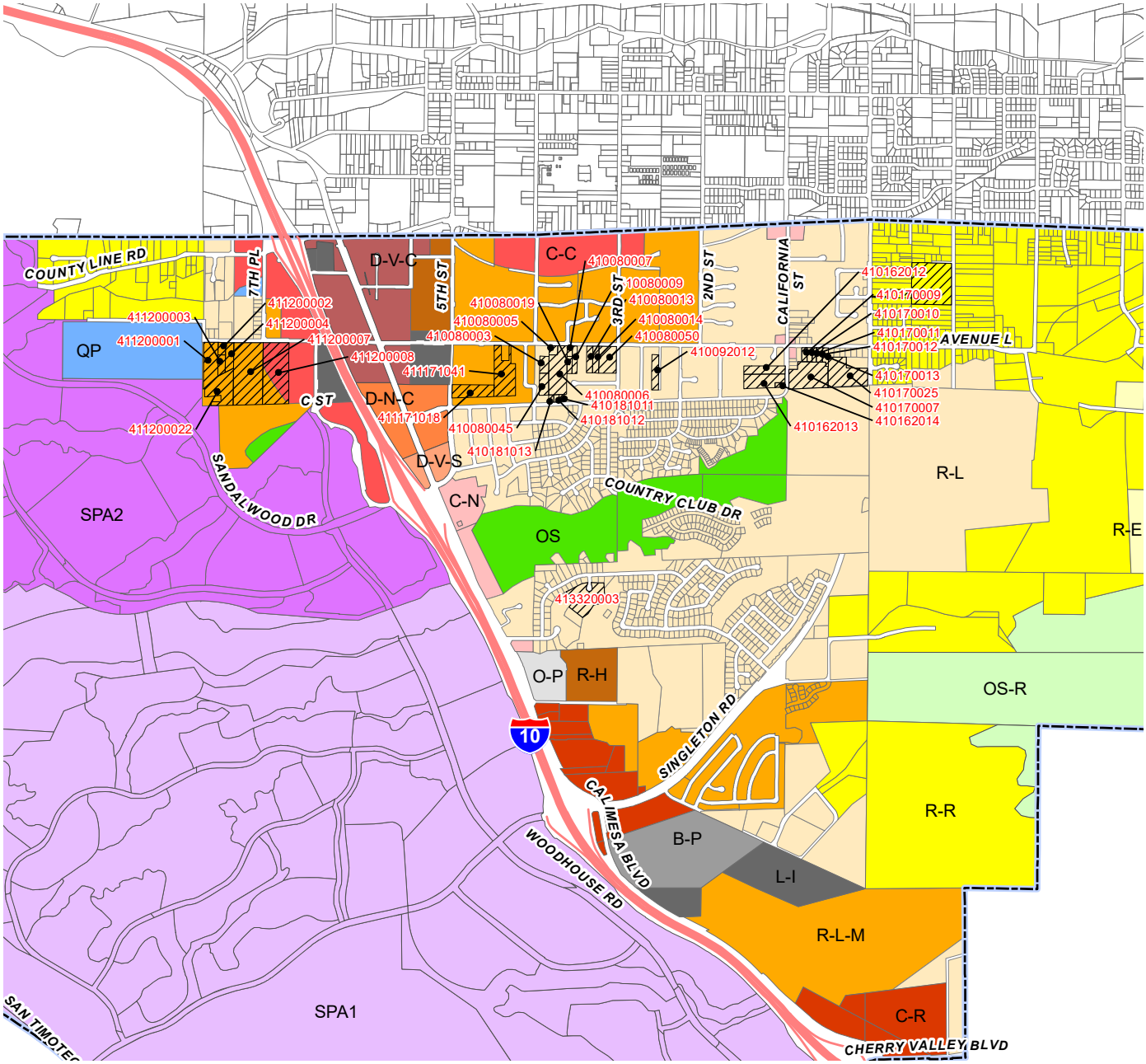
Assembly Bill 610 (AB610) requires that specified information about water supplies that are available for development, be provided to and considered by local planning agencies. Further, it requires that any city or county that has determined a project is subject to CEQA, require the project comply with Part 2.10 of Division 6 of the Water Code. Among other things, AB610 holds that any residential project that would result in 500 or more residential units prepare a Water Supply Assessment (WSA) to ensure the water supplier can accommodate the demand.

As reflected in **Table 1.0-F** above, under the existing land use/zoning designations, a total of 397 units could be developed; 377 units within SMWC and 20 units within YVWD. With implementation of the RIPAOZ, a total of 2,156 units could be developed; 1,998 within the SMWC and 158 within the YVWD service area. Thus, implementation of the RIPAOZ would result in a total increase of 1,759 units that could be developed; specifically, 1,621 within SMWC and 138 units within YVWD. Since proposed units would increase by 1,621 within SMWC, in compliance with AB610, the Project would require a WSA from SMWC because more than 500 residential units would be proposed within this water district.

The Project does not include any implementing development. Thus, no specific development projects are being proposed at this time. The Project is a proposal to amend the municipal code and general plan to define the proposed RIPAOZ, identify allowable uses, and define development standards. Hence, no on-site or off-site infrastructure improvements are identified at this time and no specific timelines for development of the sites is known at this time. Therefore, the future development that may occur on the subject properties is speculative. The intent of this environmental document is to address

FIGURE 1.0-5 PROPOSED GENERAL PLAN LAND USE AND ZONING DESIGNATION

DRAFT ENVIRONMENTAL IMPACT REPORT - CITY OF CALIMESA
RESIDENTIAL INFILL PRIORITY AREA OVERLAY ZONE PROJECT



Sources: Riverside Co. GIS, 2021. City Of Calimesa 2014.

LEGEND

- RIPAOZ - RESIDENTIAL INFILL PRIORITY OVERLAY ZONE (0.2 TO 35 DU/AC)
- CITY BOUNDARY

CALIMESA ZONING DISTRICTS

- R-E - RESIDENTIAL ESTATE
- R-R - RURAL RESIDENTIAL (0-2 DU/AC)
- R-L - RESIDENTIAL LOW (2-4 DU/AC)
- R-L-M - RESIDENTIAL LOW/MEDIUM (4-7 DU/AC)
- R-H - RESIDENTIAL HIGH (14-20 DU/AC)
- C-N - NEIGHBORHOOD COMMERCIAL
- C-C - COMMUNITY COMMERCIAL
- C-R - REGIONAL COMMERCIAL
- O-P - OFFICE PROFESSIONAL
- B-P - BUSINESS PARK
- L-I - LIGHT INDUSTRIAL
- OS-R - PLANNED RESIDENTIAL (1 DU/10 AC)
- OS - OPEN SPACE
- QP - PUBLIC/QUASI-PUBLIC
- SPA1 - SUMMERWIND RANCH
- SPA2 - MESA VERDE ESTATES
- D-V-C - DOWNTOWN VILLAGE COMMERCIAL
- D-V-S - DOWNTOWN VISITOR-SERVING COMMERCIAL
- D-N-C - DOWNTOWN NEIGHBORHOOD COMMERCIAL

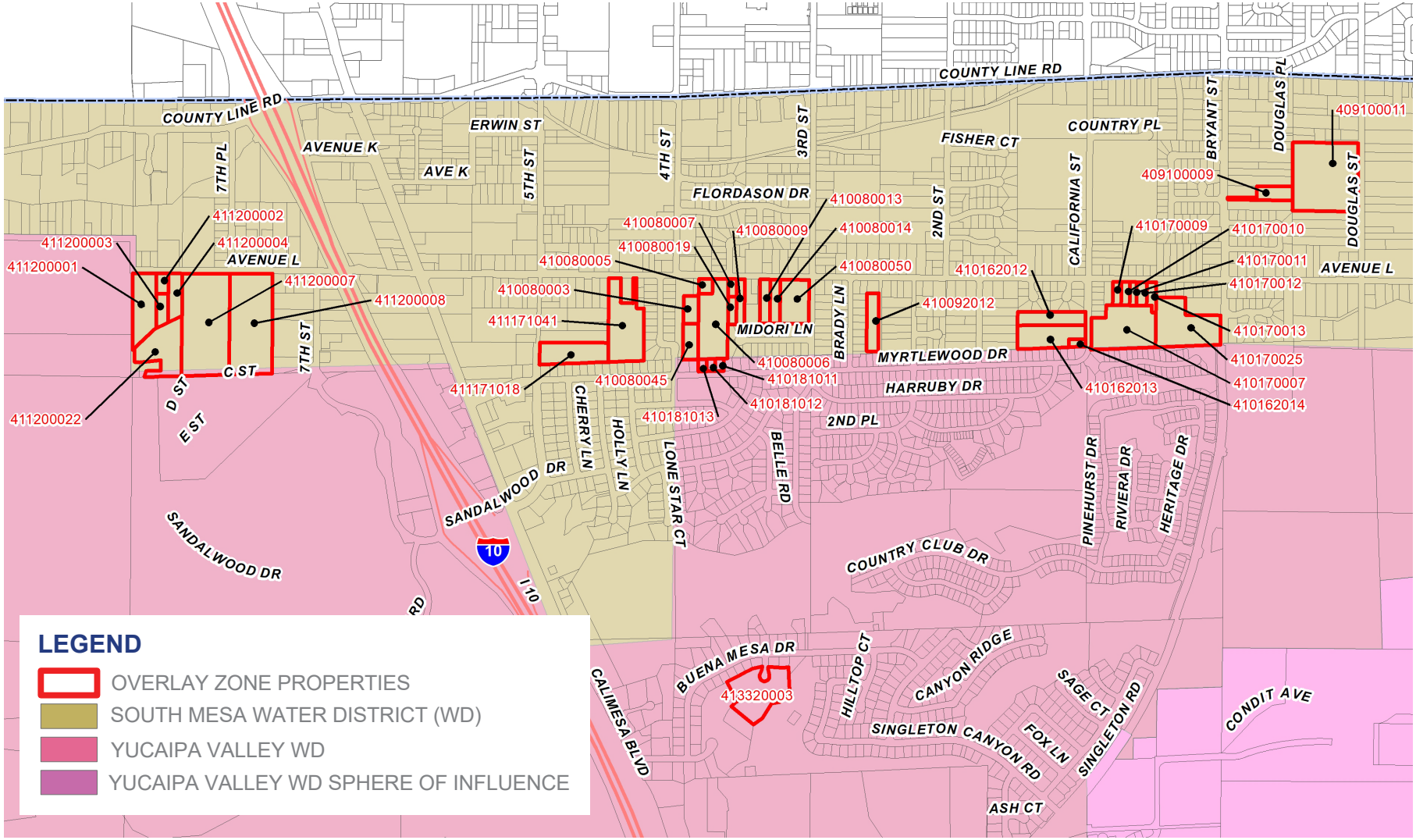
0 2,000 4,000 FEET

N

ALBERT A. WEBB ASSOCIATES

FIGURE 1.0-6 WATER PROVIDERS

DRAFT ENVIRONMENTAL IMPACT REPORT - CITY OF CALIMESA
RESIDENTIAL INFILL PRIORITY AREA OVERLAY ZONE PROJECT



Sources: Riverside County GIS, 2021. City of Calimesa 2014.

0 1,000 2,000 3,000 FEET

ALBERT A. WEBB ASSOCIATES

the change from the existing residential development allowed by right per the City's Municipal Code Title 18 and General Plan, to the conditions of the proposed RIPAOZ. The environmental analysis, where appropriate, considers the maximum amount of density or units that could develop under implementation of the RIPAOZ.

1.5 Typical Conditions of Approval

As the proposed Project is programmatic in nature and does not include any implementing development projects, the following conditions of approval, as reflected in **Table 1.0-G, Typical Conditions of Approval**, are typical conditions that may apply to future implementing development projects. Mitigation measures identified within each analysis section of this DEIR will be applicable to all future implementing development projects. However, while the City may impose future implementing projects with conditions of approval as identified below, the City reserves the right to modify conditions as needed, specific to each implementing development project seeking City approval.

Table 1.0-G, Typical Conditions of Approval

No.	Conditions of Approval	Department
	General Conditions	
1.01	A Homeowner's Association is required for any private ownership of Lots.	Planning
1.02	Any conditionally approved Tentative Map shall expire twenty-four (24) months from the date of approval, unless extended as provided by Title 17 of the Calimesa Municipal Code. Within twenty-four months, the developer shall record with appropriate agencies, a Final Map prepared in accordance with subdivision requirements of the State of California Subdivision Map Act, Title 17 of the Calimesa Municipal Code and applicable development and zoning requirements of the Calimesa Municipal Code as applicable.	Planning
1.03	For any Tentative Tract Map applied for in conjunction with Environmental Impact Report (SCH No. 2022030754), all applicable mitigation measures with Planning Commission Resolution 2022-XX are incorporated by reference.	Planning
1.04	Details shown on Tentative Maps are not necessarily approved. Any details that are inconsistent with, City ordinances or the City Engineer's current subdivision design guidelines, must be specifically approved in the Final Map or on the improvement plans. However, any proposed project with Environmental Impact Report No. XXXX (SCH No. 2022030754) shall substantially conform with the submitted Tentative Map to be approved by the Planning Commission, which shall be kept on file with the Community Development Department, except as herein modified, during plan check if such modifications are in substantial conformance to the approved Tentative Tract Map and consistent with the provisions of the Calimesa Municipal Code and/or other applicable regulations.	Planning
1.05	Approval of any Tentative Tract Map is contingent upon the property owner and applicant signing and returning to the Community Development Department the "Agreement to Conditions Imposed" form.	Planning
1.06	As a condition of approval of any Tentative Tract Map, associated with Environmental Impact Report (SCH No. 2022030754), the developer agrees to indemnify, protect, defend, and hold harmless the City, and agency or instrumentality thereof, and its elected and appointed officials, officers, employees and agents, from and against any and all liabilities, claims, actions, causes or action, proceeding, suits, damages, judgments, liens, levies, costs and expenses of whatever nature, including reasonable	Planning

Table 1.0-G, Typical Conditions of Approval

No.	Conditions of Approval	Department
	attorney's fees and disbursements (collectively, "Claims") arising out of or in any way relating to the issuance of the entitlement, any actions taken by the City related to this entitlement or the environmental review conducted under the California Environmental Quality Act, Public Resources Code Section 21000 et seq., for any entitlement and related actions.	
1.07	All applicable mitigation measures within the certified Final Environmental Impact Report (SCH# 2022030754) that are not specifically listed herein are hereby made a part of these conditions of approval. All costs of supervising and conducting the Mitigation Monitoring Program shall be borne by the developer. The developer shall maintain a minimum $1,000 deposit at all times and shall be responsible for any additional costs associated with the monitoring program. In addition, the Project shall comply with all applicable provisions of all federal, State, and Regional Water/Air Quality Control Board rules and regulations.	Planning
1.08	Any proposed phasing of project components shall be submitted for review and approval by the Community Development Department and the City Engineer.	Planning
1.09	Any fees due to the City of Calimesa for processing of any project within Environmental Impact Report (SCH# 2022030754) shall be paid to the City within thirty (30) calendar days of final action by the approval authority. Failure to pay such outstanding fees within the time limits specified shall invalidate any approval granted. No permits, site work, or other actions authorized by this action shall be processed by the City, nor permitted, authorized or commenced until all outstanding processing fees are paid to the City.	Planning
1.10	Not Applicable	Planning
1.11	Future development of the proposed subdivision will be subject all applicable Calimesa Municipal Code Sections, including, but not limited to the following: *a) CMC 18.90.040(B)(1) Major Development Plan Review* *b) CMC 18.20 Residential Districts.* *c) CMC 18.50 Sign Regulations* *d) CMC 18.45 Off-Street Parking* *e) CMC 18.70 Landscape Requirements* *f) CMC 18.75 Water Conservation for Landscaping* *g) CMC 18.65 Fence, Wall, and Screening Standards* *h) CMC 18.120 Outdoor Lighting* *i) CMC 18.115 Development Impact Fees* *j) CMC 18.130 Inclusionary Housing* *k) CMC 18.105 Western Riverside County Transportation Uniform Mitigation Fee* *l) CMC 16.05 Western Riverside County Multi-Species Habitat Conservation Mitigation Fee* *m) CMC 17.15 Subdivisions*	Planning
1.12	The developer shall demonstrate compliance with all requirements of the South Mesa Water Company or Yucaipa Valley Water District Preliminary Project Service Evaluation Letter dated XXXX.	Planning
1.13	The Community Development Department shall review and approve the location and aesthetic design of any retaining and/or garden walls.	Planning

Table 1.0-G, Typical Conditions of Approval

No.	Conditions of Approval	Department
1.14	All exterior lighting shall comply with Calimesa Municipal Code Section 18.120 Outdoor Lighting.	Planning
1.16	Prior to the issuance of building permits, the applicant shall comply with the provisions of the City of Calimesa Development Impact Fee ordinance. The amount of the fee for this development shall be calculated at the issuance of each building permit.	Planning
1.17	Prior to the issuance of a building permit, the applicant shall comply with the provisions of City of Calimesa Ordinance No. 212, which requires the payment of the appropriate fee for the Western Riverside County Multiple Species Habitat Conservation Plan.	Planning
1.18	Payment of school fees shall be made to the applicable school district by the project proponent in accordance with California State law.	Planning
1.19	Any proposed signage shall be submitted to the Community Development Department for review and approval prior to the issuance of a building permit.	Planning
1.20	Developer shall comply with all Mitigation Measures included in certified Environmental Impact Report (EIR) (SCH# 2022030754), or subsequent Environmental Assessment. All costs of supervising and conducting the Mitigation Monitoring Program shall be borne by the developer. The developer shall maintain a minimum of $10,000 deposit at all times and shall be responsible for any additional costs associated with the monitoring program. Should a conflict arise in language between the EIR and the Project Specific conditions, the stricter interpretation shall apply as determined by the City Engineer.	Engineering
1.21	The Developer shall obtain City approval for any modifications or revisions to the approval of this project. Deviations not identified on the plans may not be approved by the City, potentially resulting in the need for the project to be redesigned. Consequently, amended entitlement approvals may be necessary.	Engineering
1.22	All Ordinances, Policy Resolutions, and Standards of the City in effect at the time this project is approved shall be complied with as a condition of this approval.	Engineering
1.23	All public improvements shall be designed in compliance with all appropriate Federal, State, County, and/or City standards. Preference shall be given to the use of Riverside County Transportation Department construction standards. Use of other standards, i.e. Caltrans, APWA, and other shall be approved on a case-by-case basis. All public and private improvements shall be constructed to the standards mandated by the Americans with Disability Act (ADA) and the latest changes thereto.	Engineering
1.24	All approved grading, improvement plans and project reports, including revisions to approved documents, shall be submitted to the City in electronic format prior to issuance of permits.	Engineering
1.25	Contractors are required to arrange for a pre-construction meeting concurrently with the issuance of any permits.	Engineering
1.26	All retaining and perimeter walls shown on a grading plan require separate plan check, permits and inspections from the City's Building Department.	Engineering

Table 1.0-G, Typical Conditions of Approval

No.	Conditions of Approval	Department
1.27	Developer shall employ a qualified professional engineering firm to perform design services. All construction plans shall be prepared on 24-inch X 36-inch drawing sheets with the City standard title block.	Engineering
1.28	Project improvement plans and reports shall be submitted for plan check to the Engineering Department for review and approval by the City Engineer. Public and private improvement plans shall be submitted as a complete package including grading, erosion, street, signing and striping, drainage, sewer, water, hydrology and hydraulics study, soils report, traffic study, WQMP & SWPPP reports, reference and backup documents and any other plans or reports as required by these conditions of approval. Incomplete submittals shall be rejected. Plan check fees/deposits shall be submitted, with the plan check submittal package, based on the latest adopted fee schedule.	Engineering
1.29	Any utility conflicts or changes to the approved plans that occur during construction shall be approved by the Public Works Director and the City Engineer. If City Engineer deems necessary, construction work in the area of the conflict shall stop until the project engineer has submitted appropriate solutions to the City for review and approval.	Engineering
1.30	Should Developer decide to construct this project in phases, a phasing plan shall be submitted to City for review and approval. The phasing plan shall identify construction access, public access and emergency access to the satisfaction of the City Engineer. Any construction within an individual phased area shall be constructed as a stand-alone project and not be contingent upon the future construction of another.	Engineering
1.31	No utility boxes, pedestals, clean outs, manholes, vaults or other impediments shall be installed within the public sidewalk area; all shall be located within the parkway or other location as approved by the City Engineer.	Engineering
1.32	Annexation into the City-wide CFD for police, fire, paramedic and park services. Prior to, or concurrent with, the City Council's approval of any Final Map, the subdivider shall be required to complete the procedures for the annexation of the property within the boundaries of the subdivision into the City's existing Community Facilities District known as "City of Calimesa Public Services Communities Facilities District No. 1 (Law Enforcement, Fire, Paramedic, and Park Maintenance Services)" (the "Services CFD"). This annexation shall be for the purpose of providing funding for police, fire, paramedic and park maintenance services within the subdivision. In connection with this requirement, the subdivider shall be required to consent to the annexation of the subdivision into the Services CFD and agree to waive and shall waive the right to protest said annexation, and the related assessment and to otherwise cooperate with and timely comply with related steps and actions required to complete the annexation.	Engineering
1.33	Prior to recordation of any final map, Developer shall create and annex into a project specific Community Facilities District (CFD), or other City approved mechanism, to accommodate this project. CFD shall provide for the perpetual maintenance of the following: 1) Public street parkway landscaping and irrigation along Desert Lawn Drive; 2) City owned storm drain facilities, 3) Retention/water quality basins and appurtenances; 3) Landscaping; and 4) Street lights.	Engineering

Table 1.0-G, Typical Conditions of Approval

No.	Conditions of Approval	Department
1.34	Sites shall be developed in compliance with all current model codes. All plans shall be designed in compliance with the latest editions of the California Building Codes as adopted by the City of Calimesa.	Building and Safety
1.35	Site development and grading shall be designed to provide access to all entrances and exterior ground floor exits and access to normal paths of travel, and where necessary to provide access. Paths of travel shall incorporate (but not limited to) exterior stairs, landings, walks and sidewalks, pedestrian ramps, curb ramps, warning curbs, detectable warnings, signage, gates, lifts and walking surface material. The accessible route(s) of travel shall be the most practical direct route between accessible building entrances, site facilities, accessible parking, public sidewalks, and the accessible entrance(s) to the site. California Building Code (CBC) 11A and 11B. a. City of Calimesa enforces the State of California provisions of the California Building Code disabled access requirements. The Federal ADA standards differ in some cases from the California State requirements. It is the building owner's responsibility to be aware of those differences and comply accordingly. b. Disabled access parking shall be located on the shortest accessible route. Relocate parking spaces accordingly.	Building and Safety
1.36	Site Facilities such as parking (open and covered), recreation facilities, and trash dumpsters, shall be accessible per California Building Code (CBC) 11A, 11B and 31B.	Building and Safety
1.37	Separate submittals and permits are required for all accessory structures such as but not limited to, trash enclosures, patios, block walls, retaining walls and storage buildings.	Building and Safety
1.38	Pursuant to California Business and Professions Code Section 6737, this project is required to be designed by a California licensed architect or engineer. Based on change of use and potential exiting and fire life safety improvements.	Building and Safety
1.39	Fire hazard severity zone: Any site located in a very high fire hazard severity zone or high fire hazard brush area shall comply with the materials and construction methods for exterior wildfire exposure per the 2019 CBC, Chapter 7a.	Fire Marshal
1.40	Fuel break: For any site located in a very high fire hazard severity zone, a fuel break of one hundred (100) feet brush and weed clearance is required prior to construction. The clearance shall be maintained on a year-round basis.	Fire Marshal
1.41	Fuel modification: For any site located in a very high fire hazard severity zone, a fuel modification zone plan shall be required for this project. Requirements shall be site specific to this project. The applicant shall submit plan to the fire department for review and comments or approval. Maintenance provisions of the greenbelt or fuel modification zones shall be submitted to the fire prevention department for review and comments or approval.	Fire Marshal
1.42	Additional fuel modification: For any site located in a very high fire hazard severity zone, an additional fuel modification zone of 100 feet shall be provided on all side(s) of the proposed structure(s). Fuels in this zone are to be thinned and/or removed or otherwise modified to provide a reasonable level of fire defense protection to the proposed structure(s).	Fire Marshal

Table 1.0-G, Typical Conditions of Approval

No.	Conditions of Approval	Department
1.43	Smoke alarms: Smoke alarms shall be installed per manufacturer's instructions and in accordance with the 2016 CRC, Section R314. Smoke alarms shall be installed in each sleeping room and outside each separate sleeping area in the immediate vicinity of the bedrooms.	Fire Marshal
1.44	Carbon monoxide alarms: Carbon monoxide alarms shall be installed per manufacturer's instructions and in accordance with the 2016 crc, section r315. Carbon monoxide alarms shall be installed outside of each separate sleeping area in the immediate vicinity of the bedrooms, on every occupiable level of a dwelling unit, including basements. Where a fuel-burning appliance is located within a bedroom or its attached bathroom, a carbon monoxide alarm shall be installed within the bedroom.	Fire Marshal
1.45	Fire flow test: Provide a current fire flow test report from water purveyor showing there is a water system capable of delivering the minimum fire flow requirements by the 2016 CFC Section 507.3, 507.4, and Appendix B.	Fire Marshal
1.46	Site plan: Prior to building plan approval and construction, the applicant/developer shall provide two copies of a site plan showing the locations of the nearest fire hydrant(s) to the proposed building(s) and provide the distances (dimensioned) of the fire hydrant(s) to the furthest portion of the building(s), measured along an approved route around the building.	Fire Marshal
1.47	Fire hydrants: Provide fire hydrant(s) within 400 feet of all portions of all buildings per the 2019 cfc, section 507.5.1. Exception: for group R-3 and group u occupancies, equipped throughout with an approved automatic sprinkler system installed in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3, the distance requirement shall be not more than 600 feet.	Fire Marshal
1.48	Fire sprinkler system: All *new* one- and two-family dwellings shall have an automatic fire sprinkler system regardless of square footage, designed and installed in accordance with the 2019 crc and/or 2016 NFPA 13d. *New* accessory dwelling units shall have an automatic residential sprinkler system when the *existing* house has an automatic residential sprinkler system. *Existing* houses without an automatic residential sprinkler system adding an accessory dwelling unit are not required to provide an automatic residential sprinkler system.	Fire Marshal
1.49	Address identification: Address numbers shall be placed on all new and existing residential buildings in such a manner as to be plainly visible and legible from access roadway/street, at all times, in accordance with the 2019 CRC, Section R319.1.	Fire Marshal
1.50	Fire apparatus access road: Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or within the jurisdiction. a. The fire apparatus access road shall comply with the requirements of the 2016 cfc, section 503 and shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility. The applicant or developer shall include in the building plans the required fire lanes and include the appropriate lane printing and/or signs. b. Dimensions: Fire apparatus access roads shall have an unobstructed width of not less than 24 feet, exclusive of shoulders, except for approved security gates in accordance with the 2016 cfc section 503.6 and riverside county ordinance no. 787, and unobstructed	Fire Marshal

Table 1.0-G, Typical Conditions of Approval

No.	Conditions of Approval	Department
	vertical clearance of not less than 13 feet 6 inches. Surface fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus of 80,000 pounds and shall be surfaced so as to provide all-weather driving capabilities. Roadways shall have a minimum 48 foot outside turning radius. Dead end access road shall not exceed 150 feet in length.	
1.51	The main electrical panel and all sub-panel(s) shall be labeled on inside cover for all circuits.	Fire Marshal
1.52	An approved spark arrestor shall be installed and visible from the ground, spark arrester shall be of stainless steel, copper or brass, woven galvanized wire mesh, twelve (12) gauge, nineteen (19) gauge galvanized wire or twenty-four (24) gauge stainless steel, and minimum of 3/8-inch and 1/2-inch maximum openings.	Fire Marshal
1.53	A one-hour fire rated, solid core, self-closing door shall be installed between garage and living space.	Fire Marshal
1.54	Water heaters (fuel fired) shall be properly vented to exterior of structure(s). Water heaters shall be seismic strapped to wall and be located 18-inch above a garage floor.	Fire Marshal
PRIOR TO MAP RECORDATION		
2.01	Any final tract maps shall be prepared by, or under the direction of, a Registered Civil Engineer authorized to practice land surveying, or a Licensed Land Surveyor and shall comply with the California Subdivision Map Act and to all the requirements of Title 13 of the Calimesa Municipal Code (City of Calimesa Subdivision Ordinance), unless modified by the conditions listed below. Final map shall be reviewed by the City Engineer and approved by the City Council prior to being filed with the County Recorder.	Engineering
2.02	A preliminary subdivision guarantee (title report) is required showing all fee interest holders and encumbrances when any final map is submitted for map check. An updated subdivision guarantee shall be provided before any final map is released for filing with the County Recorder.	Engineering
2.03	Any final map shall be recorded prior to the issuance of any permits with the exception of a mass/rough grading permit, and only when allowed by the City Engineer and Public Works Director.	Engineering
2.04	All conflicting existing easements or dedications shall be quitclaimed or vacated as required to comply with any approved tentative tract map.	Engineering
2.05	Prior to recordation of any final map, the Subdivider shall provide a list of street names to the Community Development Department Director, Police Department and Fire Department for review and approval.	Engineering
2.06	Easements and/or other legal means of access shall be provided to all open space lots that do not have adequate access from a public street. Easements shall be shown and offered on the Final Map to the satisfaction of the City Engineer.	Engineering
2.07	Developer shall obtain access and construction easements/agreements, from affected adjacent property owners, for any interim off-site improvements or grading prior to map recordation or start of grading operations to the satisfaction of the City Engineer.	Engineering
2.08	Approval for the filing of this land division is contingent upon approval of plans and specifications based on the conditions of approval presented herein and the final versions of Tentative Maps. If improvements are not	Engineering

Table 1.0-G, Typical Conditions of Approval

No.	Conditions of Approval	Department
	installed prior to the filing of this land division, the Developer must submit an Undertaking Agreement and Faithful Performance and Labor and Materials Bonds (or other surety type acceptable to the City) in the amount approved by the City Engineer guaranteeing the installation of said improvements and final map monumentation. The current Riverside County Transportation Department Engineer's estimate form shall be used for all Calimesa bonding estimates.	
Prior to Map Recordation – Grading and Drainage		
2.09	Mass grading, storm drain, retention facilities and erosion control plans shall be submitted and approved by the City Engineer prior to map recordation.	Engineering
2.10	Improvement plans shall be approved prior to map recordation and shall demonstrate that historical or existing storm water flows from adjacent properties are received and directed to a public street, a public drainage facility or a City approved drainage easement.	Engineering
2.11	The proposed drainage improvement plans shall be approved prior to map recordation and shall be designed such that drainage facilities will maintain or reduce the 100-year peak runoff rates presently exiting all Project boundaries. The Project will use on-site water quality/detention basins to reduce the storm water flows to or below the existing condition flow rates prior to their discharge to areas located downstream of the project.	Engineering
2.12	All storm drains 36 inches in diameter or less shall be designed and constructed to Riverside County Flood Control and Water Conservation District (RCFCWCD) Standards and these facilities shall be maintained by a CFD or approved mechanism.	Engineering
2.13	All storm drains greater than 36-inches in diameter, and structures proposed for maintenance by RCFCWCD for detention, retention, or debris, shall be designed and constructed to RCFCWCD standards. All plan sets related to any RCFCWCD facilities shall be reviewed, checked, and approved by RCFCWCD. Prior to recordation of the final map, Developer shall provide evidence of ownership and maintenance responsibility by RCFCWCD.	Engineering
2.14	Developer shall demonstrate compliance with all requirements of the Riverside County Flood Control and Water Conservation District (RCFCWCD).	Engineering
Prior to Map Recordation – Streets, Traffic, and Circulation		
2.15	Safe horizontal traffic sight distances and vertical curve sight distances shall be maintained regardless of street intersection angles, street grades, landscaping, or the lot configuration shown on the approved Tentative Map. Developer shall perform a sight distance analysis that demonstrates adequate stopping sight distance is provided along street frontages in accordance with County of Riverside standards, taking into consideration intersecting streets, proposed driveways, vertical elevation differences, and curvilinear alignments to the satisfaction of the City Engineer. No landscaping, walls, fences, utility structures, entry monuments signing, or permanent construction that will be more than 30 inches in the critical height area shall be permitted.	Engineering
2.16	Traffic Control Plan based on the California Manual of Uniform Traffic Control Devices (CA MUTCD) shall be submitted, for review and approval by the City Engineer. Traffic control shall be included as a line item in the	Engineering

Table 1.0-G, Typical Conditions of Approval

No.	Conditions of Approval	Department
	Engineer's Estimate for bonding purposes. No construction shall be allowed prior to the approval of Traffic Control Plans.	
2.17	Signing and striping plans shall be submitted for plan check, review, and approval prior to map recordation. Developer shall install all street name signs, striping, and related signage as shown on the approved plans to the satisfaction of the City Engineer prior to acceptance of improvements.	Engineering
2.18	Street improvement plans shall be designed to contain a maximum 10-year storm flow between the curbs, a maximum 100-year storm flow within the right-of-way. For secondary and major arterial roads, project design shall maintain two dry travel lanes during 10-yr frequency storms.	Engineering
2.19	Design engineer shall call-out the points within the street system where the design storm water flows exceed the street capacity standards established in the aforementioned condition. Catch basins and connector pipes shall collect the storm drainage at all points within the Project where the storm drainage exceeds street capacity.	Engineering
2.20	The Developer shall be responsible for all costs associated with off-site right-of-way and/or easement acquisition, including any costs associated with the eminent domain process, if necessary.	Engineering
Prior to Map Recordation – Sewer, Water, Street Lights, and Utilities		
2.21	Developer shall submit street light plans indicating the location of all existing and proposed streetlights. All project lighting shall be in accordance with applicable Calimesa Municipal Code standards or the Riverside County Department of Transportation Guidelines. Light Emitting Diode (LED) type streetlights are required and all light type and spacing shall be approved by the City Engineer. Developer shall create and annex into a CFD to include maintenance responsibilities for all project street lights.	Engineering
2.22	All required public and/or private utility easements associated with this subdivision of land shall be recorded on or concurrently with the final map and easement widths shall be approved by the governing easement holder. This includes easements for drainage, sewer, water, overhead and underground facilities and appurtenances to the satisfaction of the City Engineer. In addition, all existing conflicting easements shall be abandoned/quitclaimed on the final map or by separate instrument recorded concurrently with the final map to the satisfaction of the City Engineer.	Engineering and SMWC/YVWD
2.23	Developer shall design and construct (or secure) water and recycled water facilities to serve this project as required by South Mesa Water Company (SMWC) or Yucaipa Valley Water District (YVWD). Plans and specifications for the water and recycled water system facilities shall be submitted to SMWC or YVWD for plan check and approval, and to the City of Calimesa for plan check and approval of City related issues, prior to recordation of the final map or issuance of a construction permit. Developer shall submit an agreement and/or other evidence, satisfactory to the City Engineer, indicating that the developer has entered into a contract with water purveyor guaranteeing payment and installation of the water improvements.	Engineering and SMWC/YVWD
2.24	Developer shall design and construct (or secure) sewer facilities to serve this project as required by South Mesa Water Company or Yucaipa Valley Water District. Plans and specifications for the sewer system facilities shall be submitted to the governing sewer purveyor for plan check and approval,	Engineering and SMWC/YVWD

Table 1.0-G, Typical Conditions of Approval

No.	Conditions of Approval	Department
	and to the City of Calimesa for plan check and approval of City related issues, prior to recordation of the final map or issuance of a construction permit. Developer shall submit an agreement and/or other evidence, satisfactory to the City Engineer, indicating that the Developer has entered into a contract with the sewer purveyor guaranteeing payment and installation of the sewer improvements.	
2.25	Developer shall provide onsite and offsite easements required for sewer and water facilities as shown on the tentative map. All easements' widths and configurations shall be approved by South Mesa Water Company or Yucaipa Valley Water District, as applicable, and the City Engineer prior to map recordation.	Engineering and SMWC/YVWD
Map Recordation – Covenants, Conditions and Restrictions (CC&R's)		
2.26	Developer to provide CC&R's (or other approved mechanism) for review and approval by City Attorney and City Engineer prior to map recordation. The CC&R's shall include provisions to provide for the perpetual maintenance by homeowners for the public parkway landscaping and irrigation located along each homeowner's front and side yard frontage.	Engineering and City Attorney
2.27	The CC&R's shall include provisions to implement the approved Water Quality Management Plan. Developer/HOA/homeowners (as applicable) shall be responsible for ongoing maintenance of any water quality measures that are not included in the Community Facilities District (CFD) for maintenance.	Engineering and City Attorney
2.28	CC&R's shall provide education and notification regarding all areas where recycled water is used to water landscaped areas pursuant to rules, regulations, and enforcement by the governing water purveyor.	Engineering
Prior to Grading Permit - General		
3.01	Developer shall comply with Assembly Bill 1414 (AB 1414) of the Business and Professions Code of the Land Surveyors Act as required to preserve existing monuments and survey control.	Engineering
3.02	The Developer's contractor is required to submit for a haul route permit for the hauling of material to and from the project site. Said permit will include limitations of haul hours, number of loads per day and the posting of traffic control personnel at all approved entrances/exits onto public roads. Hauled material shall be to/from an approved site.	Engineering
3.03	If the project requires import/export activities, Developer shall obtained approval for the import/export location from the City Engineer. Additionally, if the location was not previously approved by an Environmental Assessment, prior to issuing a grading permit, a Grading Environmental Assessment may be required by the Planning Director for review and comment and to the City Engineer for approval.	Engineering
3.04	Prior to issuance of a grading permit, construction documents shall include language that requires all construction contractors to strictly control the staging of construction equipment and the cleanliness of construction equipment stored or driven beyond the limits of the construction work area. When possible, construction equipment shall be parked and staged within the project site. Staging areas shall be screened from view from residential properties. Vehicles shall be kept clean and free of mud and dust before leaving the development site. Surrounding streets shall be swept daily and maintained free of dirt and debris.	Engineering

Table 1.0-G, Typical Conditions of Approval

No.	Conditions of Approval	Department
3.05	Construction traffic access to an on-going phased construction site shall not be permitted through any adjacent development site, which has been completed and accepted by the City for occupancy.	Engineering
Prior to Grading Permit - Grading, Drainage, Water Quality & Hydrology		
3.06	Prior to issuance of a grading or drainage improvement permit, all plans and reports associated with grading, erosion, drainage, water quality & water treatment, water retention/detention and best management practices shall be approved by the City Engineer.	Engineering
3.07	Grading and erosion control plans shall include provisions to avoid adverse effects caused by rain, wind, or other weather conditions. Erosion and sediment control plans will be prepared and accomplished according to the best management practices as defined in the Riverside County Drainage Area Master Plan and as required by the National Pollutant Discharge Elimination System (NPDES).	Engineering
3.08	The Subdivider shall provide a comprehensive soils and geotechnical report (no older than one year), based on field and laboratory testing. The reports shall establish grading recommendations based on the nature and character of the site soils. The report shall specify requirements related to import and/or export of soil from the site. The City Engineer reserves the right to require additional field or laboratory testing based on "discovery" within the submitted soils report.	Engineering
3.09	All rough and precise grading plans shall include specific requirements from the approved geotechnical reports regarding cuts, fills, over-excavation, and compaction requirements.	Engineering
3.10	Geotechnical engineer shall sign and seal all rough grading plans indicating the respective plan set complies with the recommendations of the comprehensive soils and geotechnical reports.	Engineering
3.11	A comprehensive hydrology and hydraulics report shall be submitted, reviewed, and approved by the City of Calimesa. Any off-site drainage, which may impact this development, or additional drainage created by this development, shall be addressed in accordance with the mitigation measures required in the hydrology report and as directed by the City Engineer. The City Engineer reserves the right to require reasonable additional field or laboratory testing based on "discovery" within the submitted Hydrology/Hydraulics Report. Approval of the Hydrology/Hydraulics Report is required prior to recordation of the final tract map or issuance of any permits.	Engineering
3.12	Developer shall submit Water Quality Management Plan (WQMP) for review and approval of the City Engineer. WQMP facilities shall be designed based on the Guidelines contained in the sample Riverside County WQMP documents latest edition, available on the Santa Ana Regional Water Quality Control Board Website. The WQMP shall provide for the treatment of the first flush runoff from the project as well as reducing the discharge from the project to predevelopment levels.	Engineering
3.13	Developer shall submit to the City Engineer, the Notice of Intent (NOI) indicating that coverage has been obtained under the National Pollutant Discharge Elimination System (NPDES) State General Permit for Storm Water Discharges Associated with Construction Activity from the State Water Resources Control Board.	Engineering

Table 1.0-G, Typical Conditions of Approval

No.	Conditions of Approval	Department
3.14	Prior to issuance of a grading permit, a Storm Water Pollution Prevention Plan (SWPPP) shall be approved. The SWPPP shall be maintained throughout the scope of the project and copies shall be available at the job site at all times.	Engineering
3.15	The grading plans shall include provisions to ensure that grading will be conducted in accordance with the South Coast Air Quality Management District's Rule 403, as applicable.	Engineering
3.16	Dust control operations shall be performed by the Contractor to comply with all Air Quality Management District regulations regarding dust control and to the satisfaction of the City Engineer. The City shall have the authority to suspend all construction operations if, in their opinion, the Contractor fails to adequately provide for dust control.	Engineering
3.17	Developer shall submit authorization from the local water purveyor for the use of the water needed for construction and PM10 mitigation for Project and all related phases.	Engineering
3.18	This project is subject to all of the requirements of the Municipal Storm Water and Sanitary Sewer System (MS4) permits issued by the Santa Ana Regional Water Quality Control Board and all subsequent permits to which the City is a signatory.	Engineering
Prior to Public Improvement Acceptance or Surety Release		
4.01	Permanent survey monuments shall be set at tract boundaries, lot boundaries, the intersection of street centerlines, beginning and end of curves in centerlines, and at other locations designated by the City Engineer. All monuments shall be placed in accordance with standard survey practices. A complete set of all street centerline ties shall be submitted to the City Engineer for review and approval.	Engineering
4.02	Prior to surety release, all grading, public and private improvements, utilities, landscaping and irrigation and other items required by the conditions of approval shall be installed and accepted by the City. In addition, City Engineer shall file a Notice of Completion accepting the public improvements as shown on the approved improvement plans and as required by the conditions of approval.	Engineering
4.03	Developer shall file a letter with the SWRCB or submit information to the SMART System stating that the construction activity is complete. A copy of this letter shall be submitted to the City prior to acceptance of improvements.	Engineering
4.04	All catch basins and storm drain inlet facilities shall be stenciled with the appropriate "No Dumping, Only Rain in the Drain" message.	Engineering
4.05	The final recorded map and all approved improvement plans and revisions to approved plans shall be submitted to the City Engineer in both full sized mylars and electronic format. As-built drawings necessary to document field construction changes shall be provided to the City in electronic format and on revised mylars prior to acceptance of improvements or surety release.	Engineering
4.06	Prior to acceptance of improvements or surety release, Developer shall be required to replace any street improvements, including but not limited to paving, sidewalk, curb and gutter, traffic signal loops and advanced warning loops, that are damaged during construction activities, to the satisfaction of the City Engineer. No utility trenching shall be allowed,	Engineering

Table 1.0-G, Typical Conditions of Approval

No.	Conditions of Approval	Department
	after the final course of pavement has been installed, on any newly constructed streets associated with this project	
4.07	In accordance with the California Building Code, Title 24, and the requirements of the Americans with Disabilities Act (ADA), facilities for disabled persons shall be constructed and existing facilities shall be reconstructed at all street intersections or other locations associated with the project as required by the City Engineer.	Engineering
4.08	All above-ground utilities, including but not limited to communication and power lines that are 33KV in size or less, which are located on site or adjacent to the property frontage, shall be placed underground to the satisfaction of the Public Works Director. The undergrounding of utilities shall be reflected on the project improvement plans.	Engineering
4.09	All new electrical power, telephone, gas, fiber optics, cable television, and other miscellaneous services shall be installed underground. Said services shall be designed and constructed such that they can provide adequate service to future planning areas.	Engineering
4.10	Developer shall be responsible for research on private utility lines (gas, electric, telephone, cable, internet, etc.) to ensure there are no conflicts with site development. All existing utility lines that conflict with this project shall be relocated, removed, or sealed as directed by City Engineer.	Engineering
4.11	Prior to acceptance of public improvements or surety release, the Developer shall be responsible for the payment of all outstanding fees as required by the City of Calimesa Municipal Code.	Engineering
Prior to Building Permits		
5.01	Prior to issuance of a building permit, the Applicant shall be responsible for the payment of all outstanding fees as required by the City of Calimesa Municipal Code. Fees to include plan check, permit, inspection and appropriate Development Impact and TUMF fees.	All
5.02	Prior to issuance of the first building permit, the final map shall be recorded with the County Recorder's Office.	Engineering
5.03	Prior to issuance of any building permits, Applicant shall provide rough grade certification letters for each lot for approval by the City Engineer.	Engineering
5.04	Prior to issuance of any building permits, Applicant shall provide compaction test results for each lot for approval by the City Engineer.	Engineering
5.05	Prior to issuance of a building permit, a Precise Grading, Utility and Erosion Plan shall be submitted to the Public Works Department for review and approval and a precise grading permit shall be issued by the Public Works/Engineering Department. Plan check fees shall be paid based on the latest adopted fee schedule.	Engineering
5.06	Prior to building permit issuance of any phased construction, offsite improvements and the associated right-of-way beyond either the phased construction and/or subdivision map boundary required to provide utility service, public and/or emergency vehicular ingress and egress shall be installed and/or required, respectively, per City standards.	Engineering
Prior to Occupancy Release		
6.01	Prior to issuance of a Certificate of Occupancy for any home, the Developer shall provide a fine grade certification letter from the project Civil Engineer for said lot to the City Engineer.	Engineering

1.6 Project Objectives

Per Section 15124 (b) of the CEQA Guidelines, an EIR needs to include a statement of the objectives of a project which help the City develop a reasonable range of alternatives. The Objectives need to outline the general purpose of the Project. The Project Objectives are as follows:

- Comply with newly adopted State residential laws requiring jurisdictions to increase the amount of housing opportunities available and to provide ways to meet their fair share of housing units within a variety of income categories by:
    - Permitting a flexible approach to providing housing;
    - Increasing the variety of housing options in existing residential neighborhoods;
    - Fostering well-planned, compact developments keeping with the character of the existing neighborhood;
    - Promoting efficiency in the utilization of existing infrastructure and services, facilitates integrated physical design;
    - Promoting a high level of design quality;
    - Facilitating development proposals responsive to current and future market conditions; and
    - Promote safe vehicular circulation patterns for residents and safety/service providers.

1.7 Discretionary Actions and Approvals

The DEIR serves as an informational document for use by public agencies, the general public, and decision makers. This DEIR discusses the impacts of development pursuant to the proposed Project and related components and analyzes Project site alternatives. This DEIR will be used by the City of and responsible agencies in assessing impacts of the proposed Project site. No development is planned as part of the Project. The City will consider the following discretionary actions for approval:

- Zone Change 21-01 to amend City Municipal Code (CMC), Title 18 – Zoning, Land Use and Development Regulations; specifically Chapters 18.05 – General Provisions, 18.20 – Residential Zone Districts , 18.45 – Off-Street Parking, and 18.90 – Development Plan Review in order to:
    - Amend Section 18.05.08 – Zone Districts Established to add “Residential Infill Priority Area Overlay Zone” (RIPAOZ)
    - Amend Section 18.20.020 – Residential Zone Districts to add new Subsection H to establish the RIPAOZ;
    - Amend Table 18.20.030 – Uses Permitted within Residential Districts to identify allowable uses within the RIPAOZ:
    - Amend Table 18.20.040 – Residential Development Standards to establish development standards for the RIPAOZ and allow for increased density of up to 15 dwelling units per acre in RIPAOZ Area 1 and 35 dwelling units per acre in RIPAOZ Area 2;
    - Amend Section 18.20.050 – Specific Standards for Residential Districts to add new Subsection P to define Design, Screening, and Privacy Standards;
    - Amend Table 18.45.060 – Number of Parking Spaces Required to establish parking standards for the RIPAOZ; and
    - Amend Section 18.90.030 – Minor Development Plan Review to add new Subsection 11 of Subdivision B to identify that all single family attached, single family detached, multi-family dwellings, and accessory dwelling units (if permitted by State law) proposed within the Residential Infill Priority Area Overlay Zone (“RIPAOZ”) may be considered for Minor Development Plan Review.
- General Plan Amendment (GPA) to amend the General Plan Land Use Element (Chapter 2) to:

  - Amend Table LU-B – General Plan Land Use Categories to define RIPAOZ Area 1 and Area 2;
  - Amend Table LU-C – List of Zoning Districts Compatible with General Plan Land Use Categories to add the RIPAOZ; and
  - Amend Figure LU-1 – Land Use Map to reflect the boundary of the RIPAOZ Area 1 and Area 2 with the City's "one-map" system with a single General Plan Land Use Designation / Zoning Map.
- Certify an Environmental Impact Report (EIR) for the zoning changes and GPA.

Approvals and permits that may be required by other agencies include:

- Approval of Water Supply Assessment by the South Mesa Water Company

1.8 Areas of Controversy and Issues to be Resolved

CEQA Guidelines Section 15123(b)(2) requires that areas of controversy known to the Lead Agency must be stated in the EIR summary. Issues of interest to the public and public agencies were identified during the 30-day public comment period of the Notice of Preparation (NOP), as well as comments received during the public scoping meeting that was held on April 7, 2022 for the proposed Project at the City of Calimesa.

A NOP for the DEIR was distributed to the State Clearinghouse (SCH No. 2022030754), responsible agencies, and other interested parties via overnight mail or delivery on DATE for a 30-day review period ending on April 27, 2022. A notice advising of the availability of the NOP was also posted by the Riverside County Clerk on March 29, 2022. The objective of distributing a NOP is to solicit public comment in order to identify and determine the full range and scope of issues of concern so that these issues might be fully examined in the DEIR. Comments received regarding the NOP were used to help identify impacts that could result from implementation of the proposed Project.

The NOP, distribution list, and comment letters are included in Appendix A of this DEIR. By the close of the 30-day public review period, seven responses to the NOP had been received which are addressed in the DEIR. A summary of NOP comments has been included in Section 2.5.1 (Introduction – NOP Comment Letters).

Section 15123(b)(3) of the *CEQA Guidelines* requires that a DEIR identify issues to be resolved; this includes the choice among alternatives and whether or how to mitigate significant impacts. The major issues to be resolved for the proposed Project include decisions by the City of Calimesa as to whether:

- this DEIR adequately describes the potential environmental impacts of the proposed Project;
- the recommended mitigation measures should be adopted or modified;
- additional mitigation measures need to be applied;
- the Project should or should not be approved as proposed; or
- the Project should be modified based on the alternatives considered in this DEIR.

1.9 Summary of Environmental Impacts

The following table, **Table 1.0-G DEIR Impact Summary Matrix**, provides a summary of impacts related to the proposed Project. The table identifies significant environmental impacts resulting from the Project pursuant to the *CEQA Guidelines* Section 15123(b)(1).

Table 1.0-G, DEIR Impact Summary Matrix

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
IMPACT Category: Aesthetics				
Would the proposed Project have substantially effect a scenic vista? *The Project would result in a less than significant impact.*	*Mitigation not required*	*Not applicable*	*Not applicable*	Less Than Significant *Mitigation not required*
In a non-urbanized area, would the proposed Project substantially degrade the existing visual character of quality of public views of the site and its surroundings? In an urbanized area, would the Project conflict with applicable zoning and other regulations governing scenic quality? *The Project would result in a less than significant impact.*	*Mitigation not required*	*Not applicable*	*Not applicable*	Less Than Significant *Mitigation not required*
IMPACT Category: Air Quality				
Would the project conflict with or obstructing of implementation of the applicable air quality? *The Project would result in significant and unavoidable impacts.*	*No feasible mitigation available*	*Not applicable*	*Not applicable*	Significant and Unavoidable. A Statement of Overriding Considerations is required prior to Project approval
Would the project Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is	**MM AQ 1**: In order to reduce impacts related to short-term construction impacts, prior to approval of future development within the RIPAOZ, each individual implementing project shall	Prior to Approval	Project Developer / City of Calimesa Planning Department	Significant and Unavoidable. A Statement of Overriding Considerations is

Table 1.0-G, DEIR Impact Summary Matrix

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
non-attainment under an applicable federal or state ambient air quality standard? *The Project would result in significant and unavoidable impacts.*	prepare a construction-related air quality analysis and submit to the City of Calimesa for review and approval. The air quality analysis shall evaluate project-specific construction impacts from criteria pollutants. The analysis shall be prepared in conformance with current SCAQMD methodology for assessing criteria pollutant impacts at both the regional and localized level. If the analysis identifies the emissions exceed applicable thresholds, feasible mitigation measures for each implementing development project shall be incorporated. If emissions cannot be reduced below applicable thresholds, then subsequent environmental review shall be required.			required prior to Project approval
	MM AQ 2: In order to reduce impacts related to long-term operation impacts, prior to approval of future development within the RIPAOZ, each individual implementing project shall consult with local transit officials on the need to provide infrastructure to connect the project with transit services. Evidence of compliance with this requirement may include correspondence from the local transit provider regarding the need for installing bus turnouts, shelters or bus stops at the implementing development project site.	Prior to Approval	Project Developer / City of Calimesa Planning Department	
	MM AQ 3: In order to reduce impacts related to long-term operation impacts, upon a residential dwelling	Prior to Occupancy	Project Developer / City of Calimesa	

Table 1.0-G, DEIR Impact Summary Matrix

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
	unit being sold, offered for sale or rented, the Project Applicant or its designee shall notify and offer to the prospective buyer or tenant, as soon as it may be done, disclosure materials describing available public transit, ridesharing and non-motorized commuting opportunities available in the vicinity of the implementing development project site. Such information shall be transmitted no later than the close of escrow or finalization of a rental contract. A draft of this disclosure shall be submitted to the City Planning Department for review prior to the issuance of the first certificate of occupancy of each implementing development project.		Planning Department	
	MM AQ 4: In order to reduce impacts related to long-term operation impacts, each implementing development project shall install broadband infrastructure or other communication technologies that encourage telecommuting and working from home. The applicant shall submit documentation to the City Building and Safety Department prior to occupancy.	Prior to Occupancy	Project Developer / City of Calimesa Building and Safety Department	
	MM AQ 5: In order to reduce impacts related to long-term operation impacts, each implementing development project shall offer natural gas or propane hookups, exterior electrical outlets, and prohibit wood-burning fireplaces. The City Planning Department shall verify architectural	Prior to Approval	Project Developer / City of Calimesa Planning Department	

Table 1.0-G, DEIR Impact Summary Matrix

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
	plans for implementing tract maps include such requirements before implementing project approval. The City Planning Department shall verify the project-specific conditions of approval include the exterior electrical hookups and prohibition of applicable wood-burning devices consistent with SCAQMD Rule 445.			
	MM AQ 6: In order to reduce impacts related to long-term operation impacts, implementing project developers of multi-family development shall encourage use of electric landscape maintenance equipment for public common areas maintained by the property owner's association by providing information to the property owner's association about the benefits of such equipment and the incentive programs offered by SCAQMD. This information shall be provided to the City Planning Department for verification prior to occupancy.	Prior to Occupancy	Project Developer / City of Calimesa Planning Department	
	MM AQ 7: In order to reduce impacts related to long-term operation impacts, prior to the issuance of multi-family residential building permits, each implementing development applicant, or its designee shall submit building design plans to the City that demonstrate that the parking areas for multi-family residential buildings are equipped with EV charging stations that provide charging opportunities to at least two (2) percent of the total	Prior to Building Permit	Project Developer / City of Calimesa City Building and Safety Department	

Table 1.0-G, DEIR Impact Summary Matrix

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
	number of required parking spaces. The EV charging stations shall achieve a similar or better functionality as a Level 2 charging station. In the event that the installed charging stations use more superior functionality/technology other than Level 2 charging stations, the parameters of the mitigation obligation (i.e., number of parking spaces served by EV charging stations) shall reflect the comparative equivalency of Level 2 charging stations to the installed charging stations on the basis of average charge rate per hour. For purposes of this equivalency determination, Level 2 charging stations shall be assumed to provide charging capabilities of 25 range-miles per hour. Compliance shall be verified by the City Building and Safety Department prior to occupancy.			
	MM AQ 8: In order to reduce impacts related to long-term operation impacts, prior to approval of future development within the RIPAOZ, each individual implementing project shall evaluate active transportation measures and incorporate feasible measures into design to increase connectivity and opportunities for residents to walk and bike to reduce VMT.	Prior to Approval	Project Developer / City of Calimesa	

Table 1.0-G, DEIR Impact Summary Matrix

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
Would the project expose sensitive receptors to substantial pollutant concentration? *The Project would result in significant and unavoidable impacts.*	See **MM AQ 1** through **MM AQ 8** above	See **MM AQ 1** through **MM AQ 8** above	See **MM AQ 1** through **MM AQ 8** above	Significant and Unavoidable. A Statement of Overriding Considerations is required prior to Project approval
IMPACT Category: Biological Resources				
Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? *The Project may result in a less than significant with incorporation of mitigation measures.*	**MM BIO 1: Burrowing Owl Survey.** Prior to any ground disturbing activities involving Assessor Parcel Numbers 410-170-007,410-170-025, 411-200-001, 411-200-004, 411-200-007, 411-200-008, 411-200-022, and 413-320-003, a qualified biologist shall conduct a burrowing owl survey per Burrowing Owl Survey Instructions for the Western Riverside County Multiple Species Habitat Conservation Plan (WRCMSHCP). A 30-day burrowing owl pre-construction survey shall also be conducted in accordance with the WRCMSHCP.	No more than 30 days prior to initiation of grading	Developer / Biologist	Less Than Significant
	MM BIO 2. Nesting Bird Pre-Construction Clearance Survey. During construction for Assessor Parcel Numbers: 410-080-005, 410-080-007, 410-080-009, 410-162-012, 410-162-013, 410-170-011, 410-181-011, 411-200-022 ,411-200-001, 411-200-002, 411-200-003, 411-200-007, 411-200-008, 411-200-022, and 413-320-003, or any parcels with existing trees, direct impacts to nesting birds shall be avoided in accordance with the Migratory Bird Treaty Act and California Department of Fish and	Prior to construction activities	Developer / Biologist	

Table 1.0-G, DEIR Impact Summary Matrix

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
	Wildlife Code Section 3503. If ground-disturbance activities occur during the avian nesting season, a preconstruction survey and avoidance measures shall be conducted by a qualified biologist. A copy of the survey results and avoidance measures (if applicable) shall be provided to the City of Calimesa Planning Department.			
Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or US Fish and Wildlife Service? *The Project would result in a less than significant impact with incorporation of mitigation measures.*	**MM BIO 3 Jurisdictional Waters.** Prior to issuance of a grading permit for APN 411-200-022, a formal jurisdictional delineation shall be conducted to determine the extent of onsite resources regulated by the USACE, CDFW, or RWQCB. The project applicant may be required to obtain all applicable permits which may include, 404 Nationwide Permit from the USACE, 1602 Streambed Alteration Agreement from CDFW, and a 401 Certification issued by the RWQCB pursuant to the California Water Code Section 13260.	Prior to grading	Developer	Less Than Significant
	MM BIO 4 MSHCP Riverine and Riparian Resources Section 6.1.2. Prior to issuance of a grading permit for assessor parcel numbers 411-200-001, 411-200-003, and 411-200-022,a Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Determination of Biologically Equivalent or Superior Preservation shall be conducted to determine direct or indirect impacts to MSHCP	Prior to grading	Developer	

Table 1.0-G, DEIR Impact Summary Matrix

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
	Riparian/Riverine resources that includes a plan to avoid or replace any impacted riparian/riverine habitat.			
Would the Project have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? *The Project would result in a less than significant impact with incorporation of mitigation measures.*	See **MM BIO 3** above	See **MM BIO 3** above	See **MM BIO 3** above	Less Than Significant
Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? *The Project would result in no impact.*	*Mitigation not required*	*Not applicable*	*Not applicable*	No Impact *Mitigation not required*
Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? *The Project would result in a less than significant impact.*	*Mitigation not required*	*Not applicable*	*Not applicable*	Less than significant. *Mitigation not required*
Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	See **MM BIO 1** and **MM BIO 4** above	See **MM BIO 1** and **MM BIO 4** above	See **MM BIO 1** and **MM BIO 4** above	Less than significant
	MM BIO 5: MSHCP Appendix C Standard Best Management Practices and Section 7.5.3 Construction Measures. Prior to	Prior to grading	Developer	Less than significant

Table 1.0-G, DEIR Impact Summary Matrix

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
The Project may result in a potentially significant impact with incorporation of mitigation measures .	issuance of a grading permit, any future implementing project on the Parcels located on Figure 5.3-3 of this EIR shall incorporate all feasible measures outlined in Appendix C and Section 7.5.3 of the MSHCP.			
IMPACT Category: Cultural Resources				
Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5? *The Project would result in a less than significant impact.*	**MM CR 1** Prior to grading, future implementing development projects shall retain a qualified archaeologist to conduct a project-specific cultural resource assessment that shall include an archaeological pedestrian survey with documentation and evaluation of any structures 50 years of age.	Prior to grading	Developer / Archaeologist	Less than significant
Would the Project cause a substantial adverse change in the significance of an archeological resource pursuant to Section 15064.5? *The Project may result in a potentially significant impact.*	See **MM CR 1** above	Prior to grading	Developer / Archaeologist	Less than significant
IMPACT Category: Energy				
Would the Project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? *The Project may result in a less than significant impact with mitigation incorporated.*	See **MM AQ 2** through **MM AQ 8**, above and **MM GHG 1** through **MM GHG 4,** below.	See **MM AQ 2** through **MM AQ 8**, above and **MM GHG 1** through **MM GHG 4,** below.	See **MM AQ 2** through **MM AQ 8**, above and **MM GHG 1** through **MM GHG 4,** below.	Less than significant

Table 1.0-G, DEIR Impact Summary Matrix

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency? *The Project may result in a less than significant impact.*	See **MM AQ 2** through **MM AQ 8**, above and **MM GHG 1** through **MM GHG 4,** below.	See **MM AQ 2** through **MM AQ 8**, above and **MM GHG 1** through **MM GHG 4,** below.	See **MM AQ 2** through **MM AQ 8**, above and **MM GHG 1** through **MM GHG 4,** below.	Less than significant
IMPACT Category: Greenhouse Gas				
Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? *The Project would result in significant and unavoidable impacts.*	See **MM AQ 2** through **MM AQ 8**, above.	See **MM AQ 2** through **MM AQ 8**, above.	See **MM AQ 2** through **MM AQ 8**, above.	Significant and Unavoidable. A Statement of Overriding Considerations is required prior to Project approval
	MM GHG 1: In order to reduce GHG impacts, the City Building and Safety Department shall verify before issuance of all residential building permits that where appliances are installed by residential project developers, Energy Star-rated appliances (or other equivalent technology) for clothes washers, dish washers, refrigerators, and fans shall be installed in the residences.	Prior to Building Permit	City of Calimesa City Building and Safety Department	Significant and Unavoidable. A Statement of Overriding Considerations is required prior to Project approval
	MM GHG 2: In order to reduce GHG impacts, the City Building and Safety Department shall verify before issuance of all residential building permits that all in-unit fixtures installed in residential and nonresidential buildings will be high efficacy. High efficacy lighting includes compact fluorescent lamps, light emitting diodes (LED), and other light bulbs that provide an energy efficiency of at	Prior to Building Permit	City of Calimesa City Building and Safety Department	

Table 1.0-G, DEIR Impact Summary Matrix

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
	least 40 lumens/watt for 15 watt or less fixtures, 50 lumens/watt for 15-40 watt fixtures, 60 lumens/watt for fixtures >40watt.			
	MM GHG 3: In order to reduce GHG impacts, prior to approval of future development within the RIPAOZ, each individual implementing project shall evaluate installation of cool pavements in street improvement plans, if approved by the California Department of Transportation (Caltrans) and City Engineering Department for roadway uses, provided that road installation and maintenance durability and costs are comparable to existing approved roadway materials. Pavement installed shall be to the satisfaction of the City Engineering Department prior to approval of all street improvement plans.	Prior to Approval	City of Calimesa City Engineering Department	
	MM GHG 4: In order to reduce GHG impacts, prior to approval of future development within the RIPAOZ, each individual implementing project shall include in design plans for City review technically feasible (given expected future uses) and legally feasible (given applicable ordinances and other requirements) designs that include groundcovers or other measures to reduce use of concrete and asphalt.	Prior to Approval	City of Calimesa Planning Department	
Would the project conflict with an applicable plan, policy, or regulation	*Mitigation not required*	*Not applicable*	*Not applicable*	Less Than Significant *Mitigation not required*

Table 1.0-G, DEIR Impact Summary Matrix

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
adopted for the purpose of reducing the emission of greenhouse gases? *The Project would result in a less than significant impact.*				
IMPACT Category: Hydrology and Water Quality				
Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin? *The Project would result in a less than significant impact.*	*Mitigation not required*	*Not applicable*	*Not applicable*	Less Than Significant *Mitigation not required*
IMPACT Category: Land Use				
Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? *The Project would result in a less than significant impact.*	*Mitigation not required*	*Not applicable*	*Not applicable*	Less Than Significant *Mitigation not required*
IMPACT Category: Noise				
Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project area in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	**MM NOI 1**: Prior to grading permit issuance, the applicant or its construction contractor(s) shall implement the following and to ensure construction noise levels at community noise-sensitive receptors	Prior to grading permit	Construction Contractor	Significant and Unavoidable. A Statement of Overriding Considerations is required prior to Project approval

Table 1.0-G, DEIR Impact Summary Matrix

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
The Project would result in significant impact even with incorporation of mitigation measures	(e.g., residences) are compliant with City of Calimesa (City) requirements: ▪ Construction noise reduction methods such as shutting off idling equipment, and usage of electric-driven air compressors and similar power tools in lieu of diesel-powered equipment, shall be applied where feasible ▪ During construction, stationary operating construction equipment shall be placed such that emitted noise is directed away from or shielded from sensitive receptors. When increased distance cannot be used to help reduce noise exposure at a sensitive receptor due to loud operation of stationary equipment, apply feasible on-site noise attenuation measures that may include temporary noise barriers (e.g., acoustical blankets or field-erected wooden walls) or the placement of on-site tanks, containers, or trailers so that direct noise source-to			

Table 1.0-G, DEIR Impact Summary Matrix

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
	receptor path(s) are occluded. ▪ During construction, stockpiling and vehicle staging areas shall be located as far as practical from noise sensitive receptors while being located on the project site or on existing developed areas. ▪ Construction hours, allowable workdays as described in CMC 18.15.080 (A), and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow surrounding property owners and residents to contact the job superintendent if necessary. In the event the City receives a complaint, appropriate response (that may include corrective actions, as warranted by investigation of the received complaint and determination of noise exceedance) shall be implemented and a report of the response and/or action			

Table 1.0-G, DEIR Impact Summary Matrix

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
	provided to the reporting party in a reasonable timeframe. ▪ During construction, turn off idling equipment. • During construction, implement a noise control monitoring program to limit noise impacts as described in CMC 18.15.080(B).			
	MM NOI 2: The construction contractor shall require that all construction equipment be operated with original factory-installed or factory-approved noise control equipment (e.g., exhaust mufflers and silencers, intake filters, and engine shrouds as appropriate) that is properly installed and in good working order. Enforcement shall be accomplished via field inspections by applicant or third-party personnel during construction activities to the satisfaction of the City of Calimesa Engineering Department.	During Construction	Construction Contractor	Less Than Significant
Would the Project generate exercise groundborne vibration or groundborne noise levels? *The Project would result in a less than significant impact.*	*Mitigation not required*	*Not applicable*	*Not applicable*	Less Than Significant *Mitigation not required*
IMPACT Category: Population and Housing				

Table 1.0-G, DEIR Impact Summary Matrix

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
Would the Project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? *The Project would result in significant and unavoidable impacts.*	*No feasible mitigation measures*	*Not applicable*	*Not applicable*	Significant and Unavoidable. A Statement of Overriding Considerations is required prior to Project approval
IMPACT Category: Public Services				
Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection? *The Project would result in a less than significant impact.*	*Mitigation not required*	*Not applicable*	*Not applicable*	Less Than Significant *Mitigation not required*
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 police protection?	*Mitigation not required*	*Not applicable*	*Not applicable*	Less Than Significant *Mitigation not required*

Table 1.0-G, DEIR Impact Summary Matrix

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
The Project would result in a less than significant impact.				
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 schools? *The Project would result in a less than significant impact.*	*Mitigation not required*	*Not applicable*	*Not applicable*	Less Than Significant *Mitigation not required*
IMPACT Category: Transportation and Traffic				
Would the Project conflict with program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities? *The Project would result in a less than significant impact.*	*Mitigation not required*	*Not applicable*	*Not applicable*	Less Than Significant *Mitigation not required*
Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)? *The Project would result in a less than significant impact.* *However, cumulative impacts to Transportation (see Section 7.0) would be significant.*	*Mitigation not required*	*Not applicable*	*Not applicable*	Less Than Significant *Mitigation not required*

Table 1.0-G, DEIR Impact Summary Matrix

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
IMPACT Category: 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 listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resource Code section 5020.1(k)? *The Project would result in less than significant impact.*	*Mitigation not required*	Not applicable	Not applicable	Less Than Significant *Mitigation not required*
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 resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision	No mitigation required	Not applicable	Not applicable	Less Than Significant *Mitigation not required*

Table 1.0-G, DEIR Impact Summary Matrix

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
(c) of Public Resource Code section 5024.1; in applying the criteria set forth in subdivision (c) of Public Resource Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe? *The Project would result less than significant impact.*				
IMPACT Category: Utilities and Service Systems				
Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? *The Project would result in a less than significant impact.*	*Mitigation not required*	*Not applicable*	*Not applicable*	Less Than Significant *Mitigation not required*
Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? *The Project would result in a less than significant impact.*	*Mitigation not required*	*Not applicable*	*Not applicable*	Less Than Significant *Mitigation not required*
Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? *The Project would result in a less than significant impact.*	*Mitigation not required*	*Not applicable*	*Not applicable*	Less Than Significant *Mitigation not required*

Table 1.0-G, DEIR Impact Summary Matrix

Impact	Mitigation Measure	Implementation Timing	Responsible Party	Impact After Mitigation
Comply with federal, state, and local statues and regulations related to solid waste? *The Project would result in a less than significant impact.*	*Mitigation not required*	*Not applicable*	*Not applicable*	Less Than Significant *Mitigation not required*

1.10 Alternatives to the Proposed Project

One of the most important aspects of the environmental review process is the identification and assessment of reasonable alternatives that have the potential for avoiding or minimizing the significant impacts of a proposed project. The *CEQA Guidelines* (§15126[d]) emphasizes the selection of a reasonable range of technically feasible alternatives and adequate assessment of these alternatives to allow for a comparative analysis and consideration by decision-makers. The *CEQA Guidelines* state that the discussion of alternatives shall focus on alternatives capable of eliminating or reducing significant adverse environmental effects of a proposed project, even if these alternatives would impede to some degree the attainment of the project objectives or would be more costly.

The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. The range of alternatives required in an EIR is governed by a "rule of reason," which requires the EIR to set forth only those alternatives necessary to permit a reasoned choice. Of the alternatives considered, the EIR need examine in detail only the ones that the lead agency determines could feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project. Pursuant to CEQA, "feasible" has been defined as "...capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors."

1.10.1 Alternatives Summary

The Project objectives allow for the analysis of reasonable alternatives to the proposed Project. A range of reasonable alternatives, both on- and off-site, that would feasibly attain most of the basic Project objectives, while avoiding or substantially lessening the significant effects of the Project, must be analyzed pursuant to State *CEQA Guidelines* Section 15126.6, which identifies the parameters within which consideration and discussion of alternatives to a proposed project should occur. Each alternative must be capable of avoiding or substantially lessening any significant effects of the proposed Project. The rationale for selecting the alternatives to be evaluated and a discussion of the "no project" alternative are also required, pursuant to Section 15126.6.

Four (4) alternatives were identified for further analysis in this DEIR. Summaries of each alternative have been provided below. More detailed descriptions of each alternative are provided in Section 8.0 – Alternatives of this DEIR. **Table 1.0-H, Comparison of Impacts from Project Alternatives** shows a side-by-side comparison of the four Project alternatives. The four alternatives analyzed in this DEIR are:

- Alternative 1: No Project/Development of Existing Land Use and Zoning Scenario;
- Alternative 2: Reduced Density Alternative Scenario;
- Alternative 3: 15 Dwellings Unit Per Acre Max Scenario; and
- Alternative 4: Eliminate properties east of Bryant Street Scenario

Table 1.0-H, Comparison of Impacts from Project Alternatives

Environmental Issue	Alternative 1 No Development/Existing Land Use	Alternative 2 Reduced Project Size	Alternative 3 Reduced Project Size	Alternative 4 Elimination of Parcels East of Bryan Street
Air Quality	**Less** – Lower density development that would occur within the Project sites would result in lower short-term impacts. Additionally, long term emissions related to VOC would be less than the Project. Development would be consistent with the 2016 AQMP. Therefore, air quality impacts would be less than the proposed Project.	**Less** – Because development at the Project site would be reduced by approximately 25 percent, operational emissions from mobile and area sources would also be reduced proportionally, and likely below the SCAQMD regional significance threshold for VOC. Short-term construction-related emissions would be similar to the proposed Project because similar construction equipment would be required for construction of Alternative 2. Development would be inconsistent with the 2016 AQMP.	**Less** – Because development at the Project site would cap density at 15 dwelling units per acre, which would result in fewer units, operational emissions would also be reduced, and likely be below the SCAQMD regional significance threshold for VOC. Short-term construction-related emissions would be similar to the proposed Project because similar construction equipment would be required for construction of Alternative 3. Development would be inconsistent with the 2016 AQMP	**Less** – Because development at the Project site would be reduced by approximately 162 residential units, or 7.5 percent less dense, operational emissions would also be reduced, however, emissions would still be above SCAQMD regional significance threshold for VOC. Short-term construction-related emissions would be similar to the proposed Project because similar construction equipment would be required for construction of Alternative 4. Development would be inconsistent with the 2016 AQMP.
Greenhouse Gas Emissions	**Less** – Lower density development that would occur within the Project site would result in lower short-term impacts. Additionally, long term GHG emissions would be less. Therefore, greenhouse gas	**Less** – Because development at the Project site would be reduced by approximately 25 percent, greenhouse gas emissions would also be reduced proportionally. As such, greenhouse gas emissions would be less than the proposed Project.	**Less** – Because development at the Project site would cap density at 15 dwelling units per acre, which would result in less units, greenhouse gas emissions would also be reduced. As such, greenhouse gas emissions	**Less** – Because development at the Project site would be reduced by approximately 162 residential units, greenhouse gas emissions would also be reduced. As such, greenhouse gas emissions

Table 1.0-H, Comparison of Impacts from Project Alternatives

Environmental Issue	Alternative 1 No Development/Existing Land Use	Alternative 2 Reduced Project Size	Alternative 3 Reduced Project Size	Alternative 4 Elimination of Parcels East of Bryan Street
	emissions would be less than the proposed Project.	However, greenhouse gas emissions would still likely exceed SCAQMD threshold.	would be less than the proposed Project.	would be less than the proposed Project.
Noise	**Less** – Cumulative impacts would remain similar to the proposed Project. However, due to lower density development, fewer vehicular trips would be generated resulting in reduced traffic related noise. Therefore, noise would be less than the proposed Project.	**Less** – Cumulative impacts would remain similar to the proposed Project. However, due to lower density development, fewer vehicular trips would be generated resulting in reduced traffic related noise. Therefore, noise would be less than the proposed Project.	**Less** – Cumulative impacts would remain similar to the proposed Project. However, due to lower density development, fewer vehicular trips would be generated resulting in reduced traffic related noise. Therefore, noise would be less than the proposed Project.	**Less** – Cumulative impacts would remain similar to the proposed Project. However, due to lower density development, fewer vehicular trips would be generated resulting in reduced traffic related noise. Therefore, noise would be less than the proposed Project.
Population and Housing	**Less** – Lower density development would occur within the Project sites resulting in lower population projections. Therefore, population and housing would be less than the proposed Project	**Less** – Lower density development would occur within the Project sites resulting in lower population projections. Therefore, population and housing would be less than the proposed Project	**Less** – Lower density development would occur within the Project sites resulting in lower population projections. Therefore, population and housing would be less than the proposed Project	**Less** – Lower density development would occur within the Project sites resulting in lower population projections. Therefore, population and housing would be less than the proposed Project
Transportation and Traffic	**Similar** – There would be less traffic originating to and from the Project area and lower VMT if the Project site is developed under the existing land use designation and however, cumulative impacts would remain similar to the proposed Project.	**Similar** – There would be less traffic originating to and from the Project area and lower VMT if the Project site is developed under the existing land use designation and however, cumulative impacts would remain similar to the proposed Project.	**Similar** – There would be less traffic originating to and from the Project area and lower VMT if the Project site is developed under the existing land use designation and however, cumulative impacts would remain similar to the proposed Project.	**Similar** – There would be less traffic originating to and from the Project area and lower VMT if the Project site is developed under the existing land use designation and however, cumulative impacts would remain similar to the proposed Project.

Table 1.0-H, Comparison of Impacts from Project Alternatives

Environmental Issue	Alternative 1 No Development/Existing Land Use	Alternative 2 Reduced Project Size	Alternative 3 Reduced Project Size	Alternative 4 Elimination of Parcels East of Bryan Street
Environmentally Superior to Proposed Project?	**Yes**	**Yes**	**Yes**	**Yes**
Meets Most of the Project Objectives?	**No**	**Yes, but to a lesser degree**	**Yes, but to a lesser degree**	**Yes, but to a lesser degree**

1.10.2 Environmentally Superior Alternative

The State *CEQA Guidelines*, Section 15126.6(e)(2), requires the identification of the environmentally superior alternative. Of the alternatives evaluated above, the No Project alternative is the environmentally superior alternative with respect to reducing impacts created by the proposed Project. The State *CEQA Guidelines* also require the identification of another environmentally superior alternative if the No Project alternative is selected as the environmentally superior alternative.

Of the remaining alternatives, Alternative 4: Elimination of Parcels East of Bryant Street Scenario is the most environmentally superior alternative to the proposed Project. This Alternative would reduce density and when compared to the proposed Project, implementation of this Alternative would result in lesser impacts to air quality and greenhouse gas emissions, noise (as a result of a permanent increase in roadway noise), and population/housing. Cumulative impacts related to traffic noise, population/housing and transportation and traffic would be similar to the proposed Project.

While the City of Calimesa has examined a reasonable range of alternatives to the proposed Project site, one of which both meets some of the Project objectives and is environmentally superior to the proposed Project. The outcomes offered by Alternative 4 are limited when compared to the proposed Project, to the extent that this Alternative would not result in maximum utilization of the land use as compared to the proposed Project. Development of a reduced intensity project may also increase the demand for development at other sites in the area.

While this Alternative would meet all of the basic Project Objectives found in Section 3.0 – Project Description, it does not optimize the potential of the site with a reduced density which will result in a reduction in the number of dwelling units that could be developed to meet both affordable housing requirements and newly enacted State Housing laws as opposed to the proposed Project.

The proposed Project will result in significant and unavoidable impacts even after implementation of mitigation. Therefore, none of the Alternatives will effectively lessen or avoid significant impacts that otherwise result from the proposed Project.

2.0 Introduction

2.1 Purpose and Scope

This Draft Environmental Impact Report (DEIR) has been prepared pursuant to the California Environmental Quality Act (CEQA) to assess the potential environmental effects of the Residential Infill Priority Area Overlay Zone (RIPAOZ) Project (Project); which will increase the density of select properties within the City of Calimesa General Plan (CVGP) throughout the City of Calimesa.

The basic purposes of CEQA (*CEQA Guidelines*, Section 15002) are to:

1. inform governmental decision makers and the public about the potential significant environmental effects of proposed activities;
2. identify the ways that environmental damage can be avoided or significantly reduced;
3. prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible; and
4. disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose, if significant environmental effects are involved.

2.2 Authorization

The City of Calimesa is the Lead Agency under CEQA for this Project pursuant to Sections 15051 and 15367 of the State Guidelines for Implementation of the California Environmental Quality Act (State *CEQA Guidelines)* and will use this document to objectively review and assess the proposed Project prior to approving or disapproving the Project. As discussed further in the "Compliance with CEQA" section of this section, this DEIR is tiered from the City of Calimesa General Plan Environmental Impact Report (CGP EIR) (State Clearinghouse No. 2013021033) which is hereby incorporated herein by reference.

2.3 Lead and Responsible Agencies

CEQA defines a "lead agency" as the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment. Other agencies, e.g., the California Department of Transportation (Caltrans), the South Coast Air Quality Management District (SCAQMD), or the Regional Water Quality Control Board (RWQCB), which also have some authority or responsibility to issue permits for projects, are designated as "responsible agencies." Both the lead agency and responsible agencies must consider the information contained in the EIR prior to acting upon or approving a project. The City of Calimesa is the lead agency for the Project. The City's address is:

City of Calimesa – Planning Department
980 Park Avenue
Calimesa, CA 92320
Contact: Kelly Lucia, Planning Manager

Responsible agencies for the Project include the following:

- Federal Agencies
    - None

- State Agencies
    - None
- City/Counties Agencies
    - None

Other Public Agencies Whose Approval is Required (e.g., potential permits, financing approval, or participation agreement):

- Approval of Water Supply Assessment by South Mesa Water Company

2.4 Project Applicant

The Project Applicant is:

City of Calimesa
980 Park Avenue
Calimesa, CA 92320
Contact: Kelly Lucia, Planning Manager

2.5 CEQA Procedures

The EIR process typically consists of three parts: 1) the Notice of Preparation (NOP) including an Initial Study (IS) if applicable, 2) Draft EIR (DEIR), and 3) Final EIR (FEIR). Pursuant to Section 15063 of the State *CEQA Guidelines*, the City prepared an Initial Study for the Project in order to determine if the Project may have a significant effect on the environment. Based upon the analysis contained within the Initial Study, the City concluded that the Project may cause potentially significant impacts and that an EIR should be prepared.

This document provides for the DEIR stage of the EIR process. As the "Lead Agency" for the purposes of CEQA compliance, the City of Calimesa has the principal responsibility for processing and approving the Project. As set forth in Section 15021 of the State *CEQA Guidelines*, as "Lead Agency", the City of Calimesa also has the duty to avoid or minimize significant environmental damage where feasible. Furthermore, Section 15021(d) states that, “CEQA recognizes that in determining whether and how a project should be approved, a public agency has an obligation to balance a variety of public objectives, including economic, environmental, and social factors and in particular the goal of providing a decent home and satisfying living environment for every Californian.” Other public agencies (i.e., Responsible and Trustee Agencies) that may use this EIR in their decision-making or permit processing, will consider the information in this EIR along with other information that may be presented during the CEQA process. In accordance with CEQA, the public agencies will be required to make findings for each environmental impact of the Project that cannot be mitigated to a less than significant level. If the Lead Agency determines the benefits of the proposed Project outweigh unavoidable significant environmental effects, the agency will be required to adopt a Statement of Overriding Considerations stating the reasons supporting their action notwithstanding the Project’s significant environmental effects.

After the public review is over for the DEIR, then the City will prepare the Final EIR which will include responding to any written comments received during the 45-day public review period on the DEIR. The Final EIR will be a separate document.

2.5.1 NOP Comment Letters

Pursuant to Section 15082 of the State *CEQA Guidelines*, the Initial Study and a Notice of Preparation (NOP) for this DEIR were distributed to the State Clearinghouse, responsible agencies, and other interested parties via overnight or mail delivery and recipients were requested to provide responses within the 30-day public review period. The public review period for the Initial Study/NOP began on March 29, 2022 and ended on April 27, 2022. Additionally, a notice advising on the availability of the NOP was posted by the Riverside County Clerk on March 29, 2022.

Table 2.0-A, Written Comments Received During the NOP Comment Period summarizes the written comments received and the issues raised. None of the comments received had the effect of changing the issue areas to be discussed in the DEIR. Copies of the comment letters, Initial Study, NOP, and NOP distribution list are included in Appendix A.

Table 2.0-A, Written Comments Received During the NOP Comment Period

Commenter / Date of Letter	Summary of Comment	Location in DEIR (or IS) in which Comment is Addressed
Regional Conservation Authority/Riverside County Transportation Commission (RCA/RCTC) March 30, 2022	RCA/RCTC states that some of the Project parcels are within Criteria Cells that would require a Joint Project Review (JPR) and reserve assembly determinations maybe problematic given past project approvals.	▪ Section 5.3 – Biological Resources
California Department Fish and Wildlife (CDFW) April 27, 2022	CDFW provided a standard comment letter which summarized CDFW's role as a Responsible Agency under CEQA and summarized the project components. CDFW also outlined that the Draft EIR should address the following topics: an assessment of biological resources, analysis of direct, indirect and cumulative impacts, include an alternatives analysis, and offered mitigation measures related to biological resources for consideration. The comment letter also provided MSHCP compliance direction and provided some detailed information about reserve assembly targets for the Criteria Cells affected by the Project. CDFW outlines that the DEIR needs to also comply with Section 6.1.2 of the MSHCP, burrowing owl policies, as well as narrow endemic and criteria area species survey areas (it should be noted that this CDFW Letter incorrectly identifies the Project as having suitable habitat for numerous plant	▪ Section 5.3 – Biological Resources

Table 2.0-A, Written Comments Received During the NOP Comment Period

Commenter / Date of Letter	Summary of Comment	Location in DEIR (or IS) in which Comment is Addressed
	species that are not required by the MSHCP – this is further outlined in the Biological Resources Section of this EIR). CDFW also indicates that the Project is located in the Stephens Kangaroo Rat Habitat Conservation Plan area. CDFW also identifies there may be features within the Project parcels that require Lake and Streambed Alternative Program permits and CDFW outlines the process for that permit process. CDFW also recommends use of xeriscaping and drought-tolerant landscaping to conserve water. Use of environmental information such as the California Natural Diversity Database is encouraged. CDFW reminds the City that at the time the Notice of Determination is filed for the Project, that payment of CDFW Filing Fees will be required	
CDFW April 27, 2022	The City of Calimesa questioned CDFW's comment in their 4/27/2022 letter about the Project being located in the SKR HCP boundaries. CDFW confirmed this comment was in error and that the Project, nor the City is within the SKR HCP boundaries	▪ N/A
Dale Denver April 27, 2022	This comment expresses concern about existing zoning changing, that apartments are not compatible, that traffic is an issue, lack of fire insurance coverage, confusion on the noticing they received in the mail and requests apartments are focused only near the freeway.	▪ Addressed in Initial Study Section 3.20 – Wildfire ▪ Section 5.8 – Land Use and Planning ▪ Section 5.11 – Public Services ▪ Section 5.12 – Transportation
Kevin and Monique Nickels April 27, 2022	This comment email outlines concerns about increased air pollution, increased traffic on local roads around the parcels proposed for apartments, increased air pollution, lack of public transportation, lack of sheriff and fire services and land use compatibility between apartments and rural residential uses	▪ Section 5.2 – Air Quality ▪ Section 5.6 – Greenhouse Gas Emissions ▪ Section 5.8 – Land Use and Planning ▪ Section 5.11 – Public Services ▪ Section 5.12 – Transportation

Table 2.0-A, Written Comments Received During the NOP Comment Period

Commenter / Date of Letter	Summary of Comment	Location in DEIR (or IS) in which Comment is Addressed
Lenore Negri April 22, 2022	This comment is regarding the property located on Douglas Avenue, parcel 409-100-011, that is currently zoned Rural Residential (R-R) and allows a maximum of 2 dwelling units per acre. Under the proposed Project this property would allow a maximum of 15 dwelling units per acre. The concerns include: aesthetics, increased vehicle's exhaust, water supply and water quality, land use inconsistency, loss of cultural and biological resources, energy and other utilities supply to support higher density, solar power requirements, increase public services fiscal impacts, increased noise, road infrastructure not adequate to support increased density.	▪ Section 5.1 – Aesthetics ▪ Section 5.2 – Air Quality ▪ Section 5.3 – Biological Resources ▪ Section 5.4 – Cultural Resources ▪ Section 5.5 – Energy ▪ Section 5.6 – Greenhouse Gas Emissions ▪ Section 5.7 – Hydrology and Water Quality ▪ Section 5.8 – Land Use and Planning ▪ Section 5.9 – Noise ▪ Section 5.11 – Public Services ▪ Section 5.12 – Transportation ▪ Section 5.14 – Utilities and Service Systems
Joyce McIntire March 28, 2022	This comment is regarding how the Project may affect aesthetics and the quality of life in the area. In particular, how the Project may affect local traffic and crime.	▪ Section 5.1 – Aesthetics ▪ Section 5.11 – Public Services ▪ Section 5.12 – Transportation

2.5.2 Comments Received at the Scoping Meeting

Because the Project is considered to be of statewide, regional, or area wide significance, per Section 15206(b) (2)(E) of the State *CEQA Guidelines,* a scoping meeting was held April 7, 2022 via ZOOM, an online platform. Sixteen members of the public commented on the IS/NOP. Verbal comments received during the scoping meeting are summarized in **Table 2.0-B, Verbal Comments Received during Scoping Meeting**, below**.**

Table 2.0-B, Verbal Comments Received during Scoping Meeting

Topic	Summary of Scoping Comment	Location in DEIR in which Comment is Addressed
Aesthetics	▪ Concern that the Project will affect the city in a negative way by making It less rural and scenic	▪ Section 5.1 – Aesthetics
Agriculture	▪ Concerns that the Project will affect the ability to maintain livestock	▪ Addressed in the Initial Study, Section 3.2 – Agriculture and Forestry Resources

Table 2.0-B, Verbal Comments Received during Scoping Meeting

Topic	Summary of Scoping Comment	Location in DEIR in which Comment is Addressed
Air Quality	▪ Concerns that the Project will cause an increase in traffic that will negatively affect the air quality	▪ Section 5.2 – Air Quality ▪ Section 5.6 – Greenhouse Gas Emissions
Biological Resources	▪ Concern that development may have an adverse effect on wildlife, namely quails	▪ Section 5.3-Biological Resources
Greenhouse Gas Emissions	▪ Concern that the Project would increase traffic and therefore increase pollution	▪ Section 5.6 – Greenhouse Gas Emissions ▪ Section 5.12 – Transportation
Hydrology and Water Quality	▪ Concerns regarding maintaining quality and availability of watershed	▪ Section 5.7-Hydrology and Water Quality
Land Use and Planning	▪ Concern expressed about the Project being outside of zoning	▪ Section 5.8- Land Use and Planning
Population/Housing	▪ Concern that the Project will increase the population of the area and degrade the quality of life ▪ Received a comment of support from a property owner that a potential apartment complex could benefit them economically	▪ Section 5.10 – Population and Housing
Public Services	▪ Concern that Project may impact community access to Recreation ▪ Concerns that the Project will create more crime within the area	▪ Section 5.11- Public Services
Transportation/Traffic	▪ Concern that the Project would increase traffic ▪ Address concerns of traffic increases as it would affect low income persons since public transportation is not available within the city	▪ Section 5.12 – Transportation
Wildfire	▪ Concern that the risk of wildfire would increase	▪ Addressed in the Initial Study, Section 3.20 – Wildfire

2.5.3 EIR Format

This Draft EIR has been organized in several sections as follows:

Table of Contents to assist readers in locating the analysis of different subjects and issues as required by Section 15122 of the State *CEQA Guidelines*. A list of acronyms used in the Draft EIR is included in the table of contents.

Section 1.0 – Executive Summary covers the summary requirements of CEQA as required by Section 15123 of the State *CEQA Guidelines* and includes: the proposed project location, a brief project description, a matrix containing a summary of environmental impacts and mitigation measures, project objectives, approvals related to the proposed project, areas of controversy, and a brief description of the project alternatives.

Section 2.0 – Introduction describes the scope and purpose of the Draft EIR, identifies the project applicant and lead agency, provides a brief summary of the CEQA process to date, and summarizes and identifies the documents incorporated by reference in the Draft EIR.

Section 3.0 – Project Description contains the information required by Section 15124 of the State *CEQA Guidelines* including: a detailed description of the proposed project, the project objectives, a general description of the project's environmental setting, the approvals needed to implement the project, and a list of agencies expected to use the Draft EIR.

Section 4.0 – Environmental Effects Found Not to be Significant identifies those environmental effects found not to be significant during preparation of the Initial Study.

Section 5.0 – Environmental Impact Analysis satisfies the requirements of Sections 15125, 15126, 15126.2, and 15126.4 of the State *CEQA Guidelines* by including an analysis of each environmental issue area. For each issue area analyzed, this section includes a discussion of the setting to which each issue area is analyzed against, defines the related regulations affecting the proposed project, identifies the thresholds used to determine significance, describes any project design features that would reduce impacts, analyzes the proposed project's impacts, provides a description of the mitigation measures used to reduce or lessen potential impacts, and discusses the project's impacts after implementation of mitigation.

Pursuant to the provisions of Section 15152 of the State *CEQA Guidelines*, the environmental analysis contained within this DEIR shall consist of effects which were not examined as significant effects on the environment in the CGP EIR; or which are susceptible to substantial reduction or avoidance by the choice of specific revisions in the Project, by the imposition of conditions, or other means. As appropriate, the general discussions contained within the CGP EIR will be incorporated by reference and summarized within this DEIR. (State *CEQA Guidelines*, Sections 15150 and 15152).

Section 6.0 – Consistency with Regional Plans presents an analysis of the project's consistency with applicable regional plans.

Section 7.0 – Other CEQA Topics includes the project's cumulative impact analysis, unavoidable adverse impacts of the proposed project, and growth inducing impact discussion.

Section 8.0 – Alternatives satisfies the requirements of Section 15126.6 of the State *CEQA Guidelines* by identifying and discussing the no project alternative in addition to alternatives to the proposed project that lessen the severity of significant impacts and identifying the environmentally superior alternative.

Section 9.0 – References includes a listing of all reference materials, the organizations and persons contacted in preparing the Draft EIR, and a list of preparers as required by Section 15129 of the State *CEQA Guidelines.*

2.5.4 Potentially Significant Environmental Effects

CEQA requires consideration and discussion of significant environmental effects. Sections 15126 and Section 15126.2 of the State *CEQA Guidelines* state that, "All phases of a project must be considered when evaluating its impact on the environment: planning, acquisition, development, and operation" and "an EIR shall identify and focus on the significant environmental effects of the proposed project."

Section 5.0 of the Draft EIR will address each environmental effect that was determined to be potentially significant during preparation of the Project's Initial Study NOP (Appendix A). Each effect is organized into an issue area; those that will be analyzed (and the section of the Draft EIR in which the analysis is contained) are listed below:

- Aesthetics (Section 5.1)
- Air Quality (Section 5.2)
- Biological Resources (Section 5.3)
- Cultural Resources (Section 5.4)
- Energy (Section 5.5)
- Greenhouse Gas Emissions (Section 5.6)
- Hydrology and Water Quality (Section 5.7)
- Land Use/Planning (Section 5.8)
- Noise (Section 5.9)
- Population/Housing (Section 5.10)
- Public Services (Section 5.11)
- Transportation (Section 5.12)
- Tribal Cultural Resources (section 5.13)
- Utilities/Service Systems (Section 5.14)

2.6 Effects Found Not to be Significant (Without or With Mitigation) during Preparation of the NOP

CEQA provides that an EIR shall focus on the potentially significant effects on the environment, discussing the effects with emphasis in proportion to their severity and probability of occurrence. Effects dismissed in an initial study as clearly insignificant and unlikely to occur need not be discussed further in the EIR unless information inconsistent with the finding in the initial study is subsequently received.

Section 21100(c) of the Public Resources Code states that an EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a project were determined not to be significant and were therefore not discussed in detail in the EIR. Section 15128 of the State CEQA Guidelines adds, "Such a statement may be contained in an attached copy of an Initial Study."

The Initial Study prepared and circulated for public review regarding the RIPAOZ Project concluded that the proposed Project would not result in potentially significant impacts to: Agriculture and Forestry Resources, Geology/Soils, Hazards and Hazardous Materials, Mineral Resources, Recreation, and Wildfire. These issue areas are not discussed further in this DEIR. The basis for elimination of each relevant impact in these issue areas is documented in the Initial Study document (Appendix A).

2.7 Documents Incorporated by Reference

Section 15150 of the State *CEQA Guidelines* permits and encourages an environmental document to incorporate, by reference, other documents that provide relevant data. The documents summarized below are incorporated by reference, and the pertinent material is summarized throughout this Draft EIR, where that information is relevant to the analysis of potential impacts of the Project. All documents incorporated by reference are available for review at, or can be obtained through, the City of Calimesa Planning Department. The acronym following each document is used throughout this Draft EIR to reference each document.

- City of Calimesa, *General Plan 2014*, adopted August 4, 2014 (GP)
- City of Calimesa, *Environmental Impact Report for the General Plan Update 2013 (SCH No. 2013021033)*, certified July 2013 (GP EIR)

3.0 Project Description

This Draft Environmental Impact Report (Draft EIR) is being prepared to analyze the potential environmental effects of the construction and implementation of the proposed Residential Infill Priority Area Overlay Zone (RIPAOZ) Project and all associated discretionary actions, including but not limited to General Plan Amendment and Change of Zone, all of which are herein collectively referred to as the "Project." The Project Description serves as a basis for analyzing the Project's impacts on the existing physical environment in Section 5.0 of the DEIR.

3.1 Environmental Setting

The City of Calimesa covers approximately 14.9 square miles and is bordered by unincorporated portions of Riverside County to the east and west, the City of Beaumont to the south, and the Cities of Yucaipa and Redlands the north as referenced in **Figure 3.0-1, Vicinity Map.** As depicted in **Figure 3.0-2, USGS Topographical Map**, the site is located within the U.S. Geological Survey (USGS) 7.5-El Casco quadrangle; Township 2 South Range 2 West Sections 13, 14 and 24; and Township 2 South Range 1 West Section 30 of the San Bernardino Base and Meridian (SBBM). Properties within the RIPAOZ boundary are generally flat topographically, with elevations ranging between 2,350 and 2,600 feet above mean sea level. The Project parcels are all located within the western Riverside Multiple Species Habitat Conservation Plan (MSHCP), of which the City of Calimesa is a Permittee. Four properties (Parcels 411-200-022,411-200-007, 411-200-008, and 413-320-003) are partially in Criteria Cell 323 or entirely in Criteria Cell 410, which is an area that may potentially contain sensitive habitat and wildlife necessary for the MSHCP conservation.

3.1.1 Project Location

The proposed Project includes 36 parcels located east and west of Interstate-10 (I-10) throughout the City as reflected in **Figure 3.0-3, Project Site**. These properties are classified under five geographic areas as detailed in **Table 3.0-A, Existing and Proposed Project Characteristics,** below. Specifically the RIPAOZ consists of:

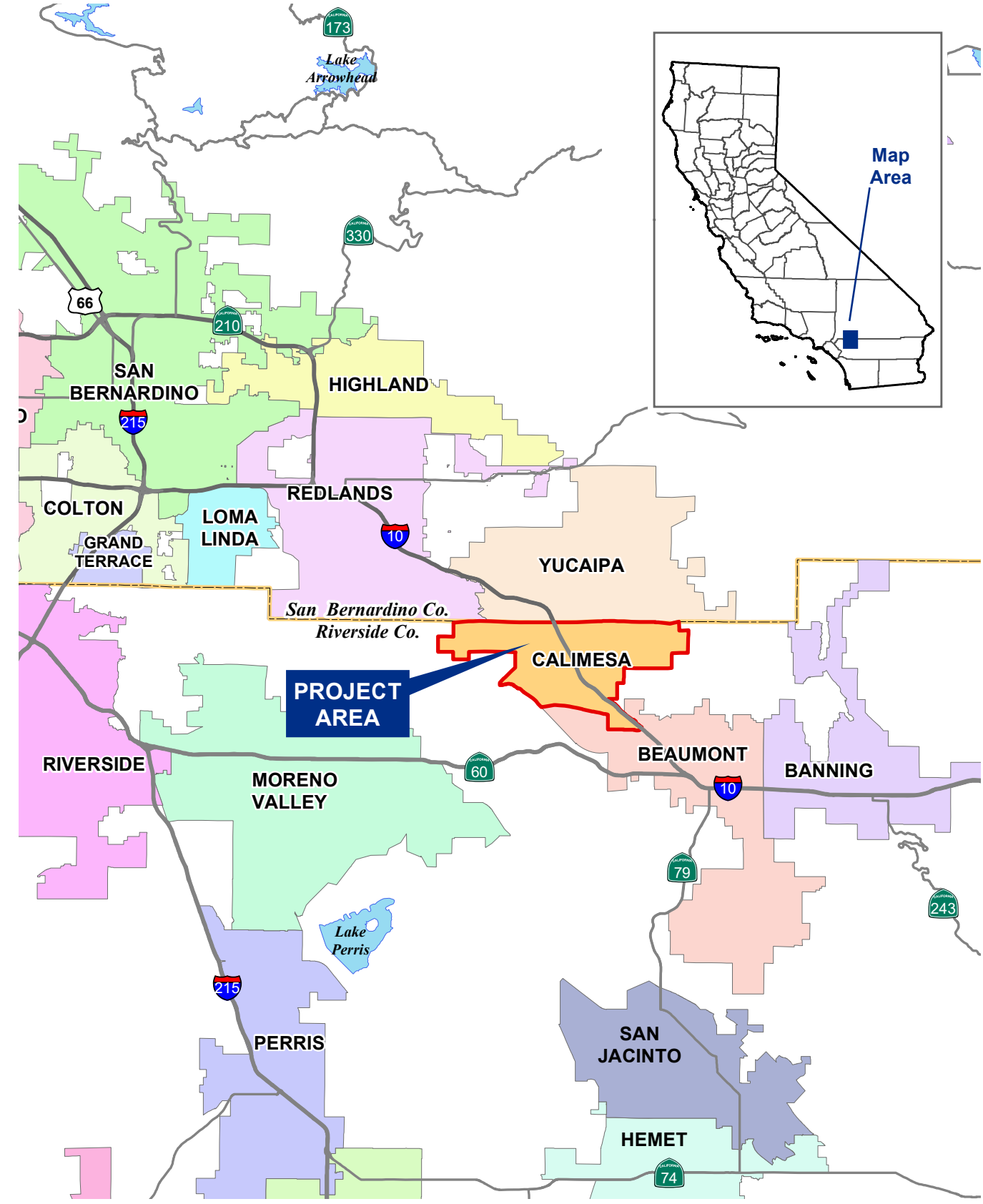
1) Seven (7) parcels located west of I-10 (south of Avenue L)
2) Sixteen (16) parcels east of I-10 (south of Avenue L between 5th Street and 2nd Street)
3) Ten (10) parcels east of I-10 (south of Avenue L between 2nd Street and Bryant Street);
4) Two (2) parcels east I-10 (north of Avenue L between Bryant Street and Douglas Street); and
5) One (1) parcel along Buena Mesa Drive (south of former Calimesa Country Club).

3.1.2 Existing General Plan Land Use and Zoning Designations

Development activities that occur in the City of Calimesa are regulated by the City of Calimesa General Plan, adopted August 4, 2014, and the Zoning Code, referenced as Title 18 of the City of Calimesa Municipal Code. The General Plan is divided into a number of districts that provide additional guidance for development and more specific land use designations under each category.

FIGURE 3.0-1 VICINITY MAP

DRAFT ENVIRONMENTAL IMPACT REPORT - CITY OF CALIMESA
RESIDENTIAL INFILL PRIORITY AREA OVERLAY ZONE PROJECT



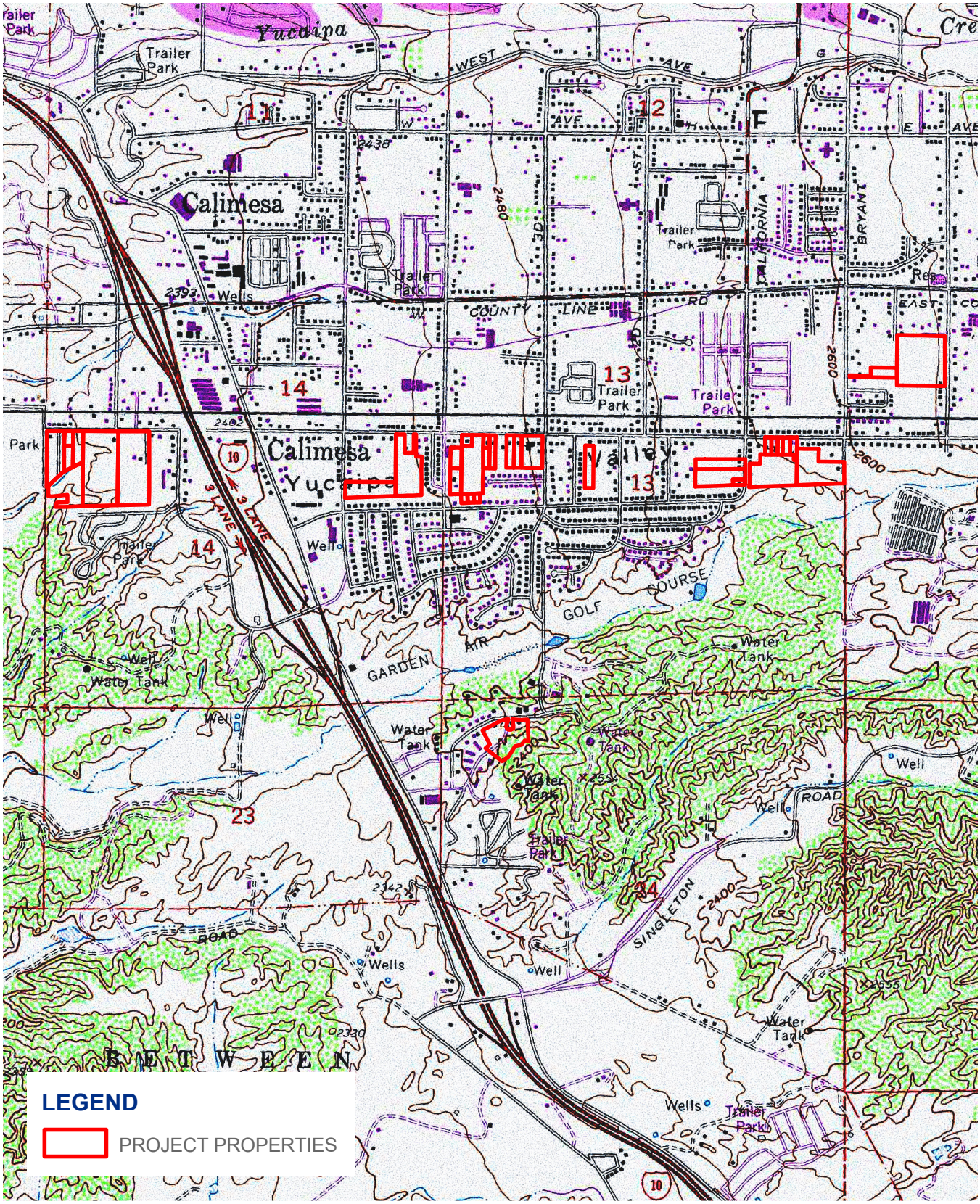
Sources: Riverside County GIS, 2021; San Bernardino Co. GIMS, 2021

0 2 4 6 MILES

ALBERT A. WEBB ASSOCIATES

FIGURE 3.0-2 USGS TOPOGRAPHIC MAP

DRAFT ENVIRONMENTAL IMPACT REPORT - CITY OF CALIMESA
RESIDENTIAL INFILL PRIORITY AREA OVERLAY ZONE PROJECT



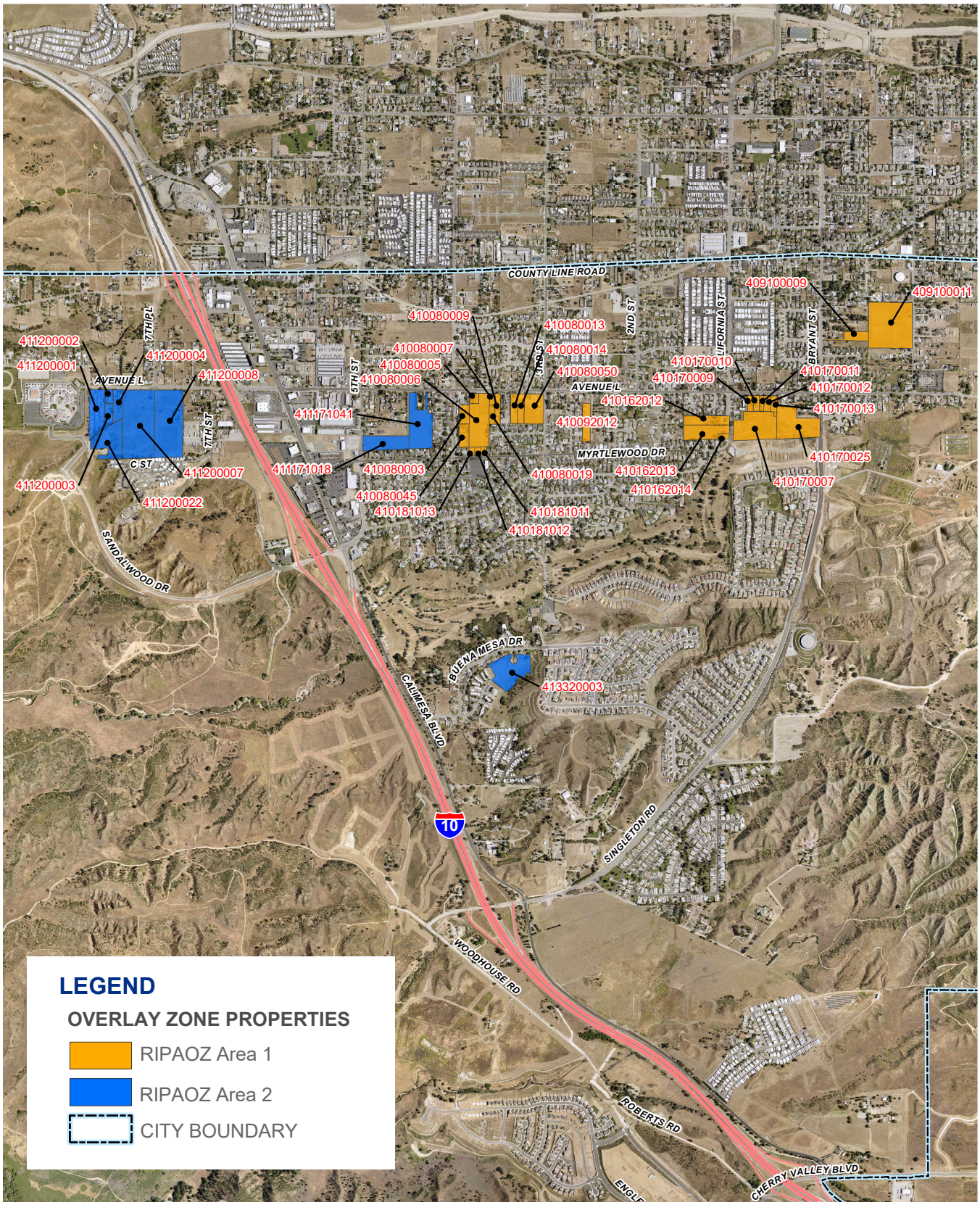
Sources: ESRI / USGS 7.5 min Quad: EL CASCO

0 1,000 2,000 3,000 FEET

ALBERT A. WEBB ASSOCIATES

FIGURE 3.0-3 PROJECT SITE

DRAFT ENVIRONMENTAL IMPACT REPORT - CITY OF CALIMESA
RESIDENTIAL INFILL PRIORITY AREA OVERLAY ZONE PROJECT



Sources: Riverside County GIS, 2021; RCIT, 2020 (imagery).

0 1,000 2,000 3,000 FEET

ALBERT A. WEBB ASSOCIATES

Table 3.0-A, Existing and Proposed Project Characteristics

No.	Assessor Parcel Number	EXISTING					PROPOSED			
		Acres	Land Usage[1]	General Plan Land Use / Zoning Designation[2]	Maximum Allowable Units [3]	Surrounding Land Uses	General Plan Land Use / Zoning Designation	RIPAOZ[4] Area	Maximum Density (DU/AC)[5]	Maximum Allowable Units[3]
West of I-10 (south of Avenue L)										
1.	411-200-001	3.55	Mobile Home Park	RLM	25	Mesa View Middle School Residential (RL; RLM) Commercial (Storage Facility)	RIPAOZ	Area 2	35	124
2.	411-200-002	0.5	SFR (Possible ADU)	RLM	4		RIPAOZ	Area 2	35	18
3.	411-200-003	0.75	Vacant	RLM	5		RIPAOZ	Area 2	35	26
4.	411-200-004	1.31	SFR	RLM	9		RIPAOZ	Area 2	35	46
5.	411-200-007	10.68	SFR	RLM	75		RIPAOZ	Area 2	35	374
6.	411-200-008	9.08	Vacant	RLM CC	18[6]		RIPAOZ	Area 2	35	318
7.	411-200-022	4.15	Vacant	RLM	29		RIPAOZ	Area 2	35	145
East of I-10 (south of Avenue L between 5th Street and 2nd Street)										
8.	410-080-003	0.9	SFR (various out structures)	RL	4	Residential (RL; RLM) Approved Residential Entitlements	RIPAOZ	Area 1	15	14
9.	410-080-005	0.43	SFR (various out structures)	RL	2		RIPAOZ	Area 1	15	6
10.	410-080-006	4.35	Vacant	RL	17		RIPAOZ	Area 1	15	65
11.	410-080-007	0.32	SFR	RL	1		RIPAOZ	Area 1	15	5
12.	410-080-009	0.78	SFR	RL	3		RIPAOZ	Area 1	15	12
13.	410-080-013	0.96	SFR	RL	4		RIPAOZ	Area 1	15	14
14.	410-080-014	0.95	SFR (various out structures)	RL	4		RIPAOZ	Area 1	15	14
15.	410-080-019	0.52	Vacant	RL	2		RIPAOZ	Area 1	15	8
16.	410-080-045	1.19	SFR (possible ADU)	RL	5		RIPAOZ	Area 1	15	18
17.	410-080-050	2.74	Church	RL	11		RIPAOZ	Area 1	15	41
18.	410-092-012	1.53	Vacant	RL	6		RIPAOZ	Area 1	15	23
19.	410-181-011	0.22	Vacant	RL	1		RIPAOZ	Area 1	15	3
20.	410-181-012	0.23	Vacant	RL	1		RIPAOZ	Area 1	15	3
21.	410-181-013	0.23	Vacant	RL	1		RIPAOZ	Area 1	15	3
22.	411-171-018	2.88	Vacant	RLM	20		RIPAOZ	Area 2	35	101
23.	411-171-041	5.25	Vacant	RLM	37		RIPAOZ	Area 2	35	184

Table 3.0-A, Existing and Proposed Project Characteristics

No.	Assessor Parcel Number	EXISTING					PROPOSED			
		Acres	Land Usage[1]	General Plan Land Use / Zoning Designation[2]	Maximum Allowable Units [3]	Surrounding Land Uses	General Plan Land Use / Zoning Designation	RIPAOZ[4] Area	Maximum Density (DU/AC)[5]	Maximum Allowable Units[3]
East of I-10 (south of Avenue L between 2nd Street and Bryant Street)										
24.	410-162-012	1.9	SFR	RL	8	Residential (RR; RL)	RIPAOZ	Area 1	15	29
25.	410-162-013	2.91	Vacant	RL	12		RIPAOZ	Area 1	15	44
26.	410-162-014	0.27	SFR	RL	1		RIPAOZ	Area 1	15	4
27.	410-170-007	5.76	SFR	RL	23		RIPAOZ	Area 1	15	86
28.	410-170-009	0.43	SFR (various out structures)	RL	2		RIPAOZ	Area 1	15	6
29.	410-170-010	0.43	SFR (various out structures)	RL	2		RIPAOZ	Area 1	15	6
30.	410-170-011	0.34	SFR (various out structures)	RL	1		RIPAOZ	Area 1	15	5
31.	410-170-012	0.51	SFR (various out structures)	RL	2		RIPAOZ	Area 1	15	8
32.	410-170-013	0.54	SFR (various out structures)	RL	2		RIPAOZ	Area 1	15	8
33.	410-170-025	5.59	Vacant	RL	22		RIPAOZ	Area 1	15	84
East of I-10 (north of Avenue L between Bryant Street and Douglas Street)										
34.	409-100-009	1.19	Vacant	RR	2	Residential (RR; RL)	RIPAOZ	Area 1	15	18
35.	409-100-011	9.63	Vacant	RR	19		RIPAOZ	Area 1	15	144
Along Buena Mesa Drive (south of former Calimesa Country Club)										
36.	413-320-003	4.26	Vacant	RL	17	Residential (RL) Calimesa Country Club (Former)	RIPAOZ	Area 2	35	149
TOTALS		**87.26**			**397**					**2,156**

Notes:

1. ADU = Accessory Dwelling Unit; SFR = Single Family Residential
2. Source: City of Calimesa General Plan Land Use Map (City utilizes a “one-map” system with a single General Plan Land Use and Zoning Designation Map)
   CC = Community Commercial; RL = Residential Low (2-4 Dwelling Units per Acre); RLM = Residential Low/Medium (4 - 7 Dwelling Units per Acre); RR = Rural Residential (0.2-2 Dwelling Units per Acre)
3. Acres x Maximum Dwelling Units Per Acre = Maximum Allowable Dwelling Units. Example: 3.55 x 7 (Maximum Density under RLM Designation) = 25 Maximum Allowable Units
4. RIPAOZ = Residential Infill Priority Area Overlay Zone
5. DU/AC = Dwelling Units per Acre
6. Property has a split designation. Under the existing condition, 2.57 acres are designated RLM and 6.51 acres are designated CC. To determine the Maximum Allowable Units under Existing Designation, 2.57 acres was utilized to determine units. Under the RIPAOZ condition, the entire parcel acreage of 9.08 was utilized since the new overlay designation would apply to the entire parcel.

The City of Calimesa utilizes a "one-map" system with a single General Plan Land Use and Zoning Map system. **Figure 3.0-4**, **Existing General Plan Land Use and Zoning Designations,** identifies all properties included within the proposed RIPAOZ and their respective existing general plan land use and zoning designations. None of the properties are located within the Hillside Overlay or the Earthquake Overlay. All but one parcel are designation for residential uses: Residential Rural (RR), Residential Low (RL), and Residential Low Medium (RLM); with density levels ranging from 0.2 to 2 dwelling units per acre (du/ac); 2 to 4 du/ac; and 4 to 7 du/ac, respectively. The RR designation is intended to provide for the development of single-family detached dwellings and related agricultural uses on rural-sized lots and for such accessory uses as are related, incidental, and not detrimental to the rural residential environment. No more than two single-family dwellings per gross acre are permitted and the minimum lot size for this zone is 20,000 square feet. Under the RL designation, no more than four dwellings per gross acre are permitted with minimum lot size of 7,200 square feet. Under the RLM designation, no more than seven dwellings per gross acre are permitted with minimum lot size of 6,000 square feet. **Table 3.0-B, Existing Allowable Uses** identifies the uses are currently permitted (P), conditionally permitted (C), or prohibited (X).

Table 3.0-B, Existing Allowable Uses

Use	RR	RL	RLM
Residential Uses			
Accessory Dwelling Unit[1]	P	P	P
Bed and Breakfast Inn[2]	C	C	C
Community Care Facility (6 or fewer people)	P	P	P
Day Care Facility (6 or fewer children)	P	P	P
Day Care Facility (7 or more children)[3]	P	P	P
Guest House[4]	P	P	P
Manufactured House	P	P	P
Single Family Detached[5]	P	P	P
Equestrian Uses			
Riding academy	C	X	X
Rodeo arena	C	X	X
Stables, private	P	X	X
Stables, commercial	C	X	X
Agricultural Uses	C	X	X
Commercial Uses			
Hair Stylist[6]	P	P	X
Feed and grain sales	C	X	X
Fruit and vegetable processing	C	X	X

Table 3.0-B, Existing Allowable Uses

Use	RR	RL	RLM
Nursery and incidental garden supply	C	X	X
Produce market	C	X	X
Display and sale of agricultural products[7]	C	X	X
Public/Quasi-Public Uses			
Cemeteries, columbariums, mausoleums (including pet cemeteries)	C	X	X
Churches	C	C	C
Educational Facility (25 or fewer students with adequate off-street parking)	P	P	P
Educational Facility (26 or more students)	C	C	C
Fire/Police Stations	C	C	C
Public Libraries/Museums	C	C	C
Public Utility and Substations	C	C	C
Recreational Uses			
Golf courses and customary appurtenant facilities, including clubhouses, restaurants and retail shops, except driving ranges and miniature golf courses	C	X	X
Parks	P	P	P
Accessory Uses			
Antenna/Satellite Dish	P	P	P
Garage	P	P	P
Other Accessory Uses and Structures on same site as permitted use	P	P	P
Other Accessory Uses and Structures on same site as a use subject to conditional use permit	C	C	C
Home Occupations	Subject to provisions of CMC 18.15.090.		
Temporary Uses	Subject to provisions of CMC 18.15.130		
Other Uses			
Community Gardens	P	P	P

Table 3.0-B, Existing Allowable Uses

Use	RR	RL	RLM
Farm projects (Future Farmers, 4-H or similar projects)[8]	P	X	X
Kennels	C	X	X
Menageries, animal hospitals and shelters	C	X	X
Other Uses Similar to and No More Objectionable Than the Uses Identified Above	Subject to provisions of CMC 18.15.180		

Source: Calimesa Municipal Code Chapter 18.20

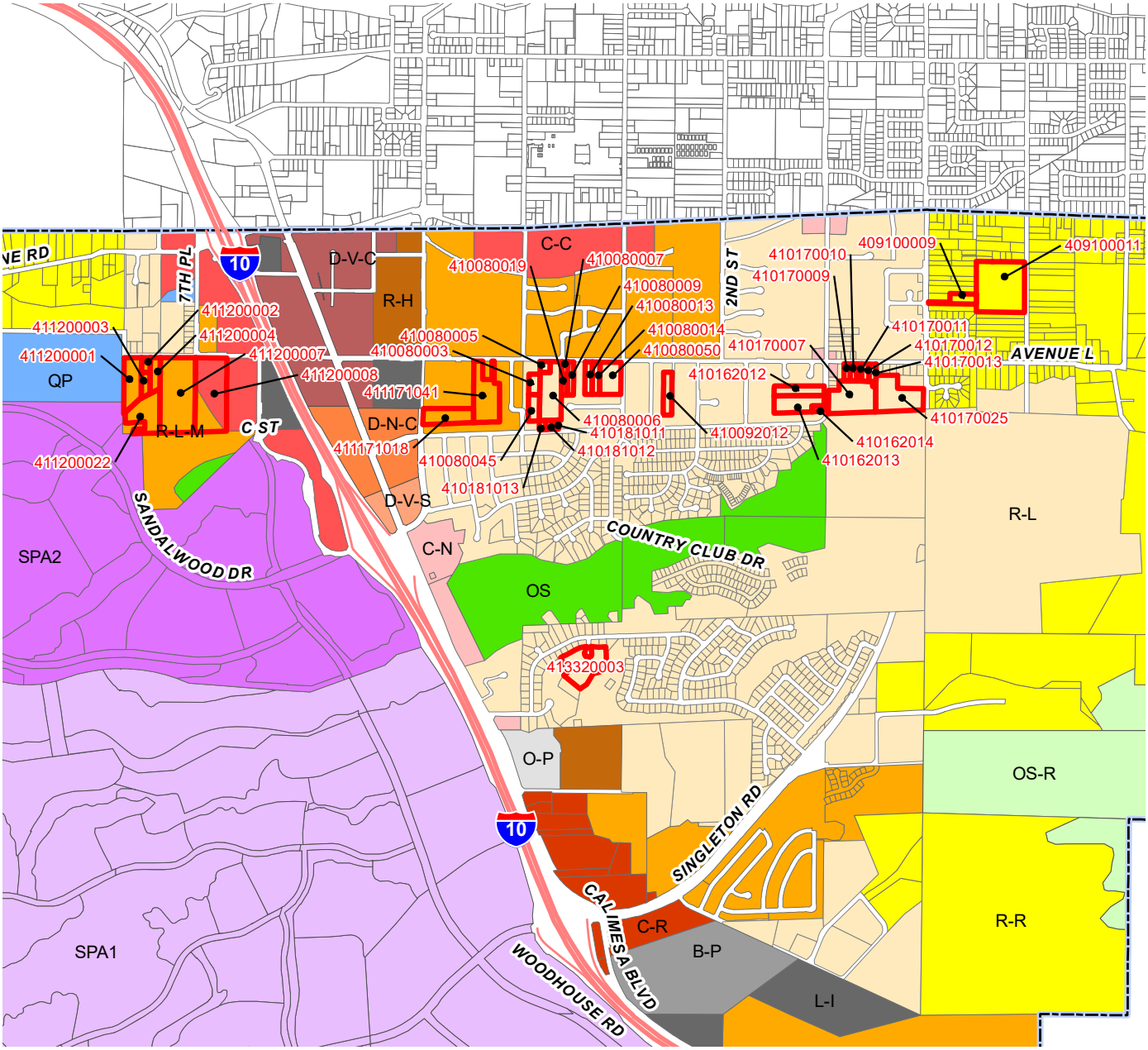
Notes:

1. Subject to provisions of CMC 18.20.050(L)
2. Subject to provisions of CMC 18.20.050(C)
3. Subject to provisions of CMC 18.20.050(D)
4. Subject to provisions of CMC 18.20.050(F)
5. In all cases, supportive housing and transitional housing are and shall be treated as residential uses, subject only to the permitting requirements that apply to residential uses of the same housing type location in the same zone.
6. Subject to provisions of CMC 18.20.050(G)
7. A permanent stand for the display and sale of the agricultural products of any permitted use that is produced on the premises where such stand is located or upon contiguous land owned or leased by the owner or occupant of the premises.
8. Provided the total number of animals shall not exceed the total number of animals allowed under CMC 18.20.

One parcel is a split designation: RLM and Community Commercial (CC). Allowable uses for RR, RL, and RLM are as reflected in **Table 3.0-A** above. CC allowable uses are identified in CMC Chapter 18.25.030.

FIGURE 3.0-4 EXISTING GENERAL PLAN LAND USE AND ZONING DESIGNATION

DRAFT ENVIRONMENTAL IMPACT REPORT - CITY OF CALIMESA
RESIDENTIAL INFILL PRIORITY AREA OVERLAY ZONE PROJECT



Sources: Riverside Co. GIS, 2021. City of Calimesa 2014.

LEGEND

- OVERLAY ZONE PROPERTIES
- CITY BOUNDARY

CALIMESA ZONING DISTRICTS

- R-E - RESIDENTIAL ESTATE
- R-R - RURAL RESIDENTIAL (0-2 DU/AC)
- R-L - RESIDENTIAL LOW (2-4 DU/AC)
- R-L-M - RESIDENTIAL LOW/MEDIUM (4-7 DU/AC)
- R-H - RESIDENTIAL HIGH (14-20 DU/AC)
- C-N - NEIGHBORHOOD COMMERCIAL
- C-C - COMMUNITY COMMERCIAL
- C-R - REGIONAL COMMERCIAL
- O-P - OFFICE PROFESSIONAL
- B-P - BUSINESS PARK
- L-I - LIGHT INDUSTRIAL
- OS-R - PLANNED RESIDENTIAL (1 DU/10 AC)
- OS - OPEN SPACE
- QP - PUBLIC/QUASI-PUBLIC
- SPA1 - SUMMERWIND RANCH
- SPA2 - MESA VERDE ESTATES
- D-V-C - DOWNTOWN VILLAGE COMMERCIAL
- D-V-S - DOWNTOWN VISITOR-SERVING COMMERCIAL
- D-N-C - DOWNTOWN NEIGHBORHOOD COMMERCIAL

0 2,000 4,000 FEET

N

ALBERT A. WEBB ASSOCIATES

3.1.3 Regulatory Background

Senate Bill 2 (SB 2)

In 2017, Governor Brown signed a 15-bill housing package aimed at addressing the State's housing shortage and high housing costs. The package included the Building Homes and Jobs Act (SB 2), which established a funding source to increase the supply of affordable homes in California by collecting a $75 recording fee on real estate documents. These funds were made available to all local governments in California to help prepare, adopt, and implement plans that streamline housing approvals and accelerate housing production.

Accessory Units

California Planning and Zoning Law provides for the creation of accessory dwelling units (ADU) and junior accessory dwelling units (JADU) by local ordinance, or, if a local agency has not adopted an ordinance, by ministerial approval, in accordance with specified standards and conditions. In recent years, a number of bills were passed to address barriers to development of ADUs and JADUs. ADUs are separate dwelling areas that are on the same land as a detached house often referred to as granny flats, in-law units, or backyard cottages. JADU's a unit are units typically defined as no more than 500 square feet in size contained entirely within a single-family residence that may share central systems, contain a basic kitchen utilizing small plug-in appliances, and may share a bathroom with the primary dwelling. JADUs present no additional stress on utility services or infrastructure because they simply repurpose existing space within the residence and do not expand the dwellings planned occupancy.[1]

Effective January 1, 2021, State ADU and JADU was updated to clarify and improve various provisions in order to promote the development of ADUs and JADUs. These include allowing ADUs and JADUs to be built concurrently with a single-family dwelling, opening areas where ADUs can be created to include all zoning districts that allow single-family and multifamily uses, modifying fees from utilities such as special districts and water corporations, limited exemptions or reductions in impact fees, and reduced parking requirements.

Senate Bill 9 (2021)

Additionally, on September 16, 2021, Senate Bill SB 9 (SB 9) was signed into law allowing for the ministerial approval of certain housing development projects containing up to two dwelling units (i.e., duplexes) on a single-family zoned parcels. SB 9 is designed to increase the housing stock in single-family residential zones, as it allows not only two dwelling units per parcel, but also certain lot splits with two housing units on each. SB 9 builds upon prior state legislation that has proven successful in expediting the permitting and construction of ADUs and JADUs. SB 9 offers an alternative path for homeowners to add up to three more dwelling units on their property with minimal regulatory hurdles.

Qualifying Projects

SB 9 allows housing development projects containing no more than two dwelling units on a single-family zoned parcel to be permitted on a ministerial basis, upon satisfaction of a number of qualifying criteria that include the following:

- The project site is in a city or urbanized portion of an unincorporated county.

1. California Department of Housing and Community Development, available at https://www.hcd.ca.gov/policy-research/accessorydwellingunits.shtml, accessed November 1, 2021

- The project site is not: 1) within a Coastal Zone, 2) prime farmland, or farmland of statewide importance, 3) wetlands, 4) within a very high fire severity zone, 5) a hazardous waste or hazardous list site, 6) within a delineated earthquake fault zone, 7) within a 100-year flood zone, 8) within a floodway, 9) identified for conservation in an adopted natural community conservation plan, 10) habitat for protected species, or 11) lands under conservation easement.
- The project site also cannot require demolition or alteration of any housing if: 1) housing is restricted affordable housing, 2) subject to rent control, or 3) contains tenant occupied housing in the last three years.
- The project site cannot be withdrawn from the rental market (i.e., under the Ellis Act) within the past 15 years.
- The project does not propose demolition of more than 25 percent of the existing exterior walls unless either: 1) the local ordinance allows more demolition, or 2) the site has not been occupied by a tenant in the past three years.
- The project site is not within a historic district or property included on the California Historical Resources Inventory or within a site that is designated or listed as a city or county landmark or historic property or district pursuant to a city or county ordinance.
- A local agency may impose objective zoning, subdivision, and design review standards, providing such objective standards do not preclude the construction of either of the two units being less than 800 square feet in floor area.
- No setbacks are required for an existing structure or a structure constructed in the same location and to the same dimensions as an existing structure. In other circumstances, the local agency may require four-foot side and rear yard setbacks.
- Parking of no more than one space per dwelling unit is allowed, except no parking required for projects a) within a half-mile walking distance of a high-quality transit corridor or a major transit stop or b) within one block of car share.
- A local agency may deny such a housing development project if there is a written finding that the project would create a specific adverse impact upon public health and safety or the physical environment that there is no way to mitigate.
- The rental of any unit created must be for a term longer than 30 days.
- The California Coastal Act still applies, except that no public hearing is required for Coastal Development Permits for housing developments pursuant to this legislation.
- A local agency may not be required to permit an ADU or JADU in addition to the second unit if there is a lot split (described below).
- A local agency may not reject housing solely on the basis that a project proposes adjacent or connected structures provided that the structures meet building code safety standards and are sufficient to allow separate conveyance.

If these criteria are satisfied, the local agency must approve the project ministerially (i.e., without discretionary review or hearings). Projects approved ministerially are not subject to the California Environmental Quality Act (CEQA).

Lot Splits

In addition to permitting two units on a single family lot, SB9 allows qualifying lot splits to be approved ministerially pursuant to a parcel map, upon meeting a number of criteria, including many of the same criteria for the two units described above. Additional criteria include the following:

- Each parcel must be at least 40 percent of the original parcel's size.
- Each parcel must be at least 1,200 square feet in lot size unless the local agency permits smaller lot size per ordinance.
- There cannot be a sequential lot split on the same parcel, nor can there be a lot split if the owner of the parcel being subdivided (or someone working in concert with that owner) has subdivided an adjacent parcel pursuant to this lot split legislation.
- No right-of-way dedication or off-site improvement may be required.
- The parcel must be limited to residential use.
- An affidavit that the applicant intends to use one of the housing units as a principal residence for at least three years from the date of approval is required.
- The local agency shall not require a condition that requires correction of nonconforming zoning conditions.
- For each parcel created through this legislation, a local agency is not required to permit more than two dwelling units on a parcel.

A local agency may require, as conditions of approval, easements for public services and facilities and access to the public right-of-way. In addition to the increase in density in single-family zones and lot splits in single-family zones, SB 9 increases the extension of a map life from 12 months to 24 months and allows four years of extensions in lieu of three years for subdivision maps with off-site improvements above qualifying costs. [2]

Senate Bill 2221 (2022)

On September 28, 2022, Senate Bill SB 2221 (SB 2221) was signed into law and was effective January 1, 2023. Any local ordinances that do not conform to this bill will be null and void. SB 221 clarifies that a detached ADU may include a detached garage. The bill also changes current law on timeframes for a local agency to "act" on an ADU/JADU application to a timeframe for the local agency to "approve or deny" the application. In addition, the bill prohibits local agencies from requiring front setback standards if those requirements make the project impossible to build. and adds other technical and clarifying changes to current ADU laws.

ADUs in Residential Areas Ordinance

Under existing Planning and Zoning Law, a local agency is authorized to provide for the creation of ADU;s by ordinance or ministerial approval. Existing law requires a local ordinance to require an accessory dwelling unit to be either attached to, or located within, the proposed or existing primary dwelling, as specified, or detached from the proposed or existing primary dwelling and located on the same lot as the proposed or existing primary dwelling. Assembly Bill 897 (AB2221) was approved September 28, 2022, to amend Planning and Zoning Law; specifically Section 65852.2 of the

2. California Legislative Information , Senate Bill 9, available at https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220SB9, accessed November 1, 2021.

Government Code, as amended by Section 1 of Chapter 343 of the Statutes of 2021. Section 65852.2 has been amended to: 1) require that an accessory dwelling unit that is detached from the proposed or existing primary dwelling may include a detached garage, 2) require a permitting agency to approve or deny an application to serve an ADU or a junior ADU within the same timeframes and if a permitting agency denies an application for an ADU or junior ADU, permitting agency is required to return in writing, a full set of comments to the applicant with a list of items that are defective or deficient and a description of how the application can be remedied by the applicant within the same timeframes, 3) prohibits a local agency from establishing limits on front setbacks, 4) incorporate additional changes to Section 65852.2 of the Government Code proposed by Senate Bill 897 (SB8897) to be operative only if AB2221 and SB897 are enacted and AB2221 is enacted last, 5) impose a state-mandated local program by imposing additional duties on local governments in the administration of the development of ADUs, and 6) establishes that, contrary to requirement of the California Constitution requiring the state to reimburse local agencies and school districts for certain costs mandated by the state with statutory provisions establishing procedures for making that reimbursement, Section 65852.2 is revised to identify that no reimbursement is required for a specified reason.

Senate Bill 897 (2022)

Under existing Planning and Zoning Law, a local agency is authorized to provide for the creation of accessory dwelling units in areas zoned for residential use by and to impose standards on accessory dwelling units that include, but are not limited to, parking, height, setback, landscape, architectural review, and maximum size of a unit by ordinance or ministerial approval. Senate Bill 897 (SB897) was approved September 28, 2022, to amend Planning and Zoning Law; specifically Section 65852.2 of the Government Code, as amended by Section 1 of Chapter 343 of the Statutes of 2021. Section 65852.2 has been amended to require that the standards imposed on accessory dwelling units be objective and prohibits a local agency from denying an application for a permit to create an accessory dwelling unit due to the correction of nonconforming zoning conditions, building code violations, or unpermitted structures that do not present a threat to public health and safety and are not affected by the construction of the accessory dwelling unit. SB897 makes a number of revisions to Section 65852.2 including: 1) requires a local agency to review and issue a demolition permit for a detached garage that is to be replaced by an accessory dwelling unit at the same time as it reviews and issues the permit for an ADU and prohibits an applicant from being required to provide written notice or post a placard for the demolition of a detached garage that is to be replaced by an ADU, 2) increased maximum height limitations and building code classification changes for ADU's, 3) changes to the approval process for ADU's, 4) prohibits a local agency from imposing any parking standards on ADU's meeting specified requirements, 5) amended standards and processing requirements for junior ADU's, 6) prohibits a local agency from denying a permit for an unpermitted ADU that was constructed before January 1, 2018, provided certain standards are met, 7) identifies that the intent of the Legislature is to ensure that grant programs that fund the construction and maintenance of ADUs provide funding for predevelopment costs and facilitate accountability and oversight, including annual reporting on outcomes to the Legislature, 8) incorporates additional changes to Section 65852.2 proposed by Assembly Bill 2221 (AB2221)to be operative only if SB897 and AB2221 are enacted and SB897 is enacted last, 9) imposes a state-mandated local program by imposing new duties on local governments with respect to the approval of ADU's and junior ADU's, and 10) establishes that, contrary to requirement of the California Constitution requiring the state to reimburse local agencies and school districts for certain costs mandated by the state with statutory provisions establishing procedures for making that reimbursement, Section 65852.2 is revised to identify that no reimbursement is required for a specified reason.

3.1.4 Surrounding Land Uses

The land uses surrounding the Project sites include a mix of developed and undeveloped lands (i.e. vacant lots) to the north, south, east, and west. Existing surrounding land uses in the vicinities of the Project sites consist of commercial (storage facility), single family residential units, a school (Mesa View Middle School), mobile homes, approved residential entitlements and the former Calimesa Country Club, further detailed in **Table 3.0-A**, above.

3.2 Land Use Applications

The proposed Project includes the following discretionary actions for consideration by the City and are included as part of the Project analyzed in this EIR. No development is planned as part of the Project.

- Zone Change 21-01 to amend City Municipal Code (CMC), Title 18 – Zoning, Land Use and Development Regulations; specifically Chapters 18.05 – General Provisions, 18.20 – Residential Zone Districts, 18.45 – Off-Street Parking, and 18.90 – Development Plan Review in order to:
    - Amend Section 18.05.08 – Zone Districts Established to add "Residential Infill Priority Area Overlay Zone" (RIPAOZ)
    - Amend Section 18.20.020 – Residential Zone Districts to add new Subsection H to establish the RIPAOZ;
    - Amend Table 18.20.030 – Uses Permitted within Residential Districts to identify allowable uses within the RIPAOZ:
    - Amend Table 18.20.040 – Residential Development Standards to establish development standards for the RIPAOZ and allow for increased density of up to 15 dwelling units per acre in RIPAOZ Area 1 and 35 dwelling units per acre in RIPAOZ Area 2;
    - Amend Section 18.20.050 – Specific Standards for Residential Districts to add new Subsection P to define Design, Screening, and Privacy Standards;
    - Amend Table 18.45.060 – Number of Parking Spaces Required to establish parking standards for the RIPAOZ; and
    - Amend Section 18.90.030 – Minor Development Plan Review to add new Subsection 11 of Subdivision B to identify that all single family attached, single family detached, multi-family dwellings, and accessory dwelling units (if permitted by State law) proposed within the Residential Infill Priority Area Overlay Zone ("RIPAOZ") may be considered for Minor Development Plan Review.
- General Plan Amendment (GPA) to amend the General Plan Land Use Element (Chapter 2) to:
    - Amend Table LU-B – General Plan Land Use Categories to define RIPAOZ Area 1 and Area 2;
    - Amend Table LU-C – List of Zoning Districts Compatible with General Plan Land Use Categories to add the RIPAOZ; and
    - Amend Figure LU-1 – Land Use Map to reflect the boundary of the RIPAOZ Area 1 and Area 2 on the City's "single map" General Plan Land Use and Zoning Designation Map.

3.3 Proposed Project

The City of Calimesa is proposing a "Residential Infill Priority Area Overlay Zone" (RIPAOZ) on 36 properties (proposed Project). The City was awarded a grant by the State of California Department of Housing and Community Development ("HCD") SB 2 program to prepare the RIPAOZ Project in order to up-zone certain residential properties identified by the City to allow for higher density development including duplexes, townhomes, condos, and a limited amount of apartments by-right. The City was further awarded a supplementary grant by HCD Local Early Action Grants program, also referred to as the "LEAP" program, to assist in the preparation and adoption of planning documents and process improvements that accelerate housing production and facilitate compliance to implement the sixth cycle of the regional housing need assessment.

The intent of the proposed RIPAOZ Project is to comply with newly the adopted State residential laws requiring jurisdictions to increase the amount of housing opportunities available and to provide ways to meet their fair share of affordable housing units. To meet these requirements, the City of Calimesa has reviewed underutilized properties within City limits for their potential to increase density opportunities and is preparing a series of planning documents to allow up-zoning on these properties. The properties included within the proposed Project are vacant and undeveloped; or developed and zoned for residential usage, with exception of one property that has a split designation of residential and commercial. The 36 properties included in the proposed Project are provided in **Table 3.0-A** and reflected in **Figure 3.0-3**, above.

The RIPAOZ identifies areas where residential infill development is encouraged; permits a flexible approach to providing affordable housing; aims to increase the variety of housing options in existing residential neighborhoods; fosters well-planned, compact developments keeping with the character of the existing neighborhood, promotes efficiency in the utilization of existing infrastructure and services, facilitates integrated physical design, promotes a high level of design quality, facilitates development proposals responsive to current and future market conditions, and provides safe vehicular circulation patterns for residents and safety/service providers.

Zone Change

The Project includes an amendment to City Municipal Code (CMC), Title 18 – Zoning, Land Use, and Development Regulations to update Chapters 18.05 – General Provisions, 18.20 – Residential Zone Districts, 18.45 – Off-Street Parking, and 18.90 – Development Plan Review in order to establish the RIPAOZ among 36 parcels to allow for increased density and provide development standards specific to properties within the boundary of the RIPAOZ.

CMC Chapter 18.05, Section 18.05.08 – Zone Districts Established, will be amended to include the "Residential Infill Priority Area Overlay Zone" (RIPAOZ) as a new zone district. CMC Chapter 18.20, Section 18.20.020 – Residential Zone Districts, will be amended to add new Subsection H to establish the RIPAOZ. The goal of the RIPAOZ is to foster infill development by allowing for higher density residential development including affordable housing products. Two areas will be created within the RIPAOZ: 1) Area 1 will allow for development of up to 15 dwelling units per acre; and 2) Area 2 will allow for development of up to 35 dwelling units per acre. The RIPAOZ will also provide guidance to help maintain the character of existing neighborhoods amid redevelopment and new development. **Table 3.0-A** above, identifies which RIPAOZ Area is proposed for each property, its proposed maximum density, and maximum number of residential dwelling units that could be developed on each property under the new designation. CMC Chapter 18.20, Table 18.20.030 – Uses Permitted within Residential Districts, will

be amended to include proposed allowable uses within each RIPAOZ Area as identified in **Table 3.0-C, Proposed Allowable Uses Per RIPAOZ Area**, below.

Table 3.0-C, Proposed Allowable Uses Per RIPAOZ Area

Use	RIPAOZ Area 1	RIPAOZ Area 2
Residential Uses		
Accessory dwelling unit[1]	P	P
Bed and breakfast inn[2]	C	C
Boarding house	X	X
Community care facility (6 or fewer persons)	P	P
Community care facility (7 or more persons)	C	C
Convalescent care facility	C	C
Day Care Facility (6 or fewer children)	P	P
Day Care Facility (7 or more children)[3]	P	P
Guest house[4]	P	P
Junior accessory dwelling unit[5]	P	P
Manufactured housing	P	P
Mobile home park	X	X
Senior congregate care housing	C	C
Multifamily dwellings[6]	X	P
Single-family detached[6]	P	P
Single-family attached[6]	P	P
Equestrian Uses		
Riding academy	X	X
Rodeo arena	X	X
Stables, private	X	X
Stables, commercial	X	X
Agricultural Uses	X	X
Commercial Uses		
Hair stylist[6]	P	P
Feed and grain sales	X	X

Table 3.0-C, Proposed Allowable Uses Per RIPAOZ Area

Use	RIPAOZ Area 1	RIPAOZ Area 2
Fruit and vegetable processing	X	X
Nursery and incidental garden supply	X	X
Produce market	X	X
Display and sale of agricultural products	X	X
Public/Quasi-Public Uses		
Cemeteries, columbariums, mausoleums (including pet cemeteries)	X	X
Churches and other religious institutions	C	C
Educational institutions (public and private schools, not including vocational schools)		
▪ Small (25 or fewer students) on sites with existing assembly uses and adequate off-street parking	P	P
▪ Large (26 or more students)	C	C
Fire and police stations	C	C
Meeting places of nonprofit civic groups, community organizations, clubs, and lodge halls	C	C
Public libraries and museums	C	C
Public utility and public service substations, reservoirs, pumping plants, and similar installations, not including public utility offices	C	C
Recreational Uses		
Archery ranges	X	X
Fishing lakes (commercial and noncommercial)	X	X
Golf courses and customary appurtenant facilities, including clubhouses, restaurants and retail shops, except driving ranges and miniature golf courses	X	X
Parks	P	P
Picnic grounds for day use only	X	X
Accessory Uses		
Antennas, satellite dishes	P	P
Garages	P	P

Table 3.0-C, Proposed Allowable Uses Per RIPAOZ Area

Use	RIPAOZ Area 1	RIPAOZ Area 2
Other accessory uses and structures located on the same site as a permitted use	P	P
Permanent outdoor storage within parking lot areas	X	X
Home Occupations	Subject to the provisions of CMC 18.15.090, Home occupation permits	
Temporary Uses	Subject to the provisions of CMC 18.151.130. Temporary use Permits	
Other		
Apiary	X	X
Camp	X	X
Commercial cannabis activity	X	X
Community garden	P	P
Farm projects (Future Farmers, 4-H, or similar projects)	X	X
Guest ranch	X	X
Kennels	X	X
Menageries, animal hospitals, and shelters	X	X
Outdoor storage, front yard areas	X	X
Other Uses Similar to and No More Objectionable Than the Uses Identified Above	Subject to the provisions of CMC 18.15.180 Determination of similar use	

Legend:
P – Permitted use
C – Subject to conditional use permit
X – Prohibited

Notes:

1. Subject to provisions of CMC 18.20.050(L)
2. Subject to provisions of CMC 18.20.050(C)
3. Subject to provisions of CMC 18.20.050(D)
4. Subject to provisions of CMC 18.20.050(F)
5. Subject to provisions of CMC 18.20.050(O)
6. In all cases, supportive housing and transitional housing are and shall be treated as residential uses, subject only to the permitting requirements that apply to residential uses of the same housing type location in the same zone
7. Subject to provisions of CMC 18.20.050(G)

CMC Chapter 18.20, Table 18.20.040 - Residential Development Standards, will be amended to provide development standards for the RIPAOZ and established the increased density allowance for each Area as reflected in **Table 3.0-D – Residential Development Standards**, below.

Table 3.0-D, Residential Development Standards

Standard	RIPAOZ Area 1	RIPAOZ Area 2
Maximum density (DUs per gross acre)	15	35
Minimum lot size (net area)	1,591 square feet	N/A
Minimum lot width[1]	37 feet	60 feet
Minimum lot depth	43 feet	100 feet
Minimum front yard setback	10 feet	10 feet
Minimum side yard setbacks	3 feet	Note 2 below
Minimum rear yard setback	5 feet	Note 3 below
Maximum lot coverage	75%	75%
Maximum height for buildings and structures	36 feet or three stories (whichever is less)	50 feet or four stories (whichever is less)

Notes:

1. Flag lots (lots with less than the required lot width minimum) are prohibited. Cul-de-sac lots shall have a minimum width of 35 feet.
2. Side Yard Setbacks (RIPOAZ 2) One-story building; five feet. Two-story building: five feet for the first story and 10 feet for the second story. For buildings having more than two stories: five feet for the first story; 10 feet for the second story; and an additional five feet for each story thereafter]
3. Rear yard Setbacks (RIPAOZ 2) One- and two-story buildings; 10 feet. For buildings having more than two stories: 10 feet for the first and second stories; and an additional five feet for each story thereafter

As identified in **Tables 3.0-C** and 3.0-**D** above, RIPAOZ Area 1 limits maximum building height to 36 feet or three stories (whichever is less) and would prohibit apartments or other multi-family dwelling units. RIPAOZ Area 2 would allow a maximum building height of 50 feet or four stories (whichever is less) and permit apartments and other multi-family residential uses.

CMC Chapter 18.45, Table 18.45.060 – Number of Required Parking Spaces, will be amended to provide parking standards for the RIPAOZ. The required number of parking spaces of implementing RIPAOZ Projects would be subject to staff level approval of a site-specific focused Traffic & Parking Study prepared in accordance with the latest edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual.

Chapter 18.20, Section 18.20.050 – Specific Standards for Residential Districts, will add new Subsection P to address Design, Screening, and Privacy Standards for the RIPAOZ as follows:

1. All multifamily developments within the RIPAOZ with 12 or more dwelling units shall provide 20 percent usable open space for passive and active recreational uses. Usable open space areas shall not include rights-of-way, vehicle parking areas, areas adjacent to or between any structures less than 15 feet apart, setbacks, patios or private yards, or slope areas greater than eight percent.
2. All multifamily developments within the RIPAOZ shall be required to install a 7' perimeter block wall to limit visual intrusion on surrounding development to the greatest extent possible.
3. Each dwelling unit within the RIPAOZ shall have a private (walled) patio or balcony.
4. All multifamily developments within the RIPAOZ shall provide recreational amenities within the site which may include a swimming pool; spa; gym; on site multi-use trails/walking paths (separate from private sidewalks); package centers; smart home technology; clubhouse; tot lot with play equipment; picnic shelter/barbecue area; court game facilities such as tennis, basketball, or racquetball; improved softball or baseball fields; or day care facilities. The type of amenities shall be approved by the planning director and provided according to the following schedule:

Schedule Table	
Units	**Amenities**
0 – 11	0
12 – 100	1
101 – 200	2
201 – 300	3
Note: Add one amenity for each 100 additional units or fraction thereof.	

5. Each dwelling unit shall be provided with a minimum of 100 cubic feet of enclosed storage space, such as roof rack storage, within the garage, carport, or immediately adjacent to the dwelling unit. Garages shall not be used as a gym.
6. Driveway approaches within a multifamily development of 12 or more units within the RIPAOZ shall be delineated with interlocking pavers and/or rough-textured concrete and landscaped medians.
7. All parts of all structures shall be within 100 feet of paved access for single-story and 50 feet for multistory units.
8. A bus turnout and shelter on the on-site arterial frontage shall be dedicated if the project is located on a bus route as determined by the planning director.

9. Common laundry facilities of sufficient number and accessibility consistent with the number of living units and the Uniform Building Code shall be provided.
10. Each condominium unit shall be plumbed and wired for a washing machine and dryer.
11. Each dwelling unit shall be provided with an automatic dishwasher and a heavy-duty garbage disposal unit.
12. Telephone jacks shall be installed in all living rooms, kitchens, and bedrooms.
13. Interior television antennas (cable television) shall be installed in each apartment unit, or a central interior antenna shall be installed in each apartment building. No exterior antenna or satellite dish antenna shall be permitted.
14. All utilities, including but not limited to electrical, cable television, and telephone lines, on the site shall be underground.
15. Each multiple-dwelling building or complex shall provide one hose bib for each three required parking spaces, and these hose bibs shall be located adjacent to parking areas.
16. Lighting. Refer to Chapter 18.120 CMC, Outdoor Lighting.
17. Management and security plans shall be submitted for review and approval for multifamily developments within the RIPAOZ with 12 or more dwelling units. These plans shall be comprehensive in scope.
18. Electronic Gates. Multifamily buildings or complexes with 40 or more dwellings within the RIPAOZ shall provide electronic gates as follows:
    a. A minimum six-foot-high, decorative wrought iron fence shall be provided along the front of the property, to the rear of any required setback. Such fence shall incorporate a self-locking remote-controlled vehicle and pedestrian entry/exit gate. The vehicle entry shall incorporate an electronically activated tenant marquee to permit notification of tenants in the event of visitors. Such marquee shall be five feet above finished grade. Provisions for emergency access, such as a Knox box, shall be provided in accordance with California Fire Code requirements.
19. Rear decks and balconies shall be discouraged for multi-story development where a majority of the surrounding properties are single-story homes within 50’ of the property line.
20. To avoid box structure designs, continuous multi-story walls and wall areas greater than nine feet in height that are flush with the first story of a primary structure shall be designed with a minimum recess of one foot for every 20 feet of wall length. For the purposes of this section, “flush” shall mean any multi-story element or wall area above nine feet in height that is less than one foot in depth from the first story or area below nine feet.
21. Mature landscape screening shall be provided along the property line(s) adjacent to the single-story dwelling(s) or property on the downslope. A landscape plan that includes accurate visual simulations shall be submitted to the community development director for review and approval. The landscaping shall be mature at installation such that at minimum, it will provide visual screening of the area immediately across from the multi-story development to ensure privacy for the adjacent single-story dwelling from visual intrusion to the windows or back yard of the adjacent residence.
22. If it is determined during project review that visual privacy issues will exist alongside yard elevations, as determined by accurate visual simulations, the planning director shall limit the

multi-story wall or any structure wall above nine feet in height to clerestory windows or permanent opaque screening, if any windows are proposed. This determination shall be based on whether or not the proposed multi-story building would have views into a neighbor's bedroom(s), living/family room, or back yard.

Finally, Section 18.90.030 – Minor Development Plan Review of Chapter 18.90, will add new Subsection 11 of Subdivision B, to identify that all single family attached, single family detached, multi-family dwellings, and accessory dwelling units (if permitted by State law) proposed within the Residential Infill Priority Area Overlay Zone ("RIPAOZ") may be considered for Minor Development Plan Review.

General Plan Amendment

The City will also amend the General Plan (GP), Chapter 2 – Land Use Element, to define the new RIPAOZ. As reflected in **Table 3.0-B** above, under existing designations, these 36 properties could be developed with up to a total of 397 residential dwelling units. Through implementation of the proposed RIPAOZ, these properties could develop up to 2,156 residential units; 1,759 units more than currently allowed, thereby meeting new State law requirements to provide additional opportunities to develop housing and provide opportunities to meet fair share of affordable housing units.

The General Plan Land Use Element will be updated to include defining factors for the RIPAOZ. Specifically, Table LU-B – General Plan Land Use Categories of GP Chapter 2, will be updated to define RIPAOZ Area 1 and Area 2 as indicated in **Table 3.0-E, Residential Infill Priority Area Overlay Zone (RIPAOZ)**, below.

Table 3.0-E, Residential Infill Priority Area Overlay Zone (RIPAOZ)

Land Use Designation	Density Range (du/ac)[1] and Population Density (persons/ac)[2]	General Plan Land Use Categories
Residential Infill Priority Area Overlay Zone (RIPAOZ) Area 1	0.2 to 15 du/acre 1 to 37 persons/acre	Development within these areas shall be subject to the Residential Infill Priority Area Overlay Zone Ordinance of the City. It will allow dwelling unit densities that will provide housing opportunities for higher density living, opportunities for people of low and moderate incomes, and is characterized by residential homes either on large or small lots, in an attached or detached configuration. The following apply to land with the RIPAOZ Area 1 designation: ▪ Development in this category will consist of single-family detached and attached single-family homes. ▪ This designation allows a wide range of living accommodationsranging from large to small-lot attached and detached housing. • Developments shall be designed to high development standards so as to integrate cohesively with the existing neighborhood.

Table 3.0-E, Residential Infill Priority Area Overlay Zone (RIPAOZ)

Land Use Designation	Density Range (du/ac)[1] and Population Density (persons/ac)[2]	General Plan Land Use Categories
		Developments within this category are expected to be promote efficiency by utilizing existing infrastructure and services.
RIPAOZ Area 2	2 to 35 du/acre 5 to 86 persons/acre	Development within these areas shall be subject to the Residential Infill Priority Area Overlay Zone Ordinance of the City. It will allow dwelling unit densities that will provide housing opportunities for higher density living, opportunities for people of low and moderate incomes, and is characterized by residential homes on small lots in an attached or detached configuration, including townhomes, condominiums, or apartments. The following apply to land with the RIPAOZ Area 2 designation: ▪ Development in this category will consist of single-family detached and attached single-family and multi-family homes. ▪ This designation allows a wide range of living accommodationsranging from small-lot detached and attached housing to apartments. • Developments shall be designed to high development standards so as to integrate cohesively with the existing neighborhood. Developments within this category are expected to be promote efficiency by utilizing existing infrastructure and services.

Notes

1. du/ac = dwelling units per acre
2. persons/ac = persons per acre

   The population density range noted was calculated using 2.44 persons per household multiplied by the stated dwelling units/acre for each land use designation. Any resulting fraction thereof was rounded up to the nearest whole number.

   Note: Pursuant to state law, each land use designation that provides for residential development (other than caretakers dwellings) is assigned a population density standard for the purposes of projection and infrastructure planning. These population density standards are relevant only for planning purposes and shall not be interpreted as constituting legal limitations on the number of persons who may reside at any particular location or parcel. Further, this information is not intended to limit or regulate the amount of development. Source for persons per household: US Census Bureau, 2020.

As previously stated, the City utilizes a "one-map" system with a single General Plan Land Use Designation and Zoning Designation Map. The GPA will also include an amendment to GP Chapter 2, Figure LU-1 – Land Use Map, to reflect the boundary of the RIPAOZ Area 1 and Area 2 as identified in **Figure 3.0-5, Proposed General Plan Land Use and Zoning Map**, below.

Other

The properties within the RIPAOZ lie within two different water districts as reflected in **Figure 3.0-6, Water Providers** and **Table 3.0-F, Existing and Proposed Units by Water Providers below**.

Table 3.0-F, Existing and Proposed Units by Water Provider

APNs	Maximum Dwelling Units		Increase in Units
	Existing	Proposed	
South Mesa Water Company (SMWC)			
409-100-009	2	18	16
409-100-011	19	144	125
410-080-003	4	14	10
410-080-005	2	6	4
410-080-006	17	65	48
410-080-007	1	5	4
410-080-009	3	12	9
410-080-013	4	14	10
410-080-014	4	14	10
410-080-019	2	8	6
410-080-045	5	18	13
410-080-050	11	41	30
410-092-012	6	23	17
410-162-012	8	29	21
410-162-013	12	44	32
410-162-014	1	4	3
410-170-007	23	86	63
410-170-009	2	6	4
410-170-010	2	6	4
410-170-011	1	5	4
410-170-012	2	8	6
410-170-013	2	8	6
410-170-025	22	84	62
411-171-018	20	101	81
411-171-041	37	184	147
411-200-001	25	124	99
411-200-002	4	18	14
411-200-003	5	26	21

Table 3.0-F, Existing and Proposed Units by Water Provider

APNs	Maximum Dwelling Units		Increase in Units
	Existing	Proposed	
411-200-004	9	46	37
411-200-007	75	374	299
411-200-008	18	318	300
411-200-022	29	145	116
SMWC Totals	*377*	*1,998*	*1,621*
Yucaipa Valley Water District (YVWD)			
410-181-011	1	3	2
410-181-012	1	3	2
410-181-013	1	3	2
413-320-003	17	149	132
YVWD Totals	*20*	*158*	*138*
TOTALS	**397**	**2,156**	**1,759**

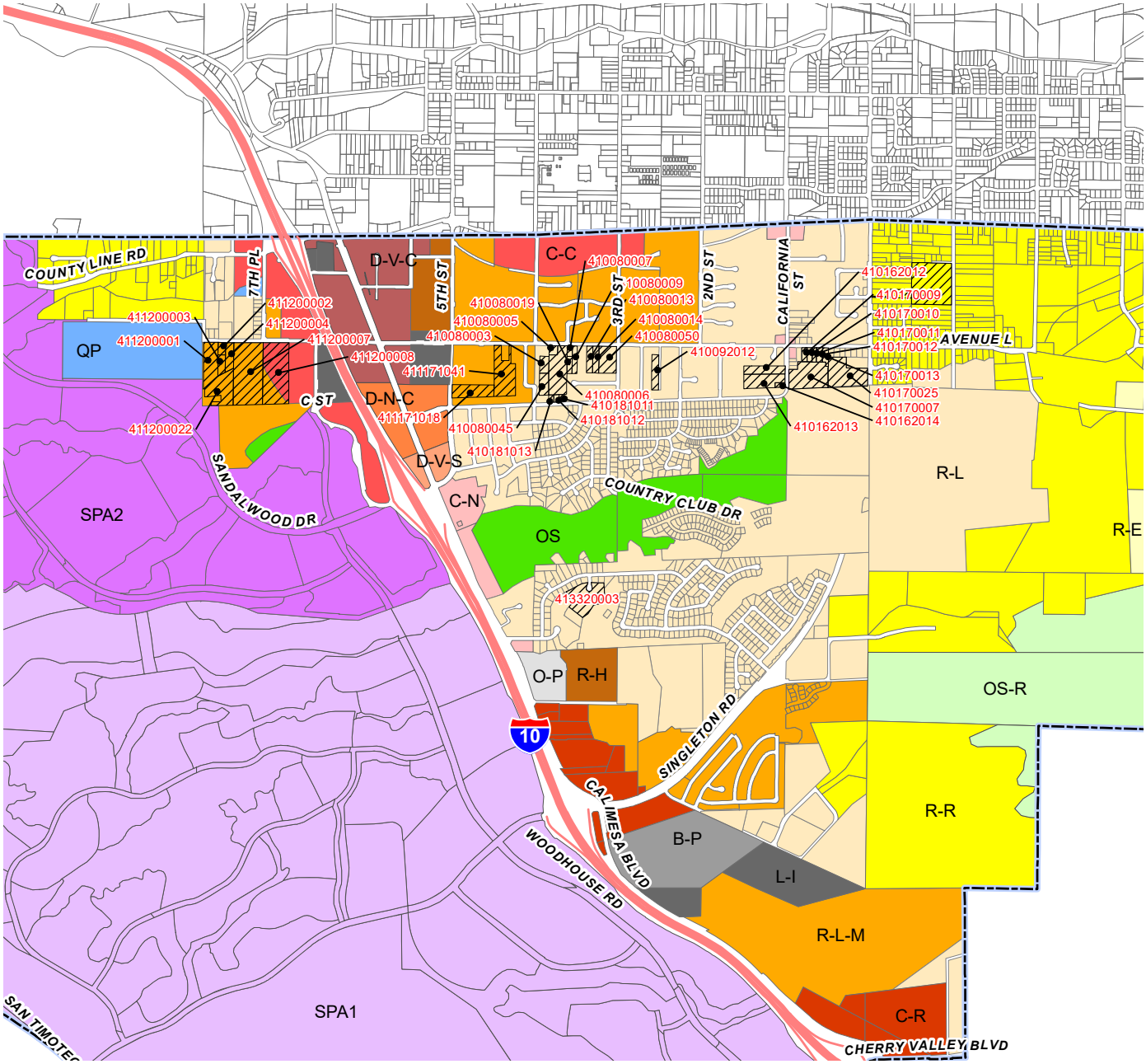
Assembly Bill 610 (AB610) requires that specified information about water supplies that are available for development, be provided to and considered by local planning agencies. Further, it requires that any city or county that has determined a project is subject to CEQA, require the project comply with Part 2.10 of Division 6 of the Water Code. Among other things, AB610 holds that any residential project that would result in 500 or more residential units prepare a Water Supply Assessment (WSA) to ensure the water supplier can accommodate the demand.

As reflected in **Table 3.0- F** above, under the existing land use/zoning designations, a total of 397 units could be developed; 377 units within SMWC and 20 units within YVWD. With implementation of the RIPAOZ, a total of 2,156 units could be developed; 1,998 within the SMWC and 158 within the YVWD service area. Thus, implementation of the RIPAOZ would result in a total increase of 1,759 units that could be developed; specifically 1,621 within SMWC and 138 units within YVWD. Since proposed units would increase by 1,621 within SMWC, in compliance with AB610, the Project would require a WSA from SMWC because more than 500 residential units would be proposed within this water district.

The Project does not include any implementing development. Thus, no specific development projects are being proposed at this time. The Project is a proposal to amend the municipal code and general plan to define the proposed RIPAOZ, identify allowable uses, and define development standards. Hence, no on-site or off-site infrastructure improvements are identified at this time and no specific timelines for development of the sites is known at this time. Therefore, the future development that may occur on the subject properties is speculative. The intent of this environmental document is to address

FIGURE 3.0-5 PROPOSED GENERAL PLAN LAND USE AND ZONING DESIGNATION

DRAFT ENVIRONMENTAL IMPACT REPORT - CITY OF CALIMESA
RESIDENTIAL INFILL PRIORITY AREA OVERLAY ZONE PROJECT



Sources: Riverside Co. GIS, 2021. City Of Calimesa 2014.

LEGEND

- RIPAOZ - RESIDENTIAL INFILL PRIORITY OVERLAY ZONE (0.2 TO 35 DU/AC)
- CITY BOUNDARY

CALIMESA ZONING DISTRICTS

- R-E - RESIDENTIAL ESTATE
- R-R - RURAL RESIDENTIAL (0-2 DU/AC)
- R-L - RESIDENTIAL LOW (2-4 DU/AC)
- R-L-M - RESIDENTIAL LOW/MEDIUM (4-7 DU/AC)
- R-H - RESIDENTIAL HIGH (14-20 DU/AC)
- C-N - NEIGHBORHOOD COMMERCIAL
- C-C - COMMUNITY COMMERCIAL
- C-R - REGIONAL COMMERCIAL
- O-P - OFFICE PROFESSIONAL
- B-P - BUSINESS PARK
- L-I - LIGHT INDUSTRIAL
- OS-R - PLANNED RESIDENTIAL (1 DU/10 AC)
- OS - OPEN SPACE
- QP - PUBLIC/QUASI-PUBLIC
- SPA1 - SUMMERWIND RANCH
- SPA2 - MESA VERDE ESTATES
- D-V-C - DOWNTOWN VILLAGE COMMERCIAL
- D-V-S - DOWNTOWN VISITOR-SERVING COMMERCIAL
- D-N-C - DOWNTOWN NEIGHBORHOOD COMMERCIAL

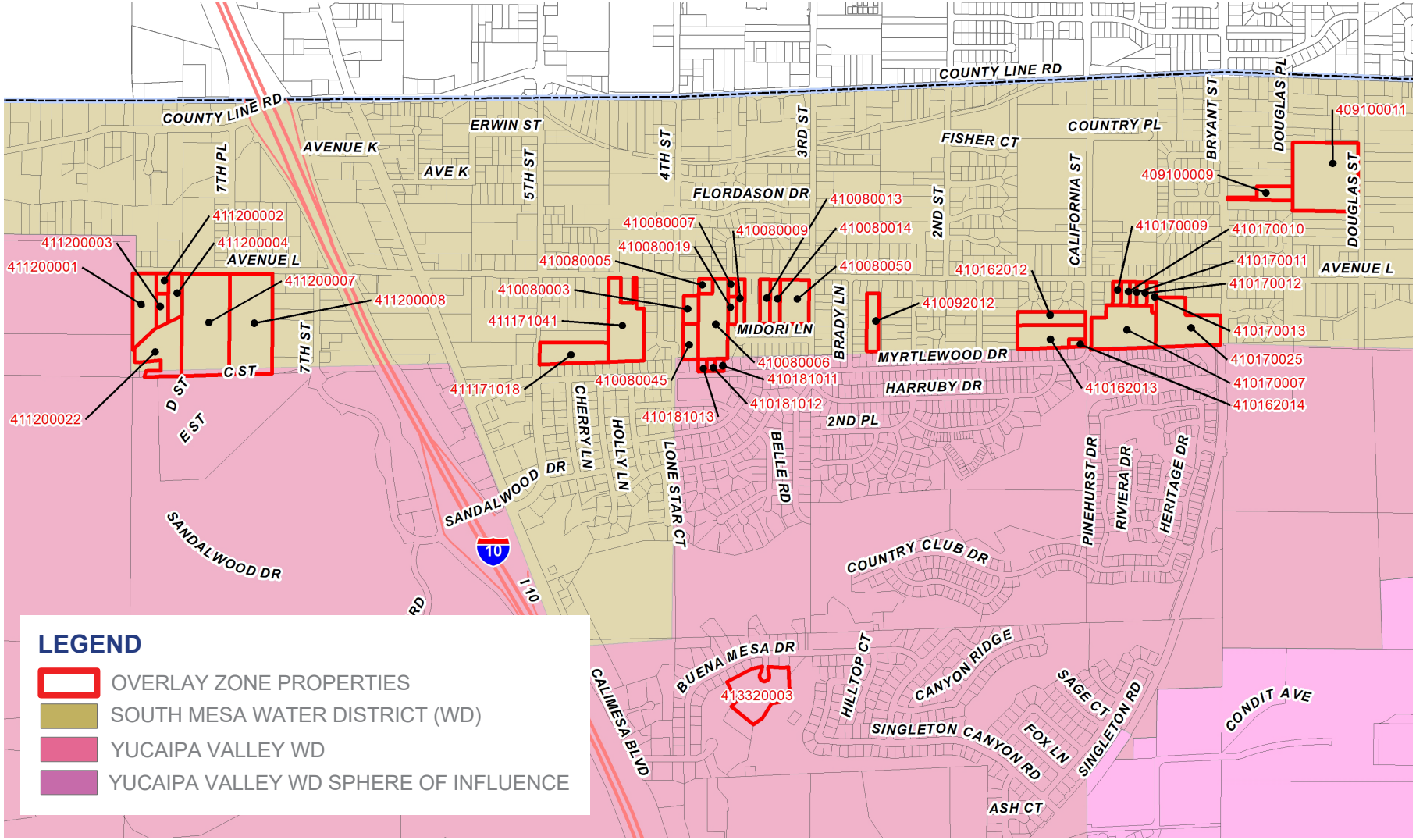
0 2,000 4,000 FEET

N

ALBERT A. WEBB ASSOCIATES

FIGURE 3.0-6 WATER PROVIDERS

DRAFT ENVIRONMENTAL IMPACT REPORT - CITY OF CALIMESA
RESIDENTIAL INFILL PRIORITY AREA OVERLAY ZONE PROJECT



Sources: Riverside County GIS, 2021. City of Calimesa 2014.

0 1,000 2,000 3,000 FEET

ALBERT A. WEBB ASSOCIATES

the change from the existing residential development allowed by right per the City's Municipal Code Title 18 and General Plan, to the conditions of the proposed RIPAOZ. The environmental analysis, where appropriate, considers the maximum amount of density or units that could develop under implementation of the RIPAOZ.

3.4 Typical Conditions of Approval

As the proposed Project is programmatic in nature and does not include any implementing development projects, the following conditions of approval, as reflected in **Table 3.0-G, Typical Conditions of Approval**, are typical conditions that may apply to future implementing development projects. Mitigation measures identified within each analysis section of this DEIR will be applicable to all future implementing development projects. However, while the City may impose future implementing projects with conditions of approval as identified below, the City reserves the right to modify conditions as needed, specific to each implementing development project seeking City approval.

Table 3.0-G, Typical Conditions of Approval

No.	Conditions of Approval	Department
	General Conditions	
1.01	A Homeowner's Association is required for any private ownership of Lots.	Planning
1.02	Any conditionally approved Tentative Map shall expire twenty-four (24) months from the date of approval, unless extended as provided by Title 17 of the Calimesa Municipal Code. Within twenty-four months, the developer shall record with appropriate agencies, a Final Map prepared in accordance with subdivision requirements of the State of California Subdivision Map Act, Title 17 of the Calimesa Municipal Code and applicable development and zoning requirements of the Calimesa Municipal Code as applicable.	Planning
1.03	For any Tentative Tract Map applied for in conjunction with Environmental Impact Report (SCH No. 2022030754), all applicable mitigation measures with Planning Commission Resolution 2022-XX are incorporated by reference.	Planning
1.04	Details shown on Tentative Maps are not necessarily approved. Any details that are inconsistent with, City ordinances or the City Engineer's current subdivision design guidelines, must be specifically approved in the Final Map or on the improvement plans. However, any proposed project with Environmental Impact Report No. XXXX (SCH No. 2022030754) shall substantially conform with the submitted Tentative Map to be approved by the Planning Commission, which shall be kept on file with the Community Development Department, except as herein modified, during plan check if such modifications are in substantial conformance to the approved Tentative Tract Map and consistent with the provisions of the Calimesa Municipal Code and/or other applicable regulations.	Planning
1.05	Approval of any Tentative Tract Map is contingent upon the property owner and applicant signing and returning to the Community Development Department the "Agreement to Conditions Imposed" form.	Planning
1.06	As a condition of approval of any Tentative Tract Map, associated with Environmental Impact Report (SCH No. 2022030754), the developer agrees	Planning

Table 3.0-G, Typical Conditions of Approval

No.	Conditions of Approval	Department
	to indemnify, protect, defend, and hold harmless the City, and agency or instrumentality thereof, and its elected and appointed officials, officers, employees and agents, from and against any and all liabilities, claims, actions, causes or action, proceeding, suits, damages, judgments, liens, levies, costs and expenses of whatever nature, including reasonable attorney's fees and disbursements (collectively, "Claims") arising out of or in any way relating to the issuance of the entitlement, any actions taken by the City related to this entitlement or the environmental review conducted under the California Environmental Quality Act, Public Resources Code Section 21000 et seq., for any entitlement and related actions.	
1.07	All applicable mitigation measures within the certified Final Environmental Impact Report (SCH# 2022030754) that are not specifically listed herein are hereby made a part of these conditions of approval. All costs of supervising and conducting the Mitigation Monitoring Program shall be borne by the developer. The developer shall maintain a minimum $1,000 deposit at all times and shall be responsible for any additional costs associated with the monitoring program. In addition, the Project shall comply with all applicable provisions of all federal, State, and Regional Water/Air Quality Control Board rules and regulations.	Planning
1.08	Any proposed phasing of project components shall be submitted for review and approval by the Community Development Department and the City Engineer.	Planning
1.09	Any fees due to the City of Calimesa for processing of any project within Environmental Impact Report (SCH# 2022030754) shall be paid to the City within thirty (30) calendar days of final action by the approval authority. Failure to pay such outstanding fees within the time limits specified shall invalidate any approval granted. No permits, site work, or other actions authorized by this action shall be processed by the City, nor permitted, authorized or commenced until all outstanding processing fees are paid to the City.	Planning
1.10	Not Applicable	Planning
1.11	Future development of the proposed subdivision will be subject all applicable Calimesa Municipal Code Sections, including, but not limited to the following: *a) CMC 18.90.040(B)(1) Major Development Plan Review* *b) CMC 18.20 Residential Districts.* *c) CMC 18.50 Sign Regulations* *d) CMC 18.45 Off-Street Parking* *e) CMC 18.70 Landscape Requirements* *f) CMC 18.75 Water Conservation for Landscaping* *g) CMC 18.65 Fence, Wall, and Screening Standards* *h) CMC 18.120 Outdoor Lighting* *i) CMC 18.115 Development Impact Fees*	Planning

Table 3.0-G, Typical Conditions of Approval

No.	Conditions of Approval	Department
	j) CMC 18.130 Inclusionary Housing *k) CMC 18.105 Western Riverside County Transportation Uniform Mitigation Fee* *l) CMC 16.05 Western Riverside County Multi-Species Habitat Conservation Mitigation Fee* *m) CMC 17.15 Subdivisions*	
1.12	The developer shall demonstrate compliance with all requirements of the South Mesa Water Company or Yucaipa Valley Water District Preliminary Project Service Evaluation Letter dated XXXX.	Planning
1.13	The Community Development Department shall review and approve the location and aesthetic design of any retaining and/or garden walls.	Planning
1.14	All exterior lighting shall comply with Calimesa Municipal Code Section 18.120 Outdoor Lighting.	Planning
1.16	Prior to the issuance of building permits, the applicant shall comply with the provisions of the City of Calimesa Development Impact Fee ordinance. The amount of the fee for this development shall be calculated at the issuance of each building permit.	Planning
1.17	Prior to the issuance of a building permit, the applicant shall comply with the provisions of City of Calimesa Ordinance No. 212, which requires the payment of the appropriate fee for the Western Riverside County Multiple Species Habitat Conservation Plan.	Planning
1.18	Payment of school fees shall be made to the applicable school district by the project proponent in accordance with California State law.	Planning
1.19	Any proposed signage shall be submitted to the Community Development Department for review and approval prior to the issuance of a building permit.	Planning
1.20	Developer shall comply with all Mitigation Measures included in certified Environmental Impact Report (EIR) (SCH# 2022030754), or subsequent Environmental Assessment. All costs of supervising and conducting the Mitigation Monitoring Program shall be borne by the developer. The developer shall maintain a minimum of $10,000 deposit at all times and shall be responsible for any additional costs associated with the monitoring program. Should a conflict arise in language between the EIR and the Project Specific conditions, the stricter interpretation shall apply as determined by the City Engineer.	Engineering
1.21	The Developer shall obtain City approval for any modifications or revisions to the approval of this project. Deviations not identified on the plans may not be approved by the City, potentially resulting in the need for the project to be redesigned. Consequently, amended entitlement approvals may be necessary.	Engineering
1.22	All Ordinances, Policy Resolutions, and Standards of the City in effect at the time this project is approved shall be complied with as a condition of this approval.	Engineering

Table 3.0-G, Typical Conditions of Approval

No.	Conditions of Approval	Department
1.23	All public improvements shall be designed in compliance with all appropriate Federal, State, County, and/or City standards. Preference shall be given to the use of Riverside County Transportation Department construction standards. Use of other standards, i.e. Caltrans, APWA, and other shall be approved on a case-by-case basis. All public and private improvements shall be constructed to the standards mandated by the Americans with Disability Act (ADA) and the latest changes thereto.	Engineering
1.24	All approved grading, improvement plans and project reports, including revisions to approved documents, shall be submitted to the City in electronic format prior to issuance of permits.	Engineering
1.25	Contractors are required to arrange for a pre-construction meeting concurrently with the issuance of any permits.	Engineering
1.26	All retaining and perimeter walls shown on a grading plan require separate plan check, permits and inspections from the City's Building Department.	Engineering
1.27	Developer shall employ a qualified professional engineering firm to perform design services. All construction plans shall be prepared on 24-inch X 36-inch drawing sheets with the City standard title block.	Engineering
1.28	Project improvement plans and reports shall be submitted for plan check to the Engineering Department for review and approval by the City Engineer. Public and private improvement plans shall be submitted as a complete package including grading, erosion, street, signing and striping, drainage, sewer, water, hydrology and hydraulics study, soils report, traffic study, WQMP & SWPPP reports, reference and backup documents and any other plans or reports as required by these conditions of approval. Incomplete submittals shall be rejected. Plan check fees/deposits shall be submitted, with the plan check submittal package, based on the latest adopted fee schedule.	Engineering
1.29	Any utility conflicts or changes to the approved plans that occur during construction shall be approved by the Public Works Director and the City Engineer. If City Engineer deems necessary, construction work in the area of the conflict shall stop until the project engineer has submitted appropriate solutions to the City for review and approval.	Engineering
1.30	Should Developer decide to construct this project in phases, a phasing plan shall be submitted to City for review and approval. The phasing plan shall identify construction access, public access and emergency access to the satisfaction of the City Engineer. Any construction within an individual phased area shall be constructed as a stand-alone project and not be contingent upon the future construction of another.	Engineering
1.31	No utility boxes, pedestals, clean outs, manholes, vaults or other impediments shall be installed within the public sidewalk area; all shall be located within the parkway or other location as approved by the City Engineer.	Engineering
1.32	Annexation into the City-wide CFD for police, fire, paramedic and park services. Prior to, or concurrent with, the City Council's approval of any	Engineering

Table 3.0-G, Typical Conditions of Approval

No.	Conditions of Approval	Department
	Final Map, the subdivider shall be required to complete the procedures for the annexation of the property within the boundaries of the subdivision into the City's existing Community Facilities District known as "City of Calimesa Public Services Communities Facilities District No. 1 (Law Enforcement, Fire, Paramedic, and Park Maintenance Services)" (the "Services CFD"). This annexation shall be for the purpose of providing funding for police, fire, paramedic and park maintenance services within the subdivision. In connection with this requirement, the subdivider shall be required to consent to the annexation of the subdivision into the Services CFD and agree to waive and shall waive the right to protest said annexation, and the related assessment and to otherwise cooperate with and timely comply with related steps and actions required to complete the annexation.	
1.33	Prior to recordation of any final map, Developer shall create and annex into a project specific Community Facilities District (CFD), or other City approved mechanism, to accommodate this project. CFD shall provide for the perpetual maintenance of the following: 1) Public street parkway landscaping and irrigation along Desert Lawn Drive; 2) City owned storm drain facilities, 3) Retention/water quality basins and appurtenances; 3) Landscaping; and 4) Street lights.	Engineering
1.34	Sites shall be developed in compliance with all current model codes. All plans shall be designed in compliance with the latest editions of the California Building Codes as adopted by the City of Calimesa.	Building and Safety
1.35	Site development and grading shall be designed to provide access to all entrances and exterior ground floor exits and access to normal paths of travel, and where necessary to provide access. Paths of travel shall incorporate (but not limited to) exterior stairs, landings, walks and sidewalks, pedestrian ramps, curb ramps, warning curbs, detectable warnings, signage, gates, lifts and walking surface material. The accessible route(s) of travel shall be the most practical direct route between accessible building entrances, site facilities, accessible parking, public sidewalks, and the accessible entrance(s) to the site. California Building Code (CBC) 11A and 11B. a. City of Calimesa enforces the State of California provisions of the California Building Code disabled access requirements. The Federal ADA standards differ in some cases from the California State requirements. It is the building owner's responsibility to be aware of those differences and comply accordingly. b. Disabled access parking shall be located on the shortest accessible route. Relocate parking spaces accordingly.	Building and Safety
1.36	Site Facilities such as parking (open and covered), recreation facilities, and trash dumpsters, shall be accessible per California Building Code (CBC) 11A, 11B and 31B.	Building and Safety
1.37	Separate submittals and permits are required for all accessory structures such as but not limited to, trash enclosures, patios, block walls, retaining walls and storage buildings.	Building and Safety

Table 3.0-G, Typical Conditions of Approval

No.	Conditions of Approval	Department
1.38	Pursuant to California Business and Professions Code Section 6737, this project is required to be designed by a California licensed architect or engineer. Based on change of use and potential exiting and fire life safety improvements.	Building and Safety
1.39	Fire hazard severity zone: Any site located in a very high fire hazard severity zone or high fire hazard brush area shall comply with the materials and construction methods for exterior wildfire exposure per the 2019 CBC, Chapter 7a.	Fire Marshal
1.40	Fuel break: For any site located in a very high fire hazard severity zone, a fuel break of one hundred (100) feet brush and weed clearance is required prior to construction. The clearance shall be maintained on a year-round basis.	Fire Marshal
1.41	Fuel modification: For any site located in a very high fire hazard severity zone, a fuel modification zone plan shall be required for this project. Requirements shall be site specific to this project. The applicant shall submit plan to the fire department for review and comments or approval. Maintenance provisions of the greenbelt or fuel modification zones shall be submitted to the fire prevention department for review and comments or approval.	Fire Marshal
1.42	Additional fuel modification: For any site located in a very high fire hazard severity zone, an additional fuel modification zone of 100 feet shall be provided on all side(s) of the proposed structure(s). Fuels in this zone are to be thinned and/or removed or otherwise modified to provide a reasonable level of fire defense protection to the proposed structure(s).	Fire Marshal
1.43	Smoke alarms: Smoke alarms shall be installed per manufacturer's instructions and in accordance with the 2016 CRC, Section R314. Smoke alarms shall be installed in each sleeping room and outside each separate sleeping area in the immediate vicinity of the bedrooms.	Fire Marshal
1.44	Carbon monoxide alarms: Carbon monoxide alarms shall be installed per manufacturer's instructions and in accordance with the 2016 crc, section r315. Carbon monoxide alarms shall be installed outside of each separate sleeping area in the immediate vicinity of the bedrooms, on every occupiable level of a dwelling unit, including basements. Where a fuel-burning appliance is located within a bedroom or its attached bathroom, a carbon monoxide alarm shall be installed within the bedroom.	Fire Marshal
1.45	Fire flow test: Provide a current fire flow test report from water purveyor showing there is a water system capable of delivering the minimum fire flow requirements by the 2016 CFC Section 507.3, 507.4, and Appendix B.	Fire Marshal
1.46	Site plan: Prior to building plan approval and construction, the applicant/developer shall provide two copies of a site plan showing the locations of the nearest fire hydrant(s) to the proposed building(s) and provide the distances (dimensioned) of the fire hydrant(s) to the furthest portion of the building(s), measured along an approved route around the building.	Fire Marshal

Table 3.0-G, Typical Conditions of Approval

No.	Conditions of Approval	Department
1.47	Fire hydrants: Provide fire hydrant(s) within 400 feet of all portions of all buildings per the 2019 cfc, section 507.5.1. Exception: for group R-3 and group u occupancies, equipped throughout with an approved automatic sprinkler system installed in accordance with Section 903.3.1.1, 903.3.1.2 or 903.3.1.3, the distance requirement shall be not more than 600 feet.	Fire Marshal
1.48	Fire sprinkler system: All *new* one- and two-family dwellings shall have an automatic fire sprinkler system regardless of square footage, designed and installed in accordance with the 2019 crc and/or 2016 NFPA 13d. *New* accessory dwelling units shall have an automatic residential sprinkler system when the *existing* house has an automatic residential sprinkler system. *Existing* houses without an automatic residential sprinkler system adding an accessory dwelling unit are not required to provide an automatic residential sprinkler system.	Fire Marshal
1.49	Address identification: Address numbers shall be placed on all new and existing residential buildings in such a manner as to be plainly visible and legible from access roadway/street, at all times, in accordance with the 2019 CRC, Section R319.1.	Fire Marshal
1.50	Fire apparatus access road: Approved fire apparatus access roads shall be provided for every facility, building or portion of a building hereafter constructed or moved into or within the jurisdiction. a. The fire apparatus access road shall comply with the requirements of the 2016 cfc, section 503 and shall extend to within 150 feet of all portions of the facility and all portions of the exterior walls of the first story of the building as measured by an approved route around the exterior of the building or facility. The applicant or developer shall include in the building plans the required fire lanes and include the appropriate lane printing and/or signs. b. Dimensions: Fire apparatus access roads shall have an unobstructed width of not less than 24 feet, exclusive of shoulders, except for approved security gates in accordance with the 2016 cfc section 503.6 and riverside county ordinance no. 787, and unobstructed vertical clearance of not less than 13 feet 6 inches. Surface fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus of 80,000 pounds and shall be surfaced so as to provide all-weather driving capabilities. Roadways shall have a minimum 48 foot outside turning radius. Dead end access road shall not exceed 150 feet in length.	Fire Marshal
1.51	The main electrical panel and all sub-panel(s) shall be labeled on inside cover for all circuits.	Fire Marshal
1.52	An approved spark arrestor shall be installed and visible from the ground, spark arrester shall be of stainless steel, copper or brass, woven galvanized wire mesh, twelve (12) gauge, nineteen (19) gauge galvanized wire or twenty-four (24) gauge stainless steel, and minimum of 3/8-inch and 1/2-inch maximum openings.	Fire Marshal
1.53	A one-hour fire rated, solid core, self-closing door shall be installed between garage and living space.	Fire Marshal

Table 3.0-G, Typical Conditions of Approval

No.	Conditions of Approval	Department
1.54	Water heaters (fuel fired) shall be properly vented to exterior of structure(s). Water heaters shall be seismic strapped to wall and be located 18-inch above a garage floor.	Fire Marshal
PRIOR TO MAP RECORDATION		
2.01	Any final tract maps shall be prepared by, or under the direction of, a Registered Civil Engineer authorized to practice land surveying, or a Licensed Land Surveyor and shall comply with the California Subdivision Map Act and to all the requirements of Title 13 of the Calimesa Municipal Code (City of Calimesa Subdivision Ordinance), unless modified by the conditions listed below. Final map shall be reviewed by the City Engineer and approved by the City Council prior to being filed with the County Recorder.	Engineering
2.02	A preliminary subdivision guarantee (title report) is required showing all fee interest holders and encumbrances when any final map is submitted for map check. An updated subdivision guarantee shall be provided before any final map is released for filing with the County Recorder.	Engineering
2.03	Any final map shall be recorded prior to the issuance of any permits with the exception of a mass/rough grading permit, and only when allowed by the City Engineer and Public Works Director.	Engineering
2.04	All conflicting existing easements or dedications shall be quitclaimed or vacated as required to comply with any approved tentative tract map.	Engineering
2.05	Prior to recordation of any final map, the Subdivider shall provide a list of street names to the Community Development Department Director, Police Department and Fire Department for review and approval.	Engineering
2.06	Easements and/or other legal means of access shall be provided to all open space lots that do not have adequate access from a public street. Easements shall be shown and offered on the Final Map to the satisfaction of the City Engineer.	Engineering
2.07	Developer shall obtain access and construction easements/agreements, from affected adjacent property owners, for any interim off-site improvements or grading prior to map recordation or start of grading operations to the satisfaction of the City Engineer.	Engineering
2.08	Approval for the filing of this land division is contingent upon approval of plans and specifications based on the conditions of approval presented herein and the final versions of Tentative Maps. If improvements are not installed prior to the filing of this land division, the Developer must submit an Undertaking Agreement and Faithful Performance and Labor and Materials Bonds (or other surety type acceptable to the City) in the amount approved by the City Engineer guaranteeing the installation of said improvements and final map monumentation. The current Riverside County Transportation Department Engineer's estimate form shall be used for all Calimesa bonding estimates.	Engineering
Prior to Map Recordation – Grading and Drainage		

Table 3.0-G, Typical Conditions of Approval

No.	Conditions of Approval	Department
2.09	Mass grading, storm drain, retention facilities and erosion control plans shall be submitted and approved by the City Engineer prior to map recordation.	Engineering
2.10	Improvement plans shall be approved prior to map recordation and shall demonstrate that historical or existing storm water flows from adjacent properties are received and directed to a public street, a public drainage facility or a City approved drainage easement.	Engineering
2.11	The proposed drainage improvement plans shall be approved prior to map recordation and shall be designed such that drainage facilities will maintain or reduce the 100-year peak runoff rates presently exiting all Project boundaries. The Project will use on-site water quality/detention basins to reduce the storm water flows to or below the existing condition flow rates prior to their discharge to areas located downstream of the project.	Engineering
2.12	All storm drains 36 inches in diameter or less shall be designed and constructed to Riverside County Flood Control and Water Conservation District (RCFCWCD) Standards and these facilities shall be maintained by a CFD or approved mechanism.	Engineering
2.13	All storm drains greater than 36-inches in diameter, and structures proposed for maintenance by RCFCWCD for detention, retention, or debris, shall be designed and constructed to RCFCWCD standards. All plan sets related to any RCFCWCD facilities shall be reviewed, checked, and approved by RCFCWCD. Prior to recordation of the final map, Developer shall provide evidence of ownership and maintenance responsibility by RCFCWCD.	Engineering
2.14	Developer shall demonstrate compliance with all requirements of the Riverside County Flood Control and Water Conservation District (RCFCWCD).	Engineering
Prior to Map Recordation – Streets, Traffic, and Circulation		
2.15	Safe horizontal traffic sight distances and vertical curve sight distances shall be maintained regardless of street intersection angles, street grades, landscaping, or the lot configuration shown on the approved Tentative Map. Developer shall perform a sight distance analysis that demonstrates adequate stopping sight distance is provided along street frontages in accordance with County of Riverside standards, taking into consideration intersecting streets, proposed driveways, vertical elevation differences, and curvilinear alignments to the satisfaction of the City Engineer. No landscaping, walls, fences, utility structures, entry monuments signing, or permanent construction that will be more than 30 inches in the critical height area shall be permitted.	Engineering
2.16	Traffic Control Plan based on the California Manual of Uniform Traffic Control Devices (CA MUTCD) shall be submitted, for review and approval by the City Engineer. Traffic control shall be included as a line item in the Engineer's Estimate for bonding purposes. No construction shall be allowed prior to the approval of Traffic Control Plans.	Engineering

Table 3.0-G, Typical Conditions of Approval

No.	Conditions of Approval	Department
2.17	Signing and striping plans shall be submitted for plan check, review, and approval prior to map recordation. Developer shall install all street name signs, striping, and related signage as shown on the approved plans to the satisfaction of the City Engineer prior to acceptance of improvements.	Engineering
2.18	Street improvement plans shall be designed to contain a maximum 10-year storm flow between the curbs, a maximum 100-year storm flow within the right-of-way. For secondary and major arterial roads, project design shall maintain two dry travel lanes during 10-yr frequency storms.	Engineering
2.19	Design engineer shall call-out the points within the street system where the design storm water flows exceed the street capacity standards established in the aforementioned condition. Catch basins and connector pipes shall collect the storm drainage at all points within the Project where the storm drainage exceeds street capacity.	Engineering
2.20	The Developer shall be responsible for all costs associated with off-site right-of-way and/or easement acquisition, including any costs associated with the eminent domain process, if necessary.	Engineering
Prior to Map Recordation – Sewer, Water, Street Lights, and Utilities		
2.21	Developer shall submit street light plans indicating the location of all existing and proposed streetlights. All project lighting shall be in accordance with applicable Calimesa Municipal Code standards or the Riverside County Department of Transportation Guidelines. Light Emitting Diode (LED) type streetlights are required and all light type and spacing shall be approved by the City Engineer. Developer shall create and annex into a CFD to include maintenance responsibilities for all project street lights.	Engineering
2.22	All required public and/or private utility easements associated with this subdivision of land shall be recorded on or concurrently with the final map and easement widths shall be approved by the governing easement holder. This includes easements for drainage, sewer, water, overhead and underground facilities and appurtenances to the satisfaction of the City Engineer. In addition, all existing conflicting easements shall be abandoned/quitclaimed on the final map or by separate instrument recorded concurrently with the final map to the satisfaction of the City Engineer.	Engineering and SMWC/YVWD
2.23	Developer shall design and construct (or secure) water and recycled water facilities to serve this project as required by South Mesa Water Company (SMWC) or Yucaipa Valley Water District (YVWD). Plans and specifications for the water and recycled water system facilities shall be submitted to SMWC or YVWD for plan check and approval, and to the City of Calimesa for plan check and approval of City related issues, prior to recordation of the final map or issuance of a construction permit. Developer shall submit an agreement and/or other evidence, satisfactory to the City Engineer, indicating that the developer has entered into a contract with water	Engineering and SMWC/YVWD

Table 3.0-G, Typical Conditions of Approval

No.	Conditions of Approval	Department
	purveyor guaranteeing payment and installation of the water improvements.	
2.24	Developer shall design and construct (or secure) sewer facilities to serve this project as required by South Mesa Water Company or Yucaipa Valley Water District. Plans and specifications for the sewer system facilities shall be submitted to the governing sewer purveyor for plan check and approval, and to the City of Calimesa for plan check and approval of City related issues, prior to recordation of the final map or issuance of a construction permit. Developer shall submit an agreement and/or other evidence, satisfactory to the City Engineer, indicating that the Developer has entered into a contract with the sewer purveyor guaranteeing payment and installation of the sewer improvements.	Engineering and SMWC/YVWD
2.25	Developer shall provide onsite and offsite easements required for sewer and water facilities as shown on the tentative map. All easements' widths and configurations shall be approved by South Mesa Water Company or Yucaipa Valley Water District, as applicable, and the City Engineer prior to map recordation.	Engineering and SMWC/YVWD
Map Recordation – Covenants, Conditions and Restrictions (CC&R's)		
2.26	Developer to provide CC&R's (or other approved mechanism) for review and approval by City Attorney and City Engineer prior to map recordation. The CC&R's shall include provisions to provide for the perpetual maintenance by homeowners for the public parkway landscaping and irrigation located along each homeowner's front and side yard frontage.	Engineering and City Attorney
2.27	The CC&R's shall include provisions to implement the approved Water Quality Management Plan. Developer/HOA/homeowners (as applicable) shall be responsible for ongoing maintenance of any water quality measures that are not included in the Community Facilities District (CFD) for maintenance.	Engineering and City Attorney
2.28	CC&R's shall provide education and notification regarding all areas where recycled water is used to water landscaped areas pursuant to rules, regulations, and enforcement by the governing water purveyor.	Engineering
Prior to Grading Permit - General		
3.01	Developer shall comply with Assembly Bill 1414 (AB 1414) of the Business and Professions Code of the Land Surveyors Act as required to preserve existing monuments and survey control.	Engineering
3.02	The Developer's contractor is required to submit for a haul route permit for the hauling of material to and from the project site. Said permit will include limitations of haul hours, number of loads per day and the posting of traffic control personnel at all approved entrances/exits onto public roads. Hauled material shall be to/from an approved site.	Engineering
3.03	If the project requires import/export activities, Developer shall obtained approval for the import/export location from the City Engineer. Additionally, if the location was not previously approved by an	Engineering

Table 3.0-G, Typical Conditions of Approval

No.	Conditions of Approval	Department
	Environmental Assessment, prior to issuing a grading permit, a Grading Environmental Assessment may be required by the Planning Director for review and comment and to the City Engineer for approval.	
3.04	Prior to issuance of a grading permit, construction documents shall include language that requires all construction contractors to strictly control the staging of construction equipment and the cleanliness of construction equipment stored or driven beyond the limits of the construction work area. When possible, construction equipment shall be parked and staged within the project site. Staging areas shall be screened from view from residential properties. Vehicles shall be kept clean and free of mud and dust before leaving the development site. Surrounding streets shall be swept daily and maintained free of dirt and debris.	Engineering
3.05	Construction traffic access to an on-going phased construction site shall not be permitted through any adjacent development site, which has been completed and accepted by the City for occupancy.	Engineering
Prior to Grading Permit - Grading, Drainage, Water Quality & Hydrology		
3.06	Prior to issuance of a grading or drainage improvement permit, all plans and reports associated with grading, erosion, drainage, water quality & water treatment, water retention/detention and best management practices shall be approved by the City Engineer.	Engineering
3.07	Grading and erosion control plans shall include provisions to avoid adverse effects caused by rain, wind, or other weather conditions. Erosion and sediment control plans will be prepared and accomplished according to the best management practices as defined in the Riverside County Drainage Area Master Plan and as required by the National Pollutant Discharge Elimination System (NPDES).	Engineering
3.08	The Subdivider shall provide a comprehensive soils and geotechnical report (no older than one year), based on field and laboratory testing. The reports shall establish grading recommendations based on the nature and character of the site soils. The report shall specify requirements related to import and/or export of soil from the site. The City Engineer reserves the right to require additional field or laboratory testing based on "discovery" within the submitted soils report.	Engineering
3.09	All rough and precise grading plans shall include specific requirements from the approved geotechnical reports regarding cuts, fills, over-excavation, and compaction requirements.	Engineering
3.10	Geotechnical engineer shall sign and seal all rough grading plans indicating the respective plan set complies with the recommendations of the comprehensive soils and geotechnical reports.	Engineering
3.11	A comprehensive hydrology and hydraulics report shall be submitted, reviewed, and approved by the City of Calimesa. Any off-site drainage, which may impact this development, or additional drainage created by this development, shall be addressed in accordance with the mitigation measures required in the hydrology report and as directed by the City	Engineering

Table 3.0-G, Typical Conditions of Approval

No.	Conditions of Approval	Department
	Engineer. The City Engineer reserves the right to require reasonable additional field or laboratory testing based on "discovery" within the submitted Hydrology/Hydraulics Report. Approval of the Hydrology/Hydraulics Report is required prior to recordation of the final tract map or issuance of any permits.	
3.12	Developer shall submit Water Quality Management Plan (WQMP) for review and approval of the City Engineer. WQMP facilities shall be designed based on the Guidelines contained in the sample Riverside County WQMP documents latest edition, available on the Santa Ana Regional Water Quality Control Board Website. The WQMP shall provide for the treatment of the first flush runoff from the project as well as reducing the discharge from the project to predevelopment levels.	Engineering
3.13	Developer shall submit to the City Engineer, the Notice of Intent (NOI) indicating that coverage has been obtained under the National Pollutant Discharge Elimination System (NPDES) State General Permit for Storm Water Discharges Associated with Construction Activity from the State Water Resources Control Board.	Engineering
3.14	Prior to issuance of a grading permit, a Storm Water Pollution Prevention Plan (SWPPP) shall be approved. The SWPPP shall be maintained throughout the scope of the project and copies shall be available at the job site at all times.	Engineering
3.15	The grading plans shall include provisions to ensure that grading will be conducted in accordance with the South Coast Air Quality Management District's Rule 403, as applicable.	Engineering
3.16	Dust control operations shall be performed by the Contractor to comply with all Air Quality Management District regulations regarding dust control and to the satisfaction of the City Engineer. The City shall have the authority to suspend all construction operations if, in their opinion, the Contractor fails to adequately provide for dust control.	Engineering
3.17	Developer shall submit authorization from the local water purveyor for the use of the water needed for construction and PM10 mitigation for Project and all related phases.	Engineering
3.18	This project is subject to all of the requirements of the Municipal Storm Water and Sanitary Sewer System (MS4) permits issued by the Santa Ana Regional Water Quality Control Board and all subsequent permits to which the City is a signatory.	Engineering
Prior to Public Improvement Acceptance or Surety Release		
4.01	Permanent survey monuments shall be set at tract boundaries, lot boundaries, the intersection of street centerlines, beginning and end of curves in centerlines, and at other locations designated by the City Engineer. All monuments shall be placed in accordance with standard survey practices. A complete set of all street centerline ties shall be submitted to the City Engineer for review and approval.	Engineering

Table 3.0-G, Typical Conditions of Approval

No.	Conditions of Approval	Department
4.02	Prior to surety release, all grading, public and private improvements, utilities, landscaping and irrigation and other items required by the conditions of approval shall be installed and accepted by the City. In addition, City Engineer shall file a Notice of Completion accepting the public improvements as shown on the approved improvement plans and as required by the conditions of approval.	Engineering
4.03	Developer shall file a letter with the SWRCB or submit information to the SMART System stating that the construction activity is complete. A copy of this letter shall be submitted to the City prior to acceptance of improvements.	Engineering
4.04	All catch basins and storm drain inlet facilities shall be stenciled with the appropriate "No Dumping, Only Rain in the Drain" message.	Engineering
4.05	The final recorded map and all approved improvement plans and revisions to approved plans shall be submitted to the City Engineer in both full sized mylars and electronic format. As-built drawings necessary to document field construction changes shall be provided to the City in electronic format and on revised mylars prior to acceptance of improvements or surety release.	Engineering
4.06	Prior to acceptance of improvements or surety release, Developer shall be required to replace any street improvements, including but not limited to paving, sidewalk, curb and gutter, traffic signal loops and advanced warning loops, that are damaged during construction activities, to the satisfaction of the City Engineer. No utility trenching shall be allowed, after the final course of pavement has been installed, on any newly constructed streets associated with this project	Engineering
4.07	In accordance with the California Building Code, Title 24, and the requirements of the Americans with Disabilities Act (ADA), facilities for disabled persons shall be constructed and existing facilities shall be reconstructed at all street intersections or other locations associated with the project as required by the City Engineer.	Engineering
4.08	All above-ground utilities, including but not limited to communication and power lines that are 33KV in size or less, which are located on site or adjacent to the property frontage, shall be placed underground to the satisfaction of the Public Works Director. The undergrounding of utilities shall be reflected on the project improvement plans.	Engineering
4.09	All new electrical power, telephone, gas, fiber optics, cable television, and other miscellaneous services shall be installed underground. Said services shall be designed and constructed such that they can provide adequate service to future planning areas.	Engineering
4.10	Developer shall be responsible for research on private utility lines (gas, electric, telephone, cable, internet, etc.) to ensure there are no conflicts with site development. All existing utility lines that conflict with this project shall be relocated, removed, or sealed as directed by City Engineer.	Engineering

Table 3.0-G, Typical Conditions of Approval

No.	Conditions of Approval	Department
4.11	Prior to acceptance of public improvements or surety release, the Developer shall be responsible for the payment of all outstanding fees as required by the City of Calimesa Municipal Code.	Engineering
Prior to Building Permits		
5.01	Prior to issuance of a building permit, the Applicant shall be responsible for the payment of all outstanding fees as required by the City of Calimesa Municipal Code. Fees to include plan check, permit, inspection and appropriate Development Impact and TUMF fees.	All
5.02	Prior to issuance of the first building permit, the final map shall be recorded with the County Recorder's Office.	Engineering
5.03	Prior to issuance of any building permits, Applicant shall provide rough grade certification letters for each lot for approval by the City Engineer.	Engineering
5.04	Prior to issuance of any building permits, Applicant shall provide compaction test results for each lot for approval by the City Engineer.	Engineering
5.05	Prior to issuance of a building permit, a Precise Grading, Utility and Erosion Plan shall be submitted to the Public Works Department for review and approval and a precise grading permit shall be issued by the Public Works/Engineering Department. Plan check fees shall be paid based on the latest adopted fee schedule.	Engineering
5.06	Prior to building permit issuance of any phased construction, offsite improvements and the associated right-of-way beyond either the phased construction and/or subdivision map boundary required to provide utility service, public and/or emergency vehicular ingress and egress shall be installed and/or required, respectively, per City standards.	Engineering
Prior to Occupancy Release		
6.01	Prior to issuance of a Certificate of Occupancy for any home, the Developer shall provide a fine grade certification letter from the project Civil Engineer for said lot to the City Engineer.	Engineering

3.5 Project Objectives

Per Section 15124 (b) of the CEQA Guidelines, an EIR needs to include a statement of the objectives of a project which help the City develop a reasonable range of alternatives. The Objectives need to outline the general purpose of the Project. The Project Objectives are as follows:

- Comply with newly adopted State residential laws requiring jurisdictions to increase the amount of housing opportunities available and to provide ways to meet their fair share of housing units within a variety of income categories by:
    - Permitting a flexible approach to providing housing;
    - Increasing the variety of housing options in existing residential neighborhoods;
    - Fostering well-planned, compact developments keeping with the character of the existing neighborhood;
    - Promoting efficiency in the utilization of existing infrastructure and services, facilitates integrated physical design;
    - Promoting a high level of design quality;
    - Facilitating development proposals responsive to current and future market conditions; and
    - Promote safe circulation patterns for residents and safety/service providers.

3.6 Discretionary Actions and Approvals

The DEIR serves as an informational document for use by public agencies, the general public, and decision makers. This DEIR discusses the impacts of development pursuant to the proposed Project and related components and analyzes Project site alternatives. This DEIR will be used by the City of and responsible agencies in assessing impacts of the proposed Project site. No development is planned as part of the Project. The City will consider the following discretionary actions for approval:

- Zone Change 21-01 to amend City Municipal Code (CMC), Title 18 – Zoning, Land Use and Development Regulations; specifically Chapters 18.05 – General Provisions, 18.20 – Residential Zone Districts , 18.45 – Off-Street Parking, and 18.90 – Development Plan Review in order to:
    - Amend Section 18.05.08 – Zone Districts Established to add "Residential Infill Priority Area Overlay Zone" (RIPAOZ)
    - Amend Section 18.20.020 – Residential Zone Districts to add new Subsection H to establish the RIPAOZ;
    - Amend Table 18.20.030 – Uses Permitted within Residential Districts to identify allowable uses within the RIPAOZ:
    - Amend Table 18.20.040 – Residential Development Standards to establish development standards for the RIPAOZ and allow for increased density of up to 15 dwelling units per acre in RIPAOZ Area 1 and 35 dwelling units per acre in RIPAOZ Area 2;
    - Amend Section 18.20.050 – Specific Standards for Residential Districts to add new Subsection P to define Design, Screening, and Privacy Standards;
    - Amend Table 18.45.060 – Number of Parking Spaces Required to establish parking standards for the RIPAOZ; and
    - Amend Section 18.90.030 – Minor Development Plan Review to add new Subsection 11 of Subdivision B to identify that all single family attached, single family detached, multi-family dwellings, and accessory dwelling units (if permitted by State law) proposed within the Residential Infill Priority Area Overlay Zone ("RIPAOZ") may be considered for Minor Development Plan Review.
- General Plan Amendment (GPA) to amend the General Plan Land Use Element (Chapter 2) to:

  - Amend Table LU-B – General Plan Land Use Categories to define RIPAOZ Area 1 and Area 2;
  - Amend Table LU-C – List of Zoning Districts Compatible with General Plan Land Use Categories to add the RIPAOZ; and
  - Amend Figure LU-1 – Land Use Map to reflect the boundary of the RIPAOZ Area 1 and Area 2 with the City's "one-map" system with a single General Plan Land Use Designation / Zoning Map.
- Certify an Environmental Impact Report (EIR) for the zoning changes and GPA.

Approvals and permits that may be required by other agencies include:

- Approval of Water Supply Assessment by the South Mesa Water Company

4.0 Environmental Effects Found Not to be Significant

CEQA provides that a Draft EIR shall focus on all potentially significant effects created by the Project onto the environment, discussing the effects with emphasis in proportion to their severity and probability of occurrence. Effects dismissed in an Initial Study/Notice of Preparation (IS/NOP) as insignificant and unlikely to occur need not be discussed further in the Draft EIR unless information inconsistent with the finding in the Initial Study is subsequently received.

4.1 Effects Found Not to be Significant During Preparation of the NOP

Section 21100(c) of the Public Resources Code states that an EIR shall contain a statement briefly indicating the reasons that various possible significant effects of a Project were determined not to be significant and were therefore not discussed in detail in the EIR. Section 15128 of the State *CEQA Guidelines* adds, "Such a statement may be contained in an attached copy of an Initial Study." The Initial Study included as Appendix A of this Draft EIR, concluded that the proposed Project will not result in significant impacts to the following issue areas as discussed below so are not discussed further within the Draft EIR.

4.1.1 Aesthetics

Substantially Damage Scenic Resources within a State Scenic Highway

There are no officially designated state scenic highways within the City's jurisdiction and the Project does not contain any unique resources such as rock outcroppings or trees that offer a unique view from a state scenic highway. Therefore, no impacts are anticipated. (IS, p. 22)

Create a New Source of Substantial Light or Glare

Outdoor lighting sources currently exist around the Project parcels consisting of nearby commercial and residential uses, parking lot lights, headlights from vehicles and streetlights. Future implementing development projects will be required to adhere with the City of Calimesa's Municipal Code (CMC) Chapter 18.120 Outdoor Lighting standards and regulations to minimize light pollution, glare, and light spill over light. Therefore, impacts are less than significant. (IS, p. 24)

4.1.2 Agriculture and Forest Resources

Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to Non-Agricultural Use

The State Department of Conservation Farmland Mapping and Monitoring Program (FMMP) does not identify any of the Project parcels or surrounding areas designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Therefore, no impacts are anticipated. (IS, pp. 26-27).

Conflict with Existing Zoning for Agricultural Use or a Williams Act Contract

There are no Williamson Act contracts in the City of Calimesa and the Project parcels designated RL, RLM, and CC, do not permit agricultural uses. Implementation of the Project would not preclude those properties designated RR from the agricultural uses allowable under that designation. Therefore, impacts are less than significant. (IS, p. 27)

Conflict with Existing Zoning or Cause Rezoning of Forest Land, Timberland, or Timberland Zoned for Timberland Production

The Project parcels are not designated forest land, timberland, or timberland zoned for Timberland Production areas. Thus Therefore, no impacts are anticipated. (IS, pp. 27-28)

Result in Loss of Forest Land or Conversion of Forest Land to Non-forest Use

There is no forest land in proximity to the Project properties. Therefore, no impacts are anticipated. (IS, p. 28)

Involve Other Changes in Existing Environment Resulting in Conversion of Farmland to Non-agricultural use or Conversion of Forest Land to Non-Forest use

The Project parcels do not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. and there are no active Williamson Act contracts within the City. Further, none of the properties are designated for or contain farmland. Therefore, no impacts are anticipated. (IS, p.28)

4.1.3 Air Quality

Result in Other Emissions (Such as Those Leading to Odor) Adversely Affecting Substantial Number of People

The California Air Resources Board (CARB) has developed an Air Quality and Land Use Handbook to outline common sources of odor complaints, including: sewage treatment plants, landfills, recycling facilities, and petroleum refineries. Odor impacts associated with Project operation would be minimal based on land uses proposed by the Project site. Additionally, the Project will be required to comply with City requirements regarding storage and removal of solid waste and construction-source emissions from future implementing development projects would be temporary, short term and intermittent and would not result in persistent impacts. Therefore, impacts are less than significant. (IS, pp. 32-33)

4.1.4 Cultural Resources

Disturb any Human Remains, Including Those Interred Outside of Formal Cemeteries

None of the properties within the Project boundary are located within any known formal cemetery. In the unlikely event that suspected human remains are uncovered during construction of future implementing projects, all activities in the vicinity of the remains are required to cease (within a 100-foot buffer) and the contractor will be required to notify the County Coroner immediately, pursuant to California Health & Safety Code Section 7050.5 (CHSC 7) and California Public Resource Code Section 5097.98 (CPRC 5097.98). Therefore, impacts are less than significant. (IS, pp. 40-41)

4.1.5 Geology and Soils

Rupture of a Known Earthquake Fault

The City of Calimesa is bound by two active faults; the San Andres fault to the northeast and the San Jacinto fault to the southwest. Both faults are identified as Alquist-Priolo Earthquake Fault Zones. The Casco Fault Zone, a known Alquist Priolo Fault Zone, is located within the City boundaries The closest portion of the Project to this fault is parcel 413-320-003, near Buena Mesa Drive which is approximately 0.80 miles west of this Fault Zone. Since the fault zone is not located with the Project site, the potential

for on-site fault rupture is very low. Further, Future implementing development projects will be required to be designed to meet or exceed the seismic safety standards set forth in the current California Building Codes (CBC) and comply with the Alquist-Priolo Earthquake Fault Zone Act which requires a geological investigation and report to demonstrate buildings will not be constructed across active faults. . Therefore, impacts are less than significant. (IS, pp.44-45)

Strong Seismic Ground Shaking Zone

The Project site is not located within an earthquake fault zone boundary. Nevertheless, future implementing developments will be subject to the City's Development Review Process which will require future implementing developments to prepare a geotechnical report and be required to be designed in accordance with CBC standards. Therefore, impacts are less than significant. (IS, p.46)

Seismic Related Ground Failure/Liquefaction

Liquefaction is a phenomenon in which loose, saturated, relatively cohesion-less soil deposits lose shear strength during strong ground motions. Portions of the Project site are located within an area of low and moderate liquefaction potential. General Plan Policy requires areas located within a moderate to high liquefaction potential, prepare a specific geotechnical investigation to identify site conditions and formulate design and construction recommendations. As such, any future implementing development projects located within an area of moderate liquefaction will be required to comply with this policy. Therefore, impacts are less than significant. (IS, pp.46-47)

Landslide Risk

The City of Calimesa is susceptible to landslides due to the soils and bedrock units underlying the City. However, the Project properties are located on relatively flat gradient areas of the City's valley. CMC Chapter 18.55 identifies slopes of 0 to 15 percent as flat, gentle, or rolling land and slopes of 16 percent and above as hillsides and mountain areas subject to the requirements of the City's Hillside Overlay. None of the individual parcels are located within the Hillside Overlay so the potential for a landslide is low. Therefore, impacts are less than significant. (IS, pp.47-48)

Result in Substantial Soil Erosion or the Loss of Topsoil

Prior to issuance of grading, building and occupancy permits, future implementing development projects within the RIPAOZ will be required to comply with local State and Federal requirements, and erosion will be minimized through compliance with standard erosional control practices and National Pollutant Discharge Elimination System (NPDES) general construction permit which requires that a storm water pollution prevention plan (SWPPP) be prepared prior to construction activities and implemented during construction activities. The preparation of a Storm Water Pollution Prevention Plan (SWPPP) will identify Best Management Practices (BMPs) to address soil erosion. Therefore, impacts are less than significant. (IS, p. 48)

On- or Off-site Landslide/ Lateral Spreading/Subsidence/Liquefaction or Collapse

Lateral Spreading is one of three types of ground failure caused by liquefaction. Portions of the Project are located in areas that have a low to moderate liquefaction susceptibility. Land Subsidence results in a slow-to-rapid downward movement of the ground surface as a result of the vertical displacement of the ground surface, usually resulting from groundwater withdrawal. Ground subsidence has not been documented in the City of Calimesa area partly because most valleys contain unconsolidated, subsidence-prone sediments only at shallow depths. Future implementing development projects will be required to prepare geotechnical investigations in accordance with GP Action Item SAF 1.2 and adhere

to the City's Municipal Code, CBC regulations and the Alquist Priolo-Earthquake Fault Zoning Act . Therefore, impacts are less than significant. (IS. pp.49-50)

Expansive Soils

Expansive soils expand when wet and shrink when dry. The amount or type of clay present in soil determines its shrink-potential. Each future implementing developing project will be required to adhere to CBC standards that include engineering practices requiring special design and construction methods that reduce or eliminate potential expansive soil-related impacts. Compliance with CBC regulations would help ensure the adequate design and construction of building foundations to resist soil movement. Therefore, impacts are less than significant. (IS, pp.50-51)

Septic Tanks

Future implementing development projects would not necessitate the use of septic tanks or alternative wastewater disposal system since the City is served by a sanitary sewer system. Therefore, no impacts are anticipated (IS, p.51)

Destroy Directly or Indirectly Unique Paleontological Resource/Site/Unique Geological Feature

The City's General Plan illustrates the western part of the City as having high potential to produce significant paleontological resources. The western part of City contains sediments of Plio-Pleistocene ice age, referred to as the San Timoteo Formation. These sediments are overlain by fine grained sediments in areas such as Haskell Ranch located within the Summerwind Ranch Specific Plan and Shutt Ranch located between Interstate 10 and San Timoteo Canyon. However, all Project parcels lie outside of the Summerwind Ranch Specific Plan area and Shutt Ranch, away from San Timoteo Canyon. Therefore, impacts are less than significant impact. (IS, pp. 51-52)

4.1.6 Hazards and Hazardous Materials

Routine Transport/Use/ Disposal of Hazardous Materials

Residential uses have a limited use of potentially hazardous materials during their operations (typical materials include household cleaners and household waste). Future construction of any of the Project parcels may involve some transport, use, and disposal of hazardous materials and waste such as fuels and lubricants for construction machinery and architectural coating materials. However, future implementing development projects will be required to comply the Department of Transportation (DOT) Office of Hazardous Materials Safety Title 49 of the Code of Federal Regulations (Hazardous Materials Transportation Act - CFR), California regulations codified in Title 13, (motor vehicles – CCR 13) Title 8 (Cal/OSHA, CCR 8), Title 22 (Health and Safety Code, CCR 22), Title 26 (Toxics, CCR 26) of the California Code of Regulations, Chapter 6.95 of the Health and Safety Code (Hazardous Materials Release Response Plans and Inventory – CHSC 20) and the California Building Code (CCR 24).. Therefore, impacts would be less than significant. (IS, pp.56-57.)

Release of Hazardous Materials

Future implementing development projects will be required to comply with the City's demolition requirements pursuant to state law (CCR Title 8 Section 1529, Section 1532.1, and AQMD Rule 1403) and obtain hazardous materials survey (Asbestos and lead) for each structure to handle and dispose of any potential hazard material as required by law. Based on the information provided by EnviroStor database and the City's General Plan, there are no hazardous material sites known to handle and store

hazardous materials or associated with a hazardous material–related release in the City. Additionally, the State Water Resources Control Board (SWRCB) records underground contamination in Geotracker data base which is a portion of the Cortese List and no sites are not located within the vicinity of the Project site. Further, there are no solid waste disposal sites within the City of Calimesa. Therefore, impacts are less than significant. (IS, pp. 57-59)

Vicinity of a School

The eastern Project parcels (APN's 411-200-022, 411-200-001, -002, -003, -004, 411-200-007, and -008) are located within one quarter mile of Mesa View Elementary School. Future implementing development projects would be required to comply with existing laws, regulations and guidelines established by local, state, and federal governments during Project construction that are within the proximity of schools. Further, the proposed Project does not include stationary sources and is not anticipated to attract a large number of mobile sources that may spend long periods of time idling at the site, such as warehouse/transfer facilities. Therefore, impacts are less than significant. (IS, pp. 59-60)

Hazardous Materials Site

Based on the Cortese List, pursuant to Government Code Section 65962.5, the Project site is not located on or adjacent to a hazardous materials sites listed. Therefore, no potential impacts are anticipated. (IS, p.60)

Result in Safety Hazard or excessive Noise for people residing or working in the Project Area for Project Located Within an Airport Land Use Plan

The City of Calimesa does not contain any public airports, public use airports, or private airstrips. Therefore, no are anticipated. (IS, p. 61)

Impair Implementation of or Physically Interfere with an Adopted Emergency Response Plan or Emergency Evacuation Plan

The City of Calimesa participates in the Riverside County Operational Area Emergency Operations Plan and the Riverside County Operation Area Multi-Jurisdictional Local Hazard Mitigation Plan and has adopted the City of Calimesa Emergency Operations Plan. The proposed Project would not interfere with the City of Calimesa's emergency response or evacuation plans since the Project would not obstruct dedicated evacuation routes or fire roads. Future implementing development would be required to adhere to applicable building and fire code requirements for construction and site access, be subject to a Development Plan Review, and require an encroachment permit pursuant to CMC chapter 12.20 for any temporary obstruction to sidewalks, streets, or other public rights-of-way. Therefore, impacts are less than significant.(IS, pp. 61-62)

Wildland Fires

The California Department of Forestry and Fire Protection (Cal Fire) depicts the entire City of Calimesa as a Local Responsibility Area (LRA), which requires fire protection from city fire department, fire protection district, county, or by Cal Fire under contract to the local government. Cal Fire has designated areas throughout the City with very high fire hazard severity zones (VHFHSZ) and high fire severity zones. Portions of four parcels are within the VHFHSZ. However, future implementing development within these parcels will be required to comply with the CBC and California Fire Code Regulations (Part 9 of Title 24 of the California Code of Regulations) subject to the local amendments adopted in CMC Title 15. Chapter 49 of the Fire Code provides specific requirements for wildfire-urban interface areas that

include, but are not limited to, providing defensible space and hazardous vegetation and fuel management. Therefore, impacts are less than significant. (IS, p. 62-63)

4.1.7 Hydrology/Water Quality

Substantially Degrade Surface or Ground Water

Water quality standards for ground and surface water within the City of Calimesa are set by the Santa Ana Regional Water Quality Control Board (SARWQCB). Future implementing developments will be required to prepare Storm Water Pollution Prevention Plan (SWPPP) to comply with the National Pollutant Discharge Elimination System (NPDES) Construction General Permit Order 2009-0009-DWQ (SWRCB) should more than one acre of land be disturbed. The SWPPP must be developed by a Qualified SWPPP Developer (QSD) and implemented onsite for the duration of a project by a Qualified SWPPP Practitioner (QSP). Future implementing developments may increase the percentage of impervious surfaces to existing Project sites, especially to parcels that have not been previously developed resulting in less water percolating into the ground leading to more surface runoff. However, future implementing projects that meet thresholds as described CMC's Section 1610.100(A)(B), and SARWQCD's Water Quality Management Plan Guidance document, will be required to prepare a project specific water quality management plan (WQMP) to control stormwater runoff , identify Best Management Practices (BMPs), and implement Low Impact Development (LID) to their site design to infiltrate, evapotranspirate, harvest and use, or treat runoff from impervious surfaces. Future implementing development projects will also be required to provide their own storm drainage facilities that will convey stormwater runoff to a drainage system as mandated by CMC Chapter 16.10. Therefore, impacts are less than significant. (IS, p. 65-66)

Substantially Alter the Existing Drainage Pattern

Erosion or Siltation on-or offsite

The Project site doesn't not contain streams or rivers, but the allowance for higher density residential development may increase impervious surfaces. However, future implementing development projects would be required to comply state, regional and local regulations by preparing WQMP, SWPP and applying applicable BMPs and LID principles to site design, and compliance with CMC Chapter 16.10. Therefore, impacts are less than significant. (IS, pp. 68-69)

Increase rate or amount of surface runoff resulting in flooding on or offsite

Future implementing development projects may add impervious surfaces. However, future implementing development projects would be required to design site to adequately capture and convey surface flows to storm drains and or basins pursuant to CMC Chapter 16.10. Therefore, impacts are less than significant. (IS, pp. 69-70)

Create or Contribute runoff which would exceed capacity at existing or planned stormwater drainage systems

Future implementing developments within the Project boundary will be required to provide their own storm drainage facilities to convey stormwater runoff to a drainage system as mandated by CMC Chapter 16.10and will be required to comply with flood control and water quality control requirements to reduce polluted runoff (though BMPs and LID) into drainage systems through site design approved by City through the Development Review process. Further, residential uses are not associated with high levels of contaminants. Therefore, impacts are less than significant. (IS, p. 70-71)

Impede or redirect flood flows

None of the Project parcels are located within the 100-year or the 500-year flood plain so would not impede or redirect flood flows. Therefore, impacts are less than significant.(IS, p. 71)

Flood Hazard, Tsunamis/ Seiche / Pollutant Release due to Inundation

None of the Project properties are located within the 100- or 500- year flood zone or large water body that could result in a significant tsunami or seiche risk. Therefore, no impacts are anticipated. (IS, pp.71-72)

Implementation of Water Quality Control Plan/ Sustainable Groundwater Management Plan

Future implementing development projects will be required to prepare a SWPPP and WQMP as required by the Water Quality Control Board Santa Ana River Basin.

Additionally, the Project overlies the Upper Santa Ana Valley Groundwater Basin, Yucaipa Sub-Basin. Currently there is no sustainable groundwater management plan for the Yucaipa Sub-Basin. The San Bernardino Valley Municipal Water District has organized the formation of a Yucaipa Basin Groundwater Sustainability Agency (GSA) which will be developing a Groundwater Sustainability Plan (GSP) by 2022 pursuant to the Sustainable Groundwater Management Act of 2014 (SGMA). Therefore, impacts are less than significant. (IS, pp.72-73)

4.1.8 Land Use Planning

Physically Divide an Established Community

All Project parcels have previously been designated as residential use. Thus, the Project parcels have already been envisioned as residential development so implementation of the RIPAOZ would not change the land use designation. Furthermore, division of an established community refers to physical feature such as a freeway or a river and the Project does not propose to incorporate any physical feature that would divide an establish community. Therefore, no impacts are anticipated. (IS, p. 74)

4.1.9 Mineral Resources

Loss of a Known Mineral Resource Valuable to the Region and the Residents of the State

The Project site does not contain any known mineral resource because there are no known valuable mineral resources with the City of Calimesa. Therefore, no impacts are anticipated. (IS, p. 76)

Loss of Locally Important Mineral Resource Delineated on a local General Plan, Specific Plan, or other Land Use Plan

The Project site is not on existing or near mining operations or other resource recovery sites. Therefore, no impacts are anticipated. (IS, pp. 76-77)

4.1.10 Noise

Expose People Residing or Working in the Project Area to Excessive Noise Levels

The Project is not located within two miles of a public airport or public use airport land use plan. Therefore, no impacts are anticipated. (IS, p. 79)

4.1.11 Population and Housing

Displace People or Housing Necessitating Construction or Replacement Housing

Several of the proposed Project parcels already have existing buildings. As a result, these parcels will be required to adhere to SB 9 such that, housing development projects containing no more than two dwelling units on a single-family zoned parcel be permitted on a ministerial basis and cannot be demolished or require alteration of any housing if: 1) housing is restricted to affordable housing, 2) subject to rent control, or 3) contains tenant occupied housing in the last three years. Further, implementing development projects cannot propose demolition of more than 25 percent of the existing exterior walls unless either: 1) the local ordinance allows more demolition, or 2) the site has not been occupied by a tenant in the past three years. Therefore, impacts are less than significant. (IS, pp. 80-81)

4.1.12 Public Services

Result in substantial adverse physical impacts

Parks

The City of Calimesa requires 5 acres of parkland for every 1,000 residents. Future implementing developments may increase the population by approximately 4,292 persons resulting in the need for approximately 8.8 acres of parkland to serve the future population. However, future implementing development projects will be required to determine their fair share of park facilities and either provide adequate park facilities or pay in lieu fees in accordance with CMC Chapter 18.110 to fund planning, acquisition, development, construction and maintenance of physical parkland community recreation areas, public recreational facilities, and historical resource preservation projects. Therefore, impacts are less than significant. (IS, pp. 84-86)

Other Public Facilities

The Calimesa Branch Public Library at 974 Calimesa Blvd, Calimesa CA 92320 serves the City. Future implementing development projects will be required to comply with General Plan Policy IPS-8.1 and pay public service impact fees which are reserved by the City in compliance with General Plan Policy IPS-8 in order to reserve future sites for public facilities through purchase, dedication, donation, negotiation, or a combination of these procedures, in order to serve residents. Library services are also funded through property taxes so an increase residential developments will provide increased funds to contribute to these services. Therefore, , impacts are less than significant. (IS, p.86)

4.1.13 Recreation

Result in Substantial Physical Deterioration of Facilities

The City of Calimesa requires 5 acres of parkland for every 1,000 residents. Future implementing developments may increase the population by approximately 4,292 persons resulting in the need for approximately 8.8 acres of parkland to serve the future population. However, future implementing development projects will be required to determine their fair share of park facilities and either provide adequate park facilities or pay in lieu fees in accordance with CMC Chapter 18.110 to fund planning, acquisition, development, construction and maintenance of physical parkland community recreation areas, public recreational facilities, and historical resource preservation projects. Therefore, impacts are less than significant. (IS, pp. 84-86)

Include Construction or Expansion of Recreation facilities

The Project involves the provision to allows for an increase in residential density and as a result does not include the construction of expansion of parks. Future implementing developments will be required to determine park needs and be required to provide facilities or pay development fees contributing to the construction or expansion of recreational facilities. Therefore, impacts will be less than significant. (IS, p.89)

4.1.14 Transportation

Increase Hazards Due to Geometric Design

Future implementing development projects will be served by existing roadway systems and are not anticipated to require roadway construction or improvements. In the event roadway construction or improvements are required by any future implementing development project, compliance with City design standards will be required. Therefore, impacts are less than significant. (IS, p. 92)

Inadequate Emergency Access

Future implementing developments will be served by existing roadway systems and internal drive aisles would be required to be designed to meet the Public Works and Fire Departments' specifications to ensure there is adequate emergency access. Therefore, impacts are less than significant. (IS, p. 93)

4.1.15 Utilities and Service Systems

Result in Relocation or Construction of Water, Wastewater Treatment, or Storm Water Drainage, Electric Power, Natural Gas or Telecommunication facilities

Existing land use and zoning designations allow0.2 to 2 du/ ac for RR designated properties, 2 to 4 du/ac for RL designated properties, and 4 to 7 du/ac for RLM designated properties resulting in 1 to 86 people per acre and facilities necessary to connect to water, wastewater treatment or storm water drainage, electric power, natural gas, and telecommunication are already in place. Therefore, impacts are less than significant. (IS, pp. 96-97)

4.1.16 Wildfire

Substantially Impair an Adopted Emergency Plan or Emergency Evacuation Plan

The City of Calimesa has adopted an Emergency Operations Plan and participates in regional adopted emergency response plans, including the Riverside County Operational Area Emergency Operations Plan and the Riverside County Operation Area Multi-Jurisdictional Local Hazard Mitigation Plan. Evacuation routes have been established by the City's General Plan for which the project would not interfere.

Assessor Parcel Numbers (APNs) 413-320-003 and 410-170-025 are located within the Very Hight Fire Hazard Severity Zone (VHFHSZ). Future implementing development projects will be required to comply with all applicable fire code requirements for construction and access to the site during construction. These temporary construction activities and staging areas would be required to be located away from nearby pedestrian and vehicular traffic and access to local nearby properties will be required to be maintained. Traffic control plans would also be required to be submitted to the City for review by each future implementing development project. Therefore, impacts are less than significant. (IS, pp.100-101)

Expose Project Occupants to Pollutant Concentrations from Wildfire or Spread of Wildfire Due to Slope, Prevailing Winds, and other Factors Exacerbated

Future implementing development projects that lie within APN's 413-320-003 and 410-170-025, that are within the VHFHSZ area will be required to comply with the fire code and CBC Chapter 49 which provides specific requirements for wildfire-urban interface areas such as providing defensible space and hazardous vegetation and fuel management would minimize the risk. Moreover, future implementing development projects will be required to comply with the City's GP Policy IPS-14 which requires fire management plans for all new development in areas subject to wildfire as part of development review process to be approved by City and Fire Department. Therefore, impacts are less than significant. (IS, pp. 101-102)

Associated Infrastructure Exacerbate Fire Risk or Result in Impacts to the Environment

APNs 413-320-003 and 410-170-025 are located within the VHFHSZ but can connect to nearby infrastructure available within the right of way, including emergency water sources, power lines and other utilities. Thus, future implementing development projects would not likely exacerbate wildfire risk. Therefore, impacts are less than significant. (IS, p. 102)

Expose People to Downslope or Downstream Flooding or Landslides, as a Result of Runoff, Post-Fire Slope Instability, or Drainage Changes

The Project parcels are not located in areas subject to flooding or landslides. Thus, risk of downslope or downstream flooding or landslides would be low. Therefore, impacts are less than significant. (IS, pp.102-103).

5.0 Environmental Analysis

Sections 15126, 15126.2, and 15126.4 of the State *California Environmental Quality Act (CEQA) Guidelines* require consideration and discussion of significant environmental effects and mitigation measures recommended to minimize significant effects. All phases of a project must be considered when evaluating its impact on the environment: planning, acquisition, development, and operation (Section 15126) and an Environmental Impact Report (EIR) shall identify and focus on the potentially significant environmental effects of the proposed Project (Section 15126.2).

Sections 5.1 through 5.14 of this DEIR address each environmental effect that may be potentially significant, and mitigation measures recommended to minimize significant effects.

Please see the following referenced sections of this DEIR for more detailed discussion of each issue area:

- Aesthetics (Section 5.1)
- Air Quality (Section 5.2)
- Biological Resources (Section 5.3)
- Cultural Resources (Section 5.4)
- Energy (Section 5.5)
- Greenhouse Gas Emissions (Section 5.6)
- Hydrology and Water Quality (Section 5.7)
- Land Use/Planning (Section 5.8)
- Noise (Section 5.9)
- Population/Housing (Section 5.10)
- Public Services (Section 5.11)
- Transportation (Section 5.12)
- Tribal Cultural Resources (Section 5.13)
- Utilities and Service Systems (Section 5.14)

Technical Studies

Technical studies providing detailed technical analyses that were used in this Draft EIR were prepared for various environmental issues, such as air quality, biological resources, cultural resources, energy, greenhouse gas emissions, noise, traffic/transportation, tribal cultural resources, and utility and service systems. These documents are identified in the discussion for the individual environmental issue and included as technical appendices on a CD attached to the Draft EIR.

Analysis Format

The Draft EIR assesses how the proposed Project would impact the issue areas identified above. Each environmental issue addressed in this Draft EIR is presented in terms of the following subsections:

Setting: Provides information describing the existing setting on or surrounding the Project site which may be affected as a result of implementing the Project and provides a description of the "baseline" conditions from which potential impacts are assessed. This section describes the physical conditions that existed when the IS/NOP was published and sent to responsible agencies and the State Clearinghouse.

Related Regulations: Provides a discussion of the applicable regulations with respect to each environmental issue.

Comments Received in Response to the Notice of Preparation: Provides information regarding if comment letters were received in response to the Notice of Preparation (NOP), and if so, how many and from whom.

Thresholds of Significance: Provides criteria for determining the significance of Project impacts for each environmental issue.

Project Design Features: Provides a discussion of the Project Design Features (PDF) as it relates to each environmental issue. PDF's are those features or elements of the Project that serve to avoid or minimize potential environmental impacts.

Methodology: Approach used to identify and evaluate the potential impacts of the project.

Environmental Impacts: Provides a discussion of the characteristics of the proposed Project that may have an effect on the environment; analyzes the nature and extent to which the proposed Project is expected to change the existing environment, and whether or not the Project impacts are less than or exceed the levels of significance thresholds.

Recommended Mitigation Measures: Identifies mitigation measures to reduce significant adverse impacts to the extent feasible.

Summary of Environmental Effects After Mitigation Measures are Implemented: Provides a discussion of significant adverse environmental impacts that cannot be feasibly mitigated or avoided, significant adverse environmental impacts that can be feasibly mitigated or avoided, and beneficial impacts.

5.1 Aesthetic Resources

The focus of this section is to analyze potential impacts related to aesthetic resources based on Appendix G of the State *CEQA Guidelines* and the Initial Study/Notice of Preparation circulated for Public Review found in Appendix A of this DEIR. There is no development being proposed as part of this Project, only textual changes to the General Plan (General Plan Amendment) and Zoning Code (Zone Change) allowing for optional intensification of densities on 36 discrete parcels affected by the Project. Cumulative impacts related to this topic are discussed in Section 7.0 – Other CEQA Topics.

5.1.1 Setting

The proposed Residential Infill Priority Area Overlay Zone (RIPAOZ) Project is located within different areas of the City of Calimesa (City) east and west of Interstate-10 (I-10). The City of Calimesa covers roughly 23.2 square miles and is bordered by unincorporated portions of Riverside County to the east and west, the City of Beaumont to the south, and the Cities of Yucaipa and Redlands the north. Properties within the RIPAOZ boundary are generally flat topographically with elevations ranging between 2,350 and 2,600 feet above mean sea level.

The RIPAOZ Project represents 36 parcels within the City. The proposed Project includes 36 parcels located east and west of Interstate-10 (I-10) throughout the City as reflected in **Figure 3.0-2, Project Site**. These properties are classified under five geographic areas. Specifically the RIPAOZ consists of:

1) Seven (7) parcels located west of I-10 (south of Avenue L)
2) Sixteen (16) parcels east of I-10 (south of Avenue L between 5th Street and 2nd Street)
3) Ten (10) parcels east of I-10 (south of Avenue L between 2nd Street and Bryant Street);
4) Two (2) parcels east I-10 (north of Avenue L between Bryant Street and Douglas Street); and
5) One (1) parcel along Buena Mesa Drive (south of the former Calimesa Country Club).

None of these parcels are located in the Hillside Overlay zone of the City of Calimesa.

Mountain Ranges

The City is marked with foothills in its eastern boundary, and nearly level topography in its north and central areas gently sloping toward San Timoteo Creek in the southwestern areas of the city. The pattern of ridges in the Calimesa area divides the area into distinctive visual units and serves as a backdrop to many on-site views, providing panoramic vistas of the San Bernardino and San Jacinto mountain ranges. (GP)

Scenic Corridors

According to the County of Riverside General Plan, there are no State of California or County of Riverside eligible scenic corridors on the highways within the City's sphere of influence. Calimesa is located between the San Gorgonio Pass and Yucaipa Valley along Interstate 10, a major regional transportation route connecting the Los Angeles Basin to the Coachella Valley and the inland desert areas. The route provides uninterrupted views of the surrounding rolling terrain and valley floors, as well as of the prominent but more distant San Bernardino and San Jacinto mountains. Interstate 10 also provides views of Yucaipa, Calimesa, Banning, and Beaumont.

5.1.2 Related Regulations

Federal Regulations

There are no federal regulations related to scenic resources.

State Regulations

The State of California maintains a State Scenic Highway System that includes a list of highways that are eligible for designation as a scenic highway or have already been officially designated. Section 263 of the State's Streets and Highways Code contains the full list. There are no California State Scenic Highways within the City of Calimesa.

Regional Regulations

There are no regional regulations affecting aesthetics in Calimesa.

Local Regulations

City of Calimesa General Plan Draft EIR

There are no applicable mitigation measures from the DEIR for the Calimesa General Plan that pertain to aesthetics.

City of Calimesa General Plan

The City's GP contains the following policies that are considered applicable to the proposed Project:

Land Use Element

Goals

Goal LU-1 Preserve and enhance the small-town atmosphere of Calimesa.

Goal LU-2 A logical and efficient pattern of development that reduces infrastructure costs and maintains the character of Calimesa.

Goal LU-3 An arrangement of land uses that achieves maximum compatibility between land uses and especially with existing neighborhoods

Policies

Policy LU-12 Preserve the desired small-town characteristics of Calimesa through the selection and placement of land uses.

Policy LU-13 Preserve the natural character and visual quality of Calimesa's hillsides through sensitive site design and grading.

Policy LU-14 Protect existing stable residential neighborhoods by encouraging maintenance and upkeep.

Policy LU-16 Discourage land use conflicts and incompatibilities by providing buffers to include, but not be limited to, landscaping, setbacks, walls/fencing, site design, architectural features, density/intensity/operation reduction, or shielding of lighting between incompatible land uses and new development.

Policy LU-17 Encourage and facilitate the transition of nonconforming land uses to conforming land uses.

Action Items

Action LU-12.1 Coordinate with adjacent cities and communities on land use planning for the preservation of the small-town character of the area.

Action LU-17.1 Establish regulations that control the size, height, scale, and mass of infill residential development in order to enhance the choices of existing property owners to renovate, rebuild, and sell their homes or remain as is.

City of Calimesa Municipal Code

The following sections if the City's Municipal Code are applicable that pertain to aesthetics and would apply to future development projects processed on one of the RIPAOZ properties

Chapter 18.70 – Land Scape Requirements

All new and rehabilitated landscaping for public agency projects and private development projects in the City of Calimesa are required to adhere to Chapter 18.70 of the Municipal Code, which contains provisions intended to enhance the aesthetic appearance of development in all areas of the city by providing standards relating to quality, quantity, and functional aspects of landscaping. Chapter 18.70 is also intended to increase compatibility between residential and abutting commercial and industrial land uses, reduce the glare generated by development, and protect the public health, safety, and welfare. This is accomplished by minimizing the impact of all forms of physical and visual pollution, screening incompatible land uses, preserving the integrity of neighborhoods, and enhancing pedestrian and vehicular traffic and safety.

Chapter 18.90 – Development Plan Review

Provides a design review process for development in the city intended to promote a visual environment of high aesthetic quality. The Calimesa Planning Department promotes responsible architectural design which is consistent with Calimesa's character by enforcing the design guidelines as set forth in Chapter 18.90. The Planning Department Director reviews architectural drawings or renderings that are required to be submitted with an application for a building permit. The design process focuses on three major areas: site design, building design, and landscape design.

Chapter 18.120 – Outdoor Lighting

Establishes regulations and standards that reduce light pollution generated by residential, commercial, and industrial lighting fixtures and devices. The specific intent of Chapter 18.120 is to minimize light pollution which has a detrimental effect on the environment and the enjoyment of the night sky, reduce and minimize lighting and lighting practices which cause unnecessary illumination of adjacent properties, correct problems of glare and light trespass, reduce energy use, comply with the regulations set forth in the California Building Efficiency Standards (Title 24, Parts 1 and 6 of the California Code of Regulations, enacted pursuant to California Public Resources Code Section 25402.1). The Municipal Code requires that all exterior lighting be functional, subtle, and architecturally integrated with the site and building design. All exterior lighting has to be directed onto the site and away from adjacent properties.

5.1.3 Comments Received in Response to the Notice of Preparation

Two written comment letters were received related to Aesthetics in response to the Notice of Preparation (NOP). The comment letters were received from Joyce McIntire and Lenore Negri and are included in Appendix A of this Draft EIR. Additionally, verbal comments were received during the Project Scoping meeting as identified in **Table 2.0-B**. A summary of written letters and verbal comments has been included in Section 2.5.1 – Introduction – NOP Comment Letters, of this DEIR.

5.1.4 Thresholds of Significance

The City of Calimesa has not established local CEQA significance thresholds and instead, defers to the Thresholds of Significance identified in Appendix G ("Environmental Checklist") to the State *CEQA Guidelines*. An Initial Study was circulated for Public Review (insert general dates) and determined that the following areas would have potentially significant impacts if: The proposed Project would substantially effect a scenic vista;

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

5.1.5 Project Design Features

The Project will require setbacks, minimum size of lots, and maximum height for buildings described in **Table 3.0-D** for future implementing development projects, which will provide a buffer between the future implementing Project and existing nearby uses. Future implementing development projects will also be required to install a 7 foot perimeter block wall for all multifamily development with the RIPAOZ to limit visual intrusion onto surrounding existing development. Last, each future implementing multi-family development project will be required to include a private (walled) patio or balcony for each unit. Additionally, the Project includes CMC amendments to Chapter 18.20, Section 18.20.050 to address design, screening, and privacy standards for future implementing development projects

5.1.6 Environmental Impacts

Threshold: Would the proposed Project have a substantial adverse effect on a scenic vista?

Scenic vistas are defined as the view of an area that is visually or aesthetically pleasing. Development projects may potentially impact scenic vistas in two ways: 1) directly diminishing the scenic quality of the vista, or 2) by blocking the view corridors or "vistas" of scenic resources. The proposed RIPAOZ Project is not on a scenic resource. Scenic resources in the Calimesa Planning Area, and thus scenic vistas that could be adversely affected by implementation of the General Plan, include panoramic vistas of the San Bernardino and San Jacinto Mountain ranges, views of the San Timoteo Badlands, and views of the pattern of ridges, ravines, and rock outcrops within Calimesa itself. In addition, views of the city's neighborhoods could be adversely affected. (GP EIR, p. 3-1-7). The segment of I 10 that traverses Calimesa is designated as an "eligible state scenic highway – not officially designated." (GP EIR, p.3.1-2). As such, the Project site is not part of the City's view corridors.

The Project proposes a "Residential Infill Priority Area Overlay Zone" (RIPAOZ) on 36 properties. The goal of the RIPAOZ is to foster infill development by allowing for higher density residential development including affordable housing products. Two areas will be created within the RIPAOZ: 1) Area 1 will allow for development of up to 15 dwelling units per acre; and 2) Area 2 will allow for development of up to 35 dwelling units per acre. The RIPAOZ will also provide guidance to help maintain the character of existing neighborhoods amid redevelopment and new development. RIPAOZ Area 1 limits maximum building height to 36 feet or three stories (whichever is less) and would prohibit apartments or other multi-family dwelling units. RIPAOZ Area 2 would allow a maximum building height of 50 feet or four stories (whichever is less) and permit apartments and other multi-family residential uses.

The Project does not include any implementing development. Thus, no specific development projects are being proposed at this time. The Project is a proposal to amend the municipal code and general plan to define the proposed RIPAOZ, identify allowable uses, and define development standards. Hence, no on-site or off-site infrastructure improvements are identified at this time and no specific timelines for development of the sites is known at this time. As outlined above, there are numerous General Plan policies and Actions as well as sections of the Municipal Code that are intended to preserve scenic vistas in the City. When future implementing projects are proposed they will be subject to these requirements through the standard review process with the City.

Future implementing development projects will be required to adhere to or be analyzed against this threshold and will be issued project-specific conditions of approval. Thus, the Project would not have a substantial adverse effect on a scenic vista. Therefore, impacts are **less than significant**.

Threshold: In a non-urbanized area, would the proposed Project substantially degrade the existing visual character of quality of public views of the site and its surroundings? In an urbanized area, would the proposed Project conflict with applicable zoning and other regulations governing scenic quality?

An urbanized area, according to *CEQA Statue and Guidelines* §21071, is a city that has a population of at least 100,000. As of 2020, the City of Calimesa, has a population of 10,026. (USCB A) As such, the City of Calimesa is considered a non-urbanized area. Current land uses surrounding the Project sites include a mix of developed and undeveloped lands (i.e. vacant lots) to the north, south, east, and west. Existing surrounding land uses in the vicinities of the Project site consist of commercial uses (storage facility), single family residential units, a school (Mesa View Middle School), mobile homes, approved residential entitlements and the former Calimesa Country Club.

The Project sites are located within single family residential areas, on the northern plain with views of western Calimesa and Riverside County areas, overlooking a series of ridges and ravines. Future development on project sites will comply with the existing requirements and standards stated above which will address future visual character or public views.

Additionally, as discussed above, the proposed Project is required to be designed in compliance with standards to address visual character and regulations as listed above. Further, future implementing development projects will be required to adhere to or be analyzed against this threshold and issued project-specific conditions of approval. Thus, the proposed Project will not substantially degrade the existing visual character of public views of the site and its surroundings. Therefore, impacts are **less than significant**.

5.1.7 Recommended Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (State *CEQA Guidelines*, Section 15126.4) to scenic resources. There are no mitigation measures required to reduce impacts to aesthetic resources since impacts discussed above are considered less than significant through implementation of existing requirements and standards.

5.1.8 Summary of Environmental Effects After Mitigation Measures Are Implemented

There are no mitigation measures required to reduce impacts to aesthetic resources and therefore no resultant environmental effects.

5.2 Air Quality

The focus of this section is to analyze potential impacts related to air quality based on Appendix G of the State *CEQA Guidelines* and the Initial Study/Notice of Preparation circulated for Public Review found in Appendix A of this DEIR. There is no development being proposed as part of this Project, only textual changes to the General Plan (General Plan Amendment) and Zoning Code (Zone Change) allowing for optional intensification of densities on 36 discrete parcels affected by the Project. Cumulative impacts are discussed in Section 7.0 – Other CEQA Topics.

A portion of the following discussion includes a summary of the emissions modeling prepared for the proposed Project by Albert A. Webb Associates on December 21, 2021 (included as Appendix B.1). The modeling was prepared within the context of the California Environmental Quality Act (CEQA; California Public Resources Code Sections 21000 *et seq.*). The methodology follows the *CEQA Air Quality Handbook* (1993) prepared by the South Coast Air Quality Management District (SCAQMD) for quantification of emissions and evaluation of potential impacts to air resources. As recommended by SCAQMD and City staff, the California Emissions Estimator Model (CalEEMod™) version 2020.4.0 computer program was used to quantify Project-related emissions.

5.2.1 Setting

The proposed Project includes 36 parcels located east and west of Interstate-10 (I-10) throughout the City as reflected in **Figure 3.0-3, Project Site**. These properties are classified under five geographic areas as detailed in **Table 3.0-A, Existing and Proposed Project Characteristics**, shown in Section 3.0 Project Description. Specifically, the RIPAOZ consists of:

1) Seven (7) parcels located west of I-10 (south of Avenue L)
2) Sixteen (16) parcels east of I-10 (south of Avenue L between 5th Street and 2nd Street)
3) Ten (10) parcels east of I-10 (south of Avenue L between 2nd Street and Bryant Street);
4) Two (2) parcels east I-10 (north of Avenue L between Bryant Street and Douglas Street); and
5) One (1) parcel along Buena Mesa Drive (south of former Calimesa Country Club).

The proposed Project site includes residential (RLM and RL) and one commercial (CC) General Plan (GP) land use and Zoning designation.

Physical Setting

The proposed Project site is located within the South Coast Air Basin (the Basin), which is under the jurisdiction of the SCAQMD. The Basin consists of Orange County and the non-desert portions of Los Angeles, Riverside, and San Bernardino counties. Regional and local air quality within the Basin is affected by topography, atmospheric inversions, and dominant onshore flows. Topographic features such as the San Gabriel, San Bernardino, and San Jacinto Mountains form natural horizontal barriers to the dispersion of air contaminants. The presence of atmospheric inversions limits the vertical dispersion of air pollutants. With an inversion, the temperature initially follows a normal pattern of decreasing temperature with increasing altitude; however, at some elevations, the trend reverses and temperature begins to increase as altitude increases. This transition to increasing temperature establishes the effective mixing height of the atmosphere and acts as a barrier to vertical dispersion of pollutants (SCAQMD 1993).

Dominant onshore flow provides the driving mechanism for both air pollution transport and pollutant dispersion. Air pollution generated in coastal areas is transported east to inland receptors by the onshore flow during the daytime until a natural barrier (the mountains) is confronted, limiting the horizontal dispersion of pollutants. The result is a gradual degradation of air quality from coastal areas to inland areas, which is most evident with the photochemical pollutants such as ozone formed under reactions with sunlight (SCAQMD 1993).

Climate

Terrain and geographical location determine climate in the Basin. The Project site lies within the terrain south of the San Gabriel and San Bernardino Mountains and is located between the San Gorgonio and San Jacinto and Santa Ana Mountains. The climate in the Basin is typical of southern California's Mediterranean climate, which is characterized by dry, warm summers and mild winters. Winters typically have infrequent rainfall, light winds, and frequent early morning fog and clouds that turn to hazy afternoon sunshine.

The following includes factors that govern micro-climate differences among inland locations within the Basin: 1) the distance of the mean air trajectory from the site to the ocean; 2) the site elevation; 3) the existence of any intervening terrain that may affect airflow or moisture content; and 4) the proximity to canyons or mountain passes. As a general rule, locations farthest inland from the ocean have the hottest summer afternoons, the lowest rainfall, and the least amount of fog and clouds. Foothill communities in the Basin have greater levels of precipitation, cooler summer afternoons and may be exposed to wind funneling through nearby canyons during Santa Ana winds. Terrain will generally steer local wind patterns (SCAQMD 1993).

The Project site is located within the City of Calimesa, which is bounded by the San Bernardino/Riverside County line and Yucaipa to the north, the San Bernardino Mountains and Crafton Hills to the west, and the San Bernardino Mountains and the San Timoteo Badlands to the east and south, respectively (**Figure 3.0-1 – Regional Map**), within the eastern portion of the Basin. More specifically, the majority of the Project site is located on interspersed parcels along Avenue L from approximately Mesa View Middle School to Douglas Street, along Buena Vista south of Calimesa Country Club, and along Desert Laen Drive, north of Desert Lawn Memorial Park.

Precipitation and Temperature

Annual average temperatures in the Basin are typically in the low to mid-60s (degrees Fahrenheit). Temperatures above 100 degrees are recorded for all portions of the Basin during the summer months (SCAQMD 1993).

The Western Regional Climate Center (WRCC) maintains monitoring stations and historical climate information for the western United States. The closest cooperative climatological monitoring station to Calimesa is in Beaumont (ID No. 04607) approximately 6 miles to the southeast. (CA-GPEIR.) Climatological data from this station spanning from 1971-2000 shows an average low temperature of 37°F in January, and an average high temperature of 93.1°F in July. (WRCC 2021.)

The rainy season in the Basin is November to April. Summer rainfall can occur as widely scattered thunderstorms near the coast and in the mountainous regions in the eastern Basin. Rainfall averages vary over the Basin. For example, the City of Riverside averages 9 inches of rainfall, while the City of Los Angeles averages 14 inches. Rainy days vary from 5 to 10 percent of all days in the Basin, with the most frequent occurrences of rainfall near the coast (SCAQMD 1993).

Winds

The interaction of land (offshore) and sea (onshore) breezes control local wind patterns in the area. Daytime winds typically flow from the coast to the inland areas, while the pattern typically reverses in the evening, flowing from the inland areas to the ocean. Air stagnation may occur in the early evening and early morning during periods of transition between day and nighttime flows.

Approximately 5 to 10 times a year, the Project site vicinity experiences strong, hot, dry desert winds known as the Santa Ana winds. These winds, associated with atmospheric high pressure, originate in the upper deserts and are channeled through the passes of the San Bernardino Mountains and into the inland valleys. Santa Ana winds can last for a period of hours or days, and gusts of over 60 miles per hour have been recorded.

High winds, including Santa Ana winds, affect dust generation characteristics and create the potential for off-site air quality impacts, especially with respect to airborne nuisance and particulate emissions. Local winds in the Project area are also an important meteorological parameter because they control the initial rate of dilution of locally-generated air pollutant emissions.

Categories of Emission Sources

Air pollutant emissions sources are typically grouped into two categories: stationary and mobile sources. These emission categories are defined and discussed in the following subsections.

Stationary Sources

Stationary sources are divided into two major subcategories: point and area sources. Point sources consist of a single emission source with an identified location at a facility. A single facility could have multiple point sources located on-site. Stationary point sources are usually associated with manufacturing and industrial processes. Examples of point sources include boilers or other types of combustion equipment at oil refineries, electric power plants, etc. Area sources are small emission sources that are widely distributed, but are cumulatively substantial because there may be a large number of sources. Examples include residential water heaters; painting operations; lawn mowers; agricultural fields; landfills; and consumer products, such as barbecue lighter fluid and hair spray (SCAQMD 1993).

Mobile Sources

Mobile sources are motorized vehicles, which are classified as either on-road or off-road. On-road mobile sources typically include automobiles and trucks that operate on public roadways. Off-road mobile sources include aircraft, ships, trains, and self-propelled construction equipment that operate off public roadways. Mobile source emissions are accounted for as both direct source emissions (those directly emitted by the individual source) and indirect source emissions, which are sources that by themselves do not emit air contaminants but indirectly cause the generation of air pollutants by attracting vehicles. Examples of indirect sources include office complexes, commercial and government centers, sports and recreational complexes, and residential developments (SCAQMD 1993).

Air Pollution Constituents

Criteria Pollutants

Air pollutants are classified as either primary, or secondary, depending on how they are formed. Primary pollutants are generated daily and are emitted directly from a source into the atmosphere. Examples of primary pollutants include carbon monoxide (CO), nitrogen dioxide (NO_2) and nitric oxide (NO)—collectively known as oxides of nitrogen (NO_X), sulfur dioxide (SO_2), particulates (PM-10 and PM-2.5) and

various hydrocarbons (HC) or volatile organic compounds (VOC), which are also referred to as reactive organic gases (ROG). The predominant source of air emissions generated by the Project development is expected to be vehicle emissions. Motor vehicles primarily emit CO, NO_x, and VOC/ROG/HC (Volatile Organic Compounds/Reactive Organic Gases/Hydrocarbons).

Secondary pollutants are created over time and occur within the atmosphere as chemical and photochemical reactions take place. An example of a secondary pollutant is ozone (O_3), which is one of the products formed when NO_x reacts with HC, in the presence of sunlight. Other secondary pollutants include photochemical aerosols. Secondary pollutants such as ozone represent major air quality problems in the Basin.

The Federal Clean Air Act of 1970 established the National Ambient Air Quality Standards (NAAQS). Six "criteria" air pollutants were identified using specific medical evidence available at that time, and NAAQS were established for those chemicals. The State of California has adopted the same six chemicals as criteria pollutants, but has established different allowable levels. The six criteria pollutants are: carbon monoxide, nitrogen dioxide, ozone, lead, particulates less than 10 microns in size, and sulfur dioxide. The following is a further discussion of the criteria pollutants, as well as volatile organic compounds.

Carbon Monoxide (CO) – A colorless, odorless toxic gas produced by incomplete combustion of carbon-containing substances. Concentrations of CO are generally higher during the winter months when meteorological conditions favor the build-up of primary pollutants (EPA 2016). Automobiles are the major source of CO in the Basin, although various industrial processes also emit CO through incomplete combustion of fuels. In high concentrations, CO can cause serious health problems in humans by limiting the red blood cells' ability to carry oxygen (SCAQMD 1993).

Oxides of Nitrogen (NOx) – Those that are important in air pollution are nitric oxide (NO) and nitrogen dioxide (NO_2). NO is a colorless, odorless gas formed by a combination of nitrogen and oxygen when combustion takes place under high temperatures and pressures. NO_2 is a reddish-brown gas formed by the combination of NO with oxygen. Combustion in motor vehicle engines, power plants, refineries and other industrial operations, as well as ships, railroads, and aircraft are the primary sources of NOx. NO_2 at atmospheric concentrations is a potential irritant that can cause coughing in healthy people; can alter respiratory responsiveness and pulmonary functions in people with preexisting respiratory illness; and potentially lead to increased levels of respiratory illness in children (EPA 2021).

Ozone (O_3) – A colorless, toxic gas that irritates the lungs and damages materials and vegetation. During the summer's long daylight hours, plentiful sunshine provides the energy needed to fuel photochemical reactions between NO_2 and VOC which result in the formation of O_3. Conditions that lead to high levels of O_3 are adequate sunshine, early morning stagnation in source areas, high surface temperatures, strong and low morning inversions, greatly restricted vertical mixing during the day, and daytime subsidence that strengthens the inversion layer (all of which are characteristic of western Riverside County). Ozone represents the worst air pollution-related health threat in the Basin as it affects people with preexisting respiratory illness, as well as, reduces lung function in healthy people. Studies have shown that children living within the Basin experience a 10 to 15 percent reduction in lung function (SCAQMD 1993).

Atmospheric Particulate Matter (PM) – Made up of fine solid and liquid particles, such as soot, dust, aerosols, fumes, and mists. PM-10 consists of particulate matter that is 10 microns or less in diameter, and PM-2.5 consists of particulate matter of 2.5 microns or less in size. Both PM-10 and PM-2.5 can be inhaled into the deepest part of the lung, attributing to health effects. The presence

of these fine particles by themselves cause lung damage and interfere with the body's ability to clear its respiratory tract. Said particles can also act as a carrier of other toxic substances (SCAQMD 1993).

Sources that contribute to particulate matter pollution include: road dust, windblown dust, agriculture, construction, fireplaces and wood burning stoves, and vehicle exhaust. Specifically, SCAQMD data indicates that the largest component of PM-10 particles in the area comes from dust (unpaved roads, unpaved yards, agricultural lands, and vacant land that has been disked). PM-2.5 particles are mostly manmade particles resulting from combustion sources. Organic carbon particles generated from paints, degreasers, and vehicles are another component of PM-2.5 pollution. The last notable constituent of PM-2.5 sources is elemental carbon, which is used as a surrogate for diesel particulates (EPA 2021).

Sulfur dioxide (SO_2) – A colorless, pungent gas formed primarily by the combustion of sulfur-containing fossil fuels. SO_2 can result in temporary breathing impairment in asthmatic children and adults engaged in active outdoor activities. When combined with PM, SO_2 can cause symptoms such as shortness of breath and wheezing; and, with long-term exposure, it can lead to the exacerbation of existing cardiovascular disease and respiratory illnesses (EPA 2021). Although SO_2 concentrations have been reduced to levels well below state and federal standards, further reductions in SO_2 emissions are needed because SO_2 is a precursor to sulfate and PM-10.

Lead (Pb) – Lead concentrations once exceeded the state and federal air quality standards by a wide margin, but have not exceeded state or federal air quality standards at any regular monitoring station since 1982. Health effects associated with lead include neurological impairments, mental retardation, and behavioral disorders. At low levels, lead can damage the nervous systems of fetuses and result in lowered IQ levels in children (EPA 2021). Though special monitoring sites immediately downwind of lead sources recorded very localized violations of the state standard in 1994, no violations have been recorded at these stations since 1996. Unleaded gasoline has greatly contributed to the reduction in lead emissions in the Basin. Since the proposed Project will not involve the use or production of leaded gasoline, or other sources of lead emissions, this criteria pollutant is not expected to be a factor with Project implementation.

Reactive Organic Gases/Volatile Organic Compounds (ROG/VOC) - It should be noted that there are no state or federal ambient air quality standards for VOCs because they are not classified as criteria pollutants. VOCs are regulated; however, a reduction in VOC emissions reduces certain chemical reactions, which contribute to the formation of ozone. VOCs are also transformed into organic aerosols in the atmosphere, contributing to higher PM-10 and lower visibility levels. Although health-based standards have not been established for VOCs, health effects can occur from exposures to high concentrations of VOC because of interference with oxygen uptake. In general, ambient VOC concentrations in the atmosphere, even at low concentrations, are suspected to cause coughing, sneezing, headaches, weakness, laryngitis, and bronchitis. Some hydrocarbon components classified as VOC emissions are thought or known to be hazardous. Benzene, for example, is a hydrocarbon component of VOC emissions that is known to be a human carcinogen (SCAQMD 2005).

Toxic Air Contaminants

Toxic air contaminants (TACs) are chemicals generally referred to as "non-criteria" air pollutants which may cause or contribute to an increase in mortality or serious illness, or which may pose a hazard to human health. TACs are generally present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at very low concentrations. For those TACs

that cause cancer, there is no concentration that does not present some low-level risk. In other words, there is no threshold below which adverse health impacts are not expected to occur. This contrasts with the criteria pollutants for which acceptable levels of exposure can be determined, and for which the state and federal governments have set ambient air quality standards. The majority of the estimated health risk from TACs can be attributed to relatively few compounds, the most important being PM from diesel-fueled engines, known as diesel particulate matter (DPM). In addition to DPM, benzene and 1,3-butadiene are also significant contributors to overall ambient public health risk in California.

Both the SCAQMD and the CARB have monitoring networks within the Basin that measure ambient concentrations of certain TACs which are associated with important health-related effects, and are present in appreciable concentrations in the Basin. The SCAQMD uses this information to determine health risks for a particular area. CARB publishes annual statewide, air basin, and location-specific summaries of the concentration levels of several TACs and their resulting cancer risks. The most recent summary is the CARB Air Quality Almanac for 2013 (CARB 2013); however, this version did not include a discussion of TACs. The 2009 version of the Almanac is the most recent version which presents the relevant concentration and cancer risk data for the ten TACs that present the most substantial health risk in California based on available data. These TACs are: acetaldehyde, benzene, 1,3-butadiene, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, and perchloroethylene. DPM is not directly measured, but is indirectly estimated based on fine particulate matter measurements and special studies on the chemical speciation of ambient fine particulate data, along with receptor modeling techniques.

Exhaust emissions from diesel mobile sources dropped by 32 percent from 2000 to 2010 due to more stringent emissions standards and introduction of cleaner burning diesel fuel. (CARB 2013). Reductions in cancer risk are expected to continue into the future as new emission controls are implemented to further reduce DPM emissions, which are the major component total airborne cancer risk.

The SCAQMD has conducted a detailed TAC emission inventory, air sampling, and dispersion modeling study called the “Multiple Air Toxics Exposure Study in the South Coast Air Basin” MATES-II, (SCAQMD 2000), MATES-III (SCAQMD 2008a), and MATES-IV (SCAQMD 2014) (collectively, “MATES Studies”).

The MATES Studies provided information on the importance of various TACs in terms of their relative health risks, as well as their spatial distribution across the Basin. The MATES-IV information can be used to characterize the “background” health risks from both regional and local TAC emission sources based on the available toxics emission inventory for the year 2012. The MATES-IV program interactive map results indicate that the existing cancer risk attributable to TACs in the Project site vicinity ranges from approximately 397 to 501 in one million. (SCAQMD 2021) However, after release of the draft MATES IV Report, the Office of Environmental Health Hazard Assessment (OEHHA) adopted revised methodology to estimate carcinogenic risk. On average, the calculated risk is about 2.5 times higher with the revised 2015 methodology. SCAQMD notes that this is not a change in exposure levels and that the relative risks compared to MATES III are not changed. (SCAQMD 2014, p. ES-2).

In the current MATES- IV, DPM contributes approximately 68 percent of the total cancer risk (SCAQMD 2014 Appendices, p. VII-1). This cancer risk level is approximately 16 percent lower than the background cancer risks based on the MATES-III study that used the toxics emission inventory for the year 2005, which further illustrates the trend of declining health risk from TACs.

This sharp decline is attributable largely to emission reduction programs implemented by the SCAQMD, the CARB, and the U.S. Environmental Protection Agency (EPA), particularly with regard to DPM.

Diesel Emissions

Diesel engines utilize compression, contrary to standard gasoline engines which use conventional spark plugs, to ignite fuel. Engines that use compression typically run at higher temperatures than gasoline engines, thereby causing the oxygen and nitrogen present in air during intake, to form oxides of nitrogen (NO_X). To combat NO_X production in a diesel engine, the engine temperature can be reduced however, increased amounts of particulate matter (PM) and HC are produced as byproducts of the now uncombusted fuel. Hydrocarbons, once in the atmosphere, react with NO_X to produce O_3, among other pollutants.

Diesel exhaust composition is dependent on many factors: fuel composition, engine type, lubricating oils, and emission control systems. Diesel exhaust is a complex mixture of thousands of gases and fine particles. The gaseous fraction of diesel exhaust is comprised of typical combustion gases such as oxygen, carbon dioxide, nitrogen, and water vapor. However, air pollutants such as carbon monoxide, sulfur oxides (SO_X), NO_x, volatile hydrocarbons, and low-molecular weight polycyclic aromatic hydrocarbons (PAH) and PAH-derivatives are also components of the gaseous fraction. Additionally, some of the gaseous components, such as benzene, are known carcinogens.

The particle fraction of diesel exhaust is comprised of aggregates of carbon particles with inorganic and organic substances adhered to them. The inorganic fraction of diesel exhaust particles consists of solid carbon (or elemental carbon) particles ranging in size from 0.01 to 0.08 microns in diameter. The organic fraction consists of soluble organic compounds such as aldehydes, alkanes, alkenes, PAH, and PAH derivatives. The total component of a diesel particle (inorganic + organic) is in the fine particle range of 10 microns in size or less (width of a human hair), but 92 percent of these diesel particles are even smaller, at less than 1 micron in diameter. Diesel particles can remain airborne for up to 10 days because of their small size. Therefore, they do not fall out or precipitate easily, and remain an air quality problem for some time after being emitted. Scientists use elemental carbon as a surrogate since there is no current technology available to monitor directly for diesel particles. The addition of diesel particulate toxicity dramatically increases carcinogenic risk and DPM accounts for approximately 68 percent of total cancer risk according to the most recent SCAQMD MATES-IV study (SCAQMD 2014 Appendices, p. VII-1).

It is important to understand that the cancer risks estimated by the CARB related to mobile-source diesel exhaust and health risk assessment studies represent the probability that a person develops cancer; the estimated risks do not represent mortality rates.

Sources and Effects of Criteria Air Pollutants

Sources and typical effects of criteria pollutants are summarized in **Table 5.2-A, Primary Sources and Effects of Criteria Pollutants**.

The correlation between project-specific emissions and potential health impacts is complex and the SCAQMD has determined the attempting to quantify health impacts from projects that are not regional in scale (e.g., Basin-wide) may not be appropriate because it may be misleading and unreliable for various reasons including modeling limitations as well as where in the atmosphere the air pollutants interact and form (SCAQMD 2015). To date, SCAQMD has not provided methodology to assess the specific correlation between mass emissions generated and the effect on health. However, if a project in the Basin exceeds the SCAQMD regional significance thresholds, the project could contribute to an increase in health effects in the basin until the attainment standard(s) are met in the Basin.

Monitored Air Quality

The Project site is located within SCAQMD Source Receptor Area (SRA) 28 and SRA 29. The Project site is primarily located within SRA 28. However, there is no monitoring station in SRA 28. Thus, data from SRA 29 was used herein. The most recent published data for SRA 29 is presented in **Table 5.2 B, Air Quality Monitoring Summary from 2018-2020 (SRA29**). This data indicates that the baseline air quality conditions in the Project area include occasional events of very unhealthful air. However, the frequency of smog alerts has dropped significantly in the last decade. Atmospheric concentrations of ozone and particulate matter are the two most significant air quality concerns in the Project area. Locally, no second stage alert (0.35 ppm/hour) has been called by SCAQMD in over twenty years. In fact, the last second stage alert was in Upland in 1988.

Table 5.2-A, Primary Sources and Effects of Criteria Pollutants

Pollutant	Primary Effects
Ozone (O_3)	• Respiratory Symptoms • Worsening of lung diseases leading to premature death • Damage to lung tissue • Crop, forest and ecosystem damage • Damage to a variety of materials, including rubber, plastics, fabrics, paint and metals.
PM 2.5 (particulate matter less than 2.5 microns in aerodynamic diameter)	• Premature death • Hospitalization for worsening of cardiovascular disease • Hospitalization for respiratory disease • Asthma-related emergency room visits • Increased symptoms, increased inhaler usage
PM 10 (particulate matter less than 10 microns in aerodynamic diameter)	• Premature death & hospitalization, primarily for worsening of respiratory disease • Reduced visibility and material soiling
Nitrogen Oxides (NO_X)	• Lung irritation • Enhanced allergic responses
Carbon monoxide (CO)	• Chest pain in patients with heart disease • Headache • Light-headedness • Reduced mental alertness
Sulfur dioxide (SO_2)	• Worsening of asthma: increased symptoms, increased medication usage, and emergency room visits
Lead	• Impaired mental functioning in children • Learning disabilities in children • Brain and kidney damage
Hydrogen Sulfide (H_2S)	• Nuisance odor (rotten egg smell) • At high concentrations: headache & breathing difficulties
Sulfate	• Same as PM-2.5, particularly worsening of asthma and other lung diseases • Reduces visibility
Sulfate	• Same as PM-2.5, particularly worsening of asthma and other lung diseases • Reduces visibility
Vinyl Chloride	• Central nervous system effects, such as dizziness, drowsiness & headaches • Long-term exposure: liver damage & liver cancer
Visibility Reducing Particles	• Reduced airport safety, scenic enjoyment, road safety, and discourages tourism
Toxic Air Contaminants About 200 chemicals have been listed as toxic air contaminants	• Cancer • Reproductive and development effects • Neurological effects

Source: https://ww2.arb.ca.gov/resources/common-air-pollutants

Table 5.2-B, Air Quality Monitoring Summary from 2018—2020 (SRA 29)

	Pollutant/Standard	Monitoring Years		
		2018	2019	2020
No. Days Exceeded	**Ozone (O_3):**			
	California Standard:			
	1-Hour - 0.09 ppm	33	24	29
	8-Hour - 0.07 ppm	69	59	68
	Federal Primary Standards:			
	8-Hour - 0.070 ppm	69	59	68
	Max 1-Hour Conc. (ppm)	0.119	0.119	0.150
	Max 8-Hour Conc. (ppm)	0.106	0.096	0.115
No. Days Exceeded	**Carbon Monoxide (CO)[a]:**			
	California Standard:			
	1-Hour - 20 ppm	0	0	0
	8-Hour - 9.0 ppm	0	0	0
	Federal Primary Standards:			
	1-Hour - 35 ppm	0	0	0
	8-Hour - 9.0 ppm	0	0	0
	Max 1-Hour Conc. (ppm)	1.1	1.6	0.9
	Max 8-Hour Conc. (ppm)	0.8	0.7	0.7
No. Days Exceeded	**Nitrogen Dioxide (NO_2) [a]:**			
	California Standard:			
	1-Hour - 0.18 ppm (180 ppb)	0	0	0
	Federal Standard:			
	Annual Arithmetic Mean (53.4 ppb)	8.5	7.5	8.5
	Max. 1-Hour Conc. (ppb)	50.6	56.0	51.1
No. Days Exceeded	**Sulfur Dioxide (SO_2) [b]:**			
	California Standards:			
	1-Hour – 0.25 ppm (250 ppb)	0	0	0
	Federal Primary Standards:			
	1-Hour – 0.075 ppm (75 ppb)	0	0	0
	Max. 1-Hour Conc. (ppb)	1.7	1.8	2.2
No. Days Exceeded	**Suspended Particulates (PM-10):**			
	California Standards:			
	24-Hour - 50 $\mu g/m^3$	0	2	0
	Federal Primary Standards:			
	24-Hour – 150 $\mu g/m^3$	0	0	0
	Annual Arithmetic Mean ($\mu g/m^3$)	19.4	17.9	19.2
	Max. 24-Hour Conc. ($\mu g/m^3$)	39	63	46
No. Days Exceeded	**Fine Particulates (PM-2.5) [b]:**			
	Federal Primary Standards:			
	24-Hour – 35$\mu g/m^3$	2	4	4
	Federal/State Annual Arithmetic Mean (12	12.41	11.13	12.63
	Max. 24-Hour Conc. ($\mu g/m^3$)	50.7	46.7	41

Notes: (--) indicates no data available; ppm = parts per million; ppb = parts per billion; μg/m^3 = micrograms/cubic meter
[a] Lake Elsinore air monitoring station (SRA 25) data summaries used because this pollutant not monitored for SRA 29.
[b] Metropolitan Riverside County 1 air monitoring station (SRA 23) data summaries used because this pollutant not monitored for SRA 29.
Source: SCAQMD 2020

Attainment Status

The EPA has established national ambient air quality standards (NAAQS) for the six criteria pollutants described in **Table 5.2-B** to protect human health, with an adequate margin of safety. Likewise, the California EPA (CalEPA) has developed statewide standards for each of the criteria pollutants. If the concentration of one or more criteria pollutants within a geographic area is found to exceed the established statewide or NAAQS threshold level for one of the criteria pollutants, the area is considered to be in nonattainment for that pollutant.

The proposed Project site is located within a portion of the Basin that is designated as nonattainment for PM-10 by the state, as well as nonattainment for ozone, and PM-2.5 under both the state and federal standards (see **Table 5.2-C, Attainment Status**). As a result, the SCAQMD is required to develop an Air Quality Management Plan (AQMP) for the Basin to bring the area into attainment for all criteria pollutants.

Table 5.2-C, Attainment Status

Criteria Air Pollutant	Attainment Designation	
	State	Federal
1-Hour Ozone	Nonattainment	Nonattainment (Extreme)
8-Hour Ozone	Nonattainment	Nonattainment (Extreme)
Carbon monoxide (1-Hour and 8-Hour)	Attainment	Attainment (Maintenance)
Nitrogen dioxide	Attainment	Unclassified/Attainment
Sulfur dioxide	Attainment	Unclassifiable/Attainment
PM-10	Nonattainment	Attainment (Maintenance)
PM-2.5	Nonattainment	Nonattainment (Serious)

Source: Table 2-3, National Ambient Air Quality Standards (NAAQS)—Attainment Status South Coast Basin and Table 2-5, California Ambient Air Quality Standards (CAAQS) Attainment Status South Coast Air Basin and Coachella Valley Portion of Salton Sea Air Basin, http://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2022-air-quality-management-plan/final-2022-aqmp/final-2022-aqmp.pdf?sfvrsn=16

Sensitive Receptors

Some land uses are considered more sensitive to changes in air quality than others, depending on the population groups and the activities involved. People most likely to be affected by air pollution, as identified by the SCAQMD, may include children, the elderly, and people with cardiovascular and chronic respiratory diseases. Sensitive receptors may include residences, schools, playgrounds, athletic facilities, childcare centers, long-term healthcare facilities, rehabilitation centers, convalescent centers, and retirement homes. (SCAQMD 2005) Sensitive receptors in the Project site vicinity primarily include existing residences and Mesa View Middle School.

5.2.2 Related Regulations

The Federal and State Ambient Air Quality Standards (AAQS) establish the context for the local AQMP and for determination of the significance of a project's contribution to local or regional pollutant concentrations. Federal and State AAQS are presented in **Table 5.2-B**. The AAQS represent the level of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. They are designed to protect those people most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other diseases or illness, and persons engaged in strenuous work or exercise, all referred to as "sensitive receptors." SCAQMD defines a "sensitive receptor" as a land use or facility such as schools, childcare centers, athletic facilities, playgrounds, retirement homes, and convalescent homes (SCAQMD 1993).

Federal Regulations

Clean Air Act (CAA)

The EPA is the lead Federal Agency charged with the implementation and enforcement of the Clean Air Act (CAA). As part of this effort, the EPA is responsible for the establishment of national ambient air quality standards (referred to herein as the "Federal Standards" or NAAQS). They are designed to protect those sensitive receptors most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness and persons engaged in strenuous work or exercise. Healthy adults can tolerate occasional exposure to air pollutant concentrations considerably above these minimum standards before adverse effects are observed.

The CAA (and its subsequent amendments) requires each state to prepare an air quality control plan referred to as a State Implementation Plan (SIP). The CAA Amendments dictate that states containing areas violating the NAAQS must revise their SIPs to include extra control measures to reduce air pollution. California's SIP includes strategies and control measures to attain the NAAQS by deadlines established by the CAA. The SIP is periodically modified to reflect the latest emissions inventories, plans and rules and regulations of the various agencies with jurisdiction over the state's air basins. The EPA has the responsibility to review all SIPs to determine if they conform to the requirements of the CAA.

The 1977 federal CAA Amendments required the EPA to identify national emissions standards for hazardous air pollutants (HAPs) to protect public health and welfare. HAPs include certain volatile organic chemicals, pesticides, herbicides, and radionuclides that present a tangible hazard, based on scientific studies of exposure to humans and other mammals. Under the 1990 federal CAA Amendments, which expanded the control program for HAPs, 189 substances and chemical families were identified as HAPs.

State Regulations

California Air Resources Board (CARB)

CARB is part of the California Environmental Protection Agency (CalEPA) and is responsible for overseeing the implementation of the California Clean Air Act (CCAA), meeting State requirements of the Federal Clean Air Act, and the establishment of State ambient air quality standards. Under the CCAA, areas are designated as non-attainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Exceedances that are affected by highly irregular or infrequent events are not considered violations of a state standard and are not used as a basis for designating areas as non-attainment. Attainment status is shown in **Table 5.2-C**. CARB is also responsible for setting emission standards for vehicles sold in California and for other

emission-sources including consumer goods and off-road equipment. In general, these vehicle emissions standards are more restrictive than those established at the federal level. CARB also established passenger vehicle fuel specifications, that became effective in March 1996.

California also regulates toxic air contaminants (TACs) through its air toxics program, mandated in Chapter 3.5 (Toxic Air Contaminants) of the Health and Safety Code (H&SC Sections 39660, et seq.) and Part 6 Air Toxics "Hot Spots" Information and Assessment (H&SC Sections 44300, et seq.). The CARB, working in conjunction with the OEHHA, identifies toxic air contaminants. Air toxic control measures may then be adopted to reduce ambient concentrations of the identified toxic air contaminant below a specific threshold based on its effects on health, or to the lowest concentration achievable through use of best available control technology for toxics (T-BACT). The program is administered by the CARB. Air quality control agencies, including the SCAQMD, must incorporate air toxic control measures into their regulatory programs or adopt equally stringent control measures as rules within six months of adoption by the CARB.

Air Quality and Land Use Handbook

In addition to the above listed programs and regulations, the CARB's Air Quality and Land Use Handbook (CARB 2005) provides recommendations for siting new sensitive land uses. These recommendations include a 500-foot buffer between new sensitive land uses and from freeways or urban roads with 100,000 vehicles per day. These are recommendations, not mandates, and land use decisions ultimately lie with the local agency which needs to balance other considerations. The Project parcels are not located within 500 feet of the Interstate 10 freeway or high-volume local roadways.

California Energy Code (California Code of Regulations, Title 24)

Energy Conservation Standards for new residential and commercial buildings were originally adopted by the California Energy Resources Conservation and Development Commission in June 1977 (Title 24 CCR Part 6 [CCR]). In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. The 2012 Appliance Efficiency Regulations (Title 20 CCR §1601-1608) became effective in 2013. The regulations include standards for both federally-regulated appliances and non-federally regulated appliances.

The current 2019 Building Energy Efficiency Standards offer builders better windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption in homes and businesses. The 2019 Building Energy Efficiency Standards will reduce energy use by seven and 30 percent for residential and non-residential buildings, respectively (CEC 2019). In December 2021, the 2022 Building Energy Efficiency Standards was approved and encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more. The 2022 standards take effect January 1, 2023. (CEC 2021)

California Green Building Code

Part 11 of the California Building Standards Code in Title 24 of the California Code of Regulations is also known as the CALGreen Code. The development of the CALGreen Code is intended to: (1) cause a reduction in greenhouse gas emissions from buildings; (2) promote environmentally responsible, cost-effective, healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the directives by the Governor. The following are examples of the CALGreen Code requirements applicable to this Project (CBSC):

- **Electric Vehicle (EV) Charging.** Construction shall facilitate future installation and use of EV chargers. Electric vehicle supply equipment (EVSE) shall be installed in accordance with the California Electrical Code. (Chapter 4, Division 4.1, Section 106.4).
- **New one- and two-family dwelling and townhouses with attached private garages.** Each dwelling unit shall install a listed raceway to accommodate a dedicated 208/240-volt branch. The service panel and/or the subpanel shall provide capacity to install a 40-ampere 208/240-volt minimum dedicated branch circuit and space(s) reserved to permit installation of a branch circuit overcurrent protective device. (Chapter 4, Division 4.1, Section 106.4.1). The service panel or subpanel shall be identified as "EV Capable." (Chapter 4, Division 4.1, Section 106.4.1.1)
    - **Exception:** a raceway is not required if a minimum 40 ampere 208/240-volt dedicated EV branch circuit is installed in close proximity to the proposed location of the EV charger at the time of the original construction in accordance with the *California Electrical Code.*
- **New multifamily dwellings.** If residential parking is available, ten (10) percent of the total number of parking spaces on a building site, provided for all types of parking facilities, shall be electric vehicle charging spaces (EV spaces) capable of supporting future EVSE Calculations for the required number of EV parking spaces shall be rounded up to the nearest whole number.
  Notes:
    1. Construction documents are intended to demonstrate the projects capability and capacity for facilitating flute EV charging
    2. There is no requirement for EV spaces to be constructed or available until EV charges are installed for use.
    3. A parking space served by electric vehicle supply equipment or designated as a future EV charging space shall count as at least on standard automobile parking space for the purpose of complying with any applicable minimum parking space requirements established by a local jurisdiction.)
- **Multiple charging space requirements.** When multiple charging spaces are required per Table 4.106.4.3.1 (as reflected in **Table 5.2-D, CALGreen Code Electric Vehicle Charging Space Calculation**) raceways are required to be installed at the time of construction and shall be installed in accordance with the California Electrical Code. Construction plans and specifications shall include, but are not limited to, the following Section 106.4.2.2:

    1. Identify the raceway termination point and proposed location of future EV spaces and EV chargers.
    2. Provide information on amperage of future EVSE, raceway methods(s), wiring schematics and electrical load calculations to verify that the electrical panel service capacity and electrical system, including any on-site distribution transform(s) have sufficient capacity to simultaneously charge all EVs at all required EV spaces at the full rated amperage of the EVSE.
    3. Plan design shall be based upon 40-ampere minimum branch circuits.
    4. Raceways and related components that are planned to be installed underground, enclosed, inaccessible, or in concealed areas and spaces shall be installed at the time of original construction.

- **EV Charging space calculation.** The CALGreen Code provides the number of parking spaces required for future installation of EVSEs, as reflected in **Table 5.2-D, CALGreen Code Electric Vehicle Charging Space Calculation**, below:

Table 5.2-D, CALGreen Code Electric Vehicle Charging Space Calculation

Total Number of Actual Parking Spaces	Number of Required EV Charging Spaces
0-9	0
10-25	1
26-50	2
51-75	4
76-100	5
101-150	7
151-200	10
201 and over	6 percent of total[1]

Source: CBSC; Table 4.106.4.3.1
Notes:

1. Calculation for spaces shall be rounded up to the nearest whole number

Regional Regulations

South Coast Air Quality Management District (SCAQMD)

Because Southern California experiences some of the worst air quality in the nation, SCAQMD was created in 1977 with passage of the Lewis Air Quality Management Act. This Act merged four county air pollution control agencies into a single regional special district as a means to better address Southern California's air pollution problems. SCAQMD is now the principal agency responsible for comprehensive air pollution control in the region that includes air quality monitoring, the development of long range plans to improve air quality, and the enforcement of regulations designed to attain and maintain State and Federal ambient air quality standards. SCAQMD has jurisdiction over a 10,743 square mile area that includes Orange County, Los Angeles County (except for the Antelope Valley), the non-desert portion of western San Bernardino County, and western Riverside County (that includes the City of Calimesa area).

Air Quality Management Plan

All areas designated as non-attainment under the CCAA are required to prepare plans showing how they will meet the air quality standards. The SCAQMD prepares the Air Quality Management Plan (AQMP) to address CAA and CCAA requirements by identifying policies and control measures.

SCAQMD updated its AQMP for the Basin in 2016, which included a new approach focusing on available, proven, and cost effective alternatives to traditional strategies, while seeking to achieve multiple goals in partnership with other entities promoting reductions in greenhouse gases and toxic risk, as well as efficiencies in energy use, transportation, and goods movement. The most effective way to reduce air pollution impacts on the health of the nearly 17 million residents within the Basin, including those in disproportionally impacted and environmental justice communities that are concentrated along transportation corridors and goods movement facilities, is to reduce emissions from mobile sources, the principal contributor to air quality challenges within the Basin. For that reason, the SCAQMD has been and will continue to be closely engaged with CARB and the EPA who have primary responsibility for these sources. The 2016 AQMP recognized the critical importance of working with other agencies to develop funding and other incentives that encourage the accelerated transition of vehicles, buildings, and industrial facilities to cleaner technologies in a manner that benefits not only air quality, but also local businesses and the regional economy. These "win-win" scenarios are key to implementation of the 2016 AQMP with broad support from a wide range of stakeholders. The 2016 AQMP included integrated strategies and measures to meet the NAAQS (SCAQMD 2016).

The control measures and related emission reduction estimates included in the 2016 AQMP are based on emissions projections for a future development scenario derived from land use, population, and employment estimates defined in consultation with local governments. To do this, the AQMP utilizes the population and growth estimates compiled by the Southern California Association of Governments (SCAG) in their 2016 Regional Transportation Plan/Sustainable Community Strategy (2016 RTP/SCS), the most recent RTP/SCS at the time (SCAQMD 2016). The latest AQMP was recently approved on December 2, 2022, by the SCAQMD Governing Board (SCAQMD 2022). The 2022 AQMP further helps the state to achieve air quality standard goals. Specifically, the 2022 AQMP strengthens the NAAQS for ground-level ozone, lowering the primary and secondary ozone standard levels to 70 parts per billion (ppb). The 2022 AQMP also developed requirements for the Basin and the Coachella Valley, both classified as "nonattainment," to meet the 2015 Ozone NAAQS standard.

SCAG's population and employment projections are based on the City's growth projections provided by cities, including from cities' general plans (SCAG 2016). Thus, since the 2016 AQMP is consistent with the 2016 RTP/SCS, the 2016 AQMP is also consistent with the growth assumptions cities include in their general plans. The latest RTP is the 2020-2045 Regional Transportation Plan/Sustainable Community Strategy known as SoCal Connect. (SCAG 2020.) The 2022 AQMP incorporated SoCal Connect strategies and population and employment projections. Should a project demonstrate compliance with local land use plans and/or population projections, then the AQMP would have taken into account such uses when it was developed and the project would not conflict with implementation of such a plan.

Rule 220

SCAQMD Rule 220 gives the Executive Officer the power to exempt a source from prohibitions outlined in SCAQMD Regulations IV and XI, Prohibitions and Source Specific Standards respectively, if they can make the finding that the installation of controls and/or process changes required to achieve compliance with the subject prohibitory rule will result in a net adverse impact on air quality. One of the conditions of the permits on exemptions issued under Rule 220 is that alternative controls and/or process changes which will result in the greatest practical net emission reduction be included for project operation.

Rule 402

SCAQMD Rule 402 (Nuisance) prohibits the discharge of air containments in such quantities that cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, but does not apply to odors emanating from agricultural operations necessary for growing of crops or the raising of fowl or animals.

Rule 403

The Project will be required to comply with existing SCAQMD rules for the reduction of fugitive dust emissions. SCAQMD Rule 403 establishes these procedures. The potential requirements include the application of water or chemical stabilizers to disturbed soils at least twice a day, covering all haul vehicles before transport of materials, restricting vehicle speeds on unpaved roads to 15 mph, and sweeping loose dirt from paved site access roadways used by construction vehicles. In addition, it is required to establish a vegetative ground cover on disturbance areas that are inactive within 30 days after active operations have ceased. Alternatively, an application of dust suppressants can be applied in sufficient quantity and frequency to maintain a stable surface. Rule 403 also requires grading and excavation activities to cease when winds exceed 25 mph.

Rule 481
SCAQMD Rule 481 applies to all spray painting and spray coating operations and equipment and requires all spray coating equipment to be (1) operated inside an approved control enclosure, (2) applied using high velocity-low pressure (HVLP), electrostatic and/or airless spray equipment, or (3) applied using which has an equal effectiveness to either of the two approved methods.

Rule 1108
SCAQMD Rule 1108 applies to cutback and emulsified asphalt used at project sites.

Rule 1143
SCAQMD Rule 1143 aims to reduce emissions of VOCs from the use, storage, and disposal of consumer paint thinners and multi-purpose solvents commonly used in thinning of coating materials, cleaning of coating application equipment and other solvent cleaning operations by limiting their VOC content. Additionally, Rule 1143 requires several best management practices to reduce VOCs during use and application of paint thinners and other solvents. For example, this Rule requires containers to be closed when not in use. This Rule also establishes requirements for appropriate labelling and disclosure of contents for containers and storage areas of these corrosive, flammable substances.

Rule 1186
SCAQMD Rule 1186 is intended to reduce the amount of particulate matter entrained in the ambient air as a result of vehicular traffic on paved and unpaved public roads, and at livestock operations. This includes requirements for local governments that contract for street sweeping services to utilize only certified street sweeping equipment.

Rule 1113
SCAQMD Rule 1113 governs the sale of architectural coatings and limits the volatile organic content (VOC) content in paints and paint solvents. This rule will dictate the VOC content of paints available for use during the construction of the buildings.

Rule 1303
SCAQMD Rule 1303 prohibits issuance of permits for any relocation or for any new or modified source which results in an emission increase of any nonattainment air contaminant, any ozone depleting compound, or ammonia unless a best available control technology (BACT) is employed for the new or relocated source as specified by the Clean Air Act or other regulations.

Other Regulations

Also, some statewide regulations proposed to reduce one form of pollutant have the added benefit of reducing other forms of pollution. For example, when the CARB approved the Heavy-Duty Vehicle Greenhouse Gas Reduction Measure in 2008 and the most recent amendments in December 2014 to reduce greenhouse gas emissions from heavy-duty trucks, it also reduces NO_x emissions. This measure requires a compliance schedule for trucks to be certified under the EPA SmartWay Program, which reduces fuel consumption by improving fuel efficiency through improvements to tractor and trailer aerodynamics and low-rolling resistance tires.

On February 1, 2005, a requirement limiting the idling of diesel-fueled commercial vehicles to five minutes at any location pursuant to Section 2485 of Chapter 10 within Title 13 of the California Code of Regulations (CCR) was adopted. Similarly, Section 2449 prohibits construction equipment and truck idling times shall be prohibited in excess of five minutes on site.

Off-road diesel vehicles are also regulated under the CARB for both in-use (existing) and new engines. Off-road diesel vehicles include construction equipment. There have been four sets of off-road standards implemented by the CARB, known as Tiers. Tier 1 standards began in 1996. Tier 2 and 3 were adopted in 2000 and were more stringent than the first tier. Tier 2 and 3 standards were completely phased in by 2006 and 2008, respectively. In December 2004, the CARB adopted the Tier 4 or fourth phase of emission standards for late model year engines. These emission standards are nearly identical to those finalized by the EPA in May 2004. These standards, which commenced in 2011, are estimated to decrease PM and NO_x emissions by 90 percent below pre-2011 levels.

Since most off-road vehicles today have no emission controls and can last 30 years or longer, the CARB approved a regulation in 2007 to reduce emissions from existing off-road diesel vehicles used in construction and other industries. This regulation establishes emission rates targets that decline over time to accelerate turnover to newer, cleaner engines and require exhaust retrofits to meet these targets. The regulation took effect on the larger fleets first, with average compliance dates in 2010, while medium and small fleet requirements achieved compliance in 2013 and 2015, respectively. This regulation also includes the Surplus Off-Road Opt-in for NO_x (SOON) program. The local air districts may opt into the SOON program to reduce NO_x emissions beyond what is required by the regulation. Staff at the SCAQMD proposed Rule 2449 which would implement the SOON program. This rule was adopted by the SCAQMD in 2008. Opting in to this program was anticipated to achieve a 12 ton per day reduction in NO_x by 2014.

Local Regulations

City of Calimesa General Plan EIR – Air Quality Section

No mitigation measures have been defined within the City's GP EIR – Air Quality Section. The GP EIR determined the implementation of the GP would not obstruct the implementation of an applicable air quality plan, expose sensitive receptors to substantial pollutant concentrations, or create objectionable odors and impact would be less than significant. The GP EIR determined that impacts related to violation to any air quality standards and cumulative net increase of criteria pollutant would be significant and unavoidable.

City of Calimesa General Plan

The City's GP contains the following policies that are considered applicable to the proposed Project:

Air Quality Element

Goal

Goal AQ-1 Improve air quality in Calimesa.

Goal AQ-2 Reduce vehicle trips and resulting emissions.

Goal AQ-3 Conserve energy, fuel, and water throughout the community.

Goal AQ-4 Minimize exposure of sensitive uses to air pollution.

Goal AQ-5 Reduce greenhouse gas emissions and adapt to the anticipated effects of climate change.

Policies

Policy AQ-1 Seek to attain or exceed the more stringent of federal or state ambient air quality standards for each regulated air pollutant.

Policy AQ-2 Require appropriate and feasible transit amenities in high-density and mixed-use developments. (MM).

Policy AQ-3 Promote pedestrian and bicycle circulation in both existing and planned commercial and residential areas. (MM).

Policy AQ-4 Adopt and implement a multi-use trail system that connects commercial, residential, and open space areas. (MM).

Policy AQ-5 Promote and support mixed-use land patterns that integrate retail, office, institutional, and residential uses. (MM).

Policy AQ-6 Develop neighborhood parks in high-density residential districts to encourage pedestrian travel to recreation facilities. (MM)

Policy AQ-8 Require use of energy- and fuel-efficient equipment and low-emission materials in City facilities and infrastructure. (MM)

Policy AQ-9 Encourage energy conservation and solar design features to be incorporated in all new development projects. (MM).

Policy AQ-12 Encourage use of drought-resistant vegetation in new development projects (MM).

Policy AQ-13 Reduce the effects of air pollution and the urban heat island effect with increased tree planting in public and private spaces. (MM).

Policy AQ-14 Encourage use of energy-efficient street cleaning equipment and landscaping practices.

Policy AQ-15 Separate sensitive uses such as residences, schools, parks, and day-care facilities from sources of air pollution and toxic chemicals (MM).

Policy AQ-16 Reduce fugitive dust emissions from construction activities (MM).

Policy AQ-17 Provide public information describing air quality standards, health effects, and efforts that residents and businesses can make to improve regional air quality.

Policy AQ-18 Support local, regional, and statewide efforts to reduce greenhouse gas emissions. (MM).

Actions

Action AQ-1.2 Encourage businesses and residents to participate in the South Coast Air Quality Management District's public education programs.

Action AQ-4.1 Require large development projects to include bicycle lanes, where feasible. (MM)

Action AQ-15.1 Continue to use the California Environmental Quality Act review process as a tool to evaluate the air quality effects of proposed plans and development projects and to identify and reduce impacts to sensitive uses. (MM).

Action AQ-15.2 Require proper site planning and design features to buffer and protect when physical separation of these uses is not feasible. (MM)

Action AQ-15.3 Require businesses that cause air pollution to provide pollution control measures. (MM)

Action AQ-16.1 Require all feasible fugitive dust reduction techniques to be utilized during construction activities. (MM)

Action AQ-18.2 Adopt and implement Calimesa- specific actions identified in the Western Riverside Council of Governments (WRCOG) Regional Climate Action Plan. (MM)

Action AQ-18.3 Continue to participate in WRCOG regional climate change, renewable energy, and energy-efficiency programs that benefit Calimesa residents and businesses. (MM)

Transportation and Mobility Element

Policies

Policy TM- 11 Reduce vehicle trips through design and changes in operations.

Policy TM- 12 Provide for the development of multi-use equestrian, pedestrian, and hiking trails that provide a linkage with regional facilities.

Actions

Action TM-4.1 Following the principles of “complete streets,” maximize visibility and access for pedestrians and encourage the removal of barriers (walls, easements, and fences) for safe and convenient movement of pedestrians. Ensure that the entire travel way is included in the design from building façade to building façade.

Action TM-4.2 Pedestrian access shall be provided from developments to existing and future transit routes, park-and-ride lots, terminal facilities, etc.

Action TM-4.3 Ensure that City street standards provide for the installation of bus turnouts, benches, and shelters.

Action TM-11.1 Develop measures that will reduce the number of vehicle trips during peak travel periods.

Action TM-11.2 Coordinate with Caltrans, the Riverside County Transportation Commission (RCTC), the Western Riverside Council of Governments (WRCOG), transit agencies, and other responsible agencies to identify the need for additional park-and-ride facilities along major commuter travel corridors and at major activity centers.

Action TM-11.3 Provide preferential parking for carpools and vanpools, where appropriate.

Action TM-12.2 Require the development and dedication of trails in conjunction with proposed development.

Action TM-12.3 Determine if trails, paths, and pedestrian access can be extended into existing development to provide for increased connectivity.

Sustainability Element

Policies

Policy SUS-3 The City will promote increased physical activity, reduced driving, and increased walking, cycling, and public transit by:

- Encouraging the development of compact development patterns that are pedestrian- and bicycle-friendly.
- Increasing opportunities for active transportation (walking and biking) and transit use. (MM)

Policy SUS-10 Encourage increased residential densities that can support expanded public transit ridership at all income levels.

Policy SUS-12 Locate high-density residential developments in areas served by existing and/or planned transit routes, infrastructure, and commercial development.

Policy SUS-16 Reduce vehicle miles traveled by creating expanded bicycle and multi-use trails.

Policy SUS-21 Evaluate the potential for municipal alternative-fuel vehicle programs.

Actions

Action SUS-12.1 Evaluate the potential for higher-density residential land uses in close proximity to the city's downtown.

Action SUS-12.2 Identify suitable locations within the city to allow residential density bonuses for mixed-use development. Potential locations include within and adjacent to the Downtown Business District and on the west side of Interstate 10.

City of Calimesa Municipal Code

The following Titles of the City's Municipal Code that pertain to air quality for the proposed Project:

Chapter 8.40 – Mobile Source Air Pollution Reduction

This chapter supports the SCAQMD's imposition of the vehicle registration fee and to bring the city into compliance with the requirements set forth in Section 44243 of the Health and Safety Code in order to receive fee revenues for the purpose of implementing programs to reduce air pollution from motor vehicles. [Ord. 91-8; Code 1990 § 5.2.02.]

Chapter 18.100 – Transportation Demand Management

This chapter is intended to protect the public health, safety and welfare by reducing air pollution and traffic congestion caused by motor vehicle trips and motor vehicle miles traveled and to meet the requirements of Riverside County's congestion management plan and the Air Quality Management Plan. [Ord. 92-17 § 1; Code 1990 § 9.11.02.]

5.2.3 Comments Received in Response to the Notice of Preparation

Two written comment letters were received related to Air Quality in response to the Notice of Preparation (NOP). The comment letters were received from Kevin and Monique Nickels and Lenore Negri and is included in Appendix A of this Draft EIR. Additionally, verbal comments were received during the Project Scoping meeting as identified in **Table 2.0-B**. A summary of written letters and verbal comments has been included in Section 2.5.1 – Introduction – NOP Comment Letters, of this DEIR.

5.2.4 Thresholds of Significance

The City of Calimesa has not established local CEQA significance thresholds and instead, defers to the Thresholds of Significance identified in Appendix G ("Environmental Checklist") to the State *CEQA Guidelines*. Impacts related to this Project may be considered potentially significant if the proposed Project would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard;
- Expose sensitive receptors to substantial pollutant concentrations; and

5.2.5 Project Design Features

The Project will require future implementing development projects to meet or exceed all applicable standards under the CALGreen Code and Title 24. Future implementing development projects shall implement selected concepts of efficient design and material use that increase building efficiency through site planning, water and energy management, material use, and control of indoor air quality that reduce potential project impacts, which may include, but are not limited to:

Energy Efficiency

- Design building and components, such as windows, roof systems, lighting, and electrical systems to meet or exceed California Title 24 Standards for residential buildings.
- Design residential buildings to achieve U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) points (or similar green building rating system) for potential certification. This includes design features related to the building envelope, heating, ventilation, and air conditioning (HVAC), lighting, and power systems. Additionally, the architectural expression such as roofs and windows in the buildings will relate to conserving energy.
- If homebuilders install major appliances such as a dishwasher, washing machine, and refrigerator, incorporate Energy Star rated appliances (or other equivalent technology).

Renewable Energy

- All newly constructed single-family and low-rise (under three stories) multifamily residential units shall install solar panels in accordance with California Title 24 Standards.

Water Conservation and Efficiency

- Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls and sensors for landscaping according to the California Department of Water

Resources Model Efficient Landscape Ordinance and Chapter 18.75 (Water Conservation for Landscaping) of the City's Municipal Code.

- Plant types shall be grouped together in regards to their water, soil, sun and shade requirements and in relationship to the buildings. Plants shall be placed in a manner considerate of solar orientation to maximize summer shade and winter solar gain. Trees are to be incorporated to provide natural cooling opportunities for the purpose of energy and water conservation according to 18.75.040 Landscape documentation package requirements.
- Design buildings to be water-efficient. Install water-efficient fixtures in accordance with Section 4.303 of the California Green Building Standards Code Part 11.
- Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff in accordance with City Standards.

Solid Waste Measures

- Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 4.408 of the California Green Building Standards Code Part 11
- Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance with Section 4.410 of the California Green Building Standards Code Part 11.

Transportation and Motor Vehicles

- The Project site shall facilitate future installation and use of Electric vehicle (EV) charges in accordance with Section 4.106.4, Electric vehicle (EV) charging for new residential construction, of the California Green Building Standards Code Part 11.
- For each new one-and two-family and town-houses with attached private garages, install a listed raceway to accommodate a dedicated 208/240-volt branch circuit for each dwelling unit in accordance with Section 4.106.4.1, New one-and two-family dwellings and town-houses with attached private garages, of the California Green Building Standards Code Part 11.
- Multifamily developments projects with less than 20 dwelling units shall provide ten percent of the total parking spaces as electric vehicle charging spaces (EV spaces) capable of supporting future Level 2 with electric vehicle supply equipment (EVSE). Additionally, 25 percent of the total number of parking spaces shall be equipped with low power Level 2 EV charging receptables in accordance with Section 4.106.4.2.1 Multifamily development projects with less than 20 dwelling units; and hotels and motels with less than 20 sleeping units or guest rooms, of the California Green Building Standards Code Part 11.
- Multifamily developments projects with more than 20 dwelling units shall provide ten percent of the total parking spaces as electric vehicle charging spaces (EV spaces) capable of supporting future Level 2 with electric vehicle supply equipment (EVSE). Additionally, 25 percent of the total number of parking spaces shall be equipped with low power Level 2 EV charging receptables. Five percent of total number of parking spaces shall be equipped with Level 2 EVSE in accordance with Section 4.106.4.2.2 Multifamily development projects with more than 20 dwelling units; and hotels and motels with less than 20 sleeping units or guest rooms, of the California Green Building Standards Code Part 11.

Construction

- Require Construction Equipment to Turn Off When Not in Use per Title 13 of the California Code of Regulations, Section 2449.

5.2.6 Methodology

An air quality modeling analysis for Project was prepared by Albert A. Webb Associates. The modeling outputs, *CalEEMod Outputs,* dated December 2021 are included as Appendix B.1. The methodology used within the analysis is consistent with draft guidance prepared by the SCAQMD for quantification of emissions and evaluation of potential impacts related to air quality. As recommended by SCAQMD staff, the California Emissions Estimator Model (CalEEMod™) version 2020.4.0 program was used to quantify project-related emissions.

5.2.7 Environmental Impacts

Threshold: Would the project conflict with or obstruct implementation of the applicable air quality plan?

The Air Quality Management Plan (AQMP) for the Basin sets forth a comprehensive program designed to bring the Basin into compliance with all federal and state air quality standards. The control measures and related emission reduction estimates included in the current 2020 AQMP are based on emissions projections for a future development scenario derived from land use, population, and employment estimates defined in consultation with local governments. To do this SCAQMD utilizes two sources: the City's GP and SCAGs latest RTP/SCS, the Connect SoCal plan that covers the 2020-2045 period (SCAG 2020.) Land use data is compiled from the City's GP. If a project demonstrates compliance with local land use plans and/or population projections from Connect SoCal, which would have been taken into account by SCAQMD, then the project is consistent with the 2022 AQMP.

The proposed Project will amend the existing General Plan Land Use and Zoning designations of Residential Low Medium (RLM), Residential Low (RL), and Community Commercial (CC) to Residential Infill Priority Area Overlay Zone (RIPOAZ). This change will increase the existing residential density from 396 units to a total of 2,156 residential units on Project parcels; 1,759 more units than currently allowed. The General Plan Amendment will facilitate consistency with the General Plan. However, as the RIPAOZ growth estimates were not included in the General Plan, they were not included in the 2022 AQMP.

As indicated in Section 5.10, Population and Housing, implementation of the Project, would increase the population within the Project area and add 4,292[1] persons. The Connect SoCal estimates that the City of Calimesa would have a population of 20,600 persons by the year 2045. This estimate was based partially on the City's land use at the time SCAG was preparing Connect SoCal, which would not have included the proposed land use changes proposed under RIPOAZ. The Project's proposed population increase would be an increase in population of almost 20 percent over Connect SoCal's projections for the City.

Consistency with the 2022 AQMP is also a function of consistency with applicable AQMP control measures. The AQMP includes specific control measures to reduce air pollutant emissions in order meet federal and state air quality standards. Even though the anticipated growth from the proposed Project

[1] 4,292 people = (1,759 new units x 2.44 person per dwelling). The generation factor of 2.44 persons per dwelling unit is based on 2020 Department of Finance data

would exceed the growth projections in the AQMP, the control measures contained within the 2022 AQMP will still apply to new development, and through this compliance, the future development on the Project parcels will not obstruct implementation of the 2022 AQMP. Such control measures include, for example, further reductions from residential and commercial water heating, space heating, cooking devices, and other combustion sources. (SCAQMD 2022, p. 4-12). Moreover, the mobile source control measures in the 2022 AQMP were based on a variety of control technologies that focus on accelerated retrofits or replacement of existing vehicles or equipment, acceleration of vehicle turnover through voluntary vehicle retirement programs, and greater use of cleaner fuels. The measures also encourage greater deployment of low-NO_X and zero-emission vehicle and equipment technologies such as plug-in hybrids, battery-electric, and fuel cells. (SCAQMD 2022, pp. 4- 21 – 4-23). The control measures are implemented by applicable agencies and the development that will result from the proposed Project will be subject to all applicable measures.

The proposed Project would not obstruct implementation of the control measures contained within the 2022 AQMP. However, the Project is not consistent with growth projections which were used in the 2022 AQMP. As a result, the Project may conflict with the 2022 AQMP and the Project's impacts in this regard are **significant and unavoidable**.

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

As previously shown in **Table 5.2-C,** portions of the Basin within which the Project site is located is designated as a non-attainment area for PM-10 and PM- 2.5 under State standards, and for ozone and PM-2.5 under both State and federal standards. Ozone is not directly emitted into the atmosphere; rather, it forms via a reaction of VOC and NO_X in the atmosphere. Therefore, in evaluating this threshold it is also important to consider these emissions and their potential to contribute to ozone pollution in the region even if the region is not in non-attainment for these constituent pollutants.

SCAQMD considers the thresholds for project-specific impacts and cumulative impacts to be the same. Therefore, projects that exceed project-specific significance thresholds are considered by SCAQMD to be cumulatively considerable. (SCAQMD 2003b) Based on SCAQMD's regulatory jurisdiction over regional air quality, it is reasonable to rely on its thresholds to determine whether there is a cumulative air quality impact.

Air quality impacts can be divided into short-term and long-term impacts. Short-term impacts are usually related to construction and grading activities. Long-term impacts are usually associated with build-out conditions and long-term operations of a project. Both short-term and long-term air quality impacts can be analyzed on a regional and localized level. Regional air quality thresholds examine the effect of project emissions on the air quality of the Basin, while localized air quality impacts examine the effect of project emissions on the neighborhood around the Project site. The following information was derived from the CalEEMod Outputs from the air modeling conducted for the RIPAOZ project which are found in Appendix B.1 of this DEIR.

SCAQMD's Regional Significance Threshold (RST) Analysis

The thresholds shown in **Table 5.2-E, SCAQMD CEQA Regional Significance Thresholds** below are from the SCAQMD's CEQA Handbook and are the standard regional thresholds for determining significance under CEQA sanctioned by the SCAQMD. These regional significance thresholds were developed by SCAQMD based on the estimated daily emissions of a major stationary source.

Table 5.2-E, SCAQMD CEQA Regional Significance Thresholds

Emission Threshold	Units	VOC	NO_x	CO	SO_x	PM-10	PM-2.5
Construction	lbs/day	75	100	550	150	150	55
Operations	lbs/day	55	55	550	150	150	55

Short-Term Impacts – RST Analysis

Short-term emissions associated with construction of future development on the Project parcels will consist of fugitive dust and other particulate matter, as well as exhaust emissions generated by construction-related vehicles. Short-term impacts will also include emissions generated during construction as a result of operation of personal vehicles by construction workers, asphalt degassing and architectural coating (painting) operations.

Project-related short-term emissions were evaluated using the CalEEMod version 2020.4.0 computer program. The estimated construction period for the future implementing development on Project parcels is unknown, but for analysis purposes it is assumed to build out over approximately 16 years, beginning no sooner than January 2023. The default parameters within CalEEMod were used and these default values reflect a worst-case scenario, which means that Project emissions are expected to be equal to or less than the estimated emissions. In addition to the default values used, assumptions relevant to model inputs for short-term construction emission estimates used are:

- Construction is anticipated to begin no sooner than January 2023 and build out by 2040. The default construction schedule was utilized with the exception of the building construction phase that was lengthened to coincide with General Plan buildout and architectural coating activities that were roughly doubled to account for lengthened building construction:

Construction Activity	Start Date	End Date	Total Working Days
Demolition	January 1, 2023	May 19, 2023	100
Site Preparation	May 20, 2023	August 11, 2023	60
Grading	August 12, 2023	March 15, 2024	155
Building Construction	March 16, 2024	April 17, 2038	3,675
Paving	April 18, 2038	September 17, 2038	110
Architectural Coatings	September 18, 2038	September 2, 2039	250

- All RIPAOZ parcels will be developed at the same time. The Project land uses were modeled as two land use designations. RIPAOZ Area 1 has a residential density maximum of 15 dwelling units per acre and was modeled as condos/townhouse uses with a maximum of 513 dwelling units. RIPAOZ Area 2 has a residential density maximum of 35 dwelling units per acre and was modeled as low-rise apartments with a maximum of 1,246 dwelling units.
- All Project parcels will balance meaning no soil import or export will be required.
- Demolition of existing structures on Project parcels was assumed to be approximately 50,000 square feet.
- The paved area is assumed to be 25 percent of the total acreage.
- The off-road equipment to be used for each activity is shown below and represents program defaults. Each piece of equipment is assumed to operate 8 hours per day:

Construction Activity	Off-Road Equipment	Unit Amount
Demolition	Concrete/Industrial Saws	1
	Excavators	3
	Rubber Tired Dozer	2
Site Preparation	Rubber Tired Dozer	3
	Tractor/Loader/Backhoes	4
Grading	Excavators	2
	Graders	1
	Rubber Tired Dozers	1
	Scrapers	2
	Tractors/Loaders/Backhoes	2
Building Construction	Cranes	1
	Forklifts	3
	Generator Sets	1
	Tractors/Loaders/Backhoes	3
	Welders	1
Paving	Pavers	2
	Paving Equipment	2
	Rollers	2
Architectural Coatings	Air Compressors	1

- To evaluate Project compliance with SCAQMD Rule 403 for fugitive dust control, the Project utilized the mitigation option of watering the Project site three times daily which achieves a control efficiency of 61 percent for PM-10 and PM-2.5 emissions. Two (2) one-way vendor trips per day were added to the demolition, site preparation, grading and paving activities to account for water truck trips.

The results of this analysis are summarized below.

Table 5.2-F, Estimated Daily Construction Emissions summarizes the estimated construction emissions.

Table 5.2-F, Estimated Daily Construction Emissions

Activity	Peak Daily Emissions (lb/day)					
	VOC	NO_x	CO	SO_2	PM-10	PM-2.5
SCAQMD Daily Thresholds	**75**	**100**	**550**	**150**	**150**	**55**
Demolition – 2023	2.33	21.83	20.28	0.04	1.42	1.02
Site Preparation – 2023	2.73	27.64	18.93	0.04	9.15	5.16
Grading – 2023	3.40	**34.63**	28.81	0.06	5.25	2.80
Grading – 2024	3.29	32.49	28.43	0.06	5.16	2.72
Building Construction – 2024	7.62	29.82	**78.78**	**0.25**	**21.66**	**6.36**
Building Construction – 2025	7.13	28.30	74.65	0.24	21.57	6.27
Building Construction – 2026	6.80	27.89	71.26	0.22	21.56	6.27
Building Construction – 2027	6.50	27.52	68.35	0.23	21.56	6.26
Building Construction – 2028	6.23	27.21	65.93	0.22	21.55	6.26
Building Construction – 2029	5.98	26.95	63.83	0.22	21.55	6.25
Building Construction – 2030	5.69	21.78	62.10	0.22	21.14	5.88
Building Construction – 2031	5.47	21.65	60.97	0.22	21.13	5.87
Building Construction – 2032	5.26	21.47	59.60	0.21	21.13	5.87
Building Construction – 2033	5.07	21.32	58.42	0.21	21.12	5.86
Building Construction – 2034	4.91	21.19	57.36	0.21	21.12	5.86
Building Construction – 2035	4.66	20.23	56.41	0.21	21.05	5.80
Building Construction – 2036	4.66	20.23	56.41	0.21	21.05	5.80
Building Construction – 2037	4.66	20.23	56.41	0.21	21.05	5.80
Building Construction – 2038	4.66	20.23	56.41	0.21	21.05	5.80
Paving – 2038	1.69	4.95	16.16	0.03	0.37	0.24
Architectural Coatings – 2038	**45.84**	1.32	9.35	0.03	3.74	1.01
Architectural Coatings – 2039	45.84	1.32	9.35	0.03	3.74	1.01
Maximum[1]	**45.84**	**34.63**	**78.78**	**0.25**	**21.66**	**6.36**
Exceeds Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

Source CalEEMod Outputs, Appendix B.1.

Notes: [1] Maximum emissions are rounded and shown in bold.

Evaluation of **Table 5.2-F,** above indicates that criteria pollutant emissions from construction activities will not exceed any of the SCAQMD regional daily thresholds for the modeled Project construction. However, the exact construction schedule and equipment needs for each future implementing development project is unknown and may vary. Therefore, the potential exists for construction emissions to exceed applicable thresholds. See Section 5.2.8 and 5.2.9 for mitigation.

Long-Term Impacts – RST Analysis

Long-term emissions are evaluated at build-out of a project. Future development of Project parcels are assumed to be fully operational in 2040. Mobile source emissions refer to on-road motor vehicle emissions generated from the Project's traffic and based on CalEEMod default data.

Area source emissions from the Project include stationary combustion emissions of natural gas used for space and water heating (shown in a separate row as energy), yard and landscape maintenance, consumer use of solvents and personal care products, and an average building square footage to be repainted each year. CalEEMod computes area source emissions based upon default factors and land use assumptions. Apartments were assumed to exclude fireplaces. Half of the condo/townhomes were assumed to have natural gas burning fireplaces, per SCAQMD Rule 445, and the remaining units were assumed to have no fireplace. The Project's energy emissions are based on CalEEMod defaults, which reflect the 2019 Title 24 energy efficiency standards. Separate emissions were computed for both the summer and winter.

Project-related operational emissions were computed and the results are presented below in **Table 5.2-G, Estimated Daily Project Operation Emissions (Summer)** and **Table 5.2-H, Estimated Daily Project Operation Emissions (Winter).**

Table 5.2-G, Estimated Daily Project Operation Emissions (Summer)

	Peak Daily Emissions (lb/day)					
Activity	**VOC**	**NO_x**	**CO**	**SO_2**	**PM-10**	**PM-2.5**
SCAQMD Daily Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Area	43.07	5.93	146.30	0.03	1.15	1.15
Energy	0.88	7.49	3.19	0.05	0.61	0.61
Mobile	29.26	31.90	304.23	0.75	103.56	27.86
Total	**73.21**	**45.32**	**453.72**	**0.83**	**105.31**	**29.62**
Exceeds Threshold?	**Yes**	**No**	**No**	**No**	**No**	**No**

Source CalEEMod Outputs, Appendix B.1.

Note: Emissions reported as zero are rounded and not necessarily equal to zero.

Table 5.2-H, Estimated Daily Project Operation Emissions (Winter)

Activity	Peak Daily Emissions (lb/day)					
	VOC	NO_x	CO	SO_2	PM-10	PM-2.5
SCAQMD Daily Thresholds	**55**	**55**	**550**	**150**	**150**	**55**
Area	43.07	5.93	146.30	0.03	1.15	1.15
Energy	0.88	7.49	3.19	0.05	0.61	0.61
Mobile	24.93	34.17	271.33	0.69	103.56	27.86
Total	**68.88**	**47.59**	**420.81**	**0.78**	**105.31**	**29.62**
Exceeds Threshold?	**Yes**	**No**	**No**	**No**	**No**	**No**

Source CalEEMod Outputs, Appendix B.1.

Note: Emissions reported as zero are rounded and not necessarily equal to zero

Evaluation of the data presented on the above tables indicates that criteria pollutant emissions from operation of this Project will not exceed the SCAQMD regional daily thresholds during summer or winter with the exception of VOC emissions. The majority of VOC emissions are from area sources and specifically consumer product usage that typically include cleaning supplies, kitchen aerosols, cosmetics and toiletries. The other contributing source of VOC emissions is from mobile sources. See Section 5.2.7 and 5.2.8 for mitigation.

RST Analysis Conclusion

Based on the RST for the proposed Project, short-term emissions will not exceed the daily regional thresholds set by SCAQMD. Long-term operational emissions will only exceed the daily regional threshold set by SCAQMD for VOC. The majority of operational VOC emissions are from area sources and specifically consumer product usage and mobile sources, which are outside the City's jurisdictional control. The other contributing source of VOC emissions is from mobile sources, which is also outside the City's jurisdictional control. Thus, Project's impacts for long term VOC emissions are **significant and unavoidable without mitigation**.

SCAQMD's Localized Significance Threshold (LST) Analysis

As part of the SCAQMD's environmental justice program, staff at SCAQMD developed localized significance threshold (LST) methodology that SCAQMD 2008b) can be used by public agencies to determine whether or not a project may generate significant adverse localized air quality impacts (both short-term and long-term). LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard, and are developed based on the ambient concentrations of that pollutant for each source receptor area (SRA).

The pollutants analyzed under the localized significance threshold (LST) are CO, NO_x, PM-10, and PM-2.5. (SCAQMD 2008b). Of these pollutants, the "attainment pollutants" (CO and NO_x) are derived using an air quality dispersion model to back-calculate the daily emissions that would cause or contribute to a violation in ambient air quality for the SRA within which the Project site is located. The City of Calimesa is within SRA 28 and 29; the Project site is primarily located within SRA 28. Thus, SRA 28 was used herein. The non-attainment PM-10 and PM-2.5 pollutant measurements are derived using an air quality

dispersion model to back-calculate the emissions that would be necessary to worsen the existing violation in SRA 28, using the allowable change in concentration thresholds approved by the SCAQMD. Therefore, the tabulated LSTs represent the maximum mass emissions from a project that would not cause or contribute to an exceedance of state or federal ambient air quality standards (AAQS) for the above pollutants, and were developed based on ambient concentrations of these pollutants for each SRA in the Basin.

Short-Term LST Analysis

The localized assessment methodology limits the emissions in the analysis to those generated from on-site activities. SCAQMD has provided LST lookup tables to allow users to readily determine if the daily emissions for proposed construction or operational activities could result in significant localized air quality impacts for projects five acres or smaller. The LST methodology and tables can be used as a screening tool to determine if dispersion modeling would be necessary.

The SCAQMD's Fact Sheet for Applying CalEEMod to Localized Significance Thresholds is used to determine the maximum site acreage that is actively disturbed based on the construction equipment fleet and equipment hours as estimated in CalEEMod. Based on this SCAQMD guidance and the Project's equipment list during grading (above), construction of the Project parcels is estimated to disturb approximately four acres per day during grading. Therefore, the LST for the four-acre site was used.

The LST are estimated using the maximum daily disturbed area (in acres) and the distance of the Project to the nearest sensitive receptors (in meters). The closest sensitive receptors are mostly residential properties surrounding the majority of the Project site (**Figure 3.0-3**). The closest receptor distance on the LST look-up tables is 25 meters. According to LST methodology, projects with boundaries closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters. Therefore, a receptor distance of 25 meters (85 feet) was used to ensure a conservative analysis. The results of the short-term LST analysis are summarized in **Table 5.2-I, LST Results for Construction Emissions**, below.

Table 5.2-I, LST Results for Construction Emissions

Activity	Peak Daily Emissions (lb/day)			
	NO_x	CO	PM-10	PM-2.5
LST for 4-acres at 25 meters[1]	**325**	**1,677**	**11**	**7**
Demolition – 2023	21.48	19.64	1.19	0.96
Site Preparation – 2023	27.52	18.24	**8.93**	**5.10**
Grading - 2023	**34.52**	**28.05**	5.01	2.74
Grading – 2024	32.38	27.72	4.92	2.65
Building Construction - 2024	14.42	17.23	0.66	0.62
Building Construction – 2025	13.37	17.14	0.56	0.53
Building Construction – 2026	13.37	17.14	0.56	0.53
Building Construction – 2027	13.37	17.14	0.56	0.53

Building Construction – 2028	13.37	17.14	0.56	0.53
Building Construction – 2029	13.37	17.14	0.56	0.53
Building Construction – 2030	8.43	17.21	0.56	0.16
Building Construction – 2031	8.43	17.21	0.16	0.16
Building Construction – 2032	8.43	17.21	0.16	0.16
Building Construction – 2033	8.43	17.21	0.16	0.16
Building Construction – 2034	8.43	17.21	0.16	0.16
Building Construction – 2035	7.59	17.17	0.10	0.10
Building Construction – 2036	7.59	17.17	0.10	0.10
Building Construction – 2037	7.59	17.17	0.10	0.10
Building Construction – 2038	7.59	17.17	0.10	0.10
Paving – 2038	4.88	15.82	0.19	0.19
Architectural Coatings – 2038	1.01	2.39	0.01	0.01
Architectural Coatings – 2039	1.01	2.39	0.01	0.01
Maximum[2]	**34.52**	**28.05**	**8.93**	**5.10**
Exceeds Threshold?	**No**	**No**	**No**	**No**

Source: CalEEMod Outputs, Appendix B.1.

Note: [1] LST for 4-acre site predicted using Appendix K of SCAQMD LST Methodology
[2]. Maximum emissions are rounded and shown in bold.

As indicated in **Table 5.2 I** above, short-term construction emissions for the modeled construction scenario will not exceed any of the SCAQMD-established LSTs thresholds. However, the exact construction schedule and equipment needs for each future implementing development project is unknown and may vary. Therefore, the potential exists for future construction emissions to exceed applicable threshold and **therefore impacts are considered significant and unavoidable prior to mitigation being incorporated**. See Section 5.2.8 and 5.2.9 for mitigation.

Long-Term LST Analysis

According to the LST methodology, LSTs only apply to the operational phase if a project includes stationary sources or attracts mobile sources that may spend long periods of time idling at the site, such as warehouse/transfer facilities. The proposed Project does not include such uses. Therefore, due to the lack of stationary source emissions or on-site mobile equipment, no long-term LST analysis is needed.

LST Analysis Conclusion

Based on the LST analysis, short-term construction of future development on Project parcels will not exceed SCAQMD LST at sensitive receptors within the Project site vicinity for any criteria pollutants. No mitigation is required for short-term LST impacts. Long-term LST analysis is not required since the Project does not include stationary sources and **no impacts would occur related to LST emissions**.

CO Hot Spots

In order to ensure that the State and Federal ambient air quality standards for CO are not violated, the SCAQMD recommends that projects with a potential to generate heavy volumes of traffic, and which

can lead to high levels of CO, use hot spot modeling to determine the potential to create a CO "Hot Spot". A carbon monoxide (CO) "hot spot" is a localized concentration of CO that is above the state or federal 1-hour or 8-hour ambient air quality standards (AAQS). Localized high levels of CO are associated with traffic congestion and idling or slow-moving vehicles. Based on the information presented below, a site-specific CO "hot spot" analysis is not needed to determine whether the addition of Project related traffic will contribute to an exceedance of either the state or federal AAQS for CO emissions in the Project area.

The analysis prepared for CO attainment in the South Coast Air Basin by the SCAQMD can be used to assist in evaluating the potential for CO exceedances in the South Coast Air Basin. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 Air Quality Management Plan (2003 AQMP) and the Revised 1992 Federal Attainment Plan for Carbon Monoxide (referred to as the1992 CO Plan). As discussed in the 2003 AQMP, peak carbon monoxide concentrations in the South Coast Air Basin are generally due to unusual meteorological and topographical conditions, and not due to the impact of particular intersections (SCAQMD 2003a; Appendix V, p. V-4-32). Considering the region's unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of the 1992 CO Plan and subsequent plan updates and air quality management plans.

In the 1992 CO Plan, a CO hot spot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods. The intersections evaluated included: Long Beach Blvd. and Imperial Highway (Lynwood); Wilshire Blvd. and Veteran Ave. (Westwood); Sunset Blvd. and Highland Ave. (Hollywood); and La Cienega Blvd. and Century Blvd. (Inglewood). These analyses did not predict a violation of CO standards. The busiest intersection evaluated in the 1992 CO Plan and subsequent 2003 AQMP was that at Wilshire Blvd. and Veteran Ave., which has a daily traffic volume of approximately 100,000 vehicles per day (SCAQMD 2003a; Appendix V, Table 4-7). The Los Angeles County Metropolitan Transportation Authority (MTA) evaluated the LOS in the vicinity of the Wilshire Blvd./Veteran Ave. intersection and found it to be level E at peak morning traffic and Level F at peak afternoon traffic (MTA, Exhibit 2-5 and 2-6).

The hot spot analysis was conducted at intersections subject to extremes in vehicle volumes and vehicle congestion, and did not predict any violation of CO standards. Considering that the local roadway segment with the highest average daily traffic volume is Cherry Valley Boulevard east of Calimesa Boulevard and is only estimated to carry 21,100 vehicles at buildout of the Calimesa General Plan (GP, EIR, p. 3.2-18) and that Project-related traffic is only estimated to generate approximately 12,876 daily trips on a weekday distributed among all the Project parcels and various roadways, the highest average daily trips would be lower than the values studied by SCAQMD. Therefore, it can reasonably be concluded that Project-related traffic would not have daily traffic volumes exceeding those at the intersections modeled in the 2003 AQMP, nor would there be any reason unique to the meteorology to conclude that intersections affected by the Project would yield higher CO concentrations if modeled in detail. Thus, the Project would **not result in CO hot spots**.

Conclusions

Based on the RST for the modeled scenario for the proposed Project, short-term emissions will not exceed the daily regional thresholds set by SCAQMD. However, the exact extent of construction activity, construction schedule and specific equipment needs for each future implementing development project is unknown and may vary in the future. Therefore, although the modeled analysis for all of the 36 RIPAOZ parcels being developed to the maximum number of units indicates that emissions will fall

under thresholds for construction emissions, there is a potential for future construction emissions to exceed applicable thresholds.

Modeled long-term operational emissions will only exceed the daily regional threshold set by SCAQMD for VOC. Since most of the operational VOC emissions are generated by consumer product usage and mobile sources that are outside of the City's control/jurisdiction, operational impacts are considered **significant and unavoidable prior to mitigation being incorporated**. See Section 5.2.8 and 5.2.9 for mitigation.

Based on the LST analysis for the modeled scenario for the proposed Project, short-term construction of the Project will not result in localized air quality impacts to sensitive receptors in the Project site vicinity for NO_X, CO, PM-10 or PM-2.5. However, the exact construction schedule and equipment needs for each future implementing development project is unknown and may vary. Therefore, the potential exists for potential impacts from construction emissions to exceed applicable thresholds once future implementing projects are constructed. Therefore, **short-term LST impacts are considered potentially significant without mitigation being incorporated.** Long-term LST analysis is not required since the Project does not include stationary sources and therefore no impacts to long-term LST would occur from the RIPAOZ. Additionally, the proposed Project will not form any CO hot spots in the Project area.

Threshold: Would the project expose sensitive receptors to substantial pollutant concentrations?

As discussed above in Section 5.2.1, the SCAQMD defines typical sensitive receptors as residences, schools, playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

When evaluating potential air quality impacts to sensitive receptors, localized concentrations of criteria pollutants and toxic air contaminants are considered. Localized criteria pollutant concentrations are evaluated against the SCAQMD Localized Significance Thresholds (LSTs), as well as for the potential to create a CO hot spot. As discussed in the threshold above, the LST analysis for the modeled short-term scenario for the proposed Project will not result in localized air quality impacts to sensitive receptors in the Project site vicinity. However, the exact construction schedule and equipment needs for each future implementing development is unknown and may vary. Therefore, the potential exists for construction emissions to exceed applicable thresholds in the future and mitigation will be implemented. Long-term LST analysis is not required since the Project does not include stationary sources and no impacts would occur.

Motor vehicles, and traffic-congested roadways and intersections are the primary source of high localized CO concentrations. Localized areas where ambient concentrations exceed federal and/or state standards for CO are termed CO "hotspots." Implementation of the proposed Project would not expose existing or future sensitive uses within the Project area to substantial CO concentrations. The Basin is in attainment of state and federal CO standards and has been for several years. Background levels of CO are generally low in the Basin. Although CO is not expected to be a major air quality concern in Riverside County over the planning horizon, elevated CO levels can occur at or near intersections that experience severe traffic congestion. However, a CO hot spot analysis was conducted in 2003 the four busiest intersections in Los Angeles at the peak morning and afternoon time periods (the busiest intersection had a daily traffic volume of approximately 100,000 vehicles per day) (SCAQMD 2003a, Appendix V, Table 4-7). This hot spot analysis did not predict any violation of CO standards. Considering that the

local roadway segment with the highest average daily traffic volume is Cherry Valley Boulevard east of Calimesa Boulevard and is only estimated to carry 21,100 vehicles at buildout of the Calimesa General Plan (GP, EIR, p. 3.2-18) and that Project-related traffic is only estimated to generate approximately 12,876 daily trips on a weekday distributed among all the Project parcels and various roadways, which is lower than the values studied by SCAQMD. Therefore, it can reasonably be concluded that traffic associated with future development at the Project parcels would not have daily traffic volumes exceeding those at the intersections modeled in the 2003 AQMP, nor would there be any reason unique to the meteorology to conclude that roadway intersections affected by the Project would yield higher CO concentrations if modeled in detail. Thus, the Project would not result in CO hot spots.

Conclusion

The LST analysis for the short-term construction modeled scenario for the Project will not result in localized air quality impacts. However, the exact construction schedule and equipment needs for each future implementing development projects is unknown and vary. Therefore, the potential exists for construction emissions to exceed applicable thresholds and mitigation will be implemented. See Section 5.2.8 and 5.2.9 for mitigation. Therefore, the Project may result in the exposure of sensitive receptors to substantial pollutant concentrations during Project construction, and impacts are considered **significant before the implementation of mitigation**.

The proposed Project will not form any CO hot spots in the Project area as a result of future development at the Project parcels. Therefore, the Project will not result in the exposure of sensitive receptors to substantial pollutant concentrations during Project operation, and impacts are considered **less than significant**.

5.2.8 Recommended Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (State CEQA Guidelines, Section 15126.4). Mitigation measures were evaluated for their ability to reduce or eliminate impacts related to air quality.

MM AQ 1: In order to reduce impacts related to short-term construction impacts, prior to approval of future development within the RIPAOZ, each individual implementing project shall prepare a construction-related air quality analysis and submit to the City of Calimesa for review and approval. The air quality analysis shall evaluate project-specific construction impacts from criteria pollutants. The analysis shall be prepared in conformance with current SCAQMD methodology for assessing criteria pollutant impacts at both the regional and localized level. If the analysis identifies the emissions exceed applicable thresholds, feasible mitigation measures for each implementing development project shall be incorporated. If emissions cannot be reduced below applicable thresholds, then subsequent environmental review shall be required.

MM AQ 2: In order to reduce impacts related to long-term operation impacts, prior to approval of future development within the RIPAOZ, each individual implementing project shall consult with local transit officials on the need to provide infrastructure to connect the project with transit services. Evidence of compliance with this requirement may include correspondence from the local transit provider regarding the need for installing bus turnouts, shelters or bus stops at the implementing development project site.

MM AQ 3: In order to reduce impacts related to long-term operation impacts, upon a residential dwelling unit being sold, offered for sale or rented, the Project Applicant or its designee shall

notify and offer to the prospective buyer or tenant, as soon as it may be done, disclosure materials describing available public transit, ridesharing and non-motorized commuting opportunities available in the vicinity of the implementing development project site. Such information shall be transmitted no later than the close of escrow or finalization of a rental contract. A draft of this disclosure shall be submitted to the City Planning Department for review prior to the issuance of the first certificate of occupancy of each implementing development project.

MM AQ 4: In order to reduce impacts related to long-term operation impacts, each implementing development project shall install broadband infrastructure or other communication technologies that encourage telecommuting and working from home. The applicant shall submit documentation to the City Building and Safety Department prior to occupancy.

MM AQ 5: In order to reduce impacts related to long-term operation impacts, each implementing development project shall offer natural gas or propane hookups, exterior electrical outlets, and prohibit wood-burning fireplaces. The City Planning Department shall verify architectural plans for implementing tract maps include such requirements before implementing project approval. The City Planning Department shall verify the conditions of approval include the exterior electrical hookups and prohibition of applicable wood-burning devices consistent with SCAQMD Rule 445.

MM AQ 6: In order to reduce impacts related to long-term operation impacts, implementing project developers of multi-family development shall encourage use of electric landscape maintenance equipment for public common areas maintained by the property owner's association by providing information to the property owner's association about the benefits of such equipment and the incentive programs offered by SCAQMD. This information shall be provided to the City Planning Department for verification prior to occupancy.

MM AQ 7: In order to reduce impacts related to long-term operation impacts, prior to the issuance of multi-family residential building permits, each implementing development applicant, or its designee shall submit building design plans to the City that demonstrate that the parking areas for multi-family residential buildings are equipped with EV charging stations that provide charging opportunities to at least two (2) percent of the total number of required parking spaces. The EV charging stations shall achieve a similar or better functionality as a Level 2 charging station. In the event that the installed charging stations use more superior functionality/technology other than Level 2 charging stations, the parameters of the mitigation obligation (i.e., number of parking spaces served by EV charging stations) shall reflect the comparative equivalency of Level 2 charging stations to the installed charging stations on the basis of average charge rate per hour. For purposes of this equivalency determination, Level 2 charging stations shall be assumed to provide charging capabilities of 25 range-miles per hour. Compliance shall be verified by the City Building and Safety Department prior to occupancy.

MM AQ 8: In order to reduce impacts related to long-term operation impacts, prior to approval of future development within the RIPAOZ, each individual implementing project shall evaluate active transportation measures and incorporate feasible measures into design to increase connectivity and opportunities for residents to walk and bike to reduce VMT.

5.2.9 Summary of Environmental Effects After Mitigation Measures Are Implemented

With adherence to and compliance with the City's General Plan goals, policies, and implementation actions, in addition to adherence to standard Federal, State, regional, and local regulations, the impact to air quality from the Project would be reduced. Mitigation measure **MM AQ 1** would ensure criteria air pollutant emissions associated with construction impacts of the RIPAOZ will be reduced to less than significant. Mitigation measures **MM AQ 2** through **MM AQ 8** will be implemented to reduce operational VOC emissions from buildout of the RIPAOZ. However, no quantitative reductions associated with them and no further mitigation measures are available that would reduce impacts to below applicable SCAQMD significance thresholds due to the magnitude and associated emissions generated by the RIPAOZ and the fact that the operational VOC emissions are primarily from consumer product usage and mobile sources, which are outside the City's jurisdictional control. Therefore, operational air quality impacts remain **significant and unavoidable**. No feasible mitigation is available to reduce impacts related to inconsistency with the 2016 AQMP.

5.3 Biological Resources

The focus of this section is to analyze potential impacts related to biological resources based on Appendix G of the State *CEQA Guidelines* and the Initial Study/Notice of Preparation circulated for Public Review found in Appendix A of this DEIR. There is no development being proposed as part of this Project, only textual changes to the General Plan (General Plan Amendment) and Zoning Code (Zone Change) allowing for optional intensification of densities on 36 discrete parcels affected by the Project. Cumulative impacts related to this topic are discussed in Section 7.0 – Other CEQA Topics.

The following discussion includes a summary of the *Biological Resources Habitat Assessment Report and Constraints Analysis for the Calimesa Zoning Overlay Program Project* (Biological Assessment) prepared for the proposed Project by Osprey Environmental Associates, dated January 17, 2022 (OSPREY), included as Appendix C of this DEIR. The Biological Assessment utilized acreages based on the County GIS parcel data, whilst Section 3.0 – Project Description utilizes Riverside County Assessor recorded acreages.

5.3.1 Setting

The Project parcels are located within, or encompassed by, a semi-urban environment composed of residential homes, commercial buildings, and/or farmlands. Parcels include vacant and undeveloped land; a number of which are routinely disced, as well as developed land that includes structures, paved areas, or other such improvements. The Biological Assessment included a literature review, a general biological field assessment, constraints analysis, a burrowing owl (*Athene cunicularia*) habitat assessment, and an evaluation of the site for other sensitive biological resources and/or habitat. Three biological field assessments were conducted to assess and document sensitive biota, habits, and environmental attributes located on the Project site: April 25, 2021, May 6, 2021, and September 3, 2021 (OSPREY, p. 2). Site photographs were taken to document existing conditions for Project parcels reflected in **Figure 5.3-1A, Photograph Map Index**, **Figure 5.3-1B, Photograph Map Index**, and **Figure 5.3- 2A, Site Photographs** through **Figure 5.3-2D, Site Photographs**.

The Project parcels are located within the boundaries of the Pass Area Plan of the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) and the City of Calimesa (City) is a member agency to the MSHCP. The MSHCP identifies “Subunits” within each Area Plan for which biological issues, considerations, and target acreages for conservation have been established. The MSHCP then establishes “Criteria Area” boundaries in order to facilitate the process by which properties are evaluated for inclusion in the MSHCP Conservation. The Criteria Area is an area significantly larger than what may be needed for inclusion in the MSHCP Conservation Area, within which property will be evaluated using MSHCP Conservation Criteria. The Criteria Area is an analytical tool which assists in determining which properties to evaluate for acquisition and conservation under the MSHCP. Criteria Areas are further broken down into units generally 160 acres in size (UGGS quarter sections) referred to as “Cells.” The MSHCP may further identify a grouping of Cells with like conservation goals. A portion of Project parcel APN413-320-003 is located in Criteria Cell 410 and three parcels (APNs 411-200-022, 411-200-007 and 411-200-008) are partially located within Criteria Cell 323 within Subunit 2: Badlands/ San Bernardino National Forest.

The Project area is not located adjacent to any existing or proposed MSHCP Conservation Areas and no parcels are located within a designated MSHCP Core or Linkage Area. However, as reflected in **Figure**

5.3-3, MSHCP Criteria Cell Areas, four Project parcels are located within an MSHCP Criteria Cells, and two are located directly adjacent to, but within, MSHCP Criteria Cells. (OSPREY, pp. 13-14)

MSHCP Criteria Cell 323

The southernmost portions of Project parcels 411-200-007, 411-200-008, and 411-200-022 lie within MSHCP Criteria Cell 323. Conservation within this Cell will contribute to the assembly of Proposed Constrained Linkage 23 and will focus on chaparral and grassland. Areas conserved within this Cell will be connected to chaparral and grassland habitat proposed for conservation to the south, east, and west in Cell numbers 417, 326, and 311. Conservation within this Cell will range from 5 to 15 percent focusing on the southern portion of the Cell. The Project parcels are located within the southern portion of Cell 323 and future projects do need to consider conservation footprints into their development design that would be consistent with this requirement from the MSHCP. A JPR would be needed for each of these parcels when project-specific applications are processed through the City.

MSHCP Criteria Cell 326

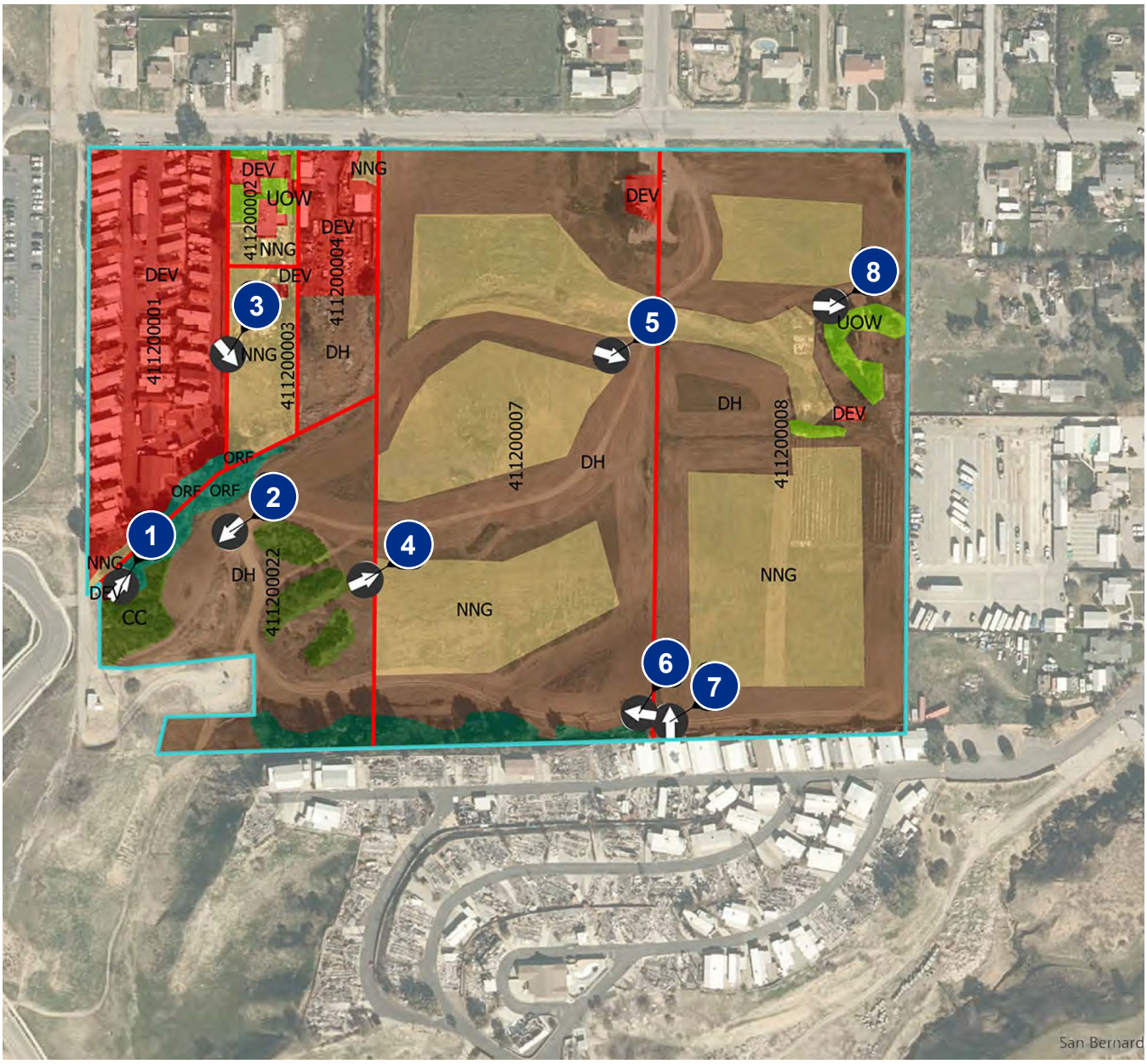
The southwest corner of Project parcel 411-171-018 lies directly adjacent to MSHCP Criteria Cell 326. Project parcel 411-171-041 lies adjacent to this cell. Conservation within this Cell will contribute to the assembly of Proposed Constrained Linkage 23 and will focus on coastal sage scrub, chaparral, and grassland. Areas conserved within this Cell will be connected to uplands proposed for conservation to the south and west in Cell numbers 411 and 323. Conservation within this Cell will be approximately 5 percent focusing on the southern portion of the Cell. Since the Project parcels are adjacent to and not within this Cell, no JPR and therefore no conservation is required.

MSHCP Criteria Cell 410

Project parcel 413-320-003 is located within its entirety within MSHCP Criteria Cell 410. Conservation within this Cell will contribute to the assembly of Proposed Constrained Linkage 23 and will focus on chaparral and grassland. Areas conserved within this Cell will be connected to chaparral habitat proposed for conservation to the east in Cell number 407 and to habitat proposed for conservation to the west in Cell number 411. Conservation within this Cell will range from 30 to 40 percent focusing on the northern portion of the Cell. This Project parcel is located in the area described for Conservation. Future development projects would need to accommodate the conservation requirements of the MSHCP and complete a JPR.

FIGURE 5.3-1A PHOTOGRAPH MAP INDEX

DRAFT ENVIRONMENTAL IMPACT REPORT - CITY OF CALIMESA
RESIDENTIAL INFILL PRIORITY AREA OVERLAY ZONE PROJECT



PHOTOGRAPHS 1-8

LEGEND

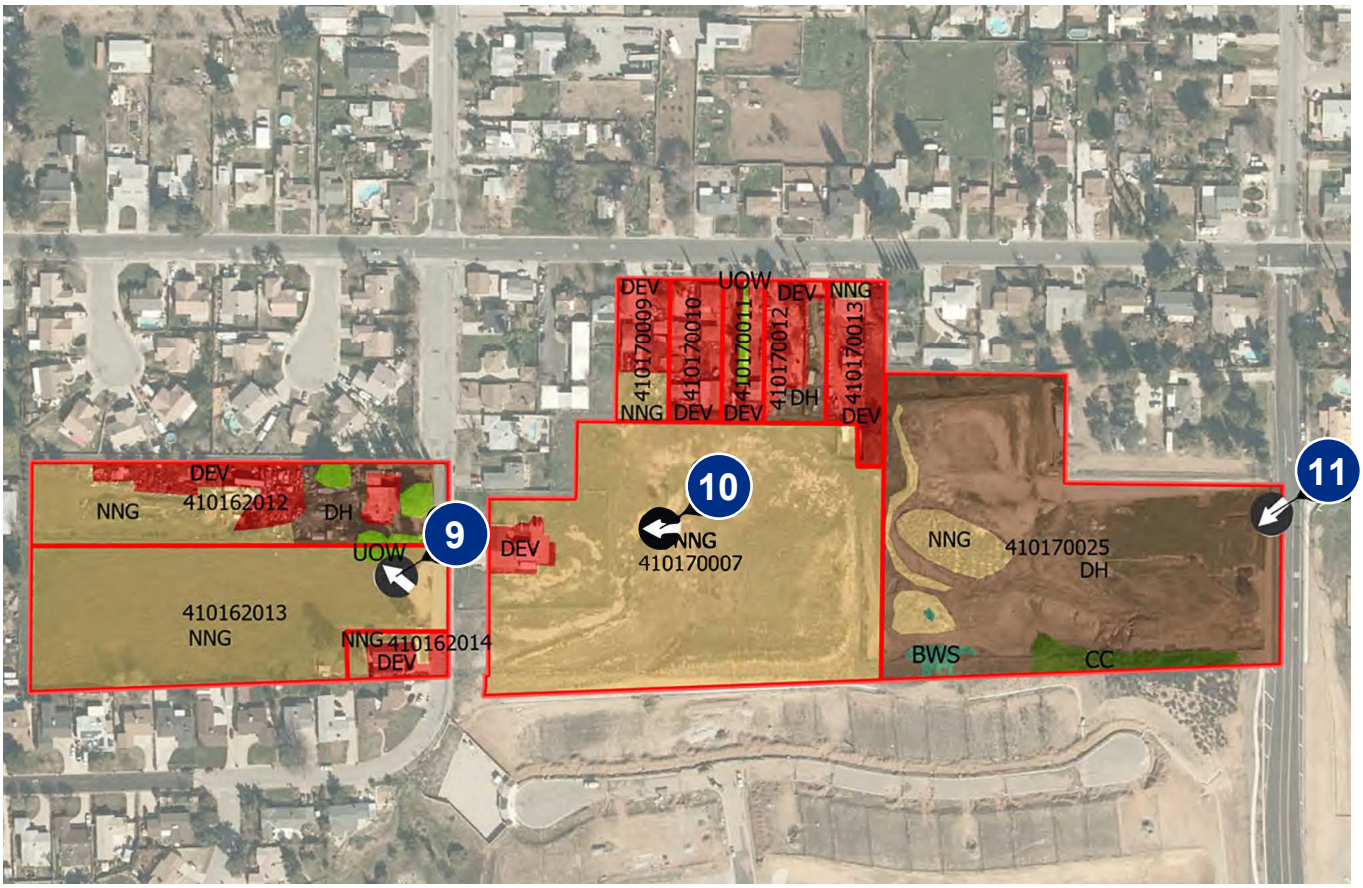
- APNs
- UNDIFFERENTIATED OPEN WOODLAND (UOW)
- CHAMISE CHAPARRAL (CC)
- SOUTHERN COAST LIVE OAK RIPARIAN FOREST (ORF)
- COAST LIVE OAK WOODLAND (OAK)
- DEVELOPED (DEV)
- NON-NATIVE GRASSLAND (NNG)
- DISTURBED HABITAT (DH)

Sources: Osprey Environmental Associates
SCALE : NOT TO SCALE

ALBERT A. WEBB ASSOCIATES

FIGURE 5.3-1B PHOTOGRAPH MAP INDEX

DRAFT ENVIRONMENTAL IMPACT REPORT - CITY OF CALIMESA
RESIDENTIAL INFILL PRIORITY AREA OVERLAY ZONE PROJECT



PHOTOGRAPHS 9-11

PHOTOGRAPHS 12-13

LEGEND

- APNs
- UNDIFFERENTIATED OPEN WOODLAND (UOW)
- PRICKLY PEAR SCRUB (PPS)
- BUCKWHEAT SCRUB (BWS)
- CHAMISE CHAPARRAL (CC)
- COAST LIVE OAK WOODLAND (OAK)
- DEVELOPED (DEV)
- NON-NATIVE GRASSLAND (NNG)

Sources: Osprey Environmental Associates

SCALE : NOT TO SCALE

ALBERT A. WEBB ASSOCIATES

FIGURE 5.3-2A SITE PHOTOGRAPHS

DRAFT ENVIRONMENTAL IMPACT REPORT - CITY OF CALIMESA
RESIDENTIAL INFILL PRIORITY AREA OVERLAY ZONE PROJECT

PHOTOGRAPH 1

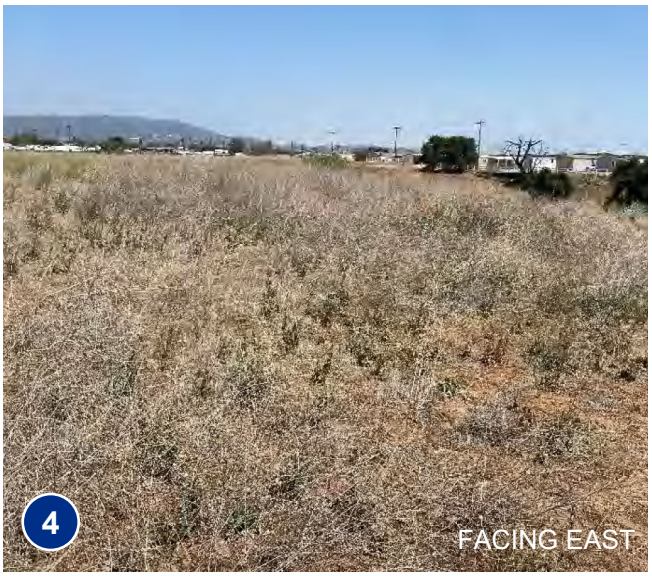
APN: 411-200-022
NOTES: DRAINAGE A

PHOTOGRAPH 2

APN: 411-200-022
NOTES: OAK RIPARIAN FOREST (ORF)
& DISTURBED HABITAT (DH)

PHOTOGRAPH 3

APN: 411-200-003
NOTES: DISTURBED HABITAT (DH)
& NON-NATIVE GRASSLAND (NNG)



PHOTOGRAPH 4

APN: 411-200-022
NOTES: NON-NATIVE GRASSLAND (NNG)

Sources: Osprey Environmental Associates
Photographer: Marshall Paymard / Date: April 25, 2021

ALBERT A. WEBB ASSOCIATES

FIGURE 5.3-2B SITE PHOTOGRAPHS

DRAFT ENVIRONMENTAL IMPACT REPORT - CITY OF CALIMESA
RESIDENTIAL INFILL PRIORITY AREA OVERLAY ZONE PROJECT

PHOTOGRAPH 5

APN: 411-200-007
NOTES: DISTURBED HABITAT

PHOTOGRAPH 6

APN: 411-200-007
NOTES: DISTURBED HABITAT (DH)

PHOTOGRAPH 7

APN: 411-200-008
NOTES: DISTURBED HABITAT (DH)

PHOTOGRAPH 8

APN: 411-200-008
NOTES: UNDIFFERENTIATED OPEN WOODLAND (UOW)

Sources: Osprey Environmental Associates
Photographer: Marshall Paymard / Date: April 25, 2021

ALBERT A. WEBB ASSOCIATES

FIGURE 5.3-2C SITE PHOTOGRAPHS

DRAFT ENVIRONMENTAL IMPACT REPORT - CITY OF CALIMESA
RESIDENTIAL INFILL PRIORITY AREA OVERLAY ZONE PROJECT

PHOTOGRAPH 9

APN: 410-162-013
NOTES: UNDIFFERENTIATED OPEN WOODLAND (UOW) & NON-NATIVE GRASSLAND (NNG)

PHOTOGRAPH 10

APN: 410-170-007
NOTES: NON-NATIVE GRASSLAND (NNG)

PHOTOGRAPH 11

APN: 410-170-025
NOTES: DISTURBED HABITAT (DH)

Sources: Osprey Environmental Associates
Photographer: Marshall Paymard / Date: April 25, 2021

ALBERT A. WEBB ASSOCIATES

FIGURE 5.3-2D SITE PHOTOGRAPHS

DRAFT ENVIRONMENTAL IMPACT REPORT - CITY OF CALIMESA
RESIDENTIAL INFILL PRIORITY AREA OVERLAY ZONE PROJECT

PHOTOGRAPH 12

APN: 413-320-003
NOTES: NON-NATIVE GRASSLAND (NNG)

PHOTOGRAPH 13

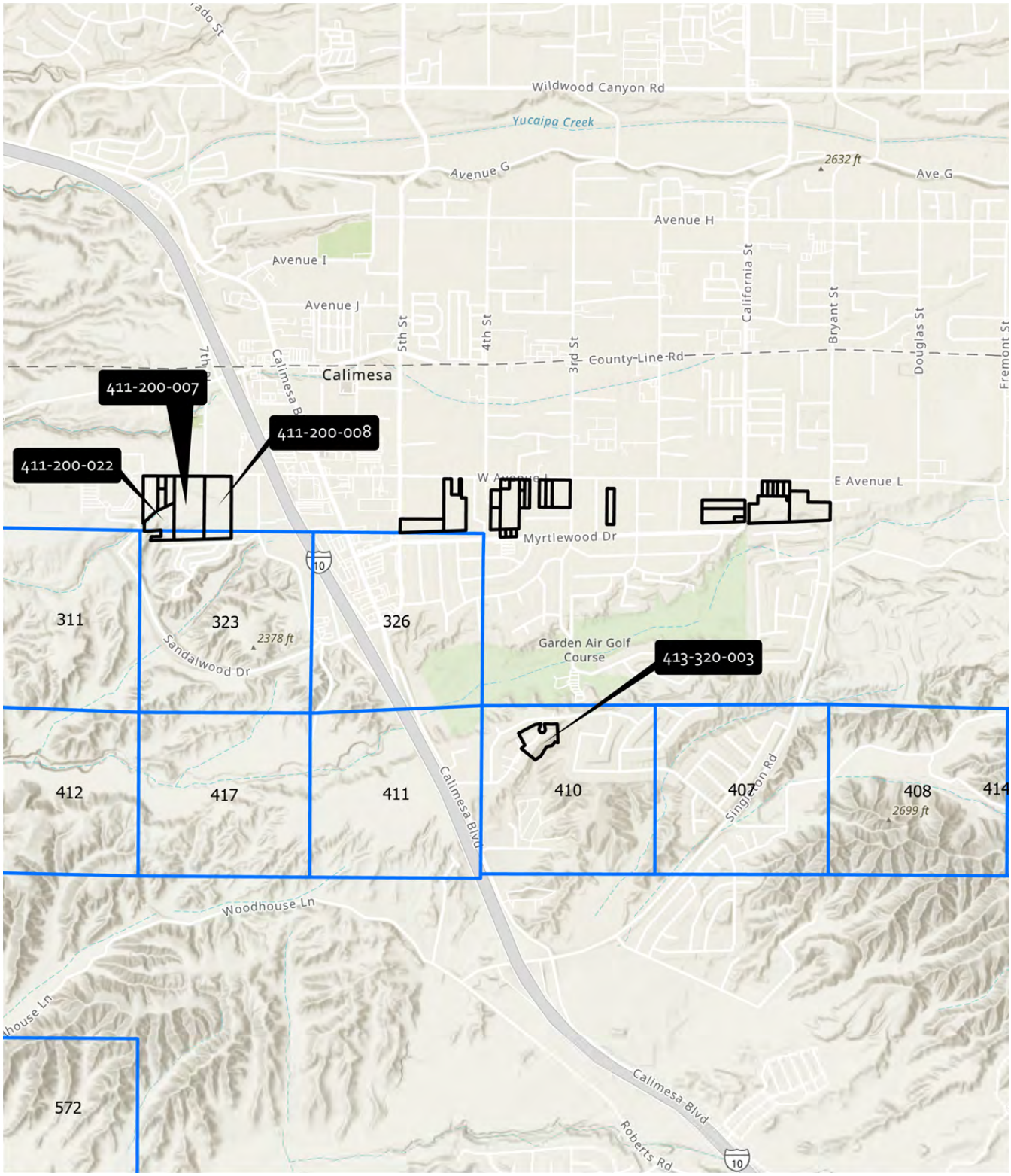
APN: 413-320-003
NOTES: NON-NATIVE GRASSLAND (NNG)
& COAST LIVE OAK WOODLAND (OAK)

Sources: Osprey Environmental Associates
Photographer: Marshall Paymard / Date: April 25, 2021

ALBERT A. WEBB ASSOCIATES

FIGURE 5.3-3 MSHCP CRITERIA CELL AREAS

DRAFT ENVIRONMENTAL IMPACT REPORT - CITY OF CALIMESA
RESIDENTIAL INFILL PRIORITY AREA OVERLAY ZONE PROJECT



Sources: Osprey Environmental Associates

SCALE : NOT TO SCALE

ALBERT A. WEBB ASSOCIATES

Vegetation

Ten different vegetation communities and land cover types were documented onsite as follows (OSPREY, pp. 5-8):

Southern Coast Live Oak Riparian Forest (ORF)

Southern Coast Live Oak Riparian Forest is characterized as dense riparian forests dominated by evergreen sclerophyllous trees (*Quercus agrifolia*) with a closed, or nearly-closed, canopy. This type appears to be richer in herbs and poorer in understory shrubs than other riparian communities. A total of 0.46-acres of Southern Coast Live Oak Riparian Forest occurs within the following bordering APNs: 411-200-001, 411-200-003, and 411-200-022. The community is dominated by Coast live oak and occurs along the banks of an ephemeral drainage feature (Drainage A).

Prickly Pear Scrub (PPS)

Prickly Pear Scrub is characterized as a shrub community usually reaching less than 2 meters in height with an intermittent or continuous canopy dominated by prickly pear cactus (*Opuntia littoralis*). The herbaceous layer is typically open to continuous. A total of 0.08-acres of Prickly Pear Scrub is located within APN 413-320-003 and is dominated by prickly pear cactus with an herbaceous layer composed of non-native grasses (i.e., *Bromus sp*.).

Undifferentiated Open Woodland (UOW)

Undifferentiated Open Woodland is a catch-all category used when species composition is unknown, but the structural characteristic of the vegetation is known. A total of 1.0-acres of Undifferentiated Open Woodland occurs within the Project and is distributed throughout the following APNs: 411-200-002, 410-181-011, 410-080-009, 410-080-007, 410-080-005, 410-170-011, 413-320-003, 410-162-012, 410-162-013, and 411-200-008. Undifferentiated Open Woodland primarily occurs throughout the Project along residential homes and neighborhoods. The species composition within the Project is primarily composed of a mix of ornamental tree species (e.g., *Pinus sp*., *Olea sp. Melia sp*. and *Eucalyptus sp*.).

Chamise Chaparral (CC)

A 1-3 m tall chaparral overwhelmingly dominated by chamise (*Adenostoma fasciculatum*). Mature stands are densely interwoven with very little herbaceous understory or litter; typically occurs on shallower, drier soils or at somewhat lower elevations. A total of 1.02-acres of Chamise Chaparral occurs throughout APNs: 411-200-022, 410-170-025, and 413-320-003. Within the Project, Chamise Chaparral is dominated by chamise, non-native grasses (Bromus sp.), with occurrences of California buckwheat (*Eriogonum fasciculatum*) at a relatively low percent cover.

Coast Live Oak Woodland (OAK)

This woodland is dominated by Coast live oak (*Quercus agrifolia*), an evergreen oak that reaches 10 to 25 meters in height; the shrub layer is typically poorly developed. A total of 0.64-acres of Coast Live Oak Woodland occurs throughout APNs: 411-200-007,411-200-022, and 413-320-003. The community is dominated by Coast live oak with an intermittent understory mosaic of black mustard (*Brassica nigra*), and Bromus sp.

Agriculture (AG)

Lands that support an active agricultural operation may be classified as Agriculture. A total of 0.99-acres of Agriculture lands occurs on APNs: 410-080-005, and 410-080-006. The Agriculture land cover type is composed of a large community garden.

California Buckwheat Scrub (BWS)

California Buckwheat Scrub is dominated by California buckwheat. The shrub canopy is typically continuous or intermittent and the herbaceous layer may be grassy. A total of 0.08-acres of California Buckwheat Scrub occurs on APN: 410-170-025. The community is dominated by California buckwheat with sporadic occurrences of deerweed and nonnative grasses (*Bromus sp.)*

Developed (DEV)

Developed land cover type is characterized as areas that have been constructed upon or otherwise physically altered to an extent that native vegetation is no longer supported. Developed land is characterized by permanent or semi-permanent structures, pavement or hardscape, and landscaped areas that often require irrigation. Areas where no natural land is evident due to a large amount of debris or other materials being placed upon it may also be considered Developed land. A total of 9.69-acres of Developed Land is present throughout the following APNs: 411-080-003, 411-200-022,411-200-001,411-200-004,411-200-002,411-200-003,411-200-008,411-200-007,410-080-009,410-080-007,410-080-005,410-080-013,410-080-014,410-080-050,410-162-012,410-162-014,410-170-007,410-170-009,410-170-010,410-170-011,410-170-012,410-170-013,413-320-003, , 410-080-045, and 410-181-011. Developed lands within the Project primarily consist of single-family homes, sheds, and concrete/asphalted areas.

Non-Native Grassland (NNG)

Non-Native Grassland is a dense to sparse cover of annual grasses that occurs throughout the valleys and foothills of most of California except for the north coastal and desert regions. A total of 32.75-acres of Non-Native Grassland occurs throughout APNs: 410-170-025, 413-320-003,411-200-007,411-200-001,411-200-003,411-200-002,411-200-004,410-080-006, 410-181-013,410-181-012,410-181-011,410-080-019,410-080-009,410-080-007,410-080-005,410-080-013, 410-162-012, 410-162-013, 410-162-014, 410-170-007, 410-170-009, 410-170-013, 411- 200-008, and 409-100-011. The Non-Native Grassland located throughout the APNs listed above is dominated by foxtail brome, ripgut brome, slender wild oat, and red brome (*Bromus rubens*).

Disturbed Habitat (DH)

Disturbed habitat refers to areas that are not developed and have been physically disturbed by anthropogenic mechanisms yet retain a soil substrate and are almost exclusively covered by non-native species. A total of 40.37-acres of Disturbed Habitat occurs throughout the following APNs: 410-080-003 410-170-025, 410-170-012, 410-162-012, 410-080-014, 410-080-045, 411-200-008, 411-200-004, 411-200-022, 411-200-007, 410-080-050, 411-171-018, 411-171-041, 410-092-012, 409-100-009, and 409-100-011. Disturbed Habitat is primarily mapped as areas that have been recently tilled and left fallow, including areas that exhibit a high degree of anthropogenic disturbances, yet still retain a soil substrate.

A summary of on-site plan community acreages is provided in **Table 5.3-A, Onsite Plan Communities,** below. Representative photographs of the sites natural resources are provided in **Figures 5.3-4A, Vegetation Land Cover Types** through **Figure 5.3-4C, Vegetation and Land Cover Types**.

Acreages presented in the table below are based on Riverside County Geographic Information System (GIS) parcel data and not the associated geographic recorded assessor parcel acreages as described in Section 3.0 – Project Description of this DEIR. County GIS data results in a difference of approximately 2.27 fewer acres than County Assessor recorded acreages.

Table 5.3-A, Onsite Plant Communities

APN	Acreage										
	AG	BWS	CC	DEV	DH	NNG	OAK	ORF	PPS	UOW	TOTAL
409-100-009	—	—	—	—	1.19	—	—	—	—	—	1.19
409-100-011	—	—	—	—	5.79	3.77	—	—	—	—	9.56
410-080-003	—	—	—	0.31	0.59	—	—	—	—	—	0.9
410-080-005	0.03	—	—	0.14	—	0.15	—	—	—	0.11	0.4
410-080-006	0.96	—	—	—	—	3.65	—	—	—	—	3.65
410-080-007	—	—	—	0.07	—	0.23	—	—	—	0.02	0.32
410-080-009	—	—	—	0.32	—	0.42	—	—	—	0.04	0.78
410-080-013	—	—	—	0.03	—	0.93	—	—	—	—	0.96
410-080-014	—	—	—	0.2	0.75	—	—	—	—	—	0.95
410-080-019	—	—	—	—	—	0.5	—	—	—	—	0.5
410-080-045	—	—	—	0.2	0.96	—	—	—	—	—	1.16
410-080-050	—	—	—	0.52	2.16	—	—	—	—	—	2.68
410-092-012	—	—	—	—	1.44	—	—	—	—	—	1.44
410-162-012	—	—	—	0.59	0.38	0.84	—	—	—	0.15	1.96
410-162-013	—	—	—	—	—	2.96	—	—	—	0.04	3
410-162-014	—	—	—	0.15	—	0.12	—	—	—	—	0.27
410-170-007	—	—	—	0.18	—	5.28	—	—	—	—	5.46
410-170-009	—	—	—	0.29	—	0.14	—	—	—	—	0.43
410-170-010	—	—	—	0.43	—	—	—	—	—	—	0.43
410-170-011	—	—	—	0.3	—	—	—	—	—	0.04	0.34
410-170-012	—	—	—	0.31	0.2	—	—	—	—	—	0.51
410-170-013	—	—	—	0.5	—	0.04	—	—	—	—	0.54
410-170-025	—	0.08	0.26	—	4.52	0.51	—	—	—	—	5.03
410-181-011	—	—	—	0.06	—	0.13	—	—	—	0.03	0.22
410-181-012	—	—	—	—	—	0.23	—	—	—	—	0.23
410-181-013	—	—	—	—	—	0.23	—	—	—	—	0.23
411-171-018	—	—	—	—	3.03	—	—	—	—	—	3.03
411-171-041	—	—	—	—	5.13	—	—	—	—	—	5.13
411-200-001	—	—	—	3.16	—	0.05	—	0.11	—	—	3.32
411-200-002	—	—	—	0.17	—	0.18	—	—	—	0.17	0.52
411-200-003	—	—	—	0.02	—	0.77	—	0.03	—	—	0.82
411-200-004	—	—	—	0.69	0.59	0.05	—	—	—	—	1.33
411-200-007	—	—	—	0.09	5.63	4.33	0.36	—	—	—	10.41
411-200-008	—	—	—	0.02	5.19	3.68	—	—	—	0.29	9.18
411-200-022	—	—	0.73	0.02	2.82	—	0.19	0.32	—	—	3.35
413-320-003	—	—	0.03	0.92	—	3.56	0.09	—	0.08	0.11	4.76
TOTALS	**0.99**	**0.08**	**1.02**	**9.69**	**40.37**	**32.75**	**0.64**	**0.46**	**0.08**	**1.0**	**84.99**

Source: OSPREY, Table 3
Notes:

Table 5.3-A, Onsite Plant Communities

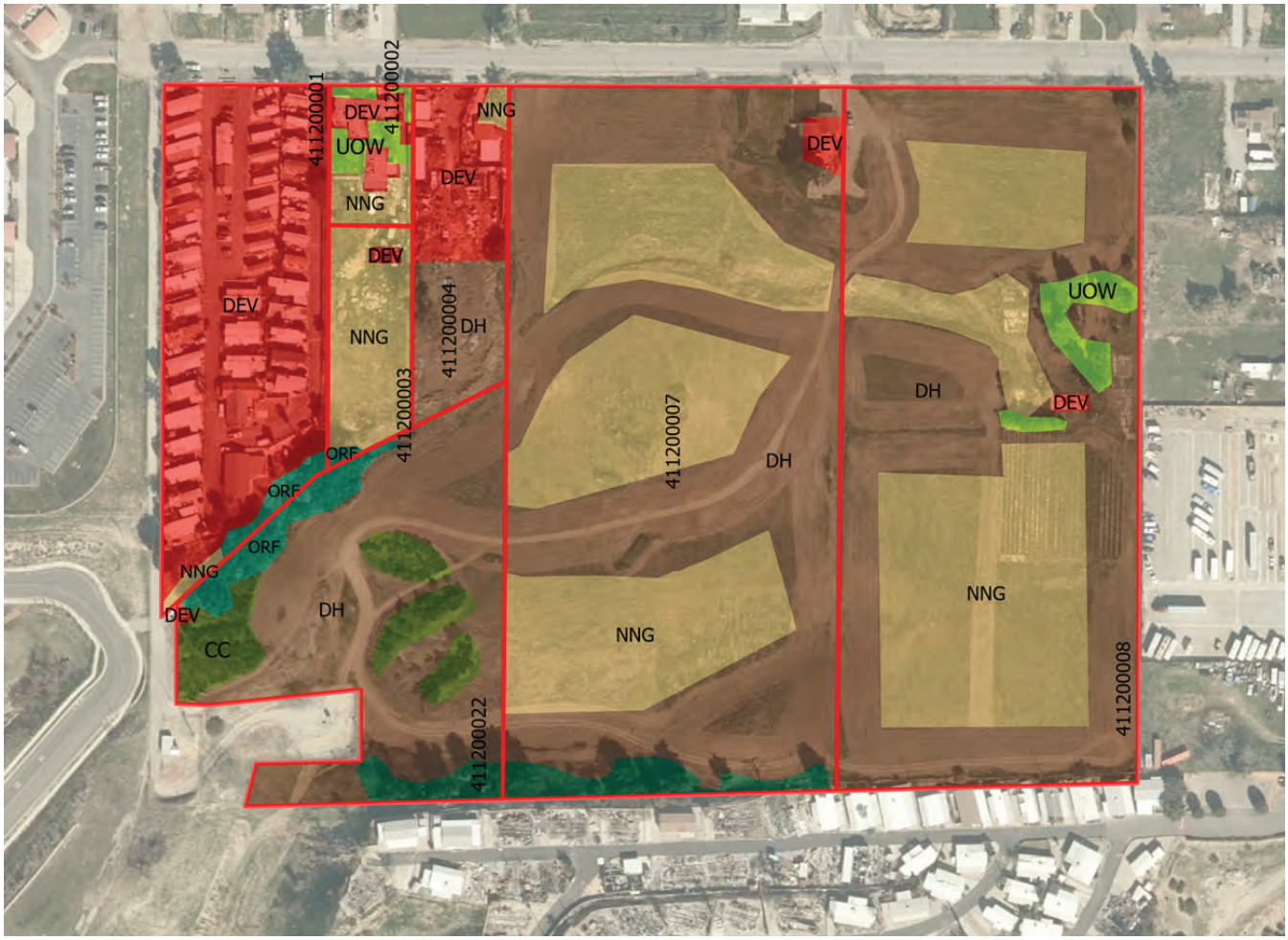
APN	Acreage										
	AG	BWS	CC	DEV	DH	NNG	OAK	ORF	PPS	UOW	TOTAL

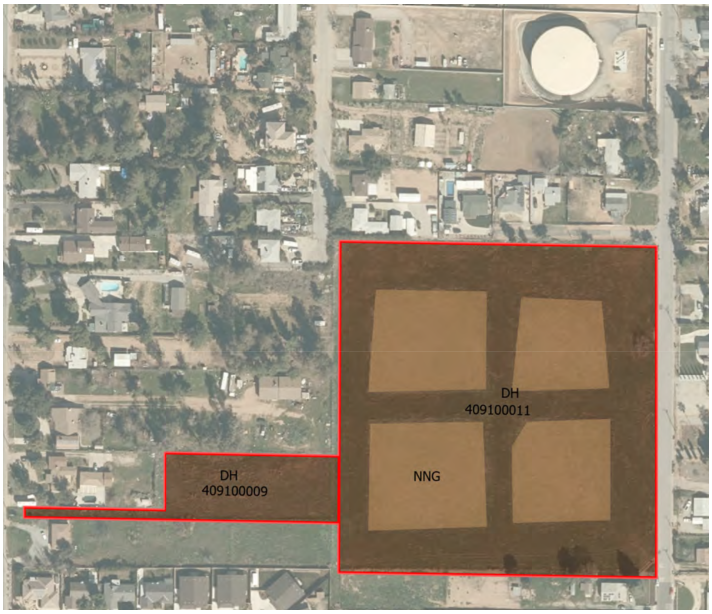
Acreages presented in the table below are based on Riverside County Geographic Information System (GIS) parcel data and not the associated geographic recorded assessor parcel acreages as described in Section 3.0 – Project Description of this DEIR. County GIS data results in a difference of approximately 2.27 fewer acres than County Assessor recorded acreages.

AG = Agriculture
APN = Assessor Parcel Number
BWS = California Buckwheat Scrub
CC = Chamise Chaparral
DEV = Developed
DH = Disturbed Habitat
NNG = Non-Native Grassland
OAK = Coast Live Oak Woodland
ORF = Southern Coast Live Oak Riparian Forest
PPS = Prickly Pear Scrub
UOW = Undifferentiated Open Woodland

FIGURE 5.3-4A VEGETATION & LANDCOVER TYPE

DRAFT ENVIRONMENTAL IMPACT REPORT - CITY OF CALIMESA
RESIDENTIAL INFILL PRIORITY AREA OVERLAY ZONE PROJECT





LEGEND

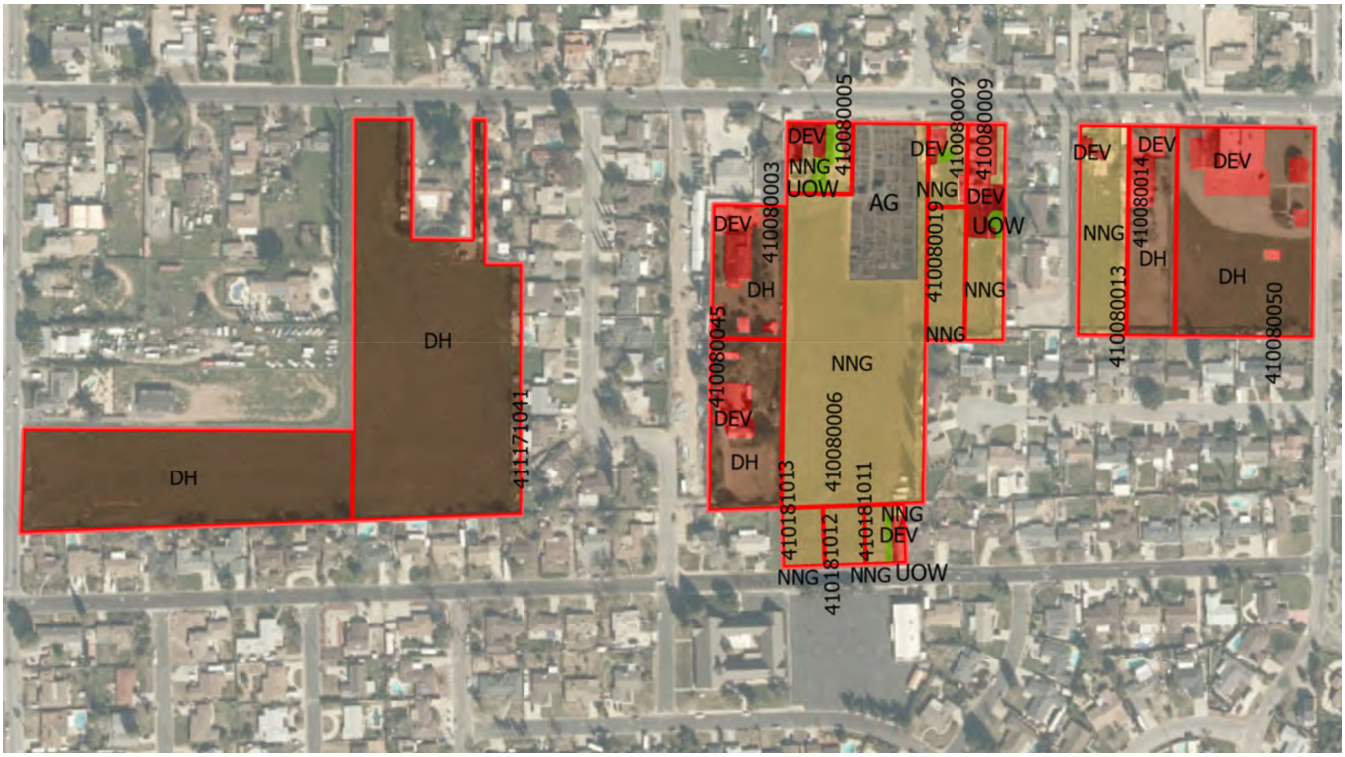
- APNs
- SOUTHERN COAST LIVE OAK RIPARIAN FOREST (ORF)
- UNDIFFERENTIATED OPEN WOODLAND (UOW)
- CHAMISE CHAPARRAL (CC)
- COAST LIVE OAK WOODLAND (OAK)
- DEVELOPED (DEV)
- NON-NATIVE GRASSLAND (NNG)
- DISTURBED HABITAT (DH)

Sources: Osprey Environmental Associates
SCALE : NOT TO SCALE

ALBERT A. WEBB ASSOCIATES

FIGURE 5.3-4B VEGETATION & LANDCOVER

DRAFT ENVIRONMENTAL IMPACT REPORT - CITY OF CALIMESA
RESIDENTIAL INFILL PRIORITY AREA OVERLAY ZONE PROJECT



LEGEND

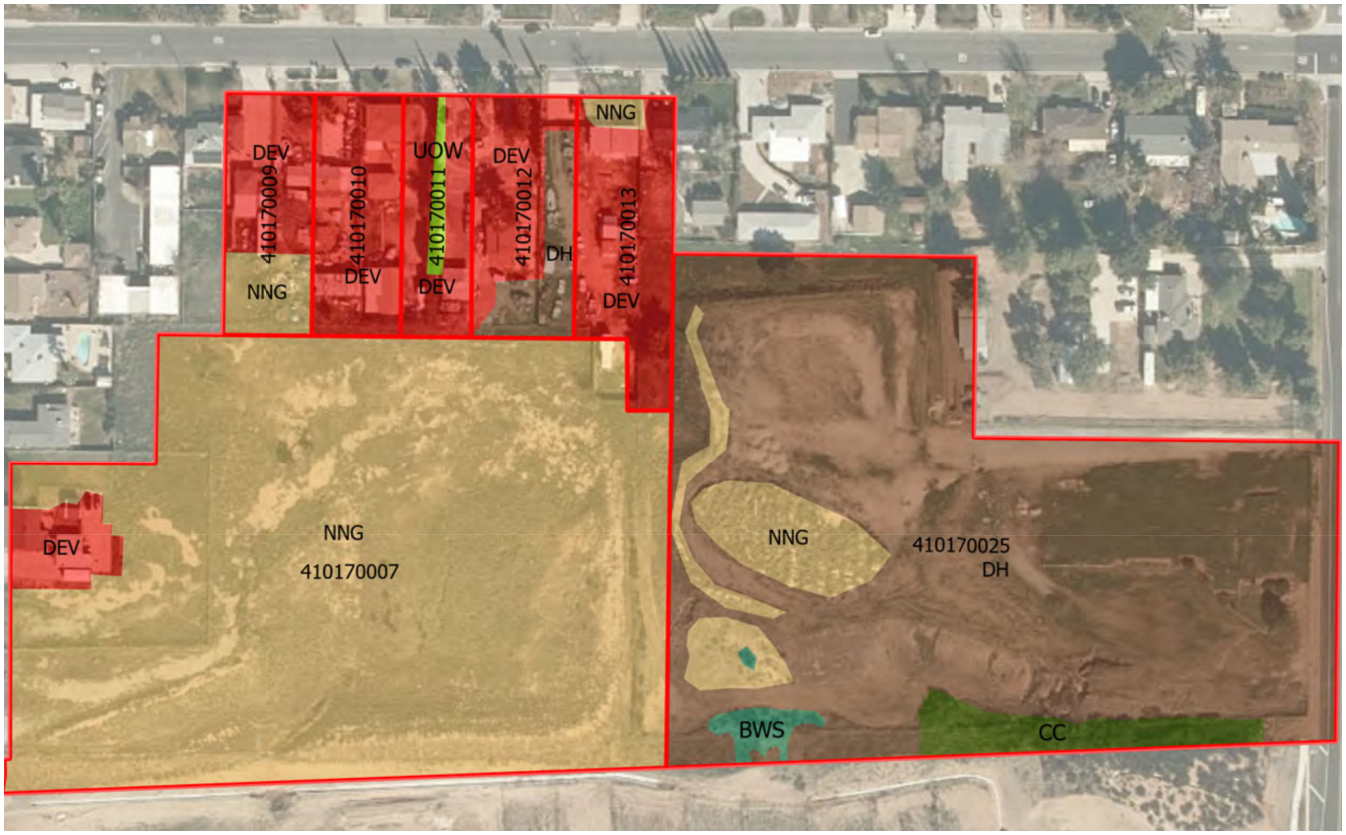
- APNs
- UNDIFFERENTIATED OPEN WOODLAND (UOW)
- AGRICULTURE (AG)
- DEVELOPED (DEV)
- NON-NATIVE GRASSLAND (NNG)
- DISTURBED HABITAT (DH)

Sources: Osprey Environmental Associates
SCALE : NOT TO SCALE

ALBERT A. WEBB ASSOCIATES

FIGURE 5.3-4C VEGETATION & LANDCOVER

DRAFT ENVIRONMENTAL IMPACT REPORT - CITY OF CALIMESA
RESIDENTIAL INFILL PRIORITY AREA OVERLAY ZONE PROJECT



LEGEND

- APNs
- PRICKLY PEAR SCRUB (PPS)
- UNDIFFERENTIATED OPEN WOODLAND (UOW)
- CHAMISE CHAPARRAL (CC)
- BUCKWHEAT SCRUB (BWS)
- COAST LIVE OAK WOODLAND (OAK)
- DEVELOPED (DEV)
- NON-NATIVE GRASSLAND (NNG)
- DISTURBED HABITAT (DH)

Sources: Osprey Environmental Associates

SCALE : NOT TO SCALE

ALBERT A. WEBB ASSOCIATES

Soils

The Project soils were identified using the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey. It was determined that the soils present within the Project site were all well-drained. (OSPREY, pp. 2, 4, 13). Soil types and their locations are illustrated in **Table 5.3-B, Soils Type and Location** below.

Table 5.3-B, Soils Type and Location

Soil Type	APN
Greenfield sandy loam, 2 to 8 percent slopes, eroded (GyC2)	409-100-011, 410-170-007, 410-170-013, 410-170-025
Hanford coarse sandy loam, 2 to 8 percent slopes (HcC)	410-170-007, 410-170-025
Ramona sandy loam, 15 to 25 percent slopes, severely eroded (RaE3)	410-170-025
Ramona sandy loam, 2 to 5 percent slopes, eroded (RaB2)	409-100-009, 409-100-011, 410-080-003, 410-080-005, 410-080-006, 410-080-007, 410-080-009, 410-080-013, 410-080-014, 410-080-019, 410-080-045, 410-080-050, 410-092-012, 410-162-012, 410-162-013, 410-162-014, 410-170-007, 410-170-009, 410-170-010, 410-170-011, 410-170-012, 410-170-013, 410-170-025, 410-181-011, 410-181-012, 410-181-013, 411-171-018, 411-171-041, 413-320-003
Ramona sandy loam, 8 to 15 percent slopes, eroded (RaD2)	411-200-001, 411-200-003, 411-200-004, 411-200-007, 411-200-008, 411-200-022
Ramona very fine sandy loam, 0 to 8 percent slopes, eroded (ReC2)	411-171-018, 411-200-001, 411-200-002, 411-200-003, 411-200-004, 411-200-007, 411-200-008
Ramona very fine sandy loam, moderately deep, 0 to 8 percent slopes, eroded (RfC2)	411-200-022
San Timoteo loam, 25 to 50 percent slopes, eroded (SmF2)	411-200-001, 411-200-003, 411-200-007, 411-200-008, 411-200-022
Terrace escarpments (TeG)	410-170-007, 410-170-025, 413-320-003
Source: OSPREY, Table 2	

Special Status Habitats and Plants

Special-status habitats are those vegetation communities that support rare, threatened, or endangered plant or wildlife species or are diminishing and are of special concern to resource agencies. The MSHCP provides protection for a variety of sensitive vegetation communities and additional surveys may be required for a site if suitable habitat is documented onsite and/or if the property is located within a predetermined MSHCP Survey Area. Determinations of MSHCP sensitive species that could potentially occur on the Project Site are based on one or both of the following: 1) a record reported in the California Natural Diversity Database (CNDDB) or California Native Plant Society (CNPS) inventory; and 2) the Project Site is within the known distribution of a species and contains suitable habitat or species documented onsite.

None of the Project parcels are located with a MSHCP Criteria Area Plant Survey Area. However, eight Project parcels (APNs: 410-170-025, 410-200-007, 411-200-001, 411-200-004, 411-200-007, 411-200-008, 411-200-022, and 413-320-003.), are located within the MSHCP Narrow Endemic Plant Species Survey Area. (OSPREY, p. 10). The MSHCP survey area lists two Narrow Endemic Plant Species; Munz's Onion (*Allium munzii*) and many-stemmed dudleya (*Dudleya multicaulis*) potentially occurring at the following (OSPREY, p.10)

Munz's onion is a bulb-forming perennial herb endemic to western Riverside County, California, and occurs primarily in areas between the elevations of 1,200 to 2,700 feet from Temescal Canyon southeast to the foothills of the San Jacinto Mountains. The plants are adapted to seasonal drought and variable annual rainfall, prefer clay soils, and are dormant from mid-summer through autumn. When in bloom, they produce a single leaf and a leafless flower stalk 0.5 to 1.2 feet tall topped with a cluster of 10 - 35 white flowers (OSPREY, p.10)

Many-stemmed dudleya is a perennial herb endemic to southern California and occurs primarily in areas between elevations 50 to 3,500 feet. The plants are adapted to heavy clay soils and are associated with chaparral, coastal scrub, and valley and foothill grassland habitat types (OSPREY, p. 11.)

All eight Project parcels experience heavy anthropogenic disturbances, are not dominated by Developed or Distributed Habitat land cover types, are not situated on suitable clay soils, and there has been no prior documentation within the USFS El Caso quadrangle in the CNDDB. Furthermore, the biological assessment identified that neither the Munz's onion nor many-stemmed Dudley were observed. Therefore, no focused- plant surveys are warranted. (OSPREY, p.11)

Special Status Wildlife

During the Biological assessment, no special-status wildlife species were detected. Additionally, there are no U.S. Fish and Wildlife Service (USFWS) designated critical habitats for listed wildlife species located within any of the Project parcels. (OSPREY, p. 11)

Burrowing Owl Survey Area

Project parcels 410-170-007, 410-170-025, 411-200-001, 411-200-004, 411-200-007, 411-200-008, 411-200-022, and 413-320-003, lie within a predetermined Burrowing Owl Survey Area. During the biological assessment it was discovered that burrowing owl habitat is present within all Project parcels except two APNs: 410-200-001 and 411-200-004). Therefore, burrowing owl surveys and pre-construction surveys will be required per the Burrowing Owl Survey Instruction for the Western Riverside Multiple Species Habitat Conservation Plan. (OSPREY, p. 11)

Other Special Status Species

None of the Project parcels are located within the Stephens' Kangaroo Rat (SKR) fee area nor within the MSHCP Survey Area for special status amphibians or mammals (OSPREY, p. 11).

Jurisdictional Resources

Jurisdictional resources include riparian, riverine, vernal pool areas, wetlands which are afforded special protections by the Regional Water Quality Control Board (RWQCB), CDFW, and U.S. Army Corps of Engineers (USACE) (collectively referred to as "regulatory agencies"), as well as the MSHCP. If a potentially jurisdictional resource is present, then a jurisdictional delineation report is typically prepared to recommend to the regulatory agencies the extent of their regulable authority within the drainage

feature. Satellite aerial imagery and USGS topographic Maps were used prior to the field survey to detect any potential Waters of the United States. One ephemeral drainage feature (drainage A) is present in APN 411-200-022. As shown in **Figure 5.3-5, MSHCP Riparian/Riverine and Jurisdictional Waters**, Drainage A flows in the southeast direction along the northern portion of the site and exiting the site through a constructed concrete box culvert at the northwest corner of the site. Drainage A represents potentially non-wetland waters of the state as defined in the Procedures, under the jurisdiction of the California RWQCB, pursuant to Section 401 of the federal Clean Water Act and the Porter-Cologne Water Quality Control Act; and Streambeds under the jurisdiction of the CDFW, pursuant to Section 1602 of the California Fish and Game Code. Therefore, APN 411-200-022 will be required to obtain a formal jurisdictional delineation and obtain applicable regulatory permits/certifications. (OSPREY, p. 12)

Riparian, Riverine, and Vernal Pool Habitat

Riparian, riverine, and vernal pool areas are defined by Section 6.1.2 of the MSHCP as, "Riparian/riverine areas are lands which contain habitat dominated by trees, shrubs, persistent emergent, or emergent mosses and lichens, which occur to or which depend upon soil moisture from a nearby fresh water source, or areas with freshwater flow during all or a portion of the year. Vernal pools are seasonal wetlands that occur in depression areas that have wetland indicators of all three parameters (soils, vegetation, and hydrology) during the wetter portion of the growing season but normally lack wetland indicators of hydrology and/or vegetation during the drier portion of the growing season… The determination that an area exhibits vernal pool characteristics, and the definition of the watershed supporting vernal pool hydrology, must be made on a case-by-case basis… Evidence concerning the persistence of an area's wetness can be obtained from its history, vegetation, soils, and drainage characteristics, uses to which it has been subjected, and weather and hydrologic records".

Riverine Resources

Figure 5.3-5, MSHCP Riparian/Riverine and Jurisdictional Waters, identifies one ephemeral drainage feature (Drainage A) within APN 411-200-022. Per the MSHCP Section 6.1.2, this ephemeral drainage feature is considered a MSHCP Riverine resource. Therefore, a MSHCP Determination of Biological Equivalent or Superior Preservation Report (DBESP) will be required to assess any direct or indirect impacts. (OSPREY, p. 12)

Riparian Resources

As demonstrated in **Figure 5.3-5** a total of 0.46 acres of South Coast Live Oak Riparian Forest (ORF) can be found within APNs: 411-200-001, 411-200-003, and 411-200-022. Hence, these parcels are considered to contain a MSHCP Riparian resource per section 6.1.2 of the MSHCP. (OSPREY, p.13)

Vernal Pool Resources

Vernal pool resources were not documented during the biological field assessment or the review of historic satellite imagery and topographic maps. Moreover, as shown in **Table 5.3-B** above, the Project parcels contain well-draining soils that are not typically associated with vernal pool formation. (OSPREY, p. 13)

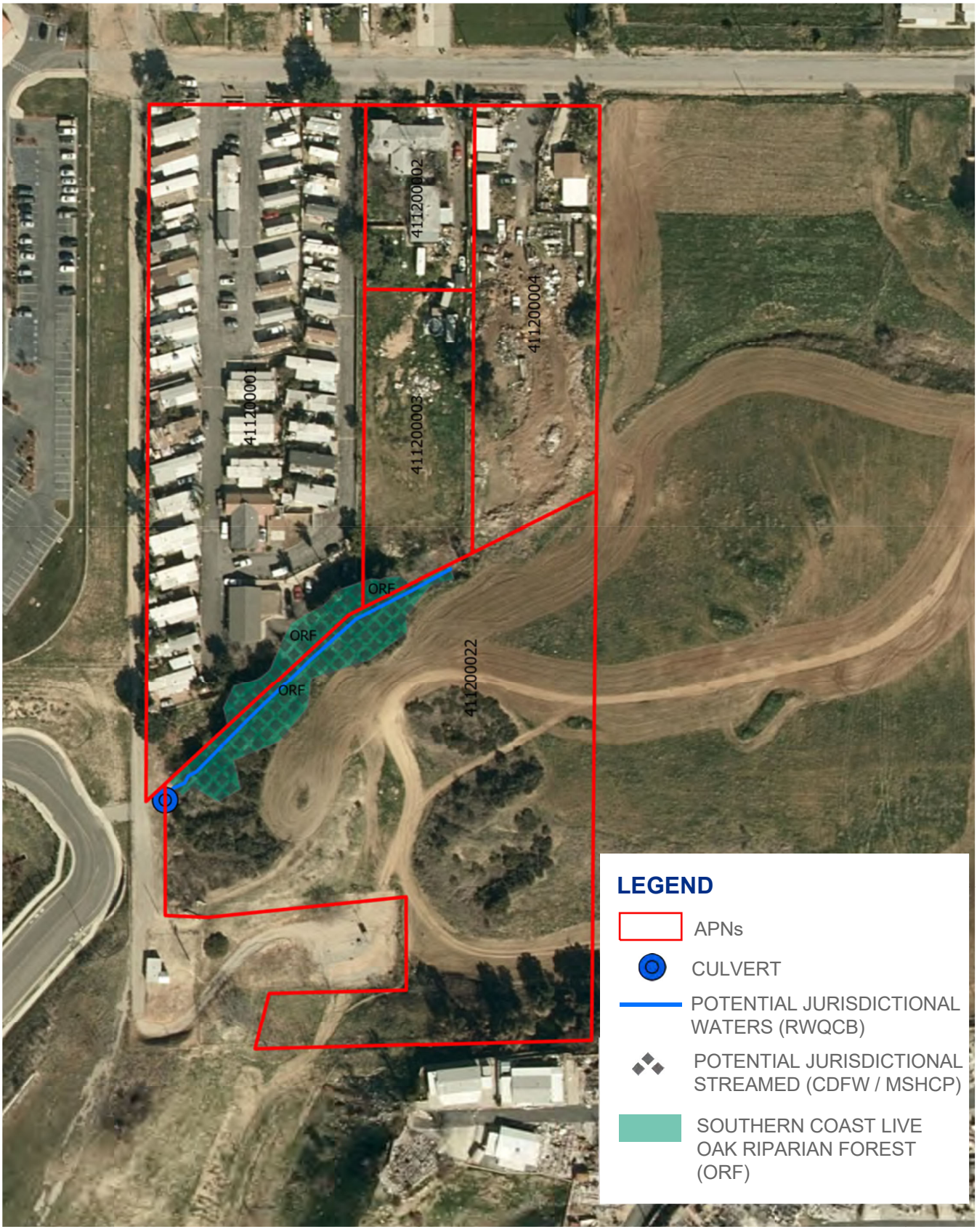
Sensitive Riparian Bird Species

Riparian habitats are known to support special status species, including, but not limited to, least Bell's vireo (*Vireo bellii pusillus*), southwestern willow flycatcher (*Empidonax traillii extimus*), and Western yellow-billed cuckoo (*Coccyzus americanus*).

As mentioned earlier APNs 411-200-001, 411-200-003, 411-200-022, contain Southern Coast Live Oak Riparian Forest which a MSHCP Riparian resource. However, this riparian habitat lacks the typical preferred riparian plant species composition, structural components and is isolated from larger contiguous stands of suitable riparian habitat for both the least Bell's vireo and southwestern willow flycatcher. Additionally, these APNs do not represent suitable habitat for the Western yellow-billed cuckoo due to it being sparse and isolated from larger contiguous stands. As such, no focused surveys are recommended for the least Bell's vireo, southwestern willow flycatcher or the Western yellow-billed cuckoo. (OSPREY, pp. 12-14)

FIGURE 5.3-5 MSHCP RIPARIAN RIVERINE & JURISDICTIONAL WATERS

DRAFT ENVIRONMENTAL IMPACT REPORT - CITY OF CALIMESA
RESIDENTIAL INFILL PRIORITY AREA OVERLAY ZONE PROJECT



Sources: Osprey Environmental Associates
SCALE : NOT TO SCALE

ALBERT A. WEBB ASSOCIATES

5.3.2 Related Regulations

Federal Regulations

Federal Endangered Species Act

The Federal Endangered Species Act (ESA) (16 U.S.C. §§ 1531 *et seq*.) prohibits "take" (harm or harassment [including to pursue, hunt, shoot, wound, kill, trap, capture, or collect, or attempt to engage in any such conduct] of individuals of a protected species and, under certain circumstances, the destruction of habitat) of a Federally listed Endangered or Threatened species and will require incidental take permits or authorization. All proposed development projects within the County are required to avoid known occurrences of listed plants and habitat for listed wildlife species or otherwise mitigate potential impacts to these species through the requirements of Section 6 of the MSHCP (MSHCP, pp. 6-1 to 6-118).

Migratory Bird Treaty Act

The Federal MBTA and California Fish and Game Code Sections 3503, 3503.5, and 3800 prohibit the take, possession, or destruction of any birds, their nests, or eggs. Areas in the Project vicinity (exceptions include portions of the "developed" areas) provide foraging habitat for raptor species, including special-status raptors. The loss of raptor habitat is covered and mitigated for through participation with the MSHCP. Direct impacts to raptors (and other migratory birds), including their active nests, are prohibited through the MBTA and California Fish and Game Code. As such, vegetation removals should be conducted outside of the nesting season, but if not feasible then nesting bird surveys should be conducted prior to any removals. The proposed Project will be required to comply with the MTBA and California Fish and Game Code, which prohibits the take of migratory and native bird species or their nests considered to utilize the site.

Clean Water Act

Pursuant to Section 404 of the Clean Water Act (CWA), the USACE regulates discharges of dredged and/or fill material into waters of the United States. "Waters of the United States" are defined in USACE regulations at 33 C.F.R. Part 328.3(a). Navigable waters of the United States are those waters of the United States that are navigable in the traditional sense. Waters of the United States is a broader term than navigable waters of the United States and includes adjacent wetlands and tributaries to navigable waters of the United States and other waters where the degradation or destruction of which could affect interstate or foreign commerce.

Pursuant to Section 401 of the CWA, every applicant for a federal permit or license for an activity that may result in a discharge of pollutants to a water of the U.S. to obtain a Water Quality Standards Certification that the proposed activity will comply with State water quality standards. In California, certifications are issued by the Regional Water Quality Control Boards and State Water Resources Control Board for multi-region projects. Certifications are issued before the USACE may issue CWA Section 404 permits. Any conditions set forth in a Certification become conditions of the federal permit or license if and when it is issued.

State Regulations

California Endangered Species Act

California Endangered Species Act (Fish and Game Code Section 2050 *et seq*.) (CESA) establishes that it is the policy of the state to conserve, protect, restore, and enhance Threatened or Endangered species and their habitats. CESA mandates that state agencies should not approve projects which would

jeopardize the continued existence of threatened or endangered species if reasonable and prudent alternatives are available that would avoid jeopardy. CESA requires state lead agencies to consult with CDFW during the CEQA process to avoid jeopardy to threatened or endangered species. CESA prohibits any person from taking or attempting to take a species listed as endangered or threatened (Fish and Game Code Section 2080). Section 2080 provides the permitting structure for CESA. The "take" of a state listed endangered or threatened species or candidate species will require incidental take permits as authorized by the CDFW.

California Fish and Game Code

The California Department of Fish and Wildlife (CDFW), under Section 1600 of the Fish and Game Code, regulates all diversions, obstructions, or changes to the natural flow or bed, channel or bank of any river, stream, or lake, which supports fish or wildlife. The CDFW defines a stream, including creeks and rivers, as "a body of water that flows at least periodically or intermittently through a bed or channel having surface or subsurface flow that supports or has supported riparian vegetation." Lakes under the jurisdiction of CDFW may also include man-made features.

Regional Regulations

Western Riverside County Multiple Species Habitat Conservation Plan

The Western Riverside County MSHCP serves as a comprehensive, multi-jurisdictional habitat conservation plan, pursuant to Section 10(a)(1)(B) of the federal Endangered Species Act of 1973, as well as a Natural Communities Conservation Plan (NCCP) under the State NCCP Act of 2001. The plan "encompasses all unincorporated Riverside 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 overall biological goal of the MSHCP is to conserve covered species and their habitats, as well as maintain biological diversity and ecological processes while allowing for future economic growth within a rapidly urbanizing region (MSHCP, pp. 1-1 to 1-4).

Federal and state wildlife agencies approved permits required to implement the MSHCP on June 22, 2004. Implementation of the plan will conserve approximately 500,000 acres of habitat, including land already in public or quasi-public ownership and about 153,000 acres of land in private ownership that will be purchased or conserved through other means. The money for purchasing private land will come from development mitigation fees as well as state and federal funds.

The MSHCP includes a program for the collection of development mitigation fees, policies for the review of projects in areas where habitat must be conserved, and policies for the protection of riparian areas, vernal pools, and narrow endemic plants. It also includes a program for performing plant, bird, reptile, and mammal surveys.

The MSHCP establishes Criteria Area boundaries in order to facilitate the process by which properties are evaluated for inclusion in the MSHCP Conservation Area. The Criteria Area is an area significantly larger than what may be needed for inclusion in the MSHCP Conservation Area. Proposed projects within the Criteria Area are evaluated using MSHCP Conservation Criteria. The Criteria Area is an analytical tool, which assists in determining which properties require conservation under the MSHCP.

The intent of the MSHCP is to ensure the survival of a range of plants and animals and avoid the cost and delays of mitigating biological impacts on a project-by-project basis. It would allow the incidental

take of currently listed species and their habitat from development and covered improvement projects. It would also allow the incidental take of species that might be listed in the future.

Local Regulations

City of Calimesa General Plan Draft EIR

The following are applicable mitigation measures from the DEIR for the Calimesa General Plan that pertain to biological resources.

Mitigation Measure

PMM-3.4.1 Potential direct and indirect impacts to special-status species that are not covered under the MSHCP are potentially significant.

Action

Action RM-12.2 Implement all applicable habitat conservation plans within the City's jurisdiction, as well as avoidance and minimization measures for special-status species that are not covered either directly or indirectly by the MSHCP.

City of Calimesa General Plan

The City's GP contains the following policies that are considered applicable to the proposed Project:

Resource Management Element

Goals

Goal RM-3 Conserve and protect native species and habitats.

Policies

Policy RM-11 The City will require the use of buffers, creative site planning, revegetation, and open space easements/dedications to conserve and protect important plant communities, including:

- Wildlife habitats
- Riparian areas
- Wetlands
- Oak woodlands
- Other significant tree stands
- Rare or endangered plant/animal habitats.

Policy RM-12 Protect vegetation communities and sensitive species that contribute to the region's environmental resources in order to prevent future endangerment of plant and animal communities.

Policy RM-13 Native oak trees should be preserved whenever feasible. If preservation is not possible, trees should be replaced with oak trees of the same species at a ratio of 1:1.

Policy RM-15 Work with state, federal, and local agencies on the preservation of sensitive vegetation and wildlife in the city.

Actions

Action RM-12.2 Implement all applicable habitat conservation plans within the City's jurisdiction

Action RM- 13.1 Implement the City's Oak Tree Preservation Ordinance.

City of Calimesa Municipal Code

The following Chapters of Title 18 of the City's Municipal Code that are applicable to potential biological resources:

Chapter 18.70 – Landscape Requirements

Section 18.70.120 – Tree Preservation Guidelines. The purpose and intent of this section of the chapter is to provide tree preservation guidelines to be incorporated into approved grading, building, and landscaping plans as appropriate and shall apply to all species of trees with the exception of oak trees.

Chapter 18.80 – Tree Preservation

The purposes of this chapter is to establish regulations and criteria for the cutting, pruning, removal, relocation, or replacement of oak trees to ensure that no oak trees are removed unless certain circumstances are met.

5.3.3 Comments Received in Response to the Notice of Preparation

Four written comment letters were received related to Biological Resources in response to the Notice of Preparation (NOP). The comment letters were received from Regional Conservation Authority, California Department of Fish and Wildlife, and Lenore Negri and are included in Appendix A of this Draft EIR. Additionally, verbal comments were received during the Project Scoping meeting as identified in **Table 2.0-B**. A summary of written letters and verbal comments has been included in Section 2.5.1 – Introduction – NOP Comment Letters, of this DEIR.

5.3.4 Thresholds of Significance

The City of Calimesa has not established local CEQA significance thresholds and instead, defers to the Thresholds of Significance identified in Appendix G ("Environmental Checklist") to the State *CEQA Guidelines*. Impacts related to this Project may be considered potentially significant if the proposed Project would:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game[1] or U.S. Fish and Wildlife Service;
- Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service;

1. California Department of Fish and Game (CDFG or DFG) changed its name to California Department of Fish and Wildlife (CDFW) effective January 1, 2013.

- Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means;
- 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;
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance; or
- Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan.

5.3.5 Project Design Features

The Project does not include design considerations that would specifically avoid or reduce potentially significant impacts to sensitive biological resources.

5.3.6 Methodology

This section evaluates the level of adverse impact to biological resources that is forecasted to occur if the Project is implemented as proposed. The methodologies relied on in the following literature and databases: the U.S. Geological Survey El Casco 75-minute topographic quadrangle, the U.S. Department of Agriculture (USDA) Natural Resources Conservation Service (NRCS) Web Soil Survey, the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP), the California Natural Diversity Data Base (CNDDB), the California Native Plant Society's (CNPS) Inventory of Rare and Endangered Vascular Plants, and field investigations. Acreages presented in **Table 5.3- A** above and in the discussion below are based on Riverside County Geographic Information System (GIS) parcel data and not the associated geographic recorded assessor parcel acreages as described in Section 3.0 – Project Description of this DEIR. County GIS data results in an overall difference of approximately 2.27 fewer acres than County Assessor recorded acreages. Despite this difference, future implementing development projects will be required to prepare project-specific analysis where there is the potential for impact.

5.3.7 Environmental Impacts

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

Candidate Species

Candidate species are plants and animals for which the USFWS has sufficient information on their biological status and threats to propose them as endangered or threatened under the Endangered Species Act (ESA), but for which development of a proposed listing regulation is precluded by other higher priority listing activities (USFWS). No candidate species have been identified.

Special Status Species

No special-status plant species or wildlife species were identified during the Biological Assessment and none of the Project parcels lie within a Criteria Area Plan Species Survey Area. Furthermore, none of the parcels lie within a MSHCP Mammal or Amphibian Species Survey Area and do not occur within a SKR Fee Area. However, Project parcel numbers 410-170-007, 410-170-025, 411-200-001, 411-200-004, 411-200-022, 411-200-007, 411-200-008 and 413-320-003 occur within a predetermined MSHCP Survey Area for two narrow endemic plant species (Munz's onion and many-stemmed dudleya) and burrowing owl.

Due to the Project parcels mentioned above, experiencing heavy anthropogenic disturbances (e.g., tilled soils), not having clay soils present and being mostly developed and distributed Munz's onion and many-stemmed dudleya are not expected to occur within the specified Project parcels above. As such a focused-rare plant surveys are not warranted for either the Munz's onion or the many-stemmed dudleya in future implementing developments. (OSPREY, pp.10-11.)

Burrowing owl habitat was present within all parcels except 411-200-001 and 411-200-004. Hence, future implementing development projects involving all parcels mentioned above, with the exception of 411-200-001 and 411-200-004, will be required to conduct burrowing owl surveys and pre-construction surveys per the Burrowing Owl Survey Instructions for Western Riverside MSHCP through implementation of mitigation measure **MM BIO 1** prior to any construction or ground disturbing activities.

Furthermore, the Project site provides suitable habitat for common and MSHCP covered nesting bird species. Direct impacts to nesting birds must be avoided in accordance with the MTBA and CDFG Code Section 3503. (OSPREY, p. 12). Construction activities shall be prohibited during the avian breeding season (generally February 1 through August 31) for any future implementing development projects, unless a nesting bird survey is completed. A survey is not required if construction commences outside of the avian breeding season. Implementation of mitigation measure **MM BIO 2** will require future implementing development projects to perform pre-construction surveys prior to any ground disturbing activities during avian nesting season.

Sensitive Species

APNs 411-200-001, 411-200-003, and 411-200-022 contain Southern Coast Live Oak Riparian Forest which is identified as Riparian habitat under the MSHCP. Three sensitive species are known to occur within this particular type of riparian habitat: least Bell's vireo, southwestern willow flycatcher, and Western yellow-billed cuckoos.

Least Bell's vireo occupy a more restricted nesting habitat than the other subspecies of Bell's vireo as summarized in USFWS (1986). Least Bell's vireos primarily occupy riverine riparian habitats that typically feature dense cover within 1-2 meters of the ground and a dense, stratified canopy. It inhabits low, dense riparian growth along water or along dry parts of intermittent streams. Typically, it is associated with southern willow scrub, cottonwood forest, mule fat scrub, sycamore alluvial woodland, coast live oak riparian forest, arroyo willow riparian forest, wild blackberry, or mesquite in desert localities. (OSPREY, p. 13)

Southwestern willow flycatchers occur in riparian habitats along rivers, streams, or other wetlands, where dense growths of willows (Salix sp.) Baccharis, arrowweed (Pluchea sp.) tamarisk (Tamarix sp.), or other plants are present, often with a scattered overstory of cottonwood (Populus sp. (OSPREY, p. 13)

Western yellow-billed cuckoos appear to require large blocks of riparian habitat for nesting. Along the Sacramento River in California, nesting yellow-billed cuckoos occupied home ranges which included 25 acres or more of riparian habitat. Another study on the same river found riparian patches with yellow-billed cuckoo pairs to average 99 acres Home ranges in the South Fork of the Kern River in California averaged about 42 acres. (OSPREY, p. 14)

The Southern Coast Live Oak Riparian Forest documented, does not present suitable habitat for the least Bell's vireo, southwestern willow flycatcher, or Western yellow-billed cuckoo. The riparian habitat lacks the typical preferred riparian plant species composition and structural components (i.e., a willow-dominated riparian habitat with lush understory vegetation) and is isolated from larger contiguous stands of suitable riparian habitat. Thus, no focused surveys are recommended for the least Bell's vireo, southwestern willow flycatcher, or Western yellow-billed cuckoo. (OSPREY, pp. 13-14)

Thus, implementation of mitigation measures **MM BIO 1** and **MM BIO 2** by future implementing development projects will ensure consistency with the Western Riverside County MSHCP, MBTA, and CDFW so the proposed Project will not result in substantial adverse effects, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service. Future implementing development projects will be required to adhere to or be analyzed against this threshold and issued project-specific conditions of approval. Therefore, impacts will be **less than significant with incorporation of mitigation measures.**

Threshold: Would the Project 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 Game or the U.S. Fish and Wildlife Service?
The Project has the potential through future implementing development projects to impact approximately 84.99 acres of vegetation communities as reflected in **Table 5.3-A,** above. However, as discussed above, while there are no special status plant species, APN's 411-200-001, 411-200-003, and 411-200-022 contain a combined total of approximately 0.46 acres of Southern Coast Live Oak Riparian Forest which is identified as Riparian habitat under the MSHCP.

Further, an ephemeral drainage feature (Drainage A) has been identified along the northern portion of Project parcel 411-200-022 which flows in a southeast direction along the northern portion of this Project parcel and exits through a constructed concrete box culvert. MSHCP Section 6.1.2 considers Drainage-A a MSHCP resource. It further represents potential non-wetland waters of the State as defined in the Procedures under the jurisdiction of the California RWQCB pursuant to Section 401 of the federal Clean Water Act and the Porter-Cologne Water Quality Control Act; and Streambeds under the jurisdiction of the CDFW, pursuant to Section 1602 of the California Fish and Game Code. With implementation of **MM BIO 3**, future implementing development projects within APN 411-200-022 will be required to provide a formal Jurisdictional Delineation in order to determine extent of regulated resources and obtain any applicable regulatory permits/certifications. (OSPREY, p. 12.)

And because Riparian habitat has been identified within APN's 411-200-001, 411-200-003, and 411-200-022, implementation of **MM BIO 4**, will require that future implementing development projects within these parcels will be required to provide a MSHCP Determination of Biological Equivalent or Superior Preservation Report (DBESP) to determine direct or indirect impacts, more precise acreage of potential impact, and include a plan to provide for avoidance or replacement of any impacted riparian habitat.

Thus, with implementation of mitigation measures **MM BIO 3** and **MM BIO 4** by future implementing development projects, the proposed Project will not result in substantial adverse effects 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 Game or the U.S. Fish and Wildlife Service. Future implementing development projects will be required to adhere to or be analyzed against this threshold and issued project-specific conditions of approval. Therefore, impacts will be **less than significant with incorporation of mitigation measures.**

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

Based on three separate field assessments, and literature review, the Project site does not have any indicators of ponding, or vernal pool plant species. Additionally, the soils found within the Project site are well-drained and are not associated with vernal pool formation. (OSPREY, p. As indicated above, parcel 411-200-022 contains an ephemeral drainage feature (Drainage A)**.** Therefore, future implementing development projects within APN 411-200-022 will be required to conduct a formal jurisdictional delineation to determine the extent of jurisdictional resources regulated by the USACE, CDFW, or RWQCB. Future implementing development projects will be required to obtain all applicable permits which may include: 404 Nationwide Permit from the USACE, 1602 Streambed Alteration Agreement from CDFW, and 401 Certification issued by the RWQCB pursuant to the California Water Code Section 13260. With implementation of mitigation measure **MM BIO 3** requiring future implementing development projects on parcel 411-200-022 to provide a formal Jurisdictional Delineation, the proposed Project will not result in substantial adverse effects on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. Future implementing development projects will be required to adhere to or be analyzed against this threshold and issued project-specific conditions of approval. Therefore, impacts are **less than significant with incorporation of mitigation measures.**

Threshold: Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

Wildlife movement corridors are routes frequently used by wildlife that provide shelter and sufficient food supplies to support wildlife species during migration. Movement corridors generally consist of riparian, woodland, or forested habitats that span contiguous acres of undisturbed habitat. Migratory birds may use the rivers, creeks, and other natural habitats in the Planning Area during migration and breeding. Furthermore, open space provides an opportunity for dispersal and migration of wildlife species. The primary travel corridors available in Calimesa includes drainages and associated riparian habitats that provide adequate cover and vegetation to be used as a migratory corridor for common and special-status fish and wildlife species. Corridors provided by these drainages and riparian habitats provide important routes for species moving through the area and for local species that use these corridors to spread to new habitat, to mate, and to disperse genetic material. (GP EIR, p. 3.4-34)

While a portion of the Project parcels contain riparian habitat and an ephemeral drainage, the Project site is not located within MSHCP designated core, extension of existing core, non-contiguous habitat block, constrained linkage, or linkage areas (RCA, OSPREY, p. 14.). Further, none of the Project parcels are located adjacent to extensive native open space habitats and do not represent a wildlife travel routes, crossings, or regional movement corridors between large open space habitats. The Project is composed of a mixture of developed and undeveloped properties that are surrounded by a semi-urban

environment composed of residential homes, commercial buildings, and/or farmlands. Thus, the proposed Project will not 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, because the Project is not located on or near any wildlife pathway, and surrounding uses are already not conducive to wildlife movement. Future implementing development projects will be required to adhere to or be analyzed against this threshold and issued project-specific conditions of approval. Therefore, **no impacts** are anticipated.

Threshold: Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The Project is composed of both developed and undeveloped parcels. Oak trees and ornamental trees were observed within parcels as identified in **Table 5.3-A**, above. The City of Calimesa has adopted regulations and guidance for trees within the CMC and polices within the General Plan. These policies and regulations are designed to preserve Oak trees and other trees species. CMC Chapter 18.80 – Tree Preservation, regulates and sets forth criteria for the cutting, pruning, removal, relocation, or replacement of existing oak trees to ensure no oak trees are removed unless a reasonable and conforming use of property justifies the removal, cutting, pruning, and/or encroachment into the protected zone of an oak tree, heritage oak tree, or protected stand of oak trees; and adequate mitigation measures are provided, including the planting of replacement trees or acorns or the payment of replacement costs to the city for each tree removed, is provided at the discretion of the community development director or the planning commission, as applicable CMC Chapter 18.70, Section 18.70.120 (separate from the oak tree guidelines) includes preservation guidelines for all other tree species, to be implemented during grading, building, and landscaping. Additionally, the guidelines indicates that the removal of healthy, shade-providing, aesthetically valuable trees shall be discouraged. In the event that more than five trees are to be cut down, uprooted, destroyed, or removed within a 36-month period, a permit issued by the community development department will be required.

Additionally, General Plan policy RM-13 requires native oak trees to be preserved when feasible or replaced with the same species oak tree at a 1:1 ratio. Future implementing development projects containing existing trees as identified in **Table 5.3-A**, above, will be required to comply with these regulations.

The City of Calimesa does not provide for any other local policies or ordinances that protect biological resources. Thus, the proposed Project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Future implementing development projects will be required to adhere to or be analyzed against this threshold and issued project-specific conditions of approval. Therefore, impacts are **less than significant**.

Threshold: Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The MSHCP serves as a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP), pursuant to Section (a)(1)(B) of the Endangered Species Act (ESA), as well as the Natural Communities Conservation Plan (NCCP) under the State NCCP Act of 2001. The City of Calimesa is a Permittee to the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). As identified in Section 5.3.1 and **Figure 5.3- 3** above, the southernmost portion of the Project parcels 411-200-007, 411-200-008, and 411-200-022 lie within MSHCP Criteria Cell 323. The southwest corner of parcel 411-

171-018 lies within Cell 326 and parcel 411-171-041 lies within close proximity to this same cell. Parcel 413-320-003 in its entirety lies within Cell and 410.

The MSHCP requires consistency with MSHCP Section 6.1.1 (Property Owner Initiated Habitat Evaluation and Acquisition Negotiation Strategy), Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools), Section 6.1.3 (Protection of Narrow Endemic Plant Species), Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface), Section 6.3.2 (Additional Survey Needs and Procedures), Section 6.4 (Fuels Management), Appendix C (Standard Best Management Practices), and 7.5.3 (Construction Guidelines). Consistency with the MSHCP is summarized below:

MSHCP Section 6.1.1: Property Owner Initiated Habitat Evaluation and Acquisition Negotiation Strategy (HANS)

Five Project parcels are located within three MSHCP Criteria Area Cells. The MSHCP allows participating entities to issue take permits for listed species so that individual applicants need not seek their own permits from the USFWS and/or CDFW. The MSHCP was adopted on June 17, 2003, by the Riverside County Board of Supervisors. The Incidental Take Permit was issued by both the USFWS and CDFW on June 22, 2004. Pursuant to the provisions of the MSHCP, all discretionary development projects within the Criteria Area are to be reviewed for compliance with the "Property Owner Initiated Habitat Evaluation and Acquisition Negotiation Strategy" (HANS) process or equivalent process. The HANS process "ensures that an early determination will be made of what properties are needed for the MSHCP Conservation Area, that the owners of property needed for the MSHCP Conservation Area are compensated, and that owners of land not needed for the MSHCP Conservation Area shall receive Take Authorization of Covered Species Adequately Conserved through the Permits issued to the County and Cities pursuant to the MSHCP." Future implementing development projects that occur within parcels 411-200-007, 411-200-008, 411-200-022, 411-171-018, and 413-320-003 will be required to comply with the HANS process for a consistency determination prior to any implementing project approvals since they are located within the MSHCP Criteria Area as depicted on Figure 5.3-3.

A portion of Project parcel APN413-320-003 is located in Criteria Cell 410 and three parcels (APNs 411-200-022, 411-200-007 and 411-200-008) are partially located within Criteria Cell 323 within Subunit 2: Badlands/ San Bernardino National Forest. The southernmost portions of Project parcels 411-200-007, 411-200-008, and 411-200-022 lie within MSHCP Criteria Cell 323. Conservation within this Cell will contribute to the assembly of Proposed Constrained Linkage 23 and will focus on chaparral and grassland. Areas conserved within this Cell will be connected to chaparral and grassland habitat proposed for conservation to the south, east, and west in Cell numbers 417, 326, and 311. Conservation within this Cell will range from 5 to 15 percent focusing on the southern portion of the Cell. The Project parcels are located within the southern portion of Cell 323 and future projects do need to consider conservation footprints into their development design that would be consistent with this requirement from the MSHCP. A JPR would be needed for each of these parcels when project-specific applications are processed through the City.

The southwest corner of Project parcel 411-171-018 lies directly adjacent to MSHCP Criteria Cell 326. Project parcel 411-171-041 lies adjacent to this cell. Conservation within this Cell will contribute to the assembly of Proposed Constrained Linkage 23 and will focus on coastal sage scrub, chaparral, and grassland. Areas conserved within this Cell will be connected to uplands proposed for conservation to the south and west in Cell numbers 411 and 323. Conservation within this Cell will be approximately 5 percent focusing on the southern portion of the Cell. Since the Project parcels are adjacent to and not within this Cell, no JPR and therefore no conservation is required.

Project parcel 413-320-003 is located within its entirety within MSHCP Criteria Cell 410. Conservation within this Cell will contribute to the assembly of Proposed Constrained Linkage 23 and will focus on chaparral and grassland. Areas conserved within this Cell will be connected to chaparral habitat proposed for conservation to the east in Cell number 407 and to habitat proposed for conservation to the west in Cell number 411. Conservation within this Cell will range from 30 to 40 percent focusing on the northern portion of the Cell. This Project parcel is located in the area described for Conservation. Future development projects would need to accommodate the conservation requirements of the MSHCP and complete a JPR.

Once the City analyzes future implementing projects through the HANS process, the City shall forward their HANS determination along with the future biological studies prepared with specific development projects to the Regional Conservation Authority (RCA) for their Joint Project Review (JPR) process outlined in Section 6.6.2 E of the MSHCP. The JPR is required only for the RIPAOZ properties located on Figure 5.3-3. Thus, through compliance with the HANS process and the JPR process of the MSHCP, the Project is consistent with MSHCP Section 6.1.1.

MSHCP Section 6.1.2: Protection of Species within Riparian/Riverine Areas and Vernal Pools
Section 6.1.2 of the MSHCP describes the process through which protection of riparian/riverine areas and vernal pools would occur within the MSHCP Plan Area. Protection of these areas is important for the Conservation of certain listed species associated with such areas. The Project site was assessed to determine the presence/absence and extent of suitable habitat for MSHCP riparian bird species. An ephemeral drainage feature (Drainage A) is located within APN 411-200-022 and is considered a MSHCP riverine resource. As identified in **Table 5.3-A** above, 0.46 acres of Southern Coast Live Oak Riparian Forest,(ORF), which is considered to be MSHCP riparian habitat, occurs within parcels, 411-200-001,411-200-003, 411-200-022. (OSPREY, pp.12-13)

Three sensitive species are known to occur within this particular type of riparian habitat: least Bell's vireo, southwestern willow flycatcher , and Western yellow-billed cuckoos. However, the OFR documented, does not present suitable habitat for the least Bell's vireo, southwestern willow flycatcher, or Western yellow-billed cuckoo because they lack the typical preferred riparian plant species composition and structural components and are isolated from larger contiguous stands of suitable riparian habitat.

Three sensitive species are known to occur within this particular type of riparian habitat: least Bell's vireo, southwestern willow flycatcher, and Western yellow-billed cuckoo. However, the ORF documented does not present suitable habitat for any of these species because they lack the preferred riparian plant species composition and structural components or are isolated from larger contiguous stands of robust and suitable habitat. (OSPREY, pp.13-14)

Future implementing development projects on parcels 411-200-022 will be required to conduct a Jurisdictional Delineation in order to determine extent of regulated resources and obtain any applicable regulatory permits/certifications, and those within 411-200-001, 411-200-003, and 411-200-022 will be required to prepare a MSHCP DBESP to determine direct or indirect impacts to riparian, riverine, vernal pools and fairy shrimp habitat and include a plan to provide for avoidance or replacement of any impacted riparian/riverine-related habitat pursuant to mitigation measures **MM BIO 3** and **MM BIO 4,** respectively. Thus, the Project is consistent with MSHCP Section 6.1.2.

MSHCP Section 6.1.3: Protection of Narrow Endemic Plant Species

Pursuant to Section 6.1.3 of the MSHCP, site-specific focused surveys for narrow endemic plant species are required where suitable habitat is present within the Narrow Endemic Plant Species Survey Area. Project parcels 410-170-007, 410-170-025, 411-200-001, 411-200-004,411-200-007, 411-200-008, 411-200-022, and 413-320-003 are located within a predetermined MSHCP Survey Area for two Narrow Endemic Plant Species: Munzs' onion (*Allium munzii)* and Many-stemmed Dudleya (*Dudleya multicaulis*). Due to heavy anthropogenic disturbances, unsuitable soil types, and developed or disturbed habitat land cover types associated with these parcels, Munzs' onion and Many-stemmed dudleya suitable habitat was not observed during the biological assessment and were not previously documented in CNDDB within the USGS El Casco quadrangle. Focused surveys are not warranted given the lack of suitable habitat and no further action is required, (OSPREY, pp.10-11). Thus, the Project is consistent with MSHCP Section 6.1.3.

MSHCP Section 6.1.4: Guidelines Pertaining to Urban Wildlands Interface

Section 6.1.4 of the MSHCP outlines policies intended to minimize the indirect effects associated with locating development in close proximity to the MSHCP Conservation Areas. The Project parcels on Figure 5.3-3 would need to be evaluated at the time specific implementing projects are proposed for consistency related to Section 6.1.4 of the MSHCP. Thus because projects within proposed Conservation Areas in the Criteria Cells affected by the project will have to be designed to comply with Section 6.1.4 when proposed, the Project is consistent with MSHCP Section 6.1.4.

MSHCP Section 6.3.2: Additional Survey Needs and Procedures

The MSHCP requires additional surveys for certain species if a project is located within areas shown on Figure 6-2 (Criteria Area Species Survey Area), Figure 6-3 (Amphibian Species Survey Areas with Critical Area), Figure 6-4 (Burrowing Owl Survey Areas with Criteria Area), and Figure 6-5 (Mammal Species Survey Areas with Criteria Area) of the MSHCP.

The Project site is not located within a predetermined Survey Area for MSHCP criteria area plant species, amphibians, or mammals. However, Project parcels 410-170-007, 410-170-025, 411-200-001, 411-200-004, 411-200-007, 411-200-008, 411-200-022, and 413-320-003 occur within the MSHCP Survey Area for burrowing owl and suitable habitat was found to exist on all parcels with the exception of 411-200-001 and 411-200-004. Regardless, implementation of mitigation measures **MM BIO 1** and **MM BIO 2** by future implementing development projects will be required to conduct burrowing owl survey per the Burrowing Owl Survey Instructions for the Western Riverside Multiple Species Habitat Conservation Plan and pre-construction surveys for common and MSHCP covered nesting bird species to avoid direct impacts to nesting birds in accordance with the MTBA and CDFG Code Section 3503. Thus, the Project is consistent with MSHCP Section 6.3.2.

MSHCP Section 6.4: Fuels Management

Section 6.4 of the MSHCP provides guidelines to address brush management activities around new development within, or adjacent to, MSHCP Conservation Areas. Some of the Project parcels are located adjacent to potentially future MSHCP Conservation Areas and incorporation of the fuel management guidelines would be required at the time specific implementing projects are proposed. Typical Conditions of Approval require fuels management and modifications zones where applicable, which are consistent with Section 6.4 of the MSHCP. Thus, implementing development projects within any proposed Conservation Areas in Criteria Cells affected will be required to be designed to comply with Section 6.4. Thus, the Project is consistent with MSHCP Section 6.4.

MSHCP Appendix C (Standard Best Management Practices) and Section 7.5.3 Construction Guidelines

The MSHCP lists standard best management practices and guidelines to be implemented during project construction that will minimize potential impacts to sensitive habitats in the vicinity of a project. The guidelines relate to water pollution and erosion control, equipment storage, fueling, and staging, dust control, exotic plant control and timing of construction. **MM BIO 5** will be incorporated so that future implementing projects will comply with Appendix C and Section 7.5.3 of the MSHCP. Thus, the Project is consistent with MSHCP Appendix C and Section 7.5.3.

As outlined above, the proposed Project is consistent with applicable provisions of the MSHCP. Thus, with implementation of mitigation measures **MM BIO 1** through **MM BIO 5**, the proposed Project will not conflict with the provisions of the MSHCP. Future implementing development projects will be required to adhere to or be analyzed against this threshold and conditioned as per **Table 3.0-G**. Therefore, impacts will be **less than significant with incorporation of mitigation measures.**

5.3.8 Recommended Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (State *CEQA Guidelines*, Section 15126.4) to biological resources. Mitigation measures were evaluated for their ability to eliminate or reduce the potential significant adverse impacts to special-status species and loss of foraging habitat. The following mitigation measures shall be implemented to eliminate or reduce potentially significant impacts to biological resources to below the level of significance.

MM BIO 1: Burrowing Owl Survey. Prior to any ground disturbing activities involving Assessor Parcel Numbers 410-170-007,410-170-025, 411-200-001, 411-200-004, 411-200-007, 411-200-008, 411-200-022, and 413-320-003, a qualified biologist shall conduct a burrowing owl survey per Burrowing Owl Survey Instructions for the Western Riverside County Multiple Species Habitat Conservation Plan (WRCMSHCP). A 30-day burrowing owl pre-construction survey shall also be conducted in accordance with the WRCMSHCP.

MM BIO 2: Nesting Bird Pre-Construction Clearance Survey. During construction of Assessor Parcel Numbers: 410-080-005, 410-080-007, 410-080-009, 410-162-012, 410-162-013, 410-170-011, 410-181-011, 411-200-022 ,411-200-001, 411-200-002, 411-200-003, 411-200-007, 411-200-008, 411-200-022, and 413-320-003, or any parcels with existing trees, direct impacts to nesting birds shall be avoided in accordance with the Migratory Bird Treaty Act and California Department of Fish and Wildlife Code Section 3503. If ground-disturbance activities occur during the avian nesting season, a preconstruction survey and avoidance measures shall be conducted by a qualified biologist. A copy of the survey results and avoidance measures (if applicable) shall be provided to the City of Calimesa Planning Department.

MM BIO 3: Jurisdictional Waters. Prior to issuance of a grading permit for APN 411-200-022, a formal jurisdictional delineation shall be conducted to determine the extent of onsite resources regulated by the USACE, CDFW, or RWQCB. The project applicant may be required to obtain all applicable permits which may include, 404 Nationwide Permit from the USACE, 1602 Streambed Alteration Agreement from CDFW, and a 401 Certification issued by the RWQCB pursuant to the California Water Code Section 13260.

MM BIO 4: MSHCP Riverine and Riparian Resources Section 6.1.2. Prior to issuance of a grading permit for assessor parcel numbers 411-200-001, 411-200-003, and 411-200-022,a Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Determination of Biologically Equivalent or Superior Preservation shall be conducted to determine direct or indirect impacts to MSHCP Riparian/Riverine resources that includes a plan to avoid or replace any impacted riparian/riverine habitat.

MM BIO 5: MSHCP Appendix C Standard Best Management Practices and Section 7.5.3 Construction Measures. Prior to issuance of a grading permit, any future implementing project on the Parcels located on Figure 5.3-3 of this EIR shall incorporate all feasible measures outlined in Appendix C and Section 7.5.3 of the MSHCP.

5.3.9 Summary of Environmental Effects After Mitigation Measures Are Implemented

The proposed Project site is within the Western Riverside County MSHCP and is consistent with all requirements outlined in each of these plans, as discussed in Section 5.3.7, above. Future implementing developments on Project parcels; 410-170-025, 411-200-001, 411-200-004, , 411-200-007, 411-200-008, 410-170-007, 411-200-022, , and 413-320-003 are required to comply with **MM BIO 1** and conduct a burrowing owl survey. Future implementing development on all Project parcels are required to comply with **MM BIO 2** by conducting a preconstruction survey if ground disturbances occur during the avian nesting season. Future implementing development on Project parcel 411-200-022 is required to comply with **MM BIO 3**, and conduct a formal jurisdictional delineation, which may result in obtaining applicable regulatory permits/certifications. Additionally future implementing developments on Project parcels 411-200-001, 411-200-003, and 411-200-022, would be required to comply with **MM BIO 4** which requires the development of an MSHCP DBESP. **MM BIO 5** requires projects in the future in or near Criteria Cells to incorporate standard best management practices during construction to reduce biological impacts.

Through compliance with the MSHCP (specifically Sections 6.1.1 and 6.6.2E), and **MM BIO 1**, **MM BIO 2**, **MM BIO 3**, **MM BIO 4** and **MM BIO 5** potential adverse impacts associated with jurisdictional waters, tree preservation, special-status species and their habitat resulting from implementation of the proposed Project are reduced to a **less than significant level with mitigation**.

5.4 Cultural Resources

The focus of this section is to analyze potential impacts related to cultural resources based on Appendix G of the State *CEQA Guidelines* and the Initial Study/Notice of Preparation circulated for Public Review found in Appendix A of this DEIR. There is no development being proposed as part of this Project, only textual changes to the General Plan (General Plan Amendment) and Zoning Code (Zone Change) allowing for optional intensification of densities on 36 discrete parcels affected by the Project. Cumulative impacts related to this topic are discussed in Section 7.0 – Other CEQA Topics.

Pursuant to Senate Bill 18 (SB18), which requires local government to notify and consult with California Native American tribes when the local government is considering adoption or amendment of a general or specific plan, and Assembly Bill 52 (AB52), which requires local government to notify and consult with California Native tribes regarding tribal cultural resources, the City consulted with the Naïve American tribes. The SB18 and AB52 discussion and outcome is descried in detail in Section 5.13 — Tribal Cultural Resources.

The following discussion includes a summary of the *Cultural Resources Constraints Analysis* prepared by Applied Earthworks dated November 2021 (AE), included as Appendix D of this DEIR.

5.4.1 Setting

The *Cultural Resources Constraints Analysis* includes a half mile buffer around the Project parcels to create a "Study Area" (AE, p. 1). The purpose of the Study Area is to determine whether any prehistoric or historical cultural resources have been recorded previously within this area. The existing conditions discussion for cultural, historic, and paleontological resources in the Calimesa Planning Area addresses the prehistory and ethnography of the region, discusses the history of Calimesa, and identifies known cultural, historic, and paleontological resources. (GP EIR p. 3-5-1).

Prehistorically, ethnographically, and historically, the nature and distribution of human activities in the region have been affected by such factors as topography and the availability of water and natural resources. Therefore, prior to a discussion of the cultural setting, the environmental setting of the area is summarized below.

Environmental Setting

The City of Calimesa is located in the western portion of the San Gorgonio Pass within the northernmost portion of the Peninsular Ranges geomorphic province. The San Gorgonio Pass is a tectonic physiographic feature that separates the San Bernardino Mountains of the Transverse Ranges on the north from the San Jacinto Mountains of the Transverse Ranges on the south and is expressed as a deep narrow notch that cuts through the mountains into the Colorado Desert to the east. Regional topography varies dramatically from low-lying valleys to rolling hills and steep mountainous terrain. The topography of the city is marked by foothills in its eastern boundary, nearly level topography in its northern and central areas, and gently sloping areas in the southwestern boundary. The variation in topography is controlled by the Cherry Valley and Banning faults). Based on the El Casco 7.5-minute United States Geological Survey (USGS) Quadrangle, the topography in the Planning Area ranges in elevation from 2,000 feet in the valleys to 2,400 feet in the hills. (GP EIR, pp. 3.6-1, 3.6-2).

Most of the City is underlain by a thick sequence of terrestrial sediments that rest on basement comprising igneous-metamorphic rocks. Rocks of the San Gorgonio igneous-metamorphic complex consist of gneiss, schist, gabbro, and quartz monzonite. In Calimesa, basement rocks crop out in the northeastern portion of the city, primarily northeast of the Banning fault. Terrestrial sediments in the Calimesa area include the San Timoteo Formation, Gray fanglomerate, older alluvium, and younger alluvium. The San Timoteo Formation is of late Pliocene to Pleistocene age (deposited approximately 1.6 to 3.4 million years ago) and consists of sandstone, silty sandstone, claystone, and poorly sorted gravelly to boulder sandstone deposited by streams emanating from the San Bernardino Mountains to the north. San Timoteo sediments are generally friable to moderately indurated, easily erodible, and poorly bedded in outcrop (GP EIR, p. 3.6-1).

Gray fanglomerate crops out in the northeastern portion of the city. The fanglomerate is Quaternary in age and is distinctive because it is comprised of weather boulders of gray migmatitic gneiss. Fragments of greenschist indicate a local provenance in the mountains to the north. Older alluvial sediments are present as hilltop remnants and terraces in the Calimesa area. These deposits are nearly horizontal and lie on eroded surfaces of the San Timoteo Formation, forming a distinctive flat plain. Older alluvium is reddish-brown in color and contains beds of clayey silt and poorly sorted sand with gravel, boulders, and clay. Older alluvial sediments were deposited approximately 1.6 million years to 11,000 years ago. (GP EIR, p. 3.6-1).

Younger alluvium occurs in the active channel of San Timoteo Wash and tributary canyons, where the alluvium has been deposited on sediments of the San Timoteo Formation. The younger alluvial deposits are 11,000 years old and younger. These deposits consist of poorly bedded, unconsolidated sand to silty sand with minor amounts of gravelly and boulder sand within active stream channels, that grade into silty sand and clay outside the active channels. Younger alluvium is relatively thin where it overlies the San Timoteo Formation and within small tributary canyons, and thicker in the larger drainages and at canyon mouths. (GP EIR, p. 3.6-1).

Prehistoric Setting

Occupation of Southern California by human populations is believed to have begun at least 10,000 years ago. Theories proposing much earlier occupation, specifically during the Pleistocene Age, exist. However, the archeological evidence has not yet been fully substantiating. (GP EIR, p. 3.5-1).

The San Dieguito Tradition is accepted as the earliest established tradition in Southern California, which was first described by Malcolm Rogers in the 1920s. The San Dieguito people were nomadic large-game hunters whose tool assemblage included large domed scrapers, leaf sharpened knives and projectile points, stemmed projectile points, chipped stone crescentics, and hammerstones. The San Dieguito Tradition was further divided into three phases: San Dieguito I is found only in the desert regions of Southern California, while San Dieguito II and III occur on both sides of the Peninsular Ranges. Rogers felt that these phases formed a sequence in which increasing specialization and refinement of tool types were the key elements. Although absolute dates for the various phase changes have not been hypothesized or fully substantiated by a stratigraphic sequence, the San Dieguito Tradition as a whole is believed to have existed from approximately 7,000 to 10,000 years ago (8000 to 5000 BC). (GP EIR, p. 3.5-2).

Throughout southwestern California, the La Jolla Complex followed the San Dieguito Tradition and existed from 5500 to 1000 BC. The La Jolla Complex is recognized primarily by the presence of millling stone assemblages within shell middens. Characteristic cultural resources of the La Jolla Complex

include basined milling stones, unshaped manos, flaked stone tools, shell middens, and a few Pinto-like projectile points. Flexed inhumations under stone cairns, with heads pointing north, are also present. The Pauma Tradition may be an inland variant of the La Jolla Complex, exhibiting a shift to a hunting and gathering economy, rather than one based on shellfish gathering. Implications of this shift are an increase in number and variety of stone tools and a decrease in the amount of shell. At this time it is not known whether the Pauma Complex represents the seasonal occupation of inland sites by La Jollan groups or whether it represents a shift from a coastal to a non-coastal adaptation by the same people. (GP EIR, p. 3.5-2).

The late period in Southern California, is represented by the San Luis Rey Complex which is divided into two periods: San Luis Rey I (AD 1400–1750) and San Luis Rey II (AD 1750–1850). The San Luis Rey I type component includes cremations, bedrock mortars, milling stones, small triangular projectile points with concave bases, bone awls, stone pendants, Olivella shell beads, and quartz crystals. The San Luis Rey II assemblage is the same as San Luis Rey I, but with the addition of pottery vessels, cremation urns, tubular pipes, stone knives, steatite arrow straighteners, red and black pictographs, and such non-aboriginal items as metal knives and glass beads. Inferred San Luis Rey subsistence activities include hunting and gathering with an emphasis on acorn harvesting. (GP EIR, p. 3.5-2).

Historic Setting

During the Mexican Ranch-Pastoral/Landless Indian period (AD 1830–1860), the first of the Mexican ranchos were established following the enactment of the Secularization Act of 1833 by the Mexican government. Mexican governors were empowered to grant vacant land to “contractors (empresarios), families, or private citizens, whether Mexicans or foreigners, who may ask for them for the purpose of cultivating or inhabiting them.” Mexican governors granted approximately 500 ranchos during this period. Although legally a land grant could not exceed 11 square leagues (about 50,000 acres or 76 square miles) and absentee ownership was officially forbidden, neither edict was rigorously enforced. (GP EIR, p. 3.5-2).

The San Gorgonio Pass served as a major transportation route during the Mexican period. It was during this period that the San Timoteo Canyon area was divided into several sizeable land grants. James (Santiago) Johnson owned two of these grants, including the San Timoteo Rancho and the tract between San Jacinto and San Gorgonio. Settlement and growth in the San Timoteo Canyon area occurred after Mexico’s cessation of California to the United States in 1848. (GP DEIR, p. 3.5-3).

Exploration and surveys of the San Gorgonio Pass were first made in 1853 to determine the feasibility of developing a rail line that would extend west through the area and continue to the Pacific Ocean. The Butterfield Overland Mail route, freight, stage, and other mail lines crossed the San Gorgonio Pass utilizing Bradshaw Road between 1858 and 1861. The Stagecoach Trail extended south from Redlands into Cherry Valley following San Timoteo Canyon Road, and Woodhouse Road to Singleton Canyon, then descending into Cherry Valley using Orchard Street and Nancy Avenue. (GP EIR, p. 3.5-3).

In 1862, the discovery of gold in La Paz, Arizona, spurred the development of Bradshaw Road. This led to the creation of agricultural and land development opportunities in the area and the establishment of Riverside County in 1893. In 1910, the Redlands-Yucaipa Land Company subdivided the Yucaipa Valley. The major transportation thoroughfare at the time was Fifth Street in Redlands, which continues as Sand Canyon through the Crafton Hills and Yucaipa. In 1915 and 1916, the dirt highway extending from Beaumont to Yuma was overlain with concrete. Fifteen years later, the road was completed between

Redlands and Beaumont through Calimesa. The route was later named Highway 99 and is now Interstate-10. (GP EIR, p. 35-3).

In mid-1929, nearly 100 residents attended a meeting and decided to apply for their own post office and to stage a contest for their community. The name Calimesa, which came from the state's prefix and the Spanish word "mesa" meaning "table lands," was chosen out of 100 entries. Calimesa's first post office was located in a grocery store at Avenue K and Calimesa Boulevard. This post office established the Calimesa community. However, it was not until 1990 that Calimesa incorporated into a city. (GP EIR, p. 3.5-3).

Cultural Resource Assessment and Known Historical and Archaeological Resources

In order to assess potential impacts to significant historic and archaeological resources. The Cultural Resource Constraints Analysis was conducted in accordance with State CEQA Guidelines which direct lead agencies to determine whether a project will have a significant impact on historical resources. (AE, p. 1). In accordance with Public Resource Code (PRC) Section 5024.1, a cultural resource considered "historically significant" is considered a "historical resource," if it is included in a local register of historical resources, is listed in, or determined eligible for listing on the California Register of Historical Resources (CRHR), or if it meets the requirements for listing on the CRHR under any one of the following criteria of historical significance:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
2. Is associated with the lives of persons important in our past;
3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or,
4. Has yielded, or may be likely to yield, information important in prehistory or history.

Accordingly, a cultural resource records search and literature review as well as a Sacred Lands File search were conducted (AE, pp. 1, 7).

Records Search and Literature Review

The cultural resource literature and records search of the California Historical Resource Information System (CHRIS) was conducted at the Eastern Information Center (EIC) housed at the University of California Riverside on June 6, 2021 and at the South Central Coastal Information Center (SCCIC) housed at the California State University , Fullerton (CSUF) on November 9, 2021, encompassing the entire Study Area. The records search indicated 67 cultural resource investigations have been conducted previously within the Study Area. However, only eleven (11) of these previous investigations specifically involved portions of the Project area. These previous investigations resulted in the identification of a total of 26 previously recorded cultural resources in the Study Area. Sixteen (16) of the resources are archaeological, ten (10) are built environment resources. The prehistoric period archaeological resources include isolated glass fragments, refuse scatters, foundations, water features, and structural remnants. The 10 built environment resources include historical houses and segments of transmission lines. However, none of these resources are documented within the Project area. (AE, p. 2).

In addition to the EIC and SCCIC research, the 1901 Elsinore 30-minute United States Geological Survey (USGS) topographic quadrangle map, the 1942 Perris 15-minute USGS topographic quadrangle maps,

and the 1953 and 1967 El Casco 7.5-minute USGS topographic quadrangle map were consulted to assess historical land uses in the Study Area. The 1942 Perris 15-minute USGS topographic quadrangle map exhibits multiple structures within the northern Project area. The same structures, plus structures in the southern Project area are also on the 1953 and 1967 El Casco 7.5-minute USGS topographic quadrangle map.

Native American Communications

As part of the Constraints Analysis, in order to determine if any known Native American cultural properties (e.g., traditional use or gathering areas, places of religious or sacred activity, etc.) are present within or adjacent to the Project site, the Native American Heritage Commission (NAHC) was contacted on April 6, 2021 for a review of the Sacred Lands File (SLF). The NAHC responded on April 21, 2021, noting that the SLF search was completed with negative results (no cultural properties were found). (AE, p. 7).

5.4.2 Related Regulations

Federal Regulations

National Historic Preservation Act

The National Historic Preservation Act of 1966 (NHPA) (54 U.S.C. 300101 et seq.) is legislation intended to preserve historical and archaeological sites in the United States of America. The act created the National Register of Historic Places, the list of National Historic Landmarks, and the State Historic Preservation Offices (SHPO). Among other things, the act requires federal agencies to evaluate the impact of all federally funded or permitted projects on historic properties (buildings, archaeological sites, etc.) through a process known as "Section 106 Review."

National Register of Historic Places

Developed in 1981 pursuant to Title 36 CFR Section 60, the NRHP provides an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment. It should be noted that the listing of a private property on the NRHP does not prohibit any actions which may otherwise be taken by the property owner with respect to the property. The listing of sites in California to the National Register is initiated through an application submitted to the State Office of Historical Preservation. Applications deemed suitable for potential consideration are handled by the State Historic Preservation Officer. All NRHP listings for sites in California are also automatically added to the California Register of Historical Resources by the State of California. The listing of a site on the NRHP does not generally result in any specific physical protection. Among other things, however, it does create an additional level of CEQA (and NEPA, the National Environmental Protection Act) review to be satisfied prior to the approval of any discretionary action occurring that might adversely affect the resource.

State Regulations

California Environmental Quality Act

CEQA requires the lead agency to determine whether the proposed development project will have a significant effect on the environment. Sections 21083.2 and 21084.1 of State *CEQA Guidelines* deal with the definitions of unique and non-unique archaeological resources and historical resources, respectively. Section 21083.2 directs the lead agency to determine whether the project may have a significant effect on unique archaeological resources. If the lead agency determines that the project may have a

significant effect on unique archaeological resources, the environmental impact report shall address the issue of those resources. Section 21084.1 directs the lead agency to determine whether the project may have a significant effect on historical resources, irrespective of the fact that these historical resources may not be listed or determined to be eligible for listing in the CRHR, a local register of historical resources, or they are not deemed significant pursuant to criteria set forth in Public Resources Code Section (PRC) 5024.1(g). (PRC 5024).

State Historic Preservation Office

The State Historic Preservation Office (SHPO) is a state governmental function created per the NHPA, which called for the creation of a state agency to implement provisions of the law, including the preparation of a comprehensive historic preservation plan and a statewide survey of historical resources (SHPO-A). SHPO administers the National Register of Historic Places, the California Register of Historical Resources, the California Historical Landmarks, and the California Points of Historical Interest programs. The responsibilities of the SHPO include identifying, evaluating, and registering historic properties; ensuring compliance with federal and state regulatory obligations; encouraging the adoption of economic incentives programs designed to benefit property owners; encouraging economic revitalization by promoting a historic preservation ethic through preservation education and public awareness and, most significantly, by demonstrating leadership and stewardship for historic preservation in California. SHPO maintains the California Historical Resources Information System (CHRIS), which includes the statewide Historical Resources Inventory database. (SHPO-B).

Native American Heritage Commission

The Native American Heritage Commission (NAHC), created in statute in 1976, is a nine-member body, appointed by the Governor, to identify and catalog cultural resources (i.e., places of special religious or social significance to Native Americans, and known graves and cemeteries of Native Americans on private lands) in California. The Commission is charged with the duty of preserving and ensuring accessibility of sacred sites and burials, the disposition of Native American human remains and burial items, maintain an inventory of Native American sacred sites located on public lands (i.e. Sacred Lands File), and review current administrative and statutory protections related to these sacred sites. (NAHC 2022).

Unique Archaeological Resources Criteria

CEQA requires the lead agency to consider whether a project will have a significant effect on unique archaeological resources and to avoid unique archaeological resources when feasible or mitigate any effects to less-than-significant levels per State *CEQA Guidelines* Section 21083.2. State *CEQA Guidelines* Section 21083.2(g) define a unique archaeological resource as an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information.
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type.
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Human Remains

According to Section 15064.5 of the State *CEQA Guidelines*, all human remains are assigned special importance and specific procedures are to be used when Native American remains are discovered. These procedures are discussed within Public Resources Code (PRC) Section 5097.98 (PRC 5097.98). PRC 5097.98 addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project; and establishes the NAHC to resolve disputes regarding the disposition of such remains.

California Health & Safety Code (Sections 7050.5, 7051, and 7054)

Sections 7050.5, 7051, and 7054 of the California Health & Safety Code (HSC) collectively address the illegality of interference with human burial remains (except as allowed under applicable sections of the PRC), as well as the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project, treatment of the remains prior to, during and after evaluation, and reburial procedures. (HSC 7050.5, HSC 7051, and HSC 7054).

Regional Regulations

County of Riverside General Plan

The following Policies of the County's General Plan are applicable to cultural resources (COR GP, pp. OS-48):

Multipurpose Open Space Element

Policy OS 19.1 - Cultural resources (both prehistoric and historic) are a valued part of the history of the County of Riverside.

Policy OS 19.3 - Review proposed development for the possibility of cultural resources and for compliance with the cultural resources program.

Policy OS 19.4 - Exercise sensitivity and respect for human remains from both prehistoric and historic time periods and comply with all applicable laws concerning such remains.

Local Regulations

City of Calimesa General Plan Draft EIR

There are no applicable mitigation measures from the DEIR for the Calimesa General Plan that pertain to cultural resources.

City of Calimesa General Plan

The following are applicable goals, policies, and actions from the Calimesa General Plan that pertain to cultural resources

Resource Management Element

Goals

Goal RM-4 Preserve the city's historical, cultural, archaeological, paleontological, and architectural resources.

Policies

Policy RM-16 Identify, protect, and preserve the historical and cultural resources of the city.

Policy RM-17 Seek to protect significant historical sites or structures by offering programs and/or incentives to preserve, restore, or reuse the structures while maintaining their historical significance and integrity.

Actions

Action RM-16.1 Increase public awareness of Calimesa's cultural heritage and resources through development of education programs

Action RM-16.2 Require the preservation of identified cultural resources to the extent possible, through dedication, removal, transfer, reuse, or other means.

Action RM-17.1 Identify opportunities for adaptive reuse of historic sites and buildings.

City of Calimesa Municipal Code

There are no codes of the City's Municipal Code that are applicable that pertain to cultural resources.

5.4.3 Comments Received in Response to the Notice of Preparation

One written comment letter was received related to Cultural Resources in response to the Notice of Preparation (NOP). The comment letter was received from Lenore Negri and is included in Appendix A of this Draft EIR. A summary of this written letter has been included in Section 2.5.1 – Introduction – NOP Comment Letters, of this DEIR.

5.4.4 Thresholds of Significance

The City of Calimesa has not established local CEQA significance thresholds and instead, defers to the thresholds of significance identified in Appendix G to the State *CEQA Guidelines*. Impacts related to this Project may be considered potentially significant if:

- The proposed Project would cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5; or
- The proposed Project would cause a substantial adverse change in the significance of an archeological resource pursuant to Section 15064.5.

5.4.5 Project Design Features

The Project does not include design considerations that would specifically avoid or reduce potentially significant impacts to sensitive cultural resources.

5.4.6 Methodology

The analysis herein is based upon a historical/archaeological resources records search, historical background research of the entire project area. Regarding the proper criteria of historical significance,

CEQA guidelines mandate that "a resource shall be considered by the lead agency to be 'historically significant' if the resource meets the criteria for listing on the California Register of Historical Resources" (Title 14 CCR §15064.5(a)(3)). A resource may be listed in the California Register if it meets any of the following criteria:

1) Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.
2) Is associated with the lives of persons important in our past.
3) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values.
4) Has yielded, or may be likely to yield, information important in prehistory or history. (PRC §5024.1(c))

5.4.7 Environmental Impacts

Threshold: Would the Project cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?

The Cultural Constraints Analysis included an archaeological literature and records search from the EIC of the CHRIS and SCCIC at CSUF which resulted in the identification of 67 cultural resources investigations. Eleven (11) previous cultural resource investigations that were conducted specifically involved portions of the Project area. No resources were recorded within the Project boundaries and none of the documented cultural resources are located within the Project area. (AE, p. 1).

In addition to the EIC and SCCIC research, the review of historical maps and current aerial images revealed multiple structures more than 50 years of age within the Project area. As described in Section 3.0 – Project Description of this DEIR, the Project is a proposal that will allow for increased residential density within five geographic areas of the City with the intent of providing compliance with newly adopted State housing regulations requiring jurisdictions to increase their amount of housing opportunities and to provide ways to meet their fair share of affordable housing. The Project does not propose any development at this time. As such, to ensure future implementing development projects do not result in potentially significant impacts to historic structures, a complete cultural resource assessment of the future implementing development projects shall be conducted, including an archaeological pedestrian survey and documentation, and evaluation of structures 50 years of age or older through implementation of mitigation measure **MM CR 1**. (AE, p. 8).

Thus, as no development is proposed at this time and future implementing development projects will be required to implement mitigation measures **MM CR 1**, the proposed Project will not cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5. Future implementing development projects will be required to adhere to or be analyzed against this threshold and issued project specific conditions of approval. Therefore, impacts are **less than significant with mitigation incorporated.**

Threshold: Would the Project cause a substantial adverse change in the significance of an archeological resource pursuant to Section 15064.5?

As mentioned above, the EIC literature and records search resulted in the identification of 26 previously recorded cultural resources specifically involved the Project area. Sixteen (16) of the resources are

identified as archeological and ten (10) are built environmental resources. The archaeological resources identified appear to be from the prehistoric period and include isolated glass fragments, refuse scatters, foundations, water features, and structural remnants. The built environment resources include historical houses and segments of transmission lines. However, while these resources have been documented within the Study Area, none of these resources are documented within the Project area. (AE p. 1).

As previously identify, implementation of the Project does not include any development at this time. The records search results indicate that only a small portion of the Study Area (approximately 15 percent) has been previously studied. As such, the presence or absence of archaeological resources within the Project area is not known. There is the potential that previously unidentified archeological resources may be discovered during ground disturbance at a Project site. Hence, implementation of **MM CR 1** will ensure future implementing development projects do not result in potentially significant impacts to archaeological resources. Thus, with implementation of mitigation measure **MM CR 1**, the Project will not cause a substantial adverse change in the significance of an archeological resource pursuant to Section 15064.5. Future implementing development projects will be required to adhere to or be analyzed against this threshold and issued project-specific conditions of approval. Therefore, impacts are **less than significant with mitigation incorporated**.

5.4.8 Recommended Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (State CEQA Guidelines, Section 15126.4). Mitigation measures were evaluated for their ability to eliminate or reduce the potential significant adverse impacts to cultural resources. The following mitigation measures shall be implemented to eliminate or reduce potentially significant impacts to cultural or historic resources to below the level of significance.

MM CR 1 Prior to grading, future implementing development projects shall retain a qualified archaeologist to conduct a project-specific cultural resource assessment that shall include an archaeological pedestrian survey with documentation and evaluation of any structures 50 years of age.

5.4.9 Summary of Environmental Effects After Mitigation Measures Are Implemented

The proposed mitigation measures will ensure that any unknown buried cultural resources that are discovered during development of the proposed Project site are protected, evaluated, and recovered as determined by the appropriate qualified expert. With the above mitigation measure **MM CR 1 i**mplemented, impacts to unknown potentially significant cultural resources will be reduced to a **less than significant level with mitigation**.

5.5 Energy

The focus of this section is to analyze potential impacts related to energy based on Appendix G of the State *CEQA Guidelines* and the Initial Study/Notice of Preparation circulated for Public Review found in Appendix A of this DEIR. There is no development being proposed as part of this Project, only textual changes to the General Plan (General Plan Amendment) and Zoning Code (Zone Change) allowing for optional intensification of densities on 36 discrete parcels affected by the Project. Cumulative impacts related to this topic are discussed in Section 7.0 – Other CEQA Topics.

A portion of the following discussion includes a summary of the modeling output prepared for greenhouse gas emissions estimates for the proposed Project by Albert A. Webb Associates on December 21, 2021 and Energy Calculation Tables prepared for the proposed Project (included as Appendix B.3 and Appendix B.2, respectively).

5.5.1 Setting

Energy sources are classified as non-renewable if they cannot be replenished in a short period of time. Therefore, non-renewable energy resources include fossil fuels, which consist of oil, coal, and natural gas and associated byproducts. Fossil fuels provide the energy required for the vast majority of motorized vehicles and generation of electricity at power plants. Thus, the discussion of energy conservation most relevant to the Project is focused on Project-generated electricity demand, natural gas demand, and fuel consumption.

Electricity

Southern California Edison (SCE) provides service to the City of Calimesa (City). SCE is one of the nation's largest electric utilities and provides electricity service to more than 15 million people in a 50,000-square-mile area of central, coastal, and Southern California. SCE monitors and maintains a vast electricity system consisting of approximately 12,635 miles of transmission lines and 91,375 miles of distribution lines (SCE-A]).

Currently, SCE is undertaking several projects in Riverside County to improve overall reliability. One major project that will benefit the City of Calimesa is the West of Devers Project. The West of Devers Project will upgrade the regions power grid in order to help meet California's renewable power goals. Cities directly benefitted by the project include Banning, Beaumont, Calimesa, unincorporated areas of Riverside County, Colton, Grand Terrace, Loma Linda, Redlands and unincorporated areas of San Bernardino County. The West Devers Project will consist of removing and replacing approximately 48 corridor miles of existing 220kV transmission lines with new double circuit 220 kV transmission lines, between the existing Devers Substation (near Palm Springs), El Casco Substation (Calimesa) Vista Substation (in Grand Terrace), and San Bernardino Substation. The project upgrades were completed in May 2021 and are currently conducting clean up and restoration activities. (SCE-B).

The City and SCE are dedicated to conserving energy generated by fossil fuels and increasing its portfolio of renewable energy sources. In 2019, 38 percent of SCE's energy supply was generated from renewable energy sources (CPUC-A, p. 9), which includes bioenergy, geothermal, small hydropower, conduit hydropower, wind, and solar power (CPUC-A, p. 18). SCE has exceeded the 2020 Renewables Portfolio Standard (RPS) requirement of 33 percent. (CPUC-A, p. 6.) Therefore, SCE is in full compliance with the California renewable energy goals and legislative mandates and is on track to meet the 2030

RPS procurement mandate of 60 percent per Senate Bill (SB) 100 which will require all of California's electricity to come from carbon-free sources by 2045 (CPUC-A, p. 43). SCE's electricity consumption by sector as of 2020 is provided in **Table 5.5-A, SCE Electricity Consumption in 2020 (GWh)[a, b]**.

Table 5.5-A, SCE Electricity Consumption in 2020 (GWh)[a, b]

Agricultural & Water Pump	Commercial Building	Commercial Other	Industry	Mining & Construction	Residential	Streetlight	Total Usage
3,111.61	28,799.60	4,449.41	12,449.53	1,821.88	32,475.08	425.52	83,532.63

Notes:
[a] Source: (CEC-2020A)
[b] all units are in millions of kilowatt-hours (GWh)

As reported by the California Energy Commission (CEC) in **Table 5.5-A**, above, SCE consumed approximately 83 billion kilowatt-hours (kWh) in 2020, of which approximately 32 billion kWh were consumed by the residential sector and 28 billion kWh were consumed by the commercial building sector.

Natural Gas

The City's natural gas purveyor is Southern California Gas Company (SCG), a subsidiary of Sempra Energy, a private company. As a public utility, SCG is under the jurisdiction of California Public Utilities Commission (CPUC) but can also be affected by actions of federal regulatory agencies (CPUC-B). SCG is the principal distributor of natural gas in Southern California, providing retail and wholesale customers with transportation, exchange, storage services and also procurement services to most retail core customers. SCG is a gas-only utility and, in addition to serving the residential, commercial, and industrial markets, provides gas for enhanced oil recovery (EOR) and electric generation (EG) customers in Southern California (CGEU, p. 93).

California's existing gas supply portfolio is regionally diverse and includes supplies from several sedimentary basins in the Western U.S. and Canada including supply basins located in New Mexico (San Juan Basin), West Texas (Permian Basin), Rocky Mountains, Western Canada, and local California supplies (CGEU, p. 111). The CPUC regulates natural gas utility service for approximately 11 million customers that receive natural gas from Pacific Gas and Electric (PG&E), SCG, San Diego Gas & Electric (SDG&E), Southwest Gas, and several smaller natural gas utilities (CPUC-B).

Natural gas demand statewide, including volumes not served by utility systems, is expected to decrease at an annual rate of 1.0 percent through 2035. (CGEU, p. 96.) The decline in throughput demand is due to modest economic growth, and CPUC-mandated energy efficiency standards and programs and SB 350 goals. Other factors that contribute to the downward trend are tighter standards created by revised Title 24 Codes and Standards, renewable electricity goals, a decline in core commercial and industrial demand, and conservation savings linked to Advanced Metering Infrastructure (AMI). (CGEU, p. 96.)

From 2020-2035, residential demand is expected to decline approximately one percent per year, on average. Specifically, the decline is due to declining use per meter—primarily driven by very aggressive energy efficiency goals and associated programs—offsetting new meter growth. The core, non-residential markets (comprising core commercial, core industrial and Natural Gas Vehicles (NGV) are expected to decline at an average annual rate of 1.0 percent by 2035. However, the NGV market is

expected to grow 1.45 percent over the forecast horizon. The NGV market is expected to grow due to government (federal, state and local) incentives and regulations encouraging the purchase and operation of alternate fuel vehicles as well as the increased use of renewable natural gas that provides significant GHG emission reduction benefits. The noncore, non-EG markets are expected to decline 0.3 percent by 2035. That decline is being driven by very aggressive energy efficiency goals and associated programs. Total EG load, including large cogeneration and non-cogeneration EG for a normal hydro year, is expected to decrease of 2.0 percent per year by 2035 (CGEU, p. 96).

SCG also implements energy efficiency programs. SCG's conservation and energy efficiency activities are intended to help customers evaluate energy efficient options, and encourage customers to install energy efficient equipment, such as offering rebates for new hot water heaters (CGEU, p. 109). SCG's annual energy efficiency cumulative savings goals are expressed for different sectors in billion cubic feet (Bcf) as seen on page 110 of the 2020 California Gas Report (CGEU, p.110). SCG's forecasted saving for energy efficiency for the 2021-2030 period are based on the 2020 Energy Efficiency forecast scaled to the goals approved in the recent energy efficiency proceeding goals decision, D 19-08-03, which set energy efficiency goals through 2030. (CGEU, p.109.). SCG is subject to energy efficiency targets established by SB 32 and SB 350. SB 32, which went into effect on January 1, 2017, sets a 2030 GHG emission target of 40 percent below 1990 levels. SB 350, which was signed into law on October 7, 2015, extends this target to 50 percent by 2030. Additionally, the law requires the state to double statewide energy efficiency savings in both the electric and natural gas sectors by 2030. (CGEU, pp. 125-129).

Natural gas service must be provided in accordance with SCG's policies and extension rules on file with CPUC at the time contractual agreements are made. The viability of natural gas is based on present conditions of gas supply and regulatory policies. The natural gas consumption by sector within SCG's service area is provided in **Table 5.5-B, Natural Gas Consumption in SCG Service Area in 2020a, [b].**

Table 5.5-B, Natural Gas Consumption in SCG Service Area in 2020[a, b]

Agricultural & Water Pump	Commercial Building	Commercial Other	Industry	Mining & Construction	Residential	Total Usage
74	802	88	1,616	226	2,426	5,231

Notes:
[a] Source: CEC-2020B
[b] all numbers in millions of therms and rounded to the nearest whole number

As shown in the table above, SCG consumed approximately 5.2 billion therms in 2020, of which approximately 2.4 billion therms were consumed by the residential sector and 802 million therms were consumed by the commercial building sector.

Transportation Fuel

Fossil fuels are known to create the United States' transportation fuels. Fossil fuel energy sources include oil, coal, and natural gas, which are non-renewable resources that formed when prehistoric plants and animals died and were gradually buried by layers of rock; however, fossil fuel industries drill or mine for these energy sources, burn them to produce electricity, or refine them for use as fuel for heating or transportation (USDOE).

The U.S. and specifically California is defined by the automobile. In 2021-2022 there were over 15 million vehicles registered in California by the Department of Motor Vehicles (CDMV). In 2019, 39.3 percent of all of California's energy use was used for transportation, approximately 3,060 trillion British thermal units (Btu) (USEIA-A). In 2019, California consumed 565,056 thousand barrels[1] of petroleum for transportation uses, which is approximately 3,0172 trillion Btu (USEIA-B).

The *2021 Integrated Energy Policy Report* (IEPR), which provides the results of the California Energy Commissions assessments of a variety of energy related issues facing California. The IERP includes a transportation energy and demand forecast that considers vehicles and associated fuels, incorporates consumer preference, regulatory impacts, economic and demographic projects, projected improvements in technology, and other market factors. (TEFA, pp. 3-4.) The most recent forecast estimated that between 2021 and 2035, gasoline fuel demand for transportation in California will decline primarily due to increases in electrification and the use of zero emission vehicles (ZEV)(TEFA, pp. 50-70).,Petroleum-based fuels will continue to represent the largest shares of transportation energy demand. Under the high-demand case for Light Duty Vehicle, gasoline consumption will drop from approximately 13.8 billion gross gasoline equivalents (GGE) in 2020 to approximately 11 billion GGE in 2035. Electricity consumption would increase from less than 1 billion GGE in 2020 to approximately 4 billion GGE which includes raw energy used by the plug in-vehicles (PEV), but also the gasoline energy avoided by using more PEVs. Diesel energy forecast is less than 1 GGE in 2020 and will remain roughly the same in 2035. (TEFA, p. 67.).

5.5.2 Related Regulations

Federal Regulations

At the federal level, the United States Department of Transportation (DOT), the United States Department of Energy (DOE), and the United States Environmental Protection Agency (EPA) are three agencies with substantial influence over energy policies and programs. Generally, federal agencies influence and regulate transportation energy consumption through establishment and enforcement of fuel economy standards for automobiles and light trucks, through funding of energy-related research and development projects, and through funding for transportation infrastructure improvements. Major federal energy-related laws and plans are discussed below.

Energy Independence and Security Act

On December 19, 2007, the Energy Independence and Security Act of 2007 (EISA) was signed into law (EISA). Among other key measures, the Act would do the following, which would aid in the reduction of national mobile and non-mobile GHG emissions:

1 Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard (RFS) requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.

2 Prescribe or revise standards affecting regional efficiency for heating and cooling products, procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.

[1] One barrel (in reference to petroleum) is a unit of volume equal to 42 U.S. gallons (USEIA Glossary)

3 While superseded by NHTSA and USEPA actions described above, EISA also set miles per gallon targets for cars and light trucks and directed the NHTSA to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.

Additional provisions of the EISA address energy savings in government and public institutions, promoting research for alternative energy, additional research in carbon capture, international energy programs, and the creation of "green jobs." (WH)

Federal Energy Policy and Conservation Act (EPCA)

The Federal Energy Policy and Conservation Act (EPCA) of 2018 grants specific authority to the President of the U.S. to fulfill obligations of the U.S. under the international energy program; provide for the creation of a Strategic Petroleum Reserve capable of reducing the impact of severe energy supply interruptions; conserve energy supplies through energy conservation programs; provide for improved energy efficiency of motor vehicles, major appliances and other consumer products; provide a means for verification of energy data to assure the reliability of energy data; and to conserve water by improving the water efficiency of certain plumbing products and appliances. Furthermore, the EPCA establishes fuel economy standards for on-road motor vehicles in the U.S (EPCA 2018).

The National Highway Traffic and Safety Administration (NHTSA) is responsible for establishing additional vehicle standards and revising existing standards under the EPCA (EPA 2012). Compliance with federal fuel economy standards is not determined for each individual vehicle model; instead, compliance is determined on the basis of each manufacturer's average fuel economy for the portion of their vehicles produced for sale in the United States. The Corporate Average Fuel Economy (CAFE) program, administered by the EPA, was created to determine vehicle manufacturers' compliance with the fuel economy standards. In the course of over a 30-year history, this regulatory program has resulted in vastly improved fuel economy throughout the United States' vehicle fleet, and also has protected against inefficient, wasteful, and unnecessary use of energy (NHTSA 2018).

In 2012, NHTSA established passenger and light truck CAFE standards for model years (MY) 2017 through 2021 which required, on an average industry fleet-wide basis, a range from 40.3 to 41.0 miles per gallon in MY 2021 (DOT 2014). In 2019, the NHTSA and EPA amended certain existing CAFE and greenhouse gas emissions standards for passenger cars and light trucks and establish new standards, covering model years 2021 through 2026 (NHTSA 2018). However, in March 2022, the NHTSA and EPA revised the standards covering MY 2024 through 2026 and would require an industry fleet-wide average of roughly 49 mpg in MY 2026. (NHTSA 2022.)

Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)

The Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA) was created to develop a National Intermodal Transportation System that is economically efficient, environmentally sound, and energy efficient. Major features of the ISTEA include (DOT 2017):

- A National Highway System (NHS), consisting primarily of existing Interstate routes and a portion of the Primary System, was established.
- State and local governments were given more flexibility in determining transportation solutions, whether transit or highways, and the tools of enhanced planning and management systems to guide them in making the best choices.

- New technologies, such as intelligent vehicle highway systems (now known as Intelligent Transportation Systems or ITS) and prototype magnetic levitation systems, were funded.
- The private sector was tapped as a source for funding transportation improvements.
- The Act continued discretionary and formula funds for mass transit.
- Highway funds were available for activities that enhance the environment, such as wetland banking, mitigation of damage to wildlife habitat, historic site, activities that contribute to meeting air quality standards, a wide range of bicycle and pedestrian projects, and highway beautification.
- Highway safety was further enhanced by a new program to encourage the use of safety belts and motorcycle helmets.
- State uniformity in vehicle registration and fuel tax reporting was required.

The Transportation Equity Act for the 21st Century (TEA-21)

The Transportation Equity Act for the 21st Century (TEA-21) builds upon the initiatives established in the ISTEA legislation discussed previously (DOT 2017). TEA-21 authorizes highway, highway safety, transit, and other efficient surface transportation programs (FHWA 2015). TEA-21 continues the program structure established for highways and transit under ISTEA, such as flexibility in the use of funds, emphasis on measures to improve the environment, and focus on a strong planning process as the foundation of good transportation decisions. TEA-21 also provides for investment in research and its application to maximize the performance of the transportation system through, for example, deployment of Intelligent Transportation Systems, to help improve operations and management of transportation systems and vehicle safety (FHWA 1998).

State Regulations

At the State level, the CEC and CPUC are two agencies with authority over different aspects of energy. CPUC regulates privately-owned utilities in the energy, rail, telecommunications, and water sectors. CEC collects and analyzes energy-related data, prepares statewide energy policy recommendations and plans, promotes and funds energy efficiency programs, and adopts and enforces appliance and building energy efficiency standards. California is exempt under federal law from setting State fuel economy standards for new on-road motor vehicles. Major State energy-related laws and plans are discussed below.

California Air Resources Board (CARB)

The California Air Resources Board (CARB), which has the responsibility for control of emissions from mobile sources (CARB 2000, p. 9), took the lead on addressing diesel emissions in the State of California. The first step to significantly reduce diesel emissions occurred in 2000 when CARB approved the “Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles” or Diesel Risk Reduction Plan. The two main goals of the Diesel Risk Reduction Plan are: 1) to get new diesel fueled engines to use state-of-the-art emission controls as well as low-sulfur diesel fuel and, 2) for existing diesel engines to be retrofitted with emission control features. Effects of meeting these goals set by CARB would be reducing the health effects experienced by Californians from diesel exhaust (CARB 2000).

Advanced Clean Cars

In January 2012, CARB approved the Advanced Clean Cars Program, a new emissions-control program for model year 2017 through 2025.

The program combines the control of smog-causing pollutants and GHGs with requirements for greater numbers of zero-emission vehicles (ZEVs). By 2025, when the rules will be fully implemented, the new automobiles will emit 40 percent fewer GHG emissions and 75 percent fewer smog-forming emissions (CARB ACCP).

The program also requires car manufacturers to offer for sale an increasing number of ZEVs each year, including battery electric, fuel cell, and plug-in hybrid electric vehicles (EV) (CARB ACCP).

In December 2012, CARB adopted regulations allowing car manufacturers to comply with California's GHG emissions requirements for model years 2017-2025 through compliance with the EPA GHG requirements for those same model years (CARB 2012). CARB staff is also currently developing the Advanced Clean Cars II program, which will update the state's passenger vehicle emission standards and ZEV requirements. The proposal is set for consideration in summer of 2022.

Low Carbon Fuel Standard

Executive Order S-01-07 (January 18, 2007) requires a 10 percent or greater reduction in the average fuel carbon intensity for transportation fuels in California regulated by CARB. CARB identified the Low Carbon Fuel Standard (LCFS) as a Discrete Early Action item under AB 32 and the final resolution (09-31) was issued on April 23, 2009 (CARB 2009). In 2009, CARB approved for adoption the LCFS regulation which became fully effective in April 2010 and is codified at Title 17, CCR, Sections 95480-95490. The LCFS will reduce greenhouse gas emissions by reducing the carbon intensity of transportation fuels used in California by at least 10 percent by 2020. Carbon intensity is a measure of the GHG emissions associated with the various production, distribution, and use steps in the "lifecycle" of a transportation fuel. On December 29, 2011, the U.S. District Court for the Eastern District of California issued several rulings in the federal lawsuits challenging the LCFS. Opponents argued that the LCFS violates the Supremacy Clause (US Constitution, Article VI, Clause 2)[2] and Commerce Clause (US Constitution, Article 1, Section 8, Clause 3)[3] of the U.S. Constitution by discriminating against fuel produced out-of-state. One of the district court's rulings preliminarily enjoined CARB from enforcing the regulation. One of the district court's rulings preliminarily enjoined CARB from enforcing the regulation. In January 2012, CARB appealed that decision to the Ninth Circuit Court of Appeals. On September 18, 2013, the Ninth Circuit issued its decision affirming the District Court's conclusion that LCFS ethanol and initial crude-oil provisions are not facially discriminatory but remanded to the District Court to determine whether the LCFS ethanol provisions are discriminatory in purpose and effect. Additionally, the Ninth Circuit remanded to the District Court with instructions to vacate the preliminary injunction against CARB's enforcement of the regulation (RM 2013).

[2] The Supremacy Clause establishes the U.S. Constitution, federal statues, and the U.S. Treaties as "the supreme law of the land," establishing that federal laws take precedence over state laws.

[3] The Commerce Clause grants the federal government the authority "To regulate Commerce within foreign Nations, and among the several States and with the Indian Tribes." Case law has determined that pollution and hazardous materials can be considered "commerce" because they can be produced in one state but dispersed or transported to other states.

California Energy Commission (CEC)

The CEC was formed by the Warren-Alquist Act (WAA), and is the State's primary energy policy and planning agency. WAA also requires EIRs to consider wasteful, inefficient, and unnecessary consumption of energy (WAA 2021, p. 73.) and was the driving force behind the creation of Appendix F to the CEQA Guidelines. CEC was established to address the State's energy challenges and is responsible for the creation of the State Energy Plan. The State Energy Plan identifies the emerging trends related to energy supply, demand, conservation, public health and safety, and the maintenance of a healthy economy. The State Energy Plan recommends that the State assist in the transformation of the transportation system to improve air quality, reduce congestion, and increase the efficient use of fuel supplies with the fewest environmental and energy costs. The State Energy Plan also identifies a number of strategies, including providing assistance to public agencies and fleet operators, encouraging urban designs that reduce vehicles miles traveled, and accommodating pedestrian and bicycle access.

California Public Utilities Commission (CPUC)

CPUC regulates investor-owned and public-owned electric and natural gas utilities operating in California, which includes SCG (CPUC Electric). The CPUC regulates the natural gas rates and natural gas services, including in-State transportation over the utilities' transmission and distribution pipeline systems, storage, procurement, metering, and billing (CPUC-B). In 2008, the CPUC adopted the state's first "Long-Term Energy Efficiency Strategic Plan" for achieving energy savings in various sectors throughout California. In 2011, the Strategic Plan was updated to include a chapter related to lighting (CPUC EESP).

California Energy Code - Title 24 of the California Code of Regulations

The California Energy Code (Title 24, Part 6 of the California Code of Regulations was established in 1978 to reduce California's energy consumption. Energy use standards in the code, referred to as Building Energy Efficiency Standards, are updated on an approximately three-year cycle (CEC Standards). Energy consumption by new buildings in the State is regulated by The California Energy Code via the Building Energy Efficiency Standards. These efficiency standards (commonly referred to as Title 24 standards) apply to newly constructed buildings and additions and alterations to existing buildings. (CEC 2022). They are designed to reduce wasteful, uneconomic, inefficient or unnecessary consumption of energy, and enhance outdoor and indoor environmental quality The recently adopted 2022 Building Energy Efficiency Standards (Energy Code), which go into effect January 1, 2023, focus on four key areas in new construction of homes and business by encouraging 1.) electric heat pump technology and use, 2.) establishing electric-ready requirements when natural gas is installed, 3.) expanding solar photovoltaic (PV) system and battery storage standards, and 4.) strengthening ventilation standards to improve indoor air quality. Specifically, the 2022 updates require all new homes be electric-ready. That means buildings with gas stoves have the electrical panels and wiring to support a switch to electric stoves. Further advancements and cost reductions will continue to expand electric options for heating, cooking, laundering, and EV charging to meet all Californians' needs. (CEC 2022) The Project will be subject to the 2022 Building Energy Efficiency Standards (California Code of Regulations Title 24, Part 6).

It is projected that the upcoming 2022 building efficiency standards will reduce 10 million metric tons of GHGs over 30 years. This reduction is equivalent to taking nearly 2.2 million cars off the road for a year. (CEC 2022) On a statewide basis throughout 2023, all measures for newly constructed buildings and altered components of existing buildings collectively would save approximately 33 million therms of

fossil fuel natural gas and 1.3 billion kWh of electricity.[4] Local government agencies may adopt and enforce energy standards for new buildings, provided that standards meet or exceed those contained in Title 24. The City has adopted the California Code of Regulations Title 24 in its municipal code (CMC 15.051).

Green Building Standards

The purpose of Title 24, specifically Part 11, known as the California Green Building Standards (CALGreen) Code, is to encourage sustainable construction practices that reduce negative impacts on the environment through planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. The CALGreen Code is applicable to the planning, design, operation, construction, use, and occupancy of every newly constructed building or structure throughout the State. See Section 5.6.2 of this DEIR for a more detailed listing of applicable CALGreen code section.

California Integrated Waste Management Act of 1989

The California Integrated Waste Management Act of 1989 (AB 939) requires each jurisdiction in California to submit detailed solid waste planning documents for the California Department of Resources, Recycling, and Recovery's (CalRecycle) approval, set diversion requirements of 25 percent in 1995 and 50 percent in 2000, established a comprehensive statewide system of permitting, inspections, enforcement, and maintenance for solid waste facilities, and authorized local jurisdictions to impose fees based on the types or amounts of solid waste generated (CalRecycle 2018). As of 2007, jurisdictional diversion rates are no longer calculated; with the passage of the Per Capita Disposal Measurement System (SB1016), only per capita disposal rates are measured. CalRecycle compares each jurisdiction's reported disposal tons to population to calculate per capita disposal in pounds per person per day (CalRecycle JD). The City achieved an annual per capita disposal rate of 5.9 pounds per day per resident, and 39.4 pounds per day per employee in 2020, the most recent data available (CalRecycle Calimesa).

AB 939 further requires each city to prepare a Source Reduction and Recycling Element (SRRE) to describe how it would manage solid waste generated within the City (PRC 41000-41003). Each city's solid waste management must be consistent with the hierarchy of waste management practices of AB 939, which are (in order of priority): (1) source reduction; (2) recycling and composting; (3) environmentally safe transformation and environmentally safe land disposal, at the discretion of the city or county (PRC 40051). SRREs shall place primary emphasis on implementation of all feasible source reduction, recycling, and composting programs while identifying the amount of landfill and transformation capacity that will be needed for solid waste which cannot be reduced at the source, recycled, or composted. Each SRRE shall include, but is not limited to, all of the following components for solid waste generated in the jurisdiction of the plan: (a) A waste characterization component; (b) A source reduction component; (c) A recycling component; (d) A composting component; I A solid waste facility capacity component; (f) An education and public information component; (g) A funding component; and (h) A special waste component (PRC 41000-41003).California local jurisdictions are required to submit annual reports to CalRecycle to update it on their progress toward implementing the AB 939 goals (CalRecycle 2019).

[4] Per the Draft Environmental Impact Report Amendments to the Building Energy Efficiency Standards (https://www.energy.ca.gov/programs-and-topics/programs/building-energy-efficiency-standards/2022-building-energy-efficiency)

AB 341 (2011) amended the AB 939 to include a provision declaring that it is the policy goal of the State that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020, and annually thereafter (PRC 41780.01) The state did not meet its 75 percent by 2020 recycling goal set out in AB 341. However, CalRecycle identified five strategies and three additional focus areas that can be pursued by the state to reach the 75 percent goal. (CalRecycle 2020.)

Renewable Portfolio Standard

Established in 2002 under SB 1078, accelerated in 2006 under SB 107, again in 2011 under SBX1-2, in 2015 under SB 350, and again in 2018 under SB 100, California's Renewable Portfolio Standard (RPS) required retail sellers of electric services to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020 (SB-1078, SB-1368). The 33 percent standard was consistent with the RPS goal established in the Scoping Plan (CARB 2008). Initially, the RPS provisions applied to investor-owned utilities, community choice aggregators, and electric service providers. SBX1-2 added, for the first time, publicly owned utilities to the entities subject to RPS.

Senate Bill 350 (SB 350), signed in 2015, increased the RPS from 33 percent in 2020 to 50 percent by 2030 and will double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation by 2030. (CARB 2017c, p. 2)

Senate Bill 100 (SB 100) was subsequently signed in 2018 and directs the California Public Utilities Commission (CPUC), CEC, and CARB to plan for 100 percent of total retail sales of electricity in California to come from eligible renewable energy resources and zero-carbon resources by December 31, 2045. SB 100 also accelerates the RPS to 50 percent by 2026 and to 60 percent target 2030. (SB-100)

Senate Bill 1

Senate Bill 1 of 2006 (SB 1) established the statewide California Solar Initiative, also required the California Energy Commission (CEC) to implement regulations that required sellers of production homes to offer a solar energy system option to all prospective homebuyers. Besides offering solar as an option to prospective homebuyers, sellers of homes constructed on land for which an application for a tentative subdivision map has been deemed complete on or after January 1, 2011, must disclose to the prospective homebuyer the total installed cost of the solar option, the estimated cost savings associated with the solar energy system option, information about California solar energy system incentives, and information about the Go Solar California website. Sellers of production homes affected by this law may opt for the solar offset program rather than offer solar as an option to prospective homebuyers. The solar offset program requires sellers to install a solar system elsewhere which is equivalent to the aggregate capacity of solar that would have been installed in an affected subdivision if 20 percent of the buyers had opted for the solar option (SB-1).

Assembly Bill 1109

Assembly Bill 1109 (AB 1109), the Lighting Efficiency and Toxic Reduction Act, required the establishment of minimum energy efficiency standards for all general purpose lights. The standards are structured to reduce average statewide electrical energy consumption by not less than 50 percent from the 2007 levels for indoor residential lighting and not less than 25 percent from the 2007 levels for indoor commercial and outdoor lighting by 2018 (AB-1109).

Senate Bill 350

Senate Bill 350 (SB 350), signed October 7, 2015, is the Clean Energy and Pollution Reduction Act of 2015. SB 350 is the implementation of some of the goals of Executive Order B-30-15. The objectives of SB 350 are (SB-350):

1. To increase from 33 percent to 50 percent, the procurement of our electricity from renewable sources.
2. To double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation.

GHG Emissions Standard for Baseload Generation (SB 1368)

Senate Bill 1368 (SB 1368) (September 29, 2006) prohibits any retail seller of electricity in California from entering into a long-term financial commitment for baseload generation if the GHG emissions are higher than those from a combined-cycle natural gas power plant. This performance standard applies to electricity generated both within and outside of California and to publicly owned as well as investor-owned electric utilities (SB-1368).

Assembly Bill 1493

Known as "Pavley I," AB 1493 standards were the nation's first GHG standards for automobiles. AB 1493 required CARB to adopt vehicle standards that lower GHG emissions from new light-duty autos to the maximum extent feasible (AB-1493). Pavley regulations apply to the 2012 through 2016 model years. After adopting these initial greenhouse gas standards for passenger vehicles, CARB adopted continuing standards for future model years (refer to Advanced Clean Cars discussion, above).

Assembly Bill 1007- State Alternative Fuels

Assembly Bill (AB) 1007 requires the CEC to prepare a plan to increase the use of alternative fuels in California. The State Alternative Fuels Plan was prepared by the CEC with the California Air Resources Board and in consultation with other federal, state, and local agencies to reduce petroleum consumption; increase use of alternative fuels (e.g., ethanol, natural gas, liquefied petroleum gas, electricity, and hydrogen); reduce GHG emissions; and increase in-state production of biofuels. The State Alternative Fuels Plan recommends a strategy that combines private capital investment, financial incentives, and advanced technology that will increase the use of alternative fuels; result in significant improvements in the energy efficiency of vehicles; and reduce trips and vehicle miles traveled through changes in travel habits and land management policies. The Alternative Fuels and Vehicle Technologies Funding Program legislation proactively implements this plan (AB-1007).

Appliance Efficiency Regulations

California's Appliance Efficiency Regulations (California Code of Regulations [CCR] Title 20, Parts 1600–1608) contain energy performance, energy design, water performance, and water design standards for appliances (including refrigerators, ice makers, vending machines, freezers, water heaters, fans, boilers, washing machines, dryers, air conditioners, pool equipment, and plumbing fittings) that are sold or offered for sale in California. (CEC Title 20)

Local Regulations

City of Calimesa General Plan Draft EIR

There are no applicable mitigation measures from the DEIR for the Calimesa General Plan that pertain to energy conservation. (GP DEIR, p. 3.7-22).

City of Calimesa General Plan

The following are applicable goals and policies from the Calimesa General Plan that pertain to the reduction of greenhouse gas emissions, and by extension, energy consumption.

Air Quality

Goals

Goal AQ-2 Reduce vehicle trips and resulting emissions.

Goal AQ-3 Conserve energy, fuel, and water throughout the community.

Goal AQ-5 Reduce greenhouse gas emissions and adapt to the anticipated effects of climate change.

Policies

Policy AQ-2 Require appropriate and feasible transit amenities in high-density and mixed-use developments.

Policy AQ-3 Promote pedestrian and bicycle circulation in both existing and planned commercial and residential areas.

Policy AQ-4 Adopt and implement a multi-use trail system that connects commercial, residential, and open space areas.

Policy AQ-5 Promote and support mixed-use land patterns that integrate retail, office, institutional, and residential uses.

Policy AQ-6 Develop neighborhood parks in high-density residential districts to encourage pedestrian travel to recreation facilities.

Policy AQ-7 Encourage centrally located parking in commercial areas to allow shoppers to walk to a number of destinations.

Policy AQ-8 Require use of energy- and fuel-efficient equipment and low-emission materials in City facilities and infrastructure.

Policy AQ-9 Encourage energy conservation and solar design features to be incorporated in all new development projects.

Policy AQ-10 Support recycling programs to reduce emissions associated with manufacturing and waste disposal.

Policy AQ-11 Require use of drought-resistant vegetation in City landscaping projects.

Policy AQ-12 Encourage use of drought-resistant vegetation in new development projects.

Policy AQ-13 Reduce the effects of air pollution and the urban heat island effect with increased tree planting in public and private spaces.

Policy AQ-14 Encourage use of energy-efficient street cleaning equipment and landscaping practices.

Policy AQ-18 Support local, regional, and statewide efforts to reduce greenhouse gas emissions.

Policy AQ-19 The City will work to evaluate the potential effects of climate change on Calimesa's human and natural systems and prepare strategies that allow the City to appropriately respond.

Actions

Action AQ-1 Require projects that generate potentially significant levels of air pollutants, such as landfill operations or large construction projects, to incorporate best available air quality and greenhouse gas mitigation in project design.

Action AQ-2 Require large development projects to include bicycle lanes, where feasible.

Action AQ-8.1 Consider fuel efficiency when selecting vehicles for the City fleet.

Action AQ-18.1 Establish a goal and strategies to reduce community-wide greenhouse gas emissions by 2020 and 2035.

Action AQ-18.2 Adopt and implement Calimesa-specific actions identified in the Western Riverside Council of Governments (WRCOG) Regional Climate Action Plan.

Action AQ-18.3 Continue to participate in WRCOG regional climate change, renewable energy, and energy efficiency programs that benefit Calimesa residents and businesses.

Action AQ-18.4 Update Calimesa's greenhouse gas emissions inventory every three to five years.

Action AQ-19.1 Consult with state resource and emergency management agencies regarding updates to climate change science and development of adaptation priorities.

Action AQ-19.2 As needed, amend this General Plan and the City's Zoning Code and other codes to incorporate strategies to adapt to climate change.

Transportation and Mobility

Policies

Policy TM-8 Alternative levels of service may be allowed on intersections in planned development or similar identified mixed-use areas that demonstrate links to transit, trails, and alternative transportation and comfortable walking distance to goods and services.

Policy TM-10 Support the development of the Short- and Long-Range Transit Plans.

Policy TM-11 Reduce vehicle trips through design and changes in operations

Policy TM-12 Provide for the development of multi-use equestrian, pedestrian, and hiking trails that provide a linkage with regional facilities.

Actions

Action TM-4.1 Following the principles of "complete streets," maximize visibility and access for pedestrians and encourage the removal of barriers (walls, easements, and fences) for safe and convenient movement of pedestrians. Ensure that the entire travelway is included in the design from building façade to building façade.

Action TM-4.2 Pedestrian access shall be provided from developments to existing and future transit routes, park-and-ride lots, terminal facilities, etc.

Action TM-4.3 Ensure that City street standards provide for the installation of bus turnouts, benches, and shelters.

Action TM-10.1 Develop and implement transportation programs that maximize the use of funding from local, state, and federal sources.

Action TM-10.2 Implement freeway ramp/arterial roadway interchange improvements that promote the safe and efficient movement of vehicles, pedestrians, and cyclists.

Action TM-10.3 Coordinate the planning for Calimesa's transportation needs with adjacent jurisdictions, the County of Riverside, Caltrans, and public transit providers.

Action TM-10.4 Encourage the establishment of fixed bus routes and extend the Dial-A-Ride service territory to outlying areas of the city.

Action TM-11.1 Develop measures that will reduce the number of vehicle trips during peak travel periods.

Action TM-11.2 Coordinate with Caltrans, the Riverside County Transportation Commission (RCTC), the Western Riverside Council of Governments (WRCOG), transit agencies, and other responsible agencies to identify the need for additional park-and-ride facilities along major commuter travel corridors and at major activity centers.

Action TM-11.3 Provide preferential parking for carpools and vanpools, where appropriate.

Action TM-11.4 Incorporate the potential for public transit service in the design of developments that are identified as major trip attractions (i.e., retail and employment centers).

Action TM-11.5 Support programs developed by transit agencies/operators to provide paratransit service.

Action TM-12.1 Establish an implementation program for funding of the multi-use trail system that provides for acquisition and maintenance of trails.

Action TM-12.2 Require the development and dedication of trails in conjunction with proposed development.

Action TM-12.3 Determine if trails, paths, and pedestrian access can be extended into existing development to provide for increased connectivity.

Infrastructure and Public Services

Actions

ActionIPS-1.4 Ensure that city facilities are designed and operated in adherence with water conservation practices and programs.

Resource Management

Policies

Policy RM-9 Support water conservation efforts to ensure a reliable water supply through water efficiency, capture, and reuse.

Actions

Action RM-10.2 Require developments to implement measures designed to conserve water resources, including the use of low-flow irrigation systems and water-efficient plumbing fixtures.

Action RM-10.3 Require the use of drought-tolerant landscaping in new developments and encourage the replacement of existing water-consumptive landscaping.

ActionRM-10.4 Require the use of nonpotable and reclaimed water for irrigation in parks, golf courses, and industrial uses, as well as for residential and other urban uses, whenever feasible and where legally permitted.

Sustainability

Policies

Policy SUS-3 The City will promote increased physical activity, reduced driving, and increased walking, cycling, and public transit by:

- Encouraging the development of compact development patterns that are pedestrian- and bicycle-friendly.
- Increasing opportunities for active transportation (walking and biking) and transit use.

Policy SUS-5 The City encourages public transit agencies to locate routes and stops near health care and mental health facilities.

Policy SUS-7 The City encourages the location of schools, recreational centers, and day-care centers in places that are easily accessible by public transportation.

Policy SUS-10 Encourage increased residential densities that can support expanded public transit ridership at all income levels.

Policy SUS-12 Locate high-density residential developments in areas served by existing and/or planned transit routes, infrastructure, and commercial development.

Policy SUS-15 Develop and maintain a strong, vital, and dynamic downtown that encourages pedestrian-oriented development and provides opportunities for public transit ridership.

Policy SUS-16 Reduce vehicle miles traveled by creating expanded bicycle and multi-use trails.

Policy SUS-17 The City will promote and encourage community-wide use of alternative transportation methods.

Policy SUS-18 Encourage convenient bicycle, pedestrian, and transit access to new commercial and industrial development.

Policy SUS-20 Promote and support green building techniques and practices to reduce energy use.

Policy SUS-21 Evaluate the potential for municipal alternative-fuel vehicle programs.

Policy SUS-22 Collaborate with utilities and regional agencies to increase public participation in energy efficiency and conservation.

Actions

Action SUS-12.1 Evaluate the potential for higher-density residential land uses in close proximity to the city's downtown.

Action SUS-12.2 Identify suitable locations within the city to allow residential density bonuses for mixed-use development. Potential locations include within and adjacent to the Downtown Business District and on the west side of Interstate 10.

Action SUS-12.3 Initiate a study to determine appropriate parking standards and/or criteria to apply to residential uses located within a mixed-use development. Such a land use arrangement would create the potential for fewer vehicle trips due to the proximity of commercial uses and the associated need for multiple vehicles.

Action SUS-15.1 Extend bicycle and multipurpose trails to the downtown business area to provide alternative transportation opportunities. Identify downtown routes in a community-wide bicycle path and multipurpose trail master plan.

Action SUS-15.2 Use Community Development Block Grant funding to install sidewalks, crosswalks, and streetlights downtown, where appropriate and necessary.

Action SUS-16.1 Develop design standards for multi-use trails and bicycle paths.

Action SUS-16.2 Coordinate with the Riverside County Flood Control and Water Conservation District to evaluate the potential to use of their channels and easements as multi-use trails.

Action SUS-17.1 Work with the Riverside Transit Authority (RTA) to evaluate the potential for public transit routes through Calimesa, including the use of smaller feeder systems that utilize vans or other smaller vehicles which would connect with existing systems or operate only in localized areas.

Action SUS-18.1 Require the installation of improvements such as sidewalks, bike racks and lockers, bus turnouts, and bus stops as part of the conditions of development for commercial and industrial development, where appropriate.

Action SUS-20.1 Construct new significant municipal facilities to meet at least the baseline certification level of Leadership in Energy and Environmental Design (LEED) or its equivalent.

Action SUS-20.2 Include a Green Development Checklist and supporting materials with City planning and building applications and permits highlighting ways to incorporate green development principles into project design.

Action SUS-20.3 Provide regular training to ensure that City employees are able to implement the State's Green Building Code, conduct energy audits, and review or rate green building projects.

Action SUS-20.4 Revise the Municipal Code to allow deviations from normal development standards such as height limits, setbacks, or screening when doing so is necessary to allow the efficient use of renewable energy devices.

City of Calimesa Municipal Code

The following Titles of the City's Municipal Code pertain to energy conservation.

Chapter 15.05 – Adoption of the 2019 Edition of the California Building Code

The 2019 Edition of the California Building Code (Part 2 of Title 24 of the California Code of Regulations), including Volumes 1 and 2, based on the 2018 International Building Code as published by the International Code Council, is adopted by reference. [Ord. 368 § 1, 2019; Ord. 364 § 1, 2019; Ord. 344 § 1, 2016; Ord. 329 § 1, 2013; Ord. 311 § 1, 2011; Ord. 276 § 2, 2008; Ord. 198 § 2, 2002; Code 1990 § 8.2.01.].

Chapter 15.75 – Adoption of the 2019 Edition of the California Energy Code

The 2019 Edition of the California Energy Code (Part 6 of Title 24 of the California Code of Regulations), as published by the International Code Council, is adopted by reference. [Ord. 368 § 12, 2019; Ord. 344 § 12, 2016; Ord. 329 § 15, 2013; Ord. 311 § 14, 2011.]

5.5.3 Comments Received in Response to the Notice of Preparation

One written comment letter was received related to Energy in response to the Notice of Preparation (NOP). The comment letter was received from Lenore Negri and is included in Appendix A of this Draft EIR. A summary of this written letter has been included in Section 2.5.1 – Introduction – NOP Comment Letters, of this DEIR.

5.5.4 Thresholds of Significance

The City of Calimesa has not established local CEQA significance thresholds and instead, defers to the Thresholds of Significance identified in Appendix G ("Environmental Checklist") to the State *CEQA Guidelines*. Impacts related to this Project may be considered potentially significant if the proposed Project would:

- Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or
- Conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

5.5.5 Project Design Features

The Project will require future implementing development projects to meet or exceed all applicable standards under the CALGreen Code and Title 24. Future implementing development projects shall implement selected concepts of efficient design and material use that increase building efficiency through site planning, water and energy management, material use, and control of indoor air quality that reduce potential project impacts, which may include, but are not limited to:

Energy Efficiency

- Design building and components, such as windows, roof systems, lighting, and electrical systems to meet or exceed California Title 24 Standards for residential buildings.
- Design residential buildings to achieve U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) points (or similar green building rating system) for potential certification. This includes design features related to the building envelope, heating, ventilation, and air conditioning (HVAC), lighting, and power systems. Additionally, the architectural expression such as roofs and windows in the buildings will relate to conserving energy.
- If homebuilders install major appliances such as a dishwasher, washing machine, and refrigerator, incorporate Energy Star rated appliances (or other equivalent technology).

Renewable Energy

- All newly constructed single-family and low-rise (under three stories) multifamily residential units shall install solar panels in accordance with California Title 24 Standards.

Water Conservation and Efficiency

- Install water-efficient irrigation systems and devices, such as soil moisture based irrigation controls and sensors for landscaping according to the California Department of Water Resources Model Efficient Landscape Ordinance and Chapter 18.75 (Water Conservation for Landscaping) of the City's Municipal Code.
- Plant types shall be grouped together in regards to their water, soil, sun and shade requirements and in relationship to the buildings. Plants shall be placed in a manner considerate of solar orientation to maximize summer shade and winter solar gain. Trees are to be incorporated to provide natural cooling opportunities for the purpose of energy and water conservation according to 18.75.040 Landscape documentation package requirements.
- Design buildings to be water-efficient. Install water-efficient fixtures in accordance with Section 4.303 of the California Green Building Standards Code Part 11.
- Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff in accordance with City Standards.

Solid Waste Measures

- Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 4.408.1 of the California Green Building Standards Code Part 11
- Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance with Section 4.410.1 of the California Green Building Standards Code Part 11.

Transportation and Motor Vehicles

- The Project site shall facilitate future installation and use of Electric vehicle (EV) charges in accordance with Section 4.106.4, Electric vehicle (EV) charging for new construction, of the California Green Building Standards Code Part 11.
- For each new one-and two-family and town-houses with attached private garages, install a listed raceway to accommodate a dedicated 208/240-volt branch circuit for each dwelling unit in accordance with Section 4.106.4.1, New one-and two-family dwellings and town-houses with attached private garages, of the California Green Building Standards Code Part 11.
- Multifamily developments projects with less than 20 dwelling units shall provide ten percent of the total parking spaces as electric vehicle charging spaces (EV spaces) capable of supporting future Level 2 with electric vehicle supply equipment (EVSE). Additionally, 25 percent of the total number of parking spaces shall be equipped with low power Level 2 EV charging receptables in accordance with Section 4.106.4.2.1 Multifamily development projects with less than 20 dwelling units; and hotels and motels with less than 20 sleeping units or guest rooms, of the California Green Building Standards Code Part 11.
- Multifamily developments projects with more than 20 dwelling units shall provide ten percent of the total parking spaces as electric vehicle charging spaces (EV spaces) capable of supporting future Level 2 with electric vehicle supply equipment (EVSE). Additionally, 25 percent of the total number of parking spaces shall be equipped with low power Level 2 EV charging receptables. Five percent of total number of parking spaces shall be equipped with Level 2 EVSE in accordance with Section 4.106.4.2.2 Multifamily development projects with more than 20 dwelling units; and hotels and motels with less than 20 sleeping units or guest rooms, of the California Green Building Standards Code Part 11.

Construction

- Require Construction Equipment to Turn Off When Not in Use per Title 13 of the California Code of Regulations, Section 2449.

5.5.6 Methodology

The estimation of energy impacts is based on the greenhouse gas emissions modeling prepared for the Project by Albert A. Webb Associates. The modeling outputs, Greenhouse Gas Modeling Outputs, dated December 2021 are included as Appendix B.3. The California Emissions Estimator Model (CalEEMod™) version 2020.4.0 program was used to quantify project-related emissions and the output includes annual building electricity and natural gas consumption. Because the CalEEMod program does not display the amount and fuel type for mobile sources, additional calculations were conducted and included in the *Energy Calculation Tables* (Appendix B.2) and are summarized herein.

5.5.7 Environmental Impacts

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

The analysis in this section addresses each of the six potential energy impacts identified in Appendix F of the State *CEQA Guidelines.* Appendix F of the State *CEQA Guidelines* provides criteria for assessing

potential impacts that a project could have on energy supplies, focusing on the goal of conserving energy by ensuring that projects use energy in a wise and efficient manner. Pursuant to impact possibilities listed in State *CEQA Guidelines* Appendix F, an impact to energy consumption and conservation will occur if implementation of the proposed Project will:

- Result in the wasteful, inefficient, or unnecessary consumption of energy. Impacts may include:
  1. The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal;
  2. The effects of the project on local and regional energy supplies and on requirements for additional capacity;
  3. The effects of the project on peak and base period demands for electricity and other forms of energy;
  4. The degree to which the project complies with existing energy standards;
  5. The effects of the project on energy resources;
  6. The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

The analysis below addresses each of the six potential energy impacts identified in Appendix F of the State *CEQA Guidelines*.

1. The project's energy requirements and its energy use efficiencies by amount and fuel type for each stage of the project including construction, operation, maintenance and/or removal.

Construction

The estimated construction period for the future implementing development on Project parcels is unknown, but for analysis purposes it is assumed to build out over approximately 16 years, beginning no sooner than January 2023. As indicated in Section 5.6, Greenhouse Gas Emissions, Project construction for all RIPAOZ future development would require the use of construction equipment for grading, paving, building construction, and painting (architectural coating) activities, as well as construction workers and vendors traveling to and from the Project site. Construction equipment requires diesel as the fuel source as shown in **Table 5.5-C, Construction Energy Use**, below. Fuel consumption from on-site heavy-duty construction equipment was calculated based on the equipment mix and usage factors provided in the CalEEMod construction output files as part of the modeling outputs, *Greenhouse Gas Modeling Outputs*, included as Appendix B.2. The total horsepower was then multiplied by fuel usage estimates per horsepower-hour included in Table A9-3-E of the South Coast Air Quality Management District's (SCAQMD's) *CEQA Air Quality Handbook* (SCAQMD 1993, p. A9-6).

Fuel consumption from construction worker and vendor/delivery trucks was calculated using trip rates consistent with the proposed development and distances provided in the CalEEMod construction output files. Total vehicle miles traveled (VMT) was then calculated as provided in the *Greenhouse Gas Modeling Outputs* files (see Appendix B.3) and divided by the corresponding county-specific miles per gallon factor using CARB's EMission FACtors (EMFAC) 2017 model. Consistent with CalEEMod, construction worker trips were assumed to include 100 percent gasoline powered vehicles. Construction vendor trucks were assumed to be medium-duty and heavy-duty diesel trucks (Appendix B.2, Table 1 and 2).

As shown below in **Table 5.5-C,** a total of 1,522,367 gallons of diesel fuel, and 3,174,712 gallons of gasoline are estimated to be consumed during Project site construction.

Table 5.5-C, Construction Energy Use

Fuel	Fuel Consumption (Gallons)
Diesel	
On-Road Construction Trips[1]	1,005,290
Off-Road Construction Equipment[2]	517,076
Diesel Total	**1,522,367**
Gasoline	
On-Road Construction Trips[1]	3,174,712
Off-Road Construction Equipment[3]	--
Gasoline Total	**3,174,712**

Source: Appendix B.2, Table 1

1. On-road mobile source fuel use based on VMT from CalEEMod for construction in 2023 and fleet-average fuel consumption in gallons per mile from EMFAC2017 web based data for South Coast Air Basin. See Appendix B.2, Table 2 for calculation details.
2. Off-road mobile source fuel usage based on a fuel usage rate of 0.05 gallons of diesel per horsepower (HP)-hour, based on SCAQMD CEQA Air Quality Handbook, Table A9-3E.
3. All emissions from off-road construction equipment were assumed to be diesel.

The annual fuel usage for on-road construction trips can be broken down more specifically as follows: 3,174,712 gallons of gasoline for worker trips (as shown above, under “On-Road Construction Trips”) and 1,005,290 gallons of diesel for vendor and hauling trips (Appendix B.2, Table 2).

Fuel energy consumed during construction would be temporary in nature and would not represent a significant demand on energy resources. Construction equipment is also required to comply with regulations limiting idling to five minutes or less (CCR 13). Furthermore, there are no unusual Project site characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in other parts of the State. For comparison, the State of California consumed 13.1 billion gallons of gasoline and 3.1 billion gallons of diesel fuel in 2020, which is the most recent published data (CAL-A). Thus, the fuel usage during Project construction of 1.5 million gallons of diesel and 3.2 million gallons of gasoline over a period of 16 years would account for a negligible percent of the existing gasoline and diesel fuel related energy consumption in the State of California. Furthermore, it is expected that construction-related fuel consumption associated with the Project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region.

Operation

The Project will promote building energy efficiency through compliance with energy efficiency standards (Title 24 and CALGreen, as discussed under Section 5.5.2 of this DEIR). Implementing multifamily development where parking is required, would be required to designate parking spaces for electric vehicle (EV) charging. The Project also reduces vehicle fuel usage due to compliance with State regulatory programs. The vehicles used by future residents would be subject to AB 1493 ("the Pavley Standard") which requires reduction in GHG emissions from non-commercial passenger vehicles and light-duty trucks of model year 2009 and thereafter. As discussed under Section 5.5.2, Executive Order S-01-07 that went into effect in 2010 required a reduction in the carbon intensity of transportation fuels

used in California by at least 10 percent by 2020. The Advanced Clean Cars program, introduced in 2012, combines the control of smog, soot causing pollutants and GHG emissions into a single coordinated package of requirements for model years 2017 through 2025.

For operational activities, annual electricity and natural gas consumption were calculated using demand factors provided in the CalEEMod output as part of the greenhouse gas modeling completed for this Project based on the 2019 Title 24 standards. The Project site's electrical consumption was estimated to be approximately 10,374,890 kWh of electricity per year. This reflects the sum of the building electricity (8,079,891 kWh/year), and electricity related to the Project's water consumption (2,294,999 kWh/year). Additionally, the Project's natural gas consumption was estimated to be approximately 29,671,200 kilo-British thermal units (kBTUs) per year (or 296,712 therms per year). (Appendix B.2, Table 3).

In comparison to the Project, SCE which provides service to the City as reported by the California Energy Commission (CEC), SCE consumed approximately 83 billion kilowatt-hours (kWh) in 2020 (CEC 2020A). The Southern California Gas Company (SCG) provides natural gas service to the City. As reported by the CEC, SCG consumed approximately 5.2 billion therms in 2020 (CEC 2020B). At full build-out, the Project site's electricity demand and the natural gas demand would be a negligible percent of the existing natural gas use in SCE and SCG's service area.

Energy impacts associated with transportation during operation were also assessed using default traffic data contained in CalEEMod for the greenhouse gas modeling completed for this Project (Appendix B1 and Appendix B.2). Based on the annual VMT, gasoline and diesel consumption rates were calculated using the South Coast Air Basin-specific miles per gallon in EMFAC2017. A total of 156,549 gallons of diesel fuel, and 1,097,973 gallons of gasoline is estimated to be consumed each year from the Project operation (Appendix B.2, Table 3). As stated above, the State of California consumed approximately 13.1 billion gallons of gasoline and 3.1 billion gallons of diesel fuel (CAL-A). Thus, the annual fuel usage during Project operation would account for a negligible percent of the existing diesel fuel and gasoline related energy consumption in California.

Mitigation measures from this Draft EIR's Air Quality Section (5.2) and Greenhouse Gas Emissions Section (5.6) will also reduce energy consumption from future development of RIPAOZ parcels during operation: mitigation measures **MM AQ 2**, **MM AQ 3, MM AQ 4, MM AQ 6, MM AQ 7**, **MM AQ 8**, and **MM GHG 1** through **MM GHG 4** address building and mobile energy use.

To summarize, regulations applicable to the Project regarding energy conservation and fuel efficiency include, but are not limited to, Title 24 building energy efficiency standards and CALGreen, Pavley standards, and the Advanced Clean Cars. Additionally, mitigation measures from this Draft EIR Sections 5.2, Air Quality and 5.6, Greenhouse Gas Emissions, also serve to reduce energy and fuel consumption. Specifically, Project mitigation measures **MM AQ 2**, **MM AQ 3, MM AQ 4**, **MM AQ 6, MM AQ 7, MM AQ 8**, and **MM GHG 1** through **MM GHG 4** address energy use from buildings and vehicles during Project operation. Collectively, compliance with regulatory programs and implementation of these mitigation measures would ensure that the Project would not result in the inefficient, unnecessary, or wasteful consumption of energy with regards to the Project's energy requirements and its energy use efficiencies.

2. The effects of the project on local and regional energy supplies and on requirements for additional capacity.

As addressed above, the Project's electricity consumption was minimal in comparison to SCE's supply. Future implementing development on the RIPAOZ Project site will comply with applicable State, SCE,

and GP goals and policies that require energy conservation and increase reliance on renewable energy to reduce electricity demand within the Project site. As discussed above, SCE's total electricity consumption was approximately 83 billion kWh in 2020 (**Table 5.5-A**). The estimated Project demand would be a negligible amount of SCE's existing electricity use. As such, there will be adequate capacity to serve the proposed Project.

As addressed above, the Project's natural gas consumption was estimated to be approximately 29,671,200 kBTUs per year (or 296,712 therms per year). Future implementing development at the RIPAOZ Project site will comply with applicable CPUC, State, SCG, and GP goals and policies that require energy conservation to reduce natural gas demand within the Project area. As discussed above, the Project demand would be a negligible percent of SCG's existing natural gas use. As the proposed Project's overall consumption of natural gas use is insignificant compared to existing SCG-wide use and as SCG continuously expands its network, as needed, to meet the need in Southern California, there will be adequate capacity to serve the proposed Project. The Project would therefore not have a significant effect on local and regional energy supplies.

3. The effects of the project on peak and base period demands for electricity and other forms of energy.

As described above, SCE produced approximately 83 billion kWh in 2020 (**Table 5.5-A**) and the Project is expected to have 10.4 million kWh/ year, which will be a negligible impact to MVU's total electricity usage. Therefore, it can be stated that the Project will not have a substantial effect on energy supplies.

The Project will meet Title 24 building energy efficiency standards and CALGreen. With regard to peak hour demands, purveyors of energy resources, including SCE, have established energy conservation programs to encourage consumers to adopt energy conservation habits and reduce energy consumption during peak demand periods. The proposed Project supports these efforts through implementation of mitigation measures **MM AQ 2** through **MM AQ 8** and **MM GHG 1** through **MM GHG 4** that address energy use efficiency and adherence to GP policies identified above that will not only reduce energy consumption during peak hour demands, but also during the base period. To this end, the Project will not substantially affect peak and base period demands for electricity or other forms of energy, such as natural gas.

4. The degree to which the project complies with existing energy standards.

Future implementing development on the proposed RIPAOZ Project site would be required to comply with City, State, and federal energy conservation measures related to construction and operations. Many of the regulations regarding energy efficiency are focused on increasing building efficiency and renewable energy generation, promoting sustainability through energy conservation measures, as well as reducing water consumption and VMT. As described above, the proposed Project will meet and/or exceed these regulatory requirements.

The California Energy Code building energy efficiency standards include provisions applicable to all buildings, residential and non-residential, which are mandatory requirements for efficiency and design. Future implementing development on the proposed Project site will comply with Title 24. This would be accomplished through among other things, implementation of energy reduction measures, such as energy efficient lighting and appliances. The Project would comply fully with existing energy standards.

In addition, future development will be consistent with applicable goals and polices within the GP. Through implementation of energy conservation measures and sustainable practices, the Project will not use large amounts of energy in a manner that is wasteful or otherwise inconsistent with adopted plans or policies.

5. The effects of the project on energy resources.

The effects of the Project on energy supplies and resources from a capacity standpoint are described above in the preceding analysis. In regard to the effects of the Project on energy resources, the Project is required to ensure that the Project does not result in the inefficient, unnecessary, or wasteful consumption of energy. Notable regulatory measures that are discussed above include compliance with California Title 24 and CALGreen Standards, RPS, Pavley standards and the Advanced Clean Cars Program. Additionally, the Project mitigation measure **MM AQ 2** through **MM AQ 8** and **MM GHG 1** through **MM GHG 4** promote efficient energy consumption.

6. The project's projected transportation energy use requirements and its overall use of efficient transportation alternatives.

As stated above, energy impacts associated with transportation during construction and operation of the Project would not result in the inefficient, unnecessary, or wasteful consumption of energy through adherence to existing regulations and GP policies and implementation of Project mitigation measures. Regarding efficient transportation alternatives, each individual implementing development on the RIPAOZ Project site will be required to consult with local transit officials on the need to provide infrastructure to connect the project with transit services pursuant to mitigation measure **MM AQ 2**. Additionally, the Project will comply with CALGreen requirements provide bike racks and carpool/vanpool parking stalls and EV charging spaces.

Lastly, mitigation measures from this Draft EIR's Air Quality Section (5.2) and Greenhouse Gas Emissions Section (5.6) will also increase the fuel efficiency of this Project's operation through mitigation measures **MM AQ 2** through **MM AQ 8** that address mobile energy use. Therefore, the Project promotes efficient alternative transportation choices.

The proposed Project will not have a substantial impact on energy resources because the Project will be required to implement Project mitigation measures **MM AQ 2** through **MM AQ 8** and **MM GHG 1** through **MM GHG 4** and comply with regulations listed in Section 5.5.2. Therefore, with implementation of mitigation measure **MM AQ 2** through **MM AQ 8** and **MM GHG 1** through **MM GHG 4**, Project impacts are **less than significant**.

Threshold: Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

As previously stated, the future implementing development at the RIPAOZ Project site will comply with Title 24 standards and CALGreen Code which implements sustainable construction practices that reduce negative impacts on the environment through planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. Implementation of mitigation measures **MM AQ 2** through **MM AQ 8** and **MM GHG 1** through **MM GHG 4** will further reduce the Project's energy consumption. Moreover, the service providers (SCE and SCG) are subject to renewable energy requirements under the RPS. Through the use of modern energy-efficient construction materials and practices, adherence to the City's GP policies, goals, and actions, in

addition to compliance with Title 24 standards, the proposed Project will be consistent with the State's energy conservation standards and, therefore, would not conflict with an adopted renewable energy or energy conservation plan. Therefore, with implementation of mitigation measures **MM AQ 2** through **MM AQ 8** and **MM GHG 1** through **MM GHG 4**, impacts are **less than significant**.

5.5.8 Recommended Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (State CEQA Guidelines, Section 15126.4). Mitigation measures were evaluated for their ability to reduce or eliminate impacts. Mitigation measures **MM AQ 2** through **MM AQ 8** and **MM GHG 1** through **MM GHG 4** discussed in Section 5.2 – Air Quality and Section 5.6 – Greenhouse Gas Emissions shall be implemented to reduce energy consumption.

5.5.9 Summary of Environmental Effects After Mitigation Measures Are Implemented

With implementation of local, state, and federal regulations, and mitigation measures listed above, potential significant environmental effects related to energy will be **less than significant**.

5.6 Greenhouse Gas Emissions

The focus of this section is to analyze potential impacts related to greenhouse gas emissions based on Appendix G of the State CEQA Guidelines and the Initial Study circulated for Public Review found in Appendix A of this DEIR. There is no development being proposed as part of this Project, only textual changes to the General Plan (General Plan Amendment) and Zoning Code (Zone Change) allowing for optional intensification of densities on 36 discrete parcels affected by the Project. Cumulative impacts are discussed in Section 7.0 – Other CEQA Topics.

A portion of the following discussion includes a summary of the emissions modeling prepared for the proposed Project by Albert A. Webb Associates on December 21, 2021 (included as Appendix B.3). The methodology is consistent with draft guidance prepared by the South Coast Air Quality Management District (SCAQMD) for quantification of emissions and evaluation of potential impacts related to GHG emissions. As recommended by SCAQMD staff, the California Emissions Estimator Model (CalEEMod™) version 2020.4.0 program was used to quantify project-related emissions. An individual project cannot generate enough GHG emissions to effect a discernible change in global climate. However, the proposed Project may participate in this potential impact by its incremental contribution combined with the cumulative increase of all other sources of GHGs which, when taken together, may influence global climate change. Because these changes may have serious environmental consequences, this section will evaluate the potential for the proposed Project to have a significant effect upon California's environment as a result of its potential contribution to the enhanced greenhouse effect.

5.6.1 Setting

The earth's natural warming process is known as the "greenhouse effect." Certain atmospheric gases act as an insulating blanket for solar energy to keep the global average temperature in a suitable range. These gases are called "greenhouse gases" because they trap heat like the glass walls of a greenhouse. The greenhouse effect raises the temperature of the earth's surface by about 60 degrees Fahrenheit. With the natural greenhouse effect, the average temperature of the earth is about 45 degrees Fahrenheit; without it, the earth would be about minus 15 degrees. It is normal for the earth's temperature to fluctuate over extended periods of time. Over the past one hundred years, however, the earth's average global temperature has generally increased by one degree Fahrenheit. In some regions of the world, the increase has been as much as four degrees Fahrenheit.

Scientists studying the particularly swift rise in global temperatures during the late twentieth century believe that natural variability alone does not account for that rise. Rather, human activity spawned by the industrial revolution has resulted in increased emissions of carbon dioxide and other forms of GHGs, primarily from the burning of fossil fuels (during motorized transport, electricity generation, consumption of natural gas, industrial activity, manufacturing, etc.) and deforestation, as well as agricultural activity and the decomposition of solid waste. The most common GHG is carbon dioxide (CO_2), which constitutes approximately 84 percent of all GHG emissions in California (CEC 2006). Worldwide, the State of California ranks as the 12th to 16th largest emitter of CO_2 and is responsible for approximately two percent of the world's CO_2 emissions. Scientists refer to the global warming context of the past century as the "enhanced greenhouse effect" to distinguish it from the natural greenhouse effect (CEC 2006). While the increase in temperature is known as "global warming," the resulting change in weather patterns is known as "global climate change." Global climate change is evidenced in changes to wind patterns, storms, precipitation, and air temperature.

Global climate change is, by definition, a global issue and California's efforts to reduce GHG emissions will not alone change the impact of global climate change. Global concentrations of GHG rather than locational GHG emissions result in adverse climate change impacts that differentially occur throughout the world, and specific scientific metrics and methodologies to measure the climate change consequences (if any) of locally-specific impacts remain subject to considerable scientific uncertainty. For example, California emits only a tiny fraction of global GHG. The whole of the California economy's GHG emissions have dropped from approximately 1.35 percent of global GHG emissions in 1990 to 0.98 percent in 2011. As previous Governor Brown once noted about California's GHG reduction efforts, "we can do things in California, but if others don't follow, it will be futile." Thus, reducing California's GHG emissions (even as the 8th eighth largest economy in the world) cannot meaningfully impact the quantity of GHGs in the global atmosphere. To date, the vast majority of other states and nations have not followed California's lead in mandating GHG emission reductions across a broad spectrum of economic sectors under laws and regulations discussed in greater detail below and have not enacted regulations similar to those adopted in California. California already has nearly the lowest level of GHG per capita of any state.

Project-level emissions for activities that occur because of population-based variables (people needing housing, jobs, and services) that occur in California reduces global GHG emissions by facilitating more growth and development in California relative to other states.

Greenhouse Gases

Gases responsible for global climate change in the South Coast Air Basin (Basin) and their relative contribution to the overall warming effect are carbon dioxide (55 percent), chlorofluorocarbons (CFCs) (24 percent), methane (15 percent), and nitrous oxide (6 percent). It is widely accepted that continued increases in GHG will contribute to global climate change although there is uncertainty concerning the magnitude and timing of future emissions and the resultant warming trend (SCAQMD 2005).

"Stratospheric ozone depletion" refers to the slow destruction of naturally occurring ozone, which lies in the upper atmosphere (called the stratosphere) and which protects Earth from the damaging effects of solar ultraviolet radiation. Certain compounds, including CFCs, halons, carbon tetrachloride, methyl chloroform, and other halogenated compounds, accumulate in the lower atmosphere and then gradually migrate into the stratosphere. In the stratosphere, these compounds participate in complex chemical reactions to destroy the upper ozone layer. Destruction of the ozone layer increases the penetration of ultraviolet radiation to the Earth's surface, a known risk factor that can increase the incidence of skin cancers and cataracts, contribute to crop, and fish damage, and further degrade air quality (SCAQMD 2005).

GHG and ozone-depleting gases include, but are not limited to, the following:

- **Carbon dioxide –** Carbon dioxide results from fossil fuel combustion in stationary and mobile sources. It contributes to the greenhouse effect, but not to stratospheric ozone depletion. In the Basin, approximately 48 percent of carbon dioxide emissions come from transportation, residential and utility sources which contribute approximately 13 percent each, 20 percent come from industry, and the remainder comes from a variety of other sources (SCAQMD 2005).
- **Methane –** Atmospheric methane is emitted from both non-biogenic and biogenic sources. Non-biogenic sources include fossil fuel mining and burning, biomass burning, waste treatment, geologic sources, and leaks in natural gas pipelines. Biogenic sources include

wetlands, rice agriculture, livestock, landfills, forest, oceans, and termites. Methane sources can also be divided into anthropogenic and natural. Anthropogenic sources include rice agriculture, livestock, landfills, waste treatment, some biomass burning, and fossil fuel combustion. Natural sources are wetlands, oceans, forests, fire, termites, and geological sources. Anthropogenic sources currently account for more than 60 percent of the total global emissions. It is a greenhouse gas and traps heat 40 to 70 times more effectively than carbon dioxide. In the Basin, more than 50 percent of human-induced methane emissions come from natural gas pipelines, while landfills contribute 24 percent. Methane emissions from landfills are reduced by SCAQMD Rule 1150.1 – Control of Gaseous Emissions from Active Landfills. Methane emissions from petroleum sources are reduced by a number of rules in SCAQMD Regulation XI that control fugitive emissions from petroleum production, refining, and distribution (SCAQMD 2005).

- **Other regulated greenhouse gases include Nitrous Oxide, Sulfur Hexafluoride, Hydrofluorocarbons, and Perfluorocarbons** – These gases all possess heat-trapping potentials hundreds to thousands of times more effective than carbon dioxide. Emission sources of nitrous oxide gases include, but are not limited to, waste combustion, wastewater treatment, fossil fuel combustion, and fertilizer production. Because the volume of emissions is small, the net effect of nitrous oxide emissions relative to carbon dioxide or methane is relatively small. Sulfur hexafluoride, hydrofluorocarbon, and perfluorocarbon emissions occur at even lower rates.
- **Chlorofluorocarbons** – Chlorofluorocarbons (CFCs) are emitted from blowing agents used in producing foam insulation. They are also used in air conditioners and refrigerators and as solvents to clean electronic microcircuits. CFCs are primary contributors to stratospheric ozone depletion and to global warming. 63 percent of CFC emissions in the Basin come from the industrial sector. Federal regulations require service practices that maximize recycling of ozone-depleting compounds (both CFCs, hydro-chlorofluorocarbons, and their blends) during the servicing and disposal of air-conditioning and refrigeration equipment. SCAQMD Rule 1415 – Reduction of Refrigerant Emissions from Stationary Refrigeration and Air Conditioning Systems requires CFC refrigerants to be reclaimed or recycled from stationary refrigeration and air conditioning systems. SCAQMD Rule 1405 – Control of Ethylene Oxide and Chlorofluorocarbon Emissions from Sterilization or Fumigant Processes requires recovery of reclamation of CFCs at certain commercial facilities and eliminates the use of some CFCs in the sterilization processes. Some CFCs are classified as Toxic Air Contaminants (TACs) and regulated by SCAQMD Rule 1401 – New Source Review of Toxic Air Contaminants and SCAQMD Rule 1402 Control of Toxic Air Contaminants from Existing Sources.
- **Halons –** These compounds are used in fire extinguishers and behave as both ozone-depleting and GHG. Halon production ended in the United States in 1993. SCAQMD Rule 1418 – Halon Emissions from Fire Extinguishing Equipment requires the recovery and recycling of halons used in fire extinguishing systems and prohibits the sale of halon in small fire extinguishers.
- **Hydro-chlorofluorocarbons –** HCFCs are solvents, similar in use and chemical composition to CFCs. The hydrogen component makes HCFCs more chemically reactive than CFCs, allowing them to break down more quickly in the atmosphere. These compounds deplete the stratospheric ozone layer, but to a much lesser extent than CFCs. HCFCs are regulated under the same SCAQMD rules as CFCs.

- **1,1,1-trichloroethane (TCA) –** TCA (methyl chloroform) is a solvent and cleaning agent commonly used by manufacturers. It is less destructive on the environment than CFCs or HCFCs, but its continued use will contribute to global warming and ozone depletion. 1,1,1-trichloroethane (TCA) is a synthetic chemical that does not occur naturally in the environment. No TCA is supposed to be manufactured for domestic use in the United States after January 1, 2002 because it affects the ozone layer. TCA had many industrial and household uses, including use as a solvent to dissolve other substances, such as glues and paints; to remove oil or grease from manufactured metal parts; and as an ingredient of household products such as spot cleaners, glues, and aerosol sprays. SCAQMD regulates this compound as a toxic air contaminant under Rules 1401 and 1402.

Unlike criteria air pollutants and TACs, which are pollutants of regional and local concern, climate change is a global problem and GHGs are global pollutants. Impacts of GHG emissions are a function of their total atmospheric concentration and most GHGs are globally well mixed atmospheric constituents. This means that the location of a particular GHG emission, in contrast to the situation for criteria pollutants, does not change its environmental impact.

Global Warming Potentials

Individual GHGs have varying global warming potential and atmospheric lifetimes. The Intergovernmental Panel on Climate Change (IPCC) developed the Global Warming Potential (GWP) concept to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP of individual GHGs is determined through a comparison with the GWP of CO_2. CO_2 has a GWP of one; CH_4 has a GWP of 28, meaning that on a molecule by molecule basis, CH_4 has 28 times the global warming potential of CO_2. CO_2-equivalents (CO_2e) are the emissions of a GHG multiplied by the GWP. The CalEEMod program calculates the CO_2e based on the GWPs reported in the IPCC Fifth Assessment Report (IPCC 2013). A Sixth Assessment Report is in progress and is expected to be finalized in September 2022. **Table 5.6-A, Global Warming Potentials and Atmospheric Lifetimes** shows the GWP and atmospheric lifetimes of various GHGs with relatively long atmospheric lifetimes from the IPCC 2013 report.

Table 5.6-A, Global Warming Potentials and Atmospheric Lifetimes

Gas	Atmospheric Lifetime	Global Warming Potential (100-Year Time Horizon)
Carbon Dioxide (CO_2)	--	1
Methane (CH_4)	12.4	28
Nitrous Oxide (N_2O)	121	265-298
Hydrofluorocarbons (HFCs) HFC-134a	13.4	1,300-1,550
Perfluoromethane (CF_4)	50,000	6,630-7,350
Chlorofluorocarbons (CFCs) CFC-11	45	4,660-5,350

Source: IPCC 2013, Table 8.7

Effects of Climate Change

Agriculture

Global climate change can cause drought, higher temperatures, saltwater contamination through rising sea levels, flooding, and increased risk of pests. Because California feeds not only its own residents, but the entire U.S. and other countries as well, production declines could lead to food shortages and higher prices. (OAG 2021)

Forest and Biodiversity

Forest and rangelands cover over 80% of California's 100 million acres. Climate change will affect tree survival and growth, reducing these lands' productivity and changing their habitats. In addition, climate change makes forests more vulnerable to fires by increasing temperatures and making forests and brush drier. Today's fire season in the western United States starts earlier, lasts longer, and is more intense than in the last several decades. Wildfire occurrence statewide could increase several fold by the end of the century, increasing fire suppression and emergency response costs and damage to property. (OAG 2021)

California is one of the most biologically diverse regions of the world, with the highest number of unique plant and animal species of all 50 states and the greatest number of endangered species. Climate change will adversely affect plant and wildlife habitats and the ability of the State's varied ecosystems to support clean water, wildlife, fish, timber and other goods and services. (OAG 2021)

Public Health

Californians already experience the worst air quality in the nation. Hotter temperatures lead to more smog, which can damage lungs, and increases childhood asthma, respiratory and heart disease, and death. Certain segments of the population are at greater risk, including the elderly, infants, persons with chronic heart or lung disease, people who cannot afford air conditioning, and those who work outdoors. As temperatures rise, the number of days of extreme heat events also will rise, causing increases in the risk of injury or death from dehydration, heatstroke, heart attack and respiratory problems. (OAG 2021)

Sea Level Rise

The sea level along California's coasts has risen nearly eight inches in the past century and is projected to rise by as much as 20 to 55 inches by the end of the century. A 55-inch sea level rise could put nearly half a million people at risk of flooding by 2100, and threaten property and infrastructure, including roadways, buildings, hazardous waste sites, power plants, and parks and tourist destinations. (OAG 2021)

As sea levels rise, saltwater contamination of the State's delta and levee systems will increase. Saltwater contamination of the Sacramento/San Joaquin Delta will threaten wildlife and the source of drinking water for 20 million Californians. Farmland in low areas may also be harmed by salt-contaminated water. (OAG 2021)

Water Resources

The Sierra Nevada snowpack functions as the most important natural reservoir of water in California. Under current conditions, the snowpack is created in fall and winter and slowly releases about 15 million acre-feet of water in the spring and summer, when California needs it most. California's dams and water storage facilities are built to handle the snow melt as it happened in the past. Higher temperatures are now causing the snowpack to melt earlier and all at once. Earlier and larger releases

of water could overwhelm California's water storage facilities, creating risk of floods and water shortages. (OAG 2021)

GHG Emissions Inventory

The City prepared a baseline GHG emissions inventory for the year 2010 in conjunction with preparation of the 2014 Climate Action Plan (CAP). The GHG emissions inventory includes the GHG emissions that result from five activities or sectors within the City. In 2010, according to the City's 2014 CAP, the City produced 69,249 $MTCO_2e$ emissions.

As shown in **Table 5.6-B, Calimesa 2010 GHG Emissions Inventory**, the Transportation sector accounted for the greatest percentage of emissions, contributing 63 percent (43,562 $MTCO_2E$) of the City's emissions. The Residential sector was the second-largest contributor to emissions in 2010 (22 percent), producing 14,911 $MTCO_2E$. The Commercial sector contributed 11 percent of emissions, and the remaining sectors (Solid Waste and Water) accounted for 4 percent of total emissions.

Table 5.6-B, Calimesa 2010 GHG Emissions Inventory

Sector	Emissions ($MTCO_2E$)	Percentage of Inventory
Transportation	43,562	63%
Residential	14,911	22%
Commercial/Industrial Energy	7,615	11%
Water	2,23	3%
Solid Waste	938	1%
Total	**69,249**	**100%**

Source: CAP-2014, Table 1

5.6.2 Related Regulations

International Treaties and Other Developments

The Kyoto Protocol is an international agreement linked to the United Nations Framework Convention on Climate Change. It was adopted in Kyoto, Japan, on December 11, 1997, and entered into force on February 16, 2005 for the 141 countries that ratified it. The major feature of the Kyoto Protocol is that it sets binding targets for 37 industrialized countries and the European community for reducing GHG emissions. The targets amount to an average of five percent reduction against 1990 levels over the five-year period 2008-2012. The major distinction between the Protocol and the Convention is that while the Convention encouraged industrialized countries to stabilize GHG emissions, the Kyoto Protocol commits them to do so. Recognizing that developed countries are principally responsible for the current high levels of GHG emissions in the atmosphere as a result of more than 150 years of industrial activity, the Protocol places a heavier burden on developed nations under the principle of "common but differentiated responsibilities" (UN 1997).

Negotiations after the Kyoto Protocol have continued in an attempt to address the period after the first "commitment period" of the Kyoto Protocol, concluded at the end of 2012. In Durban, South Africa in 2011, parties to the protocol agreed in principle to negotiate a new comprehensive and legally binding

climate agreement by 2015 and to enter it into force for all parties starting from 2020. Intensive negotiations took place under the Ad Hoc Group on the Durban Platform for Enhanced Action (ADP) throughout 2012 through 2015 and culminated in the adoption of the Paris Agreement by the Conference of the Parties (COP) on December 12, 2015. The Paris Agreement seeks to accelerate and intensify the actions and investment needed for a sustainable low carbon future. Its central aim is to strengthen the global response to the threat of climate change by keeping a global temperature rise this century well below 2 degrees Celsius above pre-industrial levels and to pursue efforts to limit the temperature increase even further to 1.5 degrees Celsius (UN 2016a).

In accordance with Article 21, paragraph 1, of the Paris Agreement, the Agreement shall enter into force on the thirtieth day after the date on which at least 55 Parties to the Convention accounting in total for at least an estimated 55 percent of the total global greenhouse gas emissions have deposited their instruments of ratification, acceptance, approval, or accession with the Depositary. As of September 3, 2016, there are 180 signatories to the Paris Agreement. Of these, 26 States have also deposited their instruments of ratification, acceptance, or approval accounting in total for 39.06 percent of the total global greenhouse gas emissions. The United States ratified the Paris agreement on September 3, 2016. In accordance with its Article 20, the Agreement shall be open for signature at the United Nations Headquarters in New York from April 22, 2016 until April 21, 2017 by States and regional economic integration organizations that are Parties to the United Nations Framework Convention on Climate Change (UN 2016b). Although President Trump announced that he was withdrawing the United States from the Paris Agreement, President Biden rejoined in 2021.

Federal Regulations

Although the U.S. was not a party to the original Kyoto Protocol, the then President George W. Bush and his administration established a national policy goal to reduce the GHG emission intensity (tons of GHG emissions per million dollars of gross domestic product) of the U.S. economy by 18 percent by 2012 (NOAA 2002). The goal did not establish any binding reduction mandates. Rather, the United States Environmental Protection Agency (EPA) began to administer a variety of voluntary programs and partnerships with industries that produce and utilize synthetic gases to reduce emissions of particularly potent GHGs.

Supreme Court Ruling in Massachusetts et al. v. Environmental Protection Agency

The Bush Administration's approach to addressing climate change was challenged in *Massachusetts et al. v. Environmental Protection Agency*, 549 U.S. 497 (2007). In this decision, the United States Supreme Court held that the United States Environmental Protection Agency (EPA) was authorized by the Federal Clean Air Act (CAA) to regulate CO_2 emissions from new motor vehicles (MASS 2007). The Court did not mandate that the EPA enact regulations to reduce GHG emissions but found that the only instance in which the EPA could avoid taking action were it found that GHGs do not contribute to climate change or if it offered a "reasonable explanation" for not determining that GHGs contribute to climate change.

On December 7, 2009, the EPA issued an "endangerment finding" under the CAA concluding that GHGs threaten the public health and welfare of current and future generations and that motor vehicles contribute to greenhouse gas pollution (EPA ECCF). These findings provide the basis for adopting new national regulations to mandate GHG emission reductions under the federal CAA. The EPA's endangerment finding paved the way for federal regulation of GHGs.

It was expected that Congress would enact GHG legislation primarily for a cap-and-trade system. However, proposals circulated in both the House of Representatives and Senate were controversial and it may be some time before Congress adopts major climate change legislation. Under the Consolidated

Appropriations Act of 2008, Congress established mandatory GHG reporting requirements for some emitters of GHGs. In addition, on September 22, 2009, the EPA issued the Final Mandatory Reporting of Greenhouse Gases Rule. The rule requires annual reporting to the EPA of GHG emissions from large sources and suppliers of GHGs, including facilities that emit 25,000 metric tons or more a year of GHGs.

The following sections summarize the EPA's recent regulatory activities with respect to various types of GHG sources.

EPA and NHTSA Joint Rulemaking for Vehicle Standards

In response to the *Massachusetts et. al. v. EPA* ruling discussed above, the Bush Administration issued an Executive Order on May 14, 2007, directing the EPA, the Department of Transportation (DOT), and the Department of Energy (DOE) establish regulations that reduce GHG emissions from motor vehicles, non-road vehicles, and non-road engines by 2008 (White House-A).

On October 10, 2008, the National Highway Traffic Safety Administration (NHTSA) released a final Environmental Impact Statement (EIS) analyzing proposed interim standards for passenger cars and light trucks in model years 2011 through 2015. The NHTSA issued a final rule for model year 2011 on March 30, 2009 (NHTSA 2009).

On May 7, 2010, the EPA and the NHTSA issued a final rule regulating fuel efficiency and GHG pollution from motor vehicles for cars and light-duty trucks for model years 2012–2016 (EPA 2010). On May 21, 2010, the then President Obama issued a memorandum to the Secretaries of Transportation and Energy, the Administrators of the EPA, and the NHTSA calling for establishment of additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. (GPO FR 2010) In response to this directive, the EPA and NHTSA issued a Supplemental Notice of Intent announcing plans to propose stringent, coordinated federal greenhouse gas and fuel economy standards for model year 2017-2025 light-duty vehicles (GPO FR 2011). The agencies proposed standards projected to achieve 163 grams/mile of CO_2 in model year 2025, on an average industry fleet wide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency.

The California Air Resources Board (CARB) announced its support of this national program (CARB 2011). The final rule was adopted in October 2012 and NHTSA intends to set standards for model years 2022-2025 in a future rulemaking (NHTSA 2012a, NHTSA 2012b).

In 2019, the NHTSA and EPA amended certain existing Corporate Average Fuel Economy (CAFE) and greenhouse gas emissions standards for passenger cars and light trucks and establish new standards, covering model years 2021 through 2026 (NHTSA 2018). The rule revoked California’s ability to set its own, higher fuel efficiency standards, which are granted by waiver. California filed two lawsuits against the EPA over the proposed amendments and the waiver. In May 2021, NHTFSA proposed to repeal the amended standards, but decision was not finalized. (NHFTSA 2021) In March 2022, EPAs most recent decision, they rescinded the action to revoke California’s ability to set its own higher fuel efficiency standards. This restored California’s authority to implement its own GHG emissions standards. (EPA-2022)

Energy Independence and Security Act

On December 19, 2007, the Energy Independence and Security Act of 2007 (EISA) was signed into law (White House-B). Among other key measures, the Act would do the following, which would aid in the reduction of national mobile and non-mobile GHG emissions:

1. Increase the supply of alternative fuel sources by setting a mandatory Renewable Fuel Standard (RFS) requiring fuel producers to use at least 36 billion gallons of biofuel in 2022.
2. Prescribe or revise standards affecting regional efficiency for heating and cooling products, procedures for new or amended standards, energy conservation, energy efficiency labeling for consumer electronic products, residential boiler efficiency, electric motor efficiency, and home appliances.
3. While superseded by NHTSA and EPA actions described above, EISA also set miles per gallon targets for cars and light trucks and directed the NHTSA to establish a fuel economy program for medium- and heavy-duty trucks and create a separate fuel economy standard for work trucks.

Additional provisions of the EISA address energy savings in government and public institutions, promoting research for alternative energy, additional research in carbon capture, international energy programs, and the creation of "green jobs." (White House-B)

U.S. Environmental Protection Agency

In 2009, the USEPA issued its science-based finding that the buildup of heat-trapping GHGs in the atmosphere endangers public health and welfare. The “Endangerment Finding” reflects the overwhelming scientific evidence on the causes and impacts of climate change. It was made after a thorough rulemaking process considering thousands of public comments and was upheld by the federal courts.

The USEPA has many federal level programs and projects to reduce GHG emissions. The USEPA provides technical expertise and encourages voluntary reductions from the private sector. One of the voluntary programs applicable to the project is the Energy Star program. Energy Star products such as appliances, building products, heating and cooling equipment, and other energy-efficient equipment would be utilized by the project.

Energy Star is a joint program of USEPA and the U.S. Department of Energy, which promotes energy-efficient products and practices. Tools and initiatives include the EnergyStar Portfolio Manager, which helps track and assess energy and water consumption across an entire portfolio of buildings, and the Energy Star Most Efficient 2020, which provides information on exceptional products which represent the leading edge in energy-efficient products in the year 2020 (USEPA-A).

The USEPA also collaborates with the public sector, including states, tribes, localities, and resource managers, to encourage smart growth, sustainability preparation, and renewable energy and climate change preparation. These initiatives include the Clean Energy – Environment State Partnership Program, the Climate Ready Water Utilities Initiative, the Climate Ready Estuaries Program, and the Sustainable Communities Partnership (USEPA-B).

CEQ NEPA Guidelines on GHG

On February 18, 2010, the White House Council on Environmental Quality (CEQ) published draft guidance on the consideration of greenhouse gases and climate change for National Environmental Policy Act (NEPA) analyses. It recommends that proposed federal actions that are reasonably expected to directly emit 25,000 $MMTCO_2E$/year should prepare a quantitative and qualitative NEPA analysis of direct and indirect greenhouse gas emissions (CEQ 2010).

The CEQ released *The Final Guidance for Federal Departments and Agencies on Consideration of Greenhouse Gas Emissions and the Effects of Climate Change in NEPA Reviews* on August 1, 2016. Although the final guidance does not recommend the 25,000-$MMTCO_2E$/year reference point specifically, the final guidance does recommend that agencies quantify a proposed agency action’s

projected direct and indirect GHG emissions. Agencies should be guided by the principle that the extent of analysis should be commensurate with the quantity of projected GHG emissions and take into account available data and GHG quantification tools that are suitable for and commensurate with the proposed agency action. The rule of reason and the concept of proportionality caution against providing an in-depth analysis of emissions regardless of the insignificance of the quantity of GHG emissions that would be caused by the proposed agency action. The final guidance is applicable to all Federal proposed actions, including individual Federal site-specific actions, Federal grants for or funding of small-scale or broad-scale activities, Federal rulemaking actions, and Federal land and resource management decisions (CEQ 2016). This guidance was withdrawn in 2017 under the Trump administration and is now under review for revision or updates under the Biden administration.[1]

State Regulations

California has adopted various administrative initiatives and also enacted a variety of legislation relating to climate change, much of which sets aggressive goals for GHG emissions reductions within the state. However, none of this legislation provides definitive direction regarding the treatment of climate change in environmental review documents prepared under CEQA. In particular, the amendments to the CEQA Guidelines do not require or suggest specific methodologies for performing an assessment or thresholds of significance, and do not specify GHG reduction mitigation measures. Instead, the CEQA amendments continue to rely on lead agencies to choose methodologies and make significance determinations based on substantial evidence, as discussed in further detail below. In addition, no state agency has promulgated binding regulations for analyzing GHG emissions, determining their significance, or mitigating any significant effects in CEQA documents. Thus, lead agencies exercise their discretion determining how to analyze GHGs.

The discussion below provides a brief overview of CARB and California Governor's Office of Planning and Research (OPR) documents and of the primary legislation that relates to climate change that may affect the emissions associated with the proposed Project. It begins with an overview of the primary regulatory acts that have driven GHG regulation and analysis in California.

Assembly Bill 32, Senate Bill 32, and Assembly Bill 1279

The California Global Warming Solutions Act of 2006 (Assembly Bill 32) was signed into law in September 2006 after considerable study and expert testimony before the legislature. The law instructs CARB to develop and enforce regulations for the reporting and verifying of statewide GHG emissions. Assembly Bill (AB) 32 directed CARB to set a GHG emission limit based on 1990 levels to be achieved by 2020. AB 32 set a timeline for adopting a scoping plan for achieving GHG reductions in a technologically and economically feasible manner (AB-32). AB 32 was followed by Senate Bill (SB) 32 in 2016, which expanded this goal for statewide GHG emissions to be 40 percent below 1990 levels by 2030 (SB-32). Assembly Bill 1279, signed into law September 2022, requires the state to achieve net zero greenhouse gas emissions (GHG) as soon as possible, but no later than 2045, and achieve and maintain net negative greenhouse gas emissions thereafter. The bill also requires California to reduce statewide GHG emissions by 85 percent compared to 1990 levels, and directs CARB to work with relevant state agencies to achieve these goals.

In December 2008, CARB adopted a Scoping Plan to achieve the goals of AB 32. The Scoping Plan establishes an overall framework for the measures that will be adopted to reduce California's GHG

[1] Final guidance on consideration of greenhouse gas emissions and the effects of climate change (issued Aug. 1, 2016; withdrawn Apr. 5, 2017; under review Feb. 19, 2021, for revision and update) https://ceq.doe.gov/guidance/ceq_guidance_nepa-ghg.html

emissions for various categories of emissions. CARB determined that achieving the 1990 emission levels would require a reduction of GHG emissions of by approximately 28.5 percent to achieve 2020 emissions levels in the absence of new laws and regulations (i.e. business as usual). The Scoping Plan evaluates opportunities for sector-specific reductions, integrates all CARB and Climate Action Team early actions and additional GHG reduction measures by both entities, identifies additional measures to be pursued as regulations, and outlines the role of a Cap-and-Trade Program. The key elements of the Scoping Plan include: (CARB 2008, pp. ES-3 – ES-4)

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards,
- Achieving a statewide renewable energy mix of 33 percent,
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system and caps sources contributing 85 percent of California's GHG emissions,
- Establishing targets for transportation-related GHG emissions for regions throughout California, and pursuing policies and incentives to achieve those targets,
- Adopting and implementing measures pursuant to existing State laws and policies including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard (LCFS),
- Creating targeted fees including a public goods charge on water use, fees on high GWP gases, and a fee to fund the administrative costs of the State of California's long-term commitment to AB 32 implementation.

The CARB approved the final "First Update to the Climate Change Scoping Plan" in May 2014. The first update describes California's progress towards AB 32 goals stating that "California is on track to meet the near-term 2020 greenhouse gas limit and is well positioned to maintain and continue reductions beyond 2020 as required by AB 32" (CARB 2014, p. ES2). Specifically, "if California realizes the expected benefits of existing policy goals (such as 12,000 megawatts of renewable distributed generation by 2020, net zero energy homes after 2020, existing building retrofits under AB 758, and others) it could reduce emissions by 2030 to levels squarely in line with those needed in the developed world and to stay on track to reduce emissions to 80 percent below 1990 levels by 2050" (CARB 2014, p. 34). The first update laid the groundwork for the GHG emission goals set forth in Executive Order S-3-05 and B-16-2012 (CARB 2017a, p. 5), which set an objective for California to reduce GHG emissions to 80 percent below 1990 levels by 2050 (CARB 2014, p. 1).

CARB adopted a second update to the Scoping Plan to reflect the 2030 target codified by SB 32. SB 32 affirms the importance of addressing climate change by codifying into statute the GHG emissions reductions target of at least 40 percent below 1990 levels by 2030 contained in Governor Brown's Executive Order B-30-15. Based on the emissions reductions directed by SB 32, the annual 2030 statewide target emissions level for California is 260 million metric tons of CO_2E (million $MTCO_2E$). The companion bill to SB 32, AB 197, provides additional direction to CARB on the following areas related to the adoption of strategies to reduce GHG emissions (CARB 2017a, pp. 2-3):

- Requires annual posting of GHG, criteria, and TAC data throughout the State, organized by local and sub-county level for stationary sources and by at least a county level for mobile sources.
- Requires CARB, when adopting rules and regulations to achieve emissions reductions and to protect the State's most affected and disadvantaged communities, to consider the social costs of GHG emissions and prioritize both of the following:

    - Emissions reductions rules and regulations that result in direct GHG emissions reductions at large stationary sources of GHG emissions and direct emissions reductions from mobile sources.
    - Emissions reductions rules and regulations that result in direct GHG emissions reductions from sources other than those listed above.
- Directs CARB, in the development of each scoping plan, to identify for each emissions reduction measure:
    - The range of projected GHG emissions reductions that result from the measure.
    - The range of projected air pollution reductions that result from the measure.
    - The cost-effectiveness, including avoided social costs, of the measure.

CARB's 2017 Scoping Plan builds upon the successful framework established by the Initial Scoping Plan and First Update, while identifying new, technologically feasible, and cost-effective strategies to ensure that California meets its GHG reduction targets in a way that promotes and rewards innovation, continues to foster economic growth, and delivers improvements to the environment and public health, including in disadvantaged communities. The 2017 Scoping Plan includes policies to require direct GHG reductions at some of the State's largest stationary sources and mobile sources. These policies include the use of lower GHG fuels, efficiency regulations, and the Cap-and-Trade Program, which constrains and reduces emissions at covered sources (CARB 2017a, pp. 5-6).

The CARB approved the most recent scoping plan update in December 2022. CARB's 2022 Scoping Plan lays out the sector-by-sector roadmap for California to achieve carbon neutrality by 2045 or earlier, outlining a technologically feasible, cost-effective, and equity-focused path to achieve the state's climate target. The previous Scoping Plans have focused on specific GHG reduction targets for our industrial, energy, and transportation sectors—first to meet 1990 levels by 2020, then to meet the more aggressive target of 40 percent below 1990 levels by 2030. The 2022 Scoping Plan addresses recent legislation (AB 1279) and direction from the current Governor and extends and expands upon the earlier Scoping Plans with a target of reducing anthropogenic emissions to 85 percent below 1990 levels by 2045. The 2022 Scoping Plan also builds upon current and previous environmental justice efforts to integrate environmental justice directly into the plan, to ensure that all communities can reap the benefits of this transformational plan. Specifically, the 2022 Scoping Plan will:

- Identify a path to keep California on track to meet its SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030.
- Identify technologically feasible, cost-effective path to achieve carbon neutrality by 2045 and a reduction in anthropogenic emissions by 85 percent below 1990 levels.
- Focus on strategies for reducing California's dependency on petroleum to provide consumers with clean energy options that address climate change, improve air quality, and support economic growth and clean sector jobs.
- Integrate equity and protecting California's most impacted communities as driving principles throughout the document.
- Incorporate the contribution of natural and working lands (NWL) to the state's GHG emissions, as well as their role in achieving carbon neutrality.
- Rely on the most up-to-date science, including the need to deploy all viable tools to address the existential threat that climate change presents, including carbon capture and sequestration, as well as direct air capture.

- Evaluate the substantial health and economic benefits of taking action.
- Identify key implementation actions to ensure success.

The 2022 Scoping Plan outlines how carbon neutrality can be achieved by taking measures to reduce GHGs to meet the anthropogenic emissions target and by expanding actions to capture and store carbon through the state's natural and working lands and using a variety of mechanical approaches. The actions and outcomes in the plan will achieve: significant reductions in fossil fuel combustion by deploying clean technologies and fuels, further reductions in short-lived climate pollutants, support for sustainable development, increased action on natural and working lands to reduce emissions and sequester carbon, and the capture and storage of carbon.

Senate Bill 375 and SCAG Regional Transportation Plan/Sustainable Community Plan

SB 375 provides for a new planning process to coordinate land use planning, regional transportation plans, and funding priorities in order to help California meet the GHG reduction goals established in AB 32 (SB-375). SB 375 includes provisions for streamlined CEQA review for some infill projects such as transit-oriented development. SB 375 also requires Metropolitan Planning Organizations (MPOs) relevant to the Project area (including the Southern California Association of Governments (SCAG)) to incorporate a "sustainable communities' strategy" (SCS) into their regional transportation plans (RTPs) that will achieve GHG emission reduction targets by reducing vehicle miles traveled (VMT) from light duty vehicles through development of more compact, complete, and efficient communities.

On September 23, 2010, CARB adopted Regional Targets for the reduction of GHG applying to the years 2020 and 2035 (CARB 2010). For the area under SCAG's jurisdiction (including the project area), CARB adopted Regional Targets for reduction of GHG emissions by eight percent for 2020 and by 13 percent for 2035.

SCAG's SCS is included in the SCAG 2016-2040 Regional Transportation Plan Sustainable Communities Strategy (RTP/SCS) (SCAG 2016). The document was adopted by SCAG on April 7, 2016. The goals and policies of the RTP/SCS that reduce VMT focus on transportation and land use planning that include building infill projects, locating residents closer to where they work and play and designing communities so there is access to high quality transit service (SCAG 2016, pp. 17, 64-65.) The 2016-2040 RTP/SCS would result in an eight percent reduction in GHG emissions per capita by 2020, an 18 percent reduction by 2035 and a 21 percent reduction by 2040—compared with 2005 levels (SCAG 2016, p. 153). This meets or exceeds the State's mandated reductions established by CARB and meets the requirements of SB 375 as codified in Government Code §65080(b) et seq., which are eight percent by 2020 and 13 percent by 2035. The 2016-2040 RTP/SCS is expected to reduce the number of VMT per capita by more than seven percent and Vehicle hours traveled (VHT) per capita by 17 percent (for automobiles and light/medium duty trucks) as a result of more location efficient land use patterns and improved transit service (SCAG 2016, p. 153).

On September 3, 2020, SCAG's Regional Council adopted Connect SoCal (2020 - 2045 Regional Transportation Plan/Sustainable Communities Strategy). (SCAG 2020)

CARB updated the regional targets in 2018 to ensure consistency with the more stringent statewide reduction goals subsequently introduced by the California legislature and the Governor's office. For the SCAG region, the updated targets are 8 percent below 2005 per capita emissions levels by 2020 (this value is unchanged from the previous 2020 CARB target), and 19 percent below 2005 per capita emissions levels by 2035. (SCAG 2020, p. 138.)

Connect SoCal SCS has been found to meet State targets for reducing GHG emissions from cars and light trucks. Connect SoCal achieves per capita GHG emission reductions relative to 2005 levels of 8 percent in 2020, and 19 percent in 2035, thereby meeting the GHG reduction targets established by the CARB for the SCAG region. (SCAG 2020, p. 138.)

Senate Bill 605

On September 21, 2014, the then Governor Edmund Brown signed Senate Bill 605 (SB 605), which requires CARB to complete a comprehensive strategy to reduce emissions of short-lived climate pollutants (SLCP) in the State no later than January 1, 2016. As defined in the statute, SLCP means "an agent that has a relatively short lifetime in the atmosphere, from a few days to a few decades, and a warming influence on the climate that is more potent than that of carbon dioxide." SB 605, however, does not prescribe specific compounds as SLCP or add to the list of GHGs regulated under AB 32. In developing the strategy, CARB must complete an inventory of sources and emissions of SLCP in the State based on available data, identify research needs to address any data gaps, identify existing and potential new control measures to reduce emissions, and prioritize the development of new measures for SLCP that offer co-benefits by improving water quality or reducing other air pollutants that impact community health and benefit disadvantaged communities (SB-605). In March 2017, CARB approved the Short-Lived Climate Pollutants Reduction Strategy that lays out a range of options to reduce SLCP emissions in California, including regulations, incentives, and other market-supporting activities. The climate change mitigation in the SLCP Strategy are included in the 2017 Scoping Plan (CARB 2017b).

Senate Bill 97 (CEQA Guidelines)

SB 97 required OPR to prepare amended State CEQA Guidelines for submission to the California Natural Resources Agency (CNRA) regarding GHG analysis and feasible mitigation of the effects of GHG emissions as required by CEQA. These amendments became effective as of March 18, 2010 (CNRA SB 97). The State CEQA Guidelines were also more recently amended as of December 2018; this amendment include several changes in State CEQA Guidelines Section 15064.4, which discusses determining the significance of impacts from GHG emissions, in order to reflect current case law on climate change analysis and help the public and policymakers understand a project's potential contribution to climate change (CNRA 2018, pp. 17-20).

Senate Bill 97 (CEQA Guidelines)

The current State CEQA Guidelines adopted pursuant to the 2010 and 2018 amendments state in Section 15064.4(a) that lead agencies should "make a good faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" GHG emissions. State *CEQA Guidelines* Section 15064.4(a) notes that an agency may identify emissions by either quantifying the emissions or by relying on "qualitative analysis or other performance based standards".

State *CEQA Guidelines* Section 15064.4(b) provides that the lead agency should consider the following when assessing the significance of impacts from GHG emissions on the environment:

- The extent a project may increase or reduce GHG emissions as compared to the environmental setting
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project

- 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

In addition, Section 15064.7(c) of the State *CEQA Guidelines* specifies that "[w]hen adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence." Similarly, the 2010 revision to Appendix G, Environmental Checklist Form which is often used as a basis for lead agencies' selection of significance thresholds, does not prescribe specific thresholds (there were no revisions to the GHG emissions thresholds in the 2022 State *CEQA Guideline* amendments). Rather, Appendix G asks whether the project would conflict with a plan, policy, or regulation adopted to reduce GHG emissions or generate GHG emissions that would significantly affect the environment, indicating that the determination of what is a significant effect on the environment should be left to the lead agency.

Accordingly, the *CEQA Guidelines* do not prescribe specific methodologies for performing an assessment of GHG impacts, do not establish specific thresholds of significance, and do not mandate specific mitigation measures. Rather, the CEQA Amendments emphasize the lead agency's discretion to determine the appropriate thresholds of significance consistent with the manner in which other impact areas are handled in CEQA.

The *CEQA Guidelines* indicate that lead agencies should consider all feasible means, supported by substantial evidence and subject to monitoring and reporting, of mitigating the significant effects of GHG emissions. As pertinent to a project, these potential mitigation measures set forth in Section 15126.4(c), may include (1) measures in an existing plan or mitigation program for the reduction of GHG emissions that are required as part of the lead agency's decision; (2) reductions in GHG emissions resulting from a project through implementation of project features or project design; (3) off-site measures, including offsets, to mitigate a project's emissions; (4) measures that sequester GHG; and (5) In the case of the adoption of a plan, such as a general plan, long range development plan, or plans for the reduction of GHG emissions, mitigation may include the identification of specific measures that may be implemented on a project-by-project basis. Mitigation may also include the incorporation of specific measures or policies found in an adopted ordinance or regulation that reduces the cumulative effect of emissions.

Energy-Related Sources

Renewable Portfolio Standards (SB 1078, SB 107, SBX1-2, SB 350, and SB 100)
Established in 2002 under SB 1078, accelerated in 2006 under SB 107, again in 2011 under SBX1-2, in 2015 under SB 350, and again in 2018 under SB 100, California's Renewable Portfolio Standard (RPS) required retail sellers of electric services to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020 (SB-1078, SB-1368). The 33 percent standard was consistent with the RPS goal established in the Scoping Plan (CARB 2008). Initially, the RPS provisions applied to investor-owned utilities, community choice aggregators, and electric service providers. SBX1-2 added, for the first time, publicly owned utilities to the entities subject to RPS.

Senate Bill 350 (SB 350), signed in 2015, increased the RPS from 33 percent in 2020 to 50 percent by 2030 and will double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation by 2030. (CARB 2017a, p. 2)

Senate Bill 100 (SB 100) was subsequently signed in 2018 and directs the California Public Utilities Commission (CPUC), CEC, and CARB to plan for 100 percent of total retail sales of electricity in

California to come from eligible renewable energy resources and zero-carbon resources by December 31, 2045. SB 100 also accelerates the RPS to 50 percent by 2026 and to 60 percent target 2030. (SB-100)

Senate Bill 1

Senate Bill 1 of 2006 (SB 1) established the statewide California Solar Initiative, also required the California Energy Commission (CEC) to implement regulations that required sellers of production homes to offer a solar energy system option to all prospective homebuyers. Besides offering solar as an option to prospective homebuyers, sellers of homes constructed on land for which an application for a tentative subdivision map has been deemed complete on or after January 1, 2011, must disclose to the prospective homebuyer the total installed cost of the solar option, the estimated cost savings associated with the solar energy system option, information about California solar energy system incentives, and information about the Go Solar California website. Sellers of production homes affected by this law may opt for the solar offset program rather than offer solar as an option to prospective homebuyers. The solar offset program requires sellers to install a solar system elsewhere which is equivalent to the aggregate capacity of solar that would have been installed in an affected subdivision if 20 percent of the buyers had opted for the solar option (SB-1).

Assembly Bill 1109

Assembly Bill 1109 (AB 1109), the Lighting Efficiency and Toxic Reduction Act, required the establishment of minimum energy efficiency standards for all general purpose lights. The standards are structured to reduce average statewide electrical energy consumption by not less than 50 percent from the 2007 levels for indoor residential lighting and not less than 25 percent from the 2007 levels for indoor commercial and outdoor lighting by 2018 (AB-1109).

Senate Bill 350

Senate Bill 350 (SB 350), signed October 7, 2015, is the Clean Energy and Pollution Reduction Act of 2015. SB 350 is the implementation of some of the goals of Executive Order B-30-15. The objectives of SB 350 are (SB-350):

1. To increase from 33 percent to 50 percent, the procurement of our electricity from renewable sources.
2. To double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation.

GHG Emissions Standard for Baseload Generation (SB 1368)

Senate Bill 1368 (SB 1368) (September 29, 2006) prohibits any retail seller of electricity in California from entering into a long-term financial commitment for baseload generation if the GHG emissions are higher than those from a combined-cycle natural gas power plant. This performance standard applies to electricity generated both within and outside of California and to publicly owned as well as investor-owned electric utilities (SB-1368).

Mobile Sources

Mobile Source Reductions (AB 1493)

Assembly Bill 1493 ("the Pavley Standard" or AB 1493) required CARB to adopt regulations to reduce GHG emissions from non-commercial passenger vehicles and light-duty trucks starting model year 2009. The bill also required the California Climate Action Registry to develop and adopt protocols for the reporting and certification of GHG emissions reductions from mobile sources for use by CARB in

granting emission reduction credits. The bill authorizes CARB to grant emission reduction credits for reductions of GHG emissions prior to the date of enforcement of regulations, using model year 2000 as the starting point for reduction (AB-1493). Pavley regulations apply to the 2012 through 2016 model years. After adopting these initial greenhouse gas standards for passenger vehicles, CARB adopted continuing standards for future model years (refer to Advanced Clean Cars discussion, below).

Low Carbon Fuel Standard (LCFS)

Executive Order S-01-07 (January 18, 2007) requires a 10 percent or greater reduction in the average fuel carbon intensity for transportation fuels in California regulated by CARB. CARB identified the LCFS as a Discrete Early Action item under AB 32 and the final resolution (Resolution 09-31) was issued on April 23, 2009 (CARB 2009). In 2009, CARB approved for adoption the LCFS regulation which became fully effective in April 2010 and is codified at Title 17, California Code of Regulations, Sections 95480-95490 (CCR 95480-95490). The LCFS will reduce GHG emissions by reducing the carbon intensity of transportation fuels used in California by at least 10 percent by 2020. Carbon intensity is a measure of the GHG emissions associated with the various production, distribution, and use steps in the "lifecycle" of a transportation fuel. On December 29, 2011, the U.S. District Court for the Eastern District of California issued several rulings in the federal lawsuits challenging the LCFS. Opponents argued that the LCFS violates the Supremacy Clause (US Constitution, Article VI, Clause 2)[2] and Commerce Clause (US Constitution, Article 1, Section 8, Clause 3)[3] of the U.S. Constitution by discriminating against fuel produced out-of-state. One of the district court's rulings preliminarily enjoined CARB from enforcing the regulation. In January 2012, CARB appealed that decision to the Ninth Circuit Court of Appeals. On September 18, 2013, the Ninth Circuit issued its decision affirming the District Court's conclusion that LCFS ethanol and initial crude-oil provisions are not facially discriminatory but remanded to the District Court to determine whether the LCFS ethanol provisions are discriminatory in purpose and effect. Additionally, the Ninth Circuit remanded to the District Court with instructions to vacate the preliminary injunction against CARB's enforcement of the regulation (RM 2013).

Advanced Clean Cars

In January 2012, CARB approved the Advanced Clean Cars Program, a new emissions-control program for model year 2017 through 2025.

The program combines the control of smog-causing pollutants and GHGs with requirements for greater numbers of zero-emission vehicles (ZEVs). By 2025, when the rules will be fully implemented, the new automobiles will emit 40 percent fewer GHG emissions and 75 percent fewer smog-forming emissions (CARB ACCP).

The program also requires car manufacturers to offer for sale an increasing number of ZEVs each year, including battery electric, fuel cell, and plug-in hybrid electric vehicles (EV) (CARB ACCP).

In December 2012, CARB adopted regulations allowing car manufacturers to comply with California's GHG emissions requirements for model years 2017-2025 through compliance with the EPA GHG requirements for those same model years (CARB 2012). CARB staff is also currently developing the

[2] The Supremacy Clause establishes the U.S. Constitution, federal statues, and the U.S. Treaties as “the supreme law of the land,” establishing that federal laws take precedence over State laws.

[3] The Commerce Clause grants the federal government the authority “To regulate Commerce within foreign Nations, and among the several States and with the Indian Tribes.” Case law has determined that pollution and hazardous materials can be considered “commerce” because they can be produced in one state but dispersed or transported to other states.

Advanced Clean Cars II program, which will update the state's passenger vehicle emission standards and ZEV requirements. The proposal is set for consideration in summer of 2022.

Building Standards

California Energy Code (California Code of Regulations, Title 24)

Energy Conservation Standards for new residential and commercial buildings were originally adopted by the California Energy Resources Conservation and Development Commission in June 1977 (Title 24 CCR Part 6 [CCR]). In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. The 2012 Appliance Efficiency Regulations (Title 20 CCR §1601-1608) became effective in 2013. The regulations include standards for both federally-regulated appliances and non-federally regulated appliances.

The current 2019 Building Energy Efficiency Standards offer builders better windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption in homes and businesses. The 2019 Building Energy Efficiency Standards will reduce energy use by seven and 30 percent for residential and non-residential buildings, respectively (CEC 2019). In December 2021, the 2022 Building Energy Efficiency Standards was approved and encourages efficient electric heat pumps, establishes electric-ready requirements for new homes, expands solar photovoltaic and battery storage standards, strengthens ventilation standards, and more. The 2022 standards take effect January 1, 2023. (CEC 2021)

Green Building Standards

Part 11 of the California Building Standards Code in Title 24 of the California Code of Regulations is also known as the CALGreen Code. The development of the CALGreen Code is intended to: (1) cause a reduction in greenhouse gas emissions from buildings; (2) promote environmentally responsible, cost-effective, healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the directives by the Governor. The following are examples of the CALGreen Code requirements applicable to this Project (CBSC):

- **Electric Vehicle (EV) Charging.** Construction shall facilitate future installation and use of EV chargers. Electric vehicle supply equipment (EVSE) shall be installed in accordance with the California Electrical Code. (Chapter 4, Division 4.1, Section 106.4).
- **New one -and two-family dwelling and townhouses with attached private garages.** Each dwelling unit shall install a listed raceway to accommodate a dedicated 208/240-volt branch. The service panel and/or the subpanel shall provide capacity to install a 40-ampere 208/240-volt minimum dedicated branch circuit and space(s) reserved to permit installation of a branch circuit overcurrent protective device. (Chapter 4, Division 4.1, Section 106.4.1). The service panel or subpanel shall be identified as "EV Capable." (Chapter 4, Division 4.1, Section 106.4.1.1)
    - **Exception:** a raceway is not required if a minimum 40 ampere 208/240-volt dedicated EV branch circuit is installed in close proximity to the proposed location of the EV charger at the time of the original construction in accordance with the *California Electrical Code.*
- **New multifamily dwellings.** If residential parking is available, ten (10) percent of the total number of parking spaces on a building site, provided for all types of parking facilities, shall be electric vehicle

charging spaces (EV spaces) capable of supporting future EVSE Calculations for the required number of EV parking spaces shall be rounded up to the nearest whole number.

- Notes:
    1. Construction documents are intended to demonstrate the projects capability and capacity for facilitating flute EV charging
    2. There is no requirement for EV spaces to be constructed or available until EV charges are installed for use.
    3. A parking space served by electric vehicle supply equipment or designated as a future EV charging space shall count as at least on standard automobile parking space for the purpose of complying with any applicable minimum parking space requirements established by a local jurisdiction.)

- **Multiple charging space requirements.** When multiple charging spaces are required per Table 4.106.4.3.1 (as reflected in **Table 5.2-D, CALGreen Code Electric Vehicle Charging Space Calculation**) raceways are required to be installed at the time of construction and shall be installed in accordance with the California Electrical Code. Construction plans and specifications shall include, but are not limited to, the following Section 106.4.2.2:

    1. Identify the raceway termination point and proposed location of future EV spaces and EV chargers.
    2. Provide information on amperage of future EVSE, raceway methods(s), wiring schematics and electrical load calculations to verify that the electrical panel service capacity and electrical system, including any on-site distribution transform(s) have sufficient capacity to simultaneously charge all EVs at all required EV spaces at the full rated amperage of the EVSE.
    3. Plan design shall be based upon 40-ampere minimum branch circuits.
    4. Raceways and related components that are planned to be installed underground, enclosed, inaccessible, or in concealed areas and spaces shall be installed at the time of original construction.

- **EV Charging space calculation.** The CALGreen Code provides the number of parking spaces required for future installation of EVSEs, as reflected in **Table 5.2-D, CALGreen Code Electric Vehicle Charging Space Calculation**, below.

Table 5.6-C, CALGreen Code Electric Vehicle Charging Space Calculation

Total Number of Actual Parking Spaces	Number of Required EV Charging Spaces
0-9	0
10-25	1
26-50	2
51-75	4
76-100	5
101-150	7
151-200	10
201 and over	6 percent of total[1]

Source: CBSC; Table 4.106.4.3.1
Notes:
1. Calculation for spaces shall be rounded up to the nearest whole number

Waste Diversion

California Integrated Waste Management Act of 1989

The California Integrated Waste Management Act of 1989 (AB 939) requires each jurisdiction in California to submit detailed solid waste planning documents for the California Department of Resources, Recycling, and Recovery's (CalRecycle) approval, set diversion requirements of 25 percent in 1995 and 50 percent in 2000, established a comprehensive statewide system of permitting, inspections, enforcement, and maintenance for solid waste facilities, and authorized local jurisdictions to impose fees based on the types or amounts of solid waste generated (CalRecycle 2018). As of 2007, jurisdictional diversion rates are no longer calculated; with the passage of the Per Capita Disposal Measurement System (SB1016), only per capita disposal rates are measured. CalRecycle compares each jurisdiction's reported disposal tons to population to calculate per capita disposal in pounds per person per day. (CalRecycle JD 2018.) The City achieved an annual per capita disposal rate of 5.9 pounds per day per resident and 39.4 pounds per day per employee in 2020. (CalRecycle Calimesa.)

AB 939 further requires each city to prepare a Source Reduction and Recycling Element (SRRE) to describe how it would manage solid waste generated within the City (PRC 41000-41003). Each city's solid waste management must be consistent with the hierarchy of waste management practices of AB 939, which are (in order of priority): (1) source reduction; (2) recycling and composting; (3) environmentally safe transformation and environmentally safe land disposal, at the discretion of the city or county (PRC 40051). SRREs shall place primary emphasis on implementation of all feasible source reduction, recycling, and composting programs while identifying the amount of landfill and transformation capacity that will be needed for solid waste which cannot be reduced at the source, recycled, or composted. Each SRRE shall include, but is not limited to, all of the following components for solid waste generated in the jurisdiction of the plan: (a) A waste characterization component; (b) A source reduction component; (c) A recycling component; (d) A composting component; I A solid waste facility capacity component; (f) An education and public information component; (g) A funding component; and (h) A special waste component (PRC 41000-41003).California local jurisdictions are required to submit annual reports to CalRecycle to update it on their progress toward implementing the AB 939 goals. (CalRecycle 2019).

AB 341 (2011) amended the AB 939 to include a provision declaring that it is the policy goal of the State that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020, and annually thereafter (PRC 41780.01). The state did not meet its 75 percent by 2020 recycling goal set out in AB 341. However, CalRecycle identified five strategies and three additional focus areas that can be pursued by the state to reach the 75 percent goal (CalRecycle 2020).

Other Potentially Applicable State Regulations or Policies

Executive Order S-13-08

On November 14, 2008, Governor Arnold Schwarzenegger signed Executive Order S-13-08 (see Appendix B of CNRA 2009) which called on State agencies to develop a strategy for identification of and preparation for expected climate change impacts in California. The resulting 2009 California Climate Adaptation Strategy report was developed by the CNRA in coordination with the Climate Action Team. The report presents the best available science relevant to climate impacts in California and proposes a set of recommendations for California decision-makers to assess vulnerability and promote resiliency in order to reduce California's vulnerability to climate change. Guidance regarding adaptation strategies is general in nature and emphasizes incorporation of strategies into existing planning policies and processes (CNRA 2009, pp. 4-5).

In addition to requiring the Climate Action Team to create a Climate Adaptation Strategy, Executive Order S-13-08 ordered the creation of a comprehensive Sea Level Rise Assessment Report (CNRA 2009, p. 138). The report, published in June 2012, indicates that the sea level along most of California's coast is expected to rise about one meter over the next century and is likely to increase the risk of damage in the form of flooding, coastal erosion, and wetland loss due to storm surges and high waves. The sea level increase is slightly higher than projected for global sea levels (ONPI 2012).

Executive Order S-13-08 also called for the California Ocean Protection Council to work with the other Climate Action Team State agencies to develop interim guidance for assessing the potential impacts of sea level rise due to climate change in California (CNRA 2009, p. 138). In coordination with National Academy of Sciences efforts, the California Ocean Protection Council published its most recent guidance in 2018 recommending that State agencies consider a range of sea level rise scenarios for the years 2050 and 2100 in order to assess project vulnerability, reduce expected risks, and increase resiliency to sea level rise (OPC 2018).

Assembly Bill 1613 (Waste Heat and Carbon Emissions Reduction Act)

AB 1613 directed the CEC, the California Public Utilities Commission (CPUC), and CARB to implement the Waste Heat and Carbon Emissions Reduction Act, which is designed to encourage development of new combined heat and power systems in California with a generating capacity of not more than 20 megawatts. In June 2010, the CEC published modified final guidelines establishing technical criteria for eligibility of combined heat and power systems for programs to be developed by the CPUC and publicly owned utilities (CEC 2010). Section 2843 of the AB 1613 provides that the ’EC's guidelines require that CHP systems (AB-1613):

- Be designed to reduce waste energy
- Have a minimum efficiency of 60 percent
- Have NO_x emissions of no more than 0.07 pounds per megawatt-hour
- Be sized to meet the eligible customer generation thermal load
- Operate continuously in a manner that meets the expected thermal load and optimizes the efficient use of waste heat
- Be cost-effective, technologically feasible, and environmentally beneficial

As directed by AB 1613, the CPUC also established (1) a standard tariff for the sale of electricity to electricity corporations for delivery to the electrical grid; and (2)“a "pay as you save" pilot program requiring electricity corporations to finance the installation of qualifying CHP systems by non-profit and government entities (AB-1613). A January 2011 decision by an administrative law judge determined that the pilot program will not be established due to lack of customer interest and difficulties in instituting a program that meets California Department of Corporations requirements (CPUC 2011).

Senate Bill X7-7 (Water Conservation Act of 2009)

The Water Conservation Act of 2009 (SBX7-7) sets an overall goal of reducing per-capita urban water use by 20 percent by December 31, 2020. The State was required to make incremental progress toward this goal by reducing per-capita water use by at least 10 percent by December 31, 2015. Reduction in water consumption directly reduces the energy necessary and the associated emissions to convene, treat, and distribute the water and it also reduces emissions from wastewater treatment (WCA 2009).

The Department of Water Resources adopted a regulation on February 16, 2011 that sets forth criteria and methods for exclusion of industrial process water from the calculation of gross water use for purposes of urban water management planning. The regulation would apply to all urban retail water suppliers required to submit an Urban Water Management Plan, as set forth in the Water Code, Division 6, Part 2.6, Sections 10617 and 10620.

Model Water Efficient Landscape Ordinance

The Model Water Efficient Landscape Ordinance was required by AB 1881, the Water Conservation Act. The bill required local agencies to adopt a local landscape ordinance at least as effective in conserving water as the Model Water Efficient Landscape Ordinance by January 1, 2010. Reductions in water use of 20 percent consistent with SBX7-7 2020 mandate are expected upon compliance with the Model Water Efficient Landscape Ordinance (AB-1881). Governor Brown's Drought Executive Order of April 1, 2015 (CWB 2018) directed the California Department of Water Resources to update the Model Water Efficient Landscape Ordinance through expedited regulation (EO 2015). The California Water Commission approved the revised Model Water Efficient Landscape Ordinance on July 15, 2015, effective December 15, 2015. New development projects that include landscape areas of 500 square feet (SF) or more are subject to the Model Water Efficient Landscape Ordinance. The update requires: more efficient irrigation systems; incentives for graywater usage; improvements in on-site stormwater capture; limiting the portion of landscapes that can be planted with high water use plants; and reporting requirements for local agencies (DWR 2015). South Mesa Water Company (SMC) and Yucaipa Valley Water District (YVWD) serve the Project site (see **Figure 3.0-6, Water Providers**) and will provide water services to future implementing development at the Project site. Both of these water purveyors have water conservation programs to conserve water. These measures include, but are not limited to: water waste prohibition, replacement of meters with automated meters, and conservation pricing. (UWMP-A; UWMP-B.)

Regional Regulations

South Coast Air Quality Management District Policies

CEQA Guidelines and Proposed GHG Thresholds

SCAQMD is principally responsible for comprehensive air pollution control for Los Angeles, Orange, and the urbanized portions of Riverside and San Bernardino Counties, including the Project site. SCAQMD works directly with SCAG, County transportation commissions and local governments, and cooperates actively with all federal and State government agencies to regulate air quality.

In April 2008, SCAQMD convened a Working Group to develop GHG significance thresholds. On December 5, 2008, SCAQMD Governing Board adopted its staff proposal for an interim CEQA GHG significance threshold for projects where SCAQMD is the lead agency. As to all other projects where SCAQMD is not the lead agency, the Board has, to date, only adopted an interim threshold of 10,000 $MTCO_2E$ per year for industrial stationary source projects (SCAQMD 2008a).

For all other projects, SCAQMD staff proposed a multiple tier analysis to determine the appropriate threshold to be used. The draft proposal suggests the following tiers: Tier 1 is any applicable CEQA exemptions; Tier 2 is consistency with a GHG reduction plan; Tier 3 is a screening value or bright line; Tier 4 is a performance based standard; and Tier 5 is GHG mitigation offsets (SCAQMD 2008a). According to the presentation given at the September 28, 2010 Working Group meeting, SCAQMD staff proposed a Tier 3 draft threshold of 1,400 to 3,500 $MTCO_2E$/year depending on if the project was commercial, mixed use, or residential. For the Tier 4 draft threshold, SCAQMD staff presented a percent emission reduction target option but did not provide any specific recommendation for a percent

emission reduction target; instead, it referenced the San Joaquin Valley Air Pollution Control District approach. The percent reduction target is based on consistency with AB 32 as it was based on the same numeric reductions calculated in the Scoping Plan to reach 1990 levels by 2020. The second Tier 4 option is to utilize an efficiency target for 2020 and 2035 of 4.8 and 3.0 metric tons per service population per year for project level thresholds and 6.6 and 4.1 metric tons per service population for plan level thresholds (SCAQMD 2010).

The Working Group has not convened since the fall of 2010. The proposal has not been considered or approved for use by SCAQMD's Board. In the meantime, no GHG significance thresholds are approved for use in the Basin. However, that does not preclude lead agencies from utilizing the draft thresholds to evaluate the potential impacts associated with general development projects. The City utilizes these draft thresholds to determine the significance of new developments within its jurisdiction.

Western Riverside Council of Governments

The City is a member of the Western Riverside Council of Governments (WRCOG), the municipal planning organization for Riverside County. WRCOG has been a leader in promoting sustainability through its adopted Sustainability Framework, Western Riverside Energy Leader Partnership, Home Energy Renovation Opportunity (HERO) Program—an energy efficiency and water conservation financing program, and Western Riverside County Clean Cities Coalition.

Twelve cities in Western Riverside County, including the City, joined efforts to develop a Subregional Climate Action Plan (CAP), which sets forth a subregional emissions reduction target, emissions reduction measures, and action steps to assist each community to demonstrate consistency with AB 32. An existing GHG emissions inventory was developed and future emissions and reduction goals were set. Existing GHG reduction programs and policies that had already been implemented in the subregion and best practices from other regions influenced the reduction measures and actions identified in the Subregional CAP to assist meeting the 2020 subregional reduction target of 15 percent below 2010 levels. The Subregional CAP does not establish a reduction target for 2035 or future years; however, the Subregional CAP identifies a reduction goal of 49 percent below baseline emissions levels to set the WRCOG subregion on a trajectory to meet targets identified in SB 375 and Executive Order S-03-05, recognizing that information, methodologies, and data availability may change between now and 2035 (WRCOG CAP-A). WRCOG is currently preparing an update and expansion to the CAP, which will include a comprehensive update to GHG inventories and GHG emissions reduction strategies for all sectors and will establish GHG targets for the years 2030 and 2050 for all WRCOG member jurisdictions. It was anticipated that the CAP update would be complete by June 2021; however, to date, an update has not been released (WRCOG CAP-B).

Local Regulations

City of Calimesa Climate Action Plan (CAP)

The City of Calimesa adopted a Climate Action (CAP) in September 2014. The CAP is intended to address the main sources of the emissions that cause climate change, which include emissions from the energy consumed in buildings and for transportation, as well as the solid waste sent to landfills. The purpose of the CAP is to guide the development, enhancement, and ultimately the implementation of actions that will reduce Calimesa's GHG emissions by 15 percent below baseline (2010) by 2020 and 49 percent below baseline (2010) by 2035. The CAP is considered a qualified GHG reduction plan in accordance with CEQA Guidelines Section 15183.5 through 2020. However, the CAP did not demonstrate compliance with the statewide GHG goal established by SB 32 for 2030 because it was adopted prior to SB 32. Thus, the CAP cannot be relied upon to determine project-level significance.

City of Calimesa General Plan EIR – Climate Change and Greenhouse Gas

No feasible mitigation measures have been defined within the City's GP EIR – Climate Change and Greenhouse Gases since the GP EIR determined the implementation of the GP would cause significant and unavoidable impacts. Specifically, the GP EIR determined that the implementation of the GP would contribute GHG emissions on a cumulative basis, to the significant adverse environmental impacts of global climate change.

City of Calimesa General Plan

The City's GP contains the following goals and policies that are considered applicable to the proposed Project:

Air Quality

Goals

Goal AQ-2 Reduce vehicle trips and resulting emissions.

Goal AQ-3 Conserve energy, fuel, and water throughout the community.

Goal AQ-5 Reduce greenhouse gas emissions and adapt to the anticipated effects of climate change.

Policies

Policy AQ-2 Require appropriate and feasible transit amenities in high-density and mixed-use developments.

Policy AQ-3 Promote pedestrian and bicycle circulation in both existing and planned commercial and residential areas.

Policy AQ-4 Adopt and implement a multi-use trail system that connects commercial, residential, and open space areas.

Policy AQ-5 Promote and support mixed-use land patterns that integrate retail, office, institutional, and residential uses.

Policy AQ-6 Develop neighborhood parks in high-density residential districts to encourage pedestrian travel to recreation facilities.

Policy AQ-7 Encourage centrally located parking in commercial areas to allow shoppers to walk to a number of destinations.

Policy AQ-8 Require use of energy- and fuel-efficient equipment and low-emission materials in City facilities and infrastructure.

Policy AQ-9 Encourage energy conservation and solar design features to be incorporated in all new development projects.

Policy AQ-10 Support recycling programs to reduce emissions associated with manufacturing and waste disposal.

Policy AQ-11 Require use of drought-resistant vegetation in City landscaping projects.

Policy AQ-12 Encourage use of drought-resistant vegetation in new development projects.

Policy AQ-13 Reduce the effects of air pollution and the urban heat island effect with increased tree planting in public and private spaces.

Policy AQ-14 Encourage use of energy-efficient street cleaning equipment and landscaping practices.

Policy AQ-18 Support local, regional, and statewide efforts to reduce greenhouse gas emissions.

Policy AQ-19 The City will work to evaluate the potential effects of climate change on Calimesa's human and natural systems and prepare strategies that allow the City to appropriately respond.

Actions

Action AQ-1 Require projects that generate potentially significant levels of air pollutants, such as landfill operations or large construction projects, to incorporate best available air quality and greenhouse gas mitigation in project design.

Action AQ-2 Require large development projects to include bicycle lanes, where feasible.

Action AQ-8.1 Consider fuel efficiency when selecting vehicles for the City fleet.

Action AQ-18.1 Establish a goal and strategies to reduce community-wide greenhouse gas emissions by 2020 and 2035.

Action AQ-18.2 Adopt and implement Calimesa-specific actions identified in the Western Riverside Council of Governments (WRCOG) Regional Climate Action Plan.

Action AQ-18.3 Continue to participate in WRCOG regional climate change, renewable energy, and energy efficiency programs that benefit Calimesa residents and businesses.

Action AQ-18.4 Update Calimesa's greenhouse gas emissions inventory every three to five years.

Action AQ-19.1 Consult with state resource and emergency management agencies regarding updates to climate change science and development of adaptation priorities.

Action AQ-19.2 As needed, amend this General Plan and the City's Zoning Code and other codes to incorporate strategies to adapt to climate change.

Transportation and Mobility

Policies

Policy TM-8 Alternative levels of service may be allowed on intersections in planned development or similar identified mixed-use areas that demonstrate links to transit, trails, and alternative transportation and comfortable walking distance to goods and services.

Policy TM-10 Support the development of the Short- and Long-Range Transit Plans.

Policy TM-11 Reduce vehicle trips through design and changes in operations

Policy TM-12 Provide for the development of multi-use equestrian, pedestrian, and hiking trails that provide a linkage with regional facilities.

Actions

Action TM-4.1 Following the principles of "complete streets," maximize visibility and access for pedestrians and encourage the removal of barriers (walls, easements, and fences) for safe and convenient movement of pedestrians. Ensure that the entire travelway is included in the design from building façade to building façade.

Action TM-4.2 Pedestrian access shall be provided from developments to existing and future transit routes, park-and-ride lots, terminal facilities, etc.

Action TM-4.3 Ensure that City street standards provide for the installation of bus turnouts, benches, and shelters.

Action TM-10.1 Develop and implement transportation programs that maximize the use of funding from local, state, and federal sources.

Action TM-10.2 Implement freeway ramp/arterial roadway interchange improvements that promote the safe and efficient movement of vehicles, pedestrians, and cyclists.

Action TM-10.3 Coordinate the planning for Calimesa's transportation needs with adjacent jurisdictions, the County of Riverside, Caltrans, and public transit providers.

Action TM-10.4 Encourage the establishment of fixed bus routes and extend the Dial-A-Ride service territory to outlying areas of the city.

Action TM-11.1 Develop measures that will reduce the number of vehicle trips during peak travel periods.

Action TM-11.2 Coordinate with Caltrans, the Riverside County Transportation Commission (RCTC), the Western Riverside Council of Governments (WRCOG), transit agencies, and other responsible agencies to identify the need for additional park-and-ride facilities along major commuter travel corridors and at major activity centers.

Action TM-11.3 Provide preferential parking for carpools and vanpools, where appropriate.

Action TM-11.4 Incorporate the potential for public transit service in the design of developments that are identified as major trip attractions (i.e., retail and employment centers).

Action TM-11.5 Support programs developed by transit agencies/operators to provide paratransit service.

Action TM-12.1 Establish an implementation program for funding of the multi-use trail system that provides for acquisition and maintenance of trails.

Action TM-12.2 Require the development and dedication of trails in conjunction with proposed development.

Action TM-12.3 Determine if trails, paths, and pedestrian access can be extended into existing development to provide for increased connectivity.

Infrastructure and Public Services

Actions

ActionIPS-1.4 Ensure that city facilities are designed and operated in adherence with water conservation practices and programs.

Resource Management

Policies

Policy RM-9 Support water conservation efforts to ensure a reliable water supply through water efficiency, capture, and reuse.

Actions

Action RM-10.2 Require developments to implement measures designed to conserve water resources, including the use of low-flow irrigation systems and water-efficient plumbing fixtures.

Action RM-10.3 Require the use of drought-tolerant landscaping in new developments and encourage the replacement of existing water-consumptive landscaping.

ActionRM-10.4 Require the use of nonpotable and reclaimed water for irrigation in parks, golf courses, and industrial uses, as well as for residential and other urban uses, whenever feasible and where legally permitted.

Sustainability

Policies

Policy SUS-3 The City will promote increased physical activity, reduced driving, and increased walking, cycling, and public transit by:

- Encouraging the development of compact development patterns that are pedestrian- and bicycle-friendly.
- Increasing opportunities for active transportation (walking and biking) and transit use.

Policy SUS-5 The City encourages public transit agencies to locate routes and stops near health care and mental health facilities.

Policy SUS-7 The City encourages the location of schools, recreational centers, and day-care centers in places that are easily accessible by public transportation.

Policy SUS-10 Encourage increased residential densities that can support expanded public transit ridership at all income levels.

Policy SUS-12 Locate high-density residential developments in areas served by existing and/or planned transit routes, infrastructure, and commercial development.

Policy SUS-15 Develop and maintain a strong, vital, and dynamic downtown that encourages pedestrian-oriented development and provides opportunities for public transit ridership.

Policy SUS-16 Reduce vehicle miles traveled by creating expanded bicycle and multi-use trails.

Policy SUS-17 The City will promote and encourage community-wide use of alternative transportation methods.

Policy SUS-18 Encourage convenient bicycle, pedestrian, and transit access to new commercial and industrial development.

Policy SUS-20 Promote and support green building techniques and practices to reduce energy use.

Policy SUS-21 Evaluate the potential for municipal alternative-fuel vehicle programs.

Policy SUS-22 Collaborate with utilities and regional agencies to increase public participation in energy efficiency and conservation.

Actions

Action SUS-12.1 Evaluate the potential for higher-density residential land uses in close proximity to the city's downtown.

Action SUS-12.2 Identify suitable locations within the city to allow residential density bonuses for mixed-use development. Potential locations include within and adjacent to the Downtown Business District and on the west side of Interstate 10.

Action SUS-12.3 Initiate a study to determine appropriate parking standards and/or criteria to apply to residential uses located within a mixed-use development. Such a land use arrangement would create the potential for fewer vehicle trips due to the proximity of commercial uses and the associated need for multiple vehicles.

Action SUS-15.1 Extend bicycle and multipurpose trails to the downtown business area to provide alternative transportation opportunities. Identify downtown routes in a community-wide bicycle path and multipurpose trail master plan.

Action SUS-15.2 Use Community Development Block Grant funding to install sidewalks, crosswalks, and streetlights downtown, where appropriate and necessary.

Action SUS-16.1 Develop design standards for multi-use trails and bicycle paths.

Action SUS-16.2 Coordinate with the Riverside County Flood Control and Water Conservation District to evaluate the potential to use of their channels and easements as multi-use trails.

Action SUS-17.1 Work with the Riverside Transit Authority (RTA) to evaluate the potential for public transit routes through Calimesa, including the use of smaller feeder systems that utilize vans or other smaller vehicles which would connect with existing systems or operate only in localized areas.

Action SUS-18.1 Require the installation of improvements such as sidewalks, bike racks and lockers, bus turnouts, and bus stops as part of the conditions of development for commercial and industrial development, where appropriate.

Action SUS-20.1 Construct new significant municipal facilities to meet at least the baseline certification level of Leadership in Energy and Environmental Design (LEED) or its equivalent.

Action SUS-20.2 Include a Green Development Checklist and supporting materials with City planning and building applications and permits highlighting ways to incorporate green development principles into project design.

Action SUS-20.3 Provide regular training to ensure that City employees are able to implement the State's Green Building Code, conduct energy audits, and review or rate green building projects.

Action SUS-20.4 Revise the Municipal Code to allow deviations from normal development standards such as height limits, setbacks, or screening when doing so is necessary to allow the efficient use of renewable energy devices.

City of Calimesa Municipal Code

The following Titles of the City's Municipal Code that pertain to greenhouse gas for the proposed Project:

Chapter 8.40 – Mobile Source Air Pollution Reduction

This chapter supports the SCAQMD's imposition of the vehicle registration fee and to bring the city into compliance with the requirements set forth in Section 44243 of the Health and Safety Code in order to receive fee revenues for the purpose of implementing programs to reduce air pollution from motor vehicles. [Ord. 91-8; Code 1990 § 5.2.02.]

Chapter 18.100 – Transportation Demand Management

This chapter is intended to protect the public health, safety and welfare by reducing air pollution and traffic congestion caused by motor vehicle trips and motor vehicle miles traveled and to meet the requirements of Riverside County's congestion management plan and the Air Quality Management Plan. [Ord. 92-17 § 1; Code 1990 § 9.11.02.]

5.6.3 Comments Received in Response to the Notice of Preparation

Two written comment letters were received related to Greenhouse Gas Emissions in response to the Notice of Preparation (NOP). The comment letters were received from Kevin and Monique Nickels and Lenore Negri and are included in Appendix A of this Draft EIR. Additionally, verbal comments were received during the Project Scoping meeting as identified in **Table 2.0-B**. A summary of written letters and verbal comments has been included in Section 2.5.1 – Introduction – NOP Comment Letters, of this DEIR.

5.6.4 Thresholds of Significance

The City of Calimesa has not established local CEQA significance thresholds and instead, defers to the Thresholds of Significance identified in Appendix G ("Environmental Checklist") to the State CEQA

Guidelines. Impacts related to this Project may be considered potentially significant if the proposed Project would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment;
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases

5.6.5 Project Design Features

The Project will require future implementing development projects to meet or exceed all applicable standards under the CALGreen Code and Title 24. Future implementing development projects shall implement selected concepts of efficient design and material use that increase building efficiency through site planning, water and energy management, material use, and control of indoor air quality that reduce potential project impacts, which may include, but are not limited to:

Energy Efficiency

- Design building and components, such as windows, roof systems, lighting, and electrical systems to meet or exceed California Title 24 Standards for residential buildings.
- Design residential buildings to achieve U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) points (or similar green building rating system) for potential certification. This includes design features related to the building envelope, heating, ventilation, and air conditioning (HVAC), lighting, and power systems. Additionally, the architectural expression such as roofs and windows in the buildings will relate to conserving energy.
- If homebuilders install major appliances such as a dishwasher, washing machine, and refrigerator, incorporate Energy Star rated appliances (or other equivalent technology.

Renewable Energy

- All newly constructed single-family and low-rise (under three stories) multifamily residential units shall install solar panels in accordance with California Title 24 Standards.

Water Conservation and Efficiency

- Install water-efficient irrigation systems and devices, such as soil moisture based irrigation controls and sensors for landscaping according to the California Department of Water Resources Model Efficient Landscape Ordinance and Chapter 18.75 (Water Conservation for Landscaping) of the City's Municipal Code.
- Plant types shall be grouped together in regards to their water, soil, sun and shade requirements and in relationship to the buildings. Plants shall be placed in a manner considerate of solar orientation to maximize summer shade and winter solar gain. Trees are to be incorporated to provide natural cooling opportunities for the purpose of energy and water conservation according to 18.75.040 Landscape documentation package requirements.
- Design buildings to be water-efficient. Install water-efficient fixtures in accordance with Section 4.303 of the California Green Building Standards Code Part 11.
- Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff in accordance with City Standards.

Solid Waste Measures

- Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 4.408.1 of the California Green Building Standards Code Part 11
- Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance with Section 4.410.1 of the California Green Building Standards Code Part 11.

Transportation and Motor Vehicles

- The Project site shall facilitate future installation and use of Electric vehicle (EV) charges in accordance with Section 4.106.4, Electric vehicle (EV) charging for new construction, of the California Green Building Standards Code Part 11.
- For each new one-and two-family and town-houses with attached private garages, install a listed raceway to accommodate a dedicated 208/240-volt branch circuit for each dwelling unit in accordance with Section 4.106.4.1, New one-and two-family dwellings and town-houses with attached private garages, of the California Green Building Standards Code Part 11.
- Multifamily developments projects with less than 20 dwelling units shall provide ten percent of the total parking spaces as electric vehicle charging spaces (EV spaces) capable of supporting future Level 2 with electric vehicle supply equipment (EVSE). Additionally, 25 percent of the total number of parking spaces shall be equipped with low power Level 2 EV charging receptables in accordance with Section 4.106.4.2.1 Multifamily development projects with less than 20 dwelling units; and hotels and motels with less than 20 sleeping units or guest rooms, of the California Green Building Standards Code Part 11.
- Multifamily developments projects with more than 20 dwelling units shall provide ten percent of the total parking spaces as electric vehicle charging spaces (EV spaces) capable of supporting future Level 2 with electric vehicle supply equipment (EVSE). Additionally, 25 percent of the total number of parking spaces shall be equipped with low power Level 2 EV charging receptables. Five percent of total number of parking spaces shall be equipped with Level 2 EVSE in accordance with Section 4.106.4.2.2 Multifamily development projects with more than 20 dwelling units; and hotels and motels with less than 20 sleeping units or guest rooms, of the California Green Building Standards Code Part 11.

Construction

- Require Construction Equipment to Turn Off When Not in Use per Title 13 of the California Code of Regulations, Section 2449.

5.6.6 Methodology

Greenhouse gas emissions modeling was prepared for the Project by Albert A. Webb Associates. The modeling outputs, Greenhouse Gas Modeling Outputs, dated December 2021 are included as Appendix B.3. The methodology used within the analysis is consistent with draft guidance prepared by the SCAQMD for quantification of emissions and evaluation of potential impacts related to GHG emissions. As recommended by SCAQMD staff, the California Emissions Estimator Model (CalEEMod™) version 2020.4.0 program was used to quantify project-related emissions.

5.6.7 Environmental Impacts

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

Short-term Analysis

Construction-Related Emissions

The CalEEMod model calculates GHG emissions from fuel usage by construction equipment and construction-related activities, like construction worker trips, for projects. The estimated construction period for the future implementing development on Project parcels is unknown, but for analysis purposes of the implementation of the RIPAOZ, it is assumed that build out of the 36 parcels at the maximum densities allowed by the RIPAOZ would occur over approximately 16 years, beginning no sooner than January 2023. The off-road equipment to be used for each construction activity is shown below and represents CalEEMod program defaults. Each piece of equipment listed below is assumed to operate 8 hours per day:

Construction Activity	Off-Road Equipment	Unit Amount
Demolition	Concrete/Industrial Saws	1
	Excavators	3
	Rubber Tired Dozer	2
Site Preparation	Rubber Tired Dozer	3
	Tractor/Loader/Backhoes	4
Grading	Excavators	2
	Graders	1
	Rubber Tired Dozers	1
	Scrapers	2
	Tractors/Loaders/Backhoes	2
Building Construction	Cranes	1
	Forklifts	3
	Generator Sets	1
	Tractors/Loaders/Backhoes	3
	Welders	1
Paving	Pavers	2
	Paving Equipment	2
	Rollers	2
Architectural Coatings	Air Compressors	1

The CalEEMod estimate does not analyze emissions from construction-related electricity or natural gas. Construction-related electricity and natural gas emissions vary based on the amount of electric power used during construction and other unknown factors which make them too speculative to quantify. The CalEEMod output results for construction-related GHG emissions present the GHG emissions estimates for the Project for CO_2, methane (CH_4), nitrous oxide (N_2O), and CO_2e.[4] **Table 5.6-D, Project**

[4] CO_2e is the sum of CO_2 emissions estimated plus the sum of CH_4 and N_2O emissions estimated multiplied by their respective global warming potential (GWP).

Construction Equipment GHG Emissions, summarizes output results and presents the GHG emissions estimates for the Project in metric tons/year (MT/yr).

Table 5.6-D, Project Construction Equipment GHG Emissions

Year	Metric Tons per year (MT/yr)			
	Total CO_2	Total CH_4	Total N_2O	Total CO_2e
2023	572.55	0.12	2.11E-3	577.40
2024	2,397.880	0.15	0.12	2,438.24
2025	2,754.94	0.12	0.15	2,802.56
2026	2,688.74	0.12	0.14	2,734.90
2027	2,627.43	0.12	0.14	2,672.24
2028	2,562.32	0.12	0.14	2,605.75
2029	2,522.52	0.11	0.13	2,565.02
2030	2,522.56	0.05	0.13	2,562.49
2031	2,485.09	0.05	0.13	2,524.14
2032	2,459.51	0.05	0.13	2,497.96
2033	2,410.07	0.04	0.12	2,447.59
2034	2,382.86	0.04	0.12	2,419.81
2035	2,368.07	0.04	0.12	2,404.64
2036	2,377.14	0.04	0.12	2,413.85
2037	2,368.07	0.04	0.12	2,404.64
2038	920.74	0.02	0.04	932.64
2039	214.42	3.43E-3	3.89E-3	215.66
Total	**36,634.91**	**1.23**	**1.85**	**37,219.53**
			Amortized	**1,240.65**

Source: Appendix B.3

Evaluation of the table above indicates that an estimated 37,219.53 $MTCO_2E$ will occur from Project construction equipment over the course of the estimated construction period of 16 years. Since the draft SCAQMD GHG threshold Guidance document released in October 2008 recommends that construction emissions be amortized for a project lifetime of 30 years to ensure that GHG reduction measures address construction GHG emissions as part of the operational reduction strategies. Therefore, the total GHG emissions from Project construction were amortized and are included below in **Table 5.6-F, Total Project-Related GHG Emissions**, below.

Long-term Analysis

Area Source Emissions

CalEEMod estimates the GHG emissions associated with area sources which include landscape equipment emissions, architectural coating, consumer products, and hearths. Landscape equipment servicing the Project site create CO_2 resulting from fuel combustion based on the Project's land uses. Consumer products consist of consumer use of solvents and personal care products and architectural coatings consist of an average building square footage to be repainted each year. CalEEMod computes

area source emissions based upon default factors and land use assumptions. Since the RIPAOZ overlay would allow apartments and condo/townhome residential projects, these two land uses were utilized in the CalEEMod modeling for this analysis. Apartments were assumed to exclude fireplaces (hearths). Half of the condo/townhomes were assumed to have natural gas burning fireplaces, per SCAQMD Rule 445, and the remaining units were assumed to have no fireplace. **Table 5.6-F** summarizes the Project's area source emissions.

Energy-Related Emissions

CalEEMod estimates the GHG emissions associated with building electricity and natural gas usage (non-hearth) for each land use type. Electricity and natural gas used in buildings is typically generated at an off-site power plant which indirectly generates GHG emissions. The default energy usage values in CalEEMod, based on the California Energy Commission-sponsored California Commercial End Use Survey and Residential Appliance Saturation Survey studies and reflect 2016 Title 24 improvements, were used. The default CO_2 electricity intensity factor in CalEEMod for Southern California Edison (SCE), was used. The Project's energy emissions also reflect the 2019 Title 24 energy efficiency standards. **Table 5.6-E, Energy-Related GHG Emissions**, summarizes the GHG emissions estimates reported by CalEEMod for the Project.

Table 5.6-E, Energy-Related GHG Emissions

Source	Metric Tons per year (MT/yr)			
	CO_2	CH_4	N_2O	Total CO_2e
Electricity	1,432.93	0.12	0.01	1,440.32
Natural Gas	1,583.37	0.03	0.03	1,592.78
Total	**3,016.30**	**0.15**	**0.04**	**3,033.10**

Source: Appendix B.3

Mobile Source Emissions

CalEEMod estimates the annual GHG emissions from Project-related vehicle usage based on trip generation data contained in defaults or in a project-specific traffic analyses. This analysis was modeled using CalEEMod defaults with a buildout year of 2040. Trip length data was based on CalEEMod defaults for all vehicles. Mobile source emissions were based on EMFAC2017 derived emission factors that are included as CalEEMod defaults. **Table 5.6-F** shows the mobile source emissions from the Project.

Solid Waste Emissions

CalEEMod also calculates the GHG emissions associated with the disposal of solid waste into landfills based on default data contained within the model for waste disposal rates, composition, and the characteristics of landfills throughout the state. A large percentage of this waste will be diverted from landfills by a variety of means, such as reducing the amount of waste generated, recycling, and/or composting. The remainder of the waste not diverted will be disposed of at a landfill. To provide a conservative analysis, no solid waste diversion from landfills was assumed. **Table 5.6-F** shows the solid waste emissions from the Project.

Water-Related Energy Usage

Electricity is also indirectly used in water supply, treatment, and distribution, as well as wastewater treatment in Southern California and plays a large role in GHG production. There are three processes necessary to supply potable water to urban users (i.e., residential, commercial, and industrial): (1) supply and conveyance of the water from the source; (2) treatment of the water to potable standards; and (3) distribution of the water to individual users. After use, the wastewater is treated and either reused as reclaimed/recycled water or returned to the environment. CalEEMod calculates the GHG emissions from these processes based on default emissions factors and water/wastewater generation rates for a project's location. Default values were used for electricity intensity factor associated with the supply and conveyance of water from its source which assumes that the water is being imported from Northern California. CalEEMod indoor and outdoor water demand was modeled for this analysis **Table 5.6-F** shows the GHG emissions from water-related energy usage for the Project.

Total Project GHG Emissions

As shown on **Table 5.6-F, Total Project-Related GHG Emissions**, using all the emissions quantified above, the total GHG emissions generated from the Project is approximately 16,039.19 $MTCO_2E/yr$ which includes construction-related emissions amortized over a typical project life of 30 years.

Table 5.6-F, Total Project-Related GHG Emissions

Source	Metric Tons per year (MT/yr)			
	CO_2	CH_4	N_2O	Total CO_2e
Amortized Construction	--	--	--	1,240.65
Area	29.63	0.03	0.00	30.34
Energy	3,016.30	0.15	0.04	3,033.10
Mobile	10,602.14	0.51	0.50	10,763.08
Solid Waste	164.25	9.71	0.00	406.92
Water	443.37	3.77	0.09	565.10
Total	**14,255.69**	**14.17**	**0.63**	**16,039.19**

Source: Appendix B.3
Note: Emissions reported as zero are rounded and not necessarily equal to zero.

As shown in **Table 5.6-F**, above, the total GHG emissions from all future development at Project parcels are above the SCAQMD Tier 3 screening threshold level of 3,000 $MTCO_2E/yr$.

For informational purposes, the estimated GHG emissions were also compared to the SCAQMD Tier 4 efficiency target for plan level projects. As stated in Section 5.6.2, above, the 2020 and 2035 thresholds are 6.6 and 4.1 metric tons per service population, respectively, for plan level projects. Since the RIPAOZ parcels are anticipated to buildout in 2040, the plan level threshold of 6.6 was adjusted for this RIPAOZ Project based on the GHG reduction targets of SB 32, which sets a target of 40 percent below 1990 levels by 2030, and Executive Order S-03-05, which sets a goal of 80 percent below 1990 levels by 2050. Under this legislation, GHG emissions are required to be reduced to 40 percent below 1990 levels by 2030, and 80 percent below 1990 levels by 2050. This means a 40 percent reduction would be needed between 2030 and 2050, as compared to 1990 levels. The year 2040 is also halfway between 2030 and 2050. Therefore, half the reductions should be achieved by 2040, meaning GHG emissions

should be 60 percent below 1990 levels by 2040. The adjusted efficiency target for the year 2040 is 2.6 $MTCO_2E$/yr per service population.[5] Service population is defined as residential and employment population.

As described in Section 5.10, Population and Housing, the proposed RIPAOZ Project could generate 4,292 residents, which is the RIPAOZ Project's service population. Thus, the Project would achieve an efficiency of 3.74 $MTCO_2E$/yr per service population.[6] Therefore, the Project will not meet the adjusted efficiency threshold of 2.6 $MTCO_2E$/yr per service population. The primary source of Project GHG emissions is from mobile sources followed by energy consumption.

Conclusion: The total GHG emissions from the RIPAOZ parcels are above the SCAQMD screening threshold of 3,000 $MTCO_2E$/yr for residential projects and exceed the adjusted SCAQMD efficiency target of 2.6 $MTCO_2E$/yr per service population. Therefore, impacts are considered **significant and unavoidable prior to implementation of mitigation**. See Section 5.6.8 and 5.6.9 for mitigation.

Threshold: Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emission of greenhouse gases?

The CARB's 2017 Scoping Plan and the SCAG 2020-2045 RTP/SCS (Connect SoCal), as discussed in Section 5.6.2 above, are two applicable plans adopted for the purpose of reducing GHG emissions. CARB recently adopted an updated Scoping Plan in December 2022 and as discussed above in Section, 5.6.2, it was developed, in part, to identify a path to keep California on track to meet its SB 32 GHG reduction target of at least 40 percent below 1990 emissions by 2030. The City of Calimesa adopted a Climate Action (CAP) in September 2014. The CAP presented strategies to reduce community GHG emissions in the City of Calimesa by 15 percent below baseline (2010) by 2020 and an information target of 49 percent below baseline (2010) by 2035. The CAP is also considered a qualified GHG reduction plan in accordance with CEQA Guidelines Section 15183.5 through 2020. Since the RIPAOZ Project was not included in the CAP's emission inventories and the CAP did not demonstrate compliance with the statewide GHG goal established by SB 32 for 2030 because it was adopted prior to SB 32, the CAP cannot be relied upon to determine RIPAOZ Project significance or CAP consistency. It is also unknown if the CAP's 2020 reduction target was achieved. In the absence of an approved CAP beyond 2020, the CARB's 2017 Scoping Plan and the SCAG 2020-2045 RTP/SCS (Connect SoCal), two applicable plans adopted for the purpose of reducing GHG emissions, were analyzed. Consistency with the 2017 Scoping Plan and Connect SoCal plans are presented below.

CARB 2017 Scoping Plan

The CARB 2017 Scoping Plan is applicable to state agencies but is not directly applicable to cities/counties and individual projects (i.e., the Scoping Plan does not require the City to adopt policies, programs, or regulations to reduce GHG emissions). However, new regulations adopted by the state agencies outlined in the 2017 Scoping Plan result in GHG emissions reductions at the local level. As a result, local jurisdictions benefit from reductions in transportation emissions rates, increases in water efficiency in the building and landscape codes, and other statewide actions that would affect a local jurisdiction's emissions inventory from the top down. Statewide strategies to reduce GHG emissions

[5] Using the efficiency target for 2020, 6.6 $MTCO_2E$/yr per service population (which is the equivalent of 1990 levels per AB 32) and multiplying by 40 percent (i.e., 60 percent below 1990 levels) results in an adjusted efficiency target of 2.6 $MTCO_2E$/yr per service population for year 2040.

[6] Total CO_2E Emissions / Total Service Population = $MTCO_2E$/yr per service population

include, but are not limited to, the RPS, Advanced Clean Cars and Trucks, LCFS and changes in the corporate average fuel economy standards.

The 2017 Scoping Plan updated the 2008 Scoping Plan since the state met its 2020 target and reflects the 2030 target of a 40 percent reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. **Table 5.6-G, 2017 Scoping Plan Consistency Summary**, summarizes how the Project is consistent with the 2017 Scoping Plan pursuant to SB 32.

Table 5.6-G, 2017 Scoping Plan Consistency Summary

Action[1]	Responsible Parties	Consistency
Implement SB 350 by 2030		
Increase the Renewables Portfolio Standard to 50% of retail sales by 2030 and ensure grid reliability.	CPUC, CEC, and (CARB)	**Consistent.** The properties chosen for inclusion in the RIPAOZ would obtain electricity from Southern California Edison (SCE). SCE has committed to diversify its portfolio of energy sources by increasing energy from wind and solar sources. The Project would not interfere with or obstruct SCE energy source diversification efforts.
Establish annual targets for statewide energy efficiency savings and demand reduction that will achieve a cumulative doubling of statewide energy efficiency savings in electricity and natural gas end uses by 2030.		**Consistent.** Future implementing projects within the RIPAOZ will be required to implement the energy efficiency measures in the design and construction of new residential developments to reduce energy consumption. The Project would not interfere with or obstruct policies or strategies to establish annual targets for statewide energy efficiency savings and demand reduction.
Reduce GHG emissions in the electricity sector through the implementation of the above measures and other actions as modeled in Integrated Resource Planning (IRP) to meet GHG emissions reductions planning targets in the IRP process. Load- serving entities and publicly-owned utilities meet GHG emissions reductions planning targets through a combination of measures as described in IRPs.		**Consistent.** Future implementing projects within the RIPAOZ will be designed and constructed to implement the energy efficiency measures, where applicable by including several measures designed to reduce energy consumption. This includes energy efficient lighting and fixtures that meet the current Title 24 Standards and would be a modern development with energy efficient heaters and air conditioning systems.
Implement Mobile Source Strategy (Cleaner Technology and Fuels)		
At least 1.5 million zero emission and plug-in hybrid light-duty EVs by 2025.		**Consistent**. This is a CARB Mobile Source Strategy. The RIPAOZ Project would not obstruct or interfere with CARB zero emission and plug-in hybrid

Table 5.6-G, 2017 Scoping Plan Consistency Summary

Action[1]	Responsible Parties	Consistency
	CARB, California State Transportation Agency (CalSTA), Strategic Growth Council (SGC), California Department of Transportation (Caltrans), CEC, OPR, Local Agencies	light-duty EV 2025 targets.
At least 4.2 million zero emission and plug-in hybrid light-duty EVs by 2030.		**Consistent**. This is a CARB Mobile Source Strategy. The RIPAOZ Project would not obstruct or interfere with CARB zero emission andplug-in hybrid light-duty EV 2030 targets.
Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean Cars regulations.		**Consistent.** This is a CARB Mobile Source Strategy. The RIPAOZ Project would not obstruct or interfere with CARB efforts to further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean Cars regulations.
Medium- and Heavy-Duty GHG Phase 2.		**Consistent.** This is a CARB Mobile Source Strategy. The RIPAOZ Project would not obstruct or interfere with CARB efforts to implement Medium- and Heavy-Duty GHG Phase 2 regulations.
Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20% of new urbanbuses purchased beginning in 2018 will be zero emission buses with the penetration of zero-emission technology ramped up to 100% of new sales in 2030. Also, new natural gas buses, starting in 2018, and diesel buses, starting in 2020, meet the optional heavy-duty low-NO_X standard.		**Consistent**. This is a CARB Mobile Source Strategy. The RIPAOZ Project would not obstruct or interfere with CARB efforts improve transit-source emissions.

Table 5.6-G, 2017 Scoping Plan Consistency Summary

Action[1]	Responsible Parties	Consistency
Last Mile Delivery: New regulation that would result in the use of low NO_X or cleaner engines and the deployment of increasing numbers of zero-emission trucksprimarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5% of new Class 3–7 trucksales in local fleets starting in 2020, increasing to 10% in 2025 and remaining flat through 2030.		**Consistent.** This is a CARB Mobile Source Strategy. The RIPAOZ Project would not obstruct or interfere with CARB efforts to improve last mile delivery emissions.
Further reduce VMT through continued implementation of SB 375 and regional Sustainable Communities Strategies; forthcoming statewide implementation ofSB 743; and potential additional VMT reduction strategies not specified in the Mobile Source Strategy but included in the document "Potential VMT ReductionStrategies for Discussion."		**Consistent.** This RIPAOZ Project would not obstruct or interfere with implementationof SB 375 and would therefore not conflictwith this measure. Further, this Project is subject to SB 743 and as discussed in Section 5.12 Transportation, complied with the City's requirements for VMT analysis.
Increase stringency of SB 375 SustainableCommunities Strategy (2035 targets).	CARB	**Consistent.** This is a CARB Mobile Source Strategy. The RIPAOZ Project would not obstruct or interfere with CARB efforts to Increasestringency of SB 375 Sustainable Communities Strategy (2035 targets).
Harmonize project performance with emissions reductions and increase competitiveness of transit and active transportation modes (e.g. via guideline documents, funding programs, project selection, etc.).	CalSTA,SGC, OPR, CARB, Governor's Office ofBusiness and Economic Development (GO- Biz), California Infrastructure and Economic Development Bank (IBank), Department of Finance (DOF), California Transportation Commission (CTC),Caltrans	**Consistent.** The RIPAOZ Project would not obstruct or interfere with agency effortsto harmonize transportation facility project performance with emissions reductions and increase competitivenessof transit and active transportation modes.
By 2019, develop pricing policies to supportlow-GHG transportation (e.g. low-emission vehicle zones for heavy duty, road user, parking pricing, transit discounts).	CalSTA, Caltrans,CTC, OPR, SGC, CARB	**Consistent**. The RIPAOZ Project would not obstruct or interfere with agency efforts to develop pricing policies to support low-GHG transportation.

Table 5.6-G, 2017 Scoping Plan Consistency Summary

Action[1]	Responsible Parties	Consistency
Implement California Sustainable Freight Action Plan		
Improve freight system efficiency.	CalSTA, CalEPA, CNRA, CARB, Caltrans, CEC, GO-Biz	**Consistent.** The RIPAOZ Project would not obstruct or interfere with agency efforts to Improve freight system efficiency.
Deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energyby 2030.		**Consistent**. The RIPAOZ Project would not obstruct or interfere with agency efforts to deploy over 100,000 freight vehicles and equipment capable of zero emission operation and maximize both zero and near-zero emission freight vehicles and equipment powered by renewable energy by 2030.
Adopt a Low Carbon Fuel Standard with aCarbon Intensity reduction of 18 percent.	CARB	**Consistent.** When adopted, this measure would apply to all fuel purchased and used by the Project in the state. The RIPAOZ Project would not obstruct or interfere with agency efforts to adopt a Low CarbonFuel Standard with a Carbon Intensity reduction of 18 percent.
Implement the Short-Lived Climate Pollutant Strategy (SLPS) by 2030		
40 percent reduction in methane and hydrofluorocarbon emissions below 2013 levels.	CARB, CalRecycle, CDFA, California State Water ResourceControl Board (SWRCB), and Local Air Districts	**Consistent**. The RIPAOZ Project would be required to comply with this measure and reduce any Project-source SLPS emissions accordingly. The RIPAOZ Project would not obstruct or interfere with agency efforts to reduce SLPS emissions.
50 percent reduction in black carbon emissionsbelow 2013 levels.		
By 2019, develop regulations and programsto support organic waste landfill reduction goals in the SLCP and SB 1383.	CARB, CalRecycle, CDFA, SWRCB, and Local Air Districts	**Consistent.** The RIPAOZ Project would implementwaste reduction and recycling measures consistent with state and City requirements. The RIPAOZ Project would not obstruct or interfere with agency efforts to support organic waste landfill reduction goals in the SLCP and SB 1383.
Implement the post-2020 Cap-and-TradeProgram with declining annual caps.	CARB	**Consistent**. The RIPAOZ Project would be requiredto comply with any applicable Cap-and-Trade Program provisions. The RIPAOZ Project would not obstruct or interfere with agency efforts to implement the post-2020 Cap-

Table 5.6-G, 2017 Scoping Plan Consistency Summary

Action[1]	Responsible Parties	Consistency
		and-Trade Program.
By 2018, develop Integrated Natural and Working Lands Implementation Plan to secure California's land base as a net carbon sink		
Protect land from conversion throughconservation easements and other incentives.	CNRA, DepartmentsWithin CDFA, CalEPA,	**Consistent.** The RIPAOZ Project would not obstruct or interfere with agency efforts to protect land from conversion through conservation easements and other incentives.
Increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity	CARB	**Consistent.** The RIPAOZ Project site is designated for development and does not comprise an area that would effectively provide for carbon sequestration. However, future development at the RIPAOZ Project parcels will plant trees on-site, which will sequester carbon. The RIPAOZ Project would not obstruct or interfere with agency efforts to increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity.
Utilize wood and agricultural products toincrease the amount of carbon stored in the natural and built environments		**Consistent.** Where appropriate, future development at the RIPAOZ Project parcels will incorporate wood or wood products in the project-specific design. The RIPAOZ Project would not obstruct or interfere with agency efforts to encourage use of wood and agricultural products toincrease the amount of carbon stored in the natural and built environments.
Establish scenario projections to serve asthe foundation for the Implementation Plan		**Consistent**. The RIPAOZ Project would not obstruct or interfere with agency efforts to establish scenario projections to serve as the foundation for the implementation Plan.

Table 5.6-G, 2017 Scoping Plan Consistency Summary

Action[1]	Responsible Parties	Consistency
Establish a carbon accounting framework for natural and working lands as describedin SB 859 by 2018	CARB	**Consistent.** The Project would not obstruct or interfere with agency efforts to establish a carbon accounting framework for natural and working lands as describedin SB 859 by 2018.
Implement Forest Carbon Plan	CNRA, California Department of Forestry and FireProtection (CAL FIRE), CalEPA and Departments Within	**Consistent.** The Project would not obstruct or interfere with agency efforts to implement the Forest Carbon Plan.
Identify and expand funding and financingmechanisms to support GHG reductions across all sectors.	State Agencies and Local Agencies	**Consistent.** The Project would not obstruct or interfere with agency efforts to identify and expand funding and financingmechanisms to support GHG reductions across all sectors.

The RIPAOZ Project's GHG emissions shown in **Table 5.6-F** include reductions associated with select statewide regulations and reduction strategies that have been adopted such as the 2019 Title 24 building energy efficiency standards. As addressed in **Figure 5.6 G**, the RIPAOZ Project would not impede or delay local, regional or statewide initiatives to reduce GHG emissions. For these reasons, the Project would not conflict with or obstruct implementation of the 2017 Scoping Plan.

Connect SoCal Plan

As stated in Section 5.6.2, above, Connect SoCal is supported by a combination of transportation and land use strategies that outline how the region can achieve California's GHG emission reduction goals and federal clean air act requirements. The Project parcels would be developed within residential zones in the City of Calimesa and utilize the existing street network. The Project would not conflict with plans to integrate the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands. The Project does not involve any improvements to the regional transportation system. The Project would be consistent with or would not conflict with any of the goals identified in Connect SoCal.

Based on the preceding analysis, the Project will not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing greenhouse gas emissions and impacts are considered **less than significant without mitigation required**.

5.6.8 Recommended Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (State *CEQA Guidelines*, Section 15126.4) to GHG emissions. Mitigation measures were evaluated for their ability to eliminate or reduce impacts to GHG emissions. Mitigation measures **MM AQ 2** through **MM AQ 8** discussed in Section 5.2, Air Quality apply here and shall be implemented to reduce

GHG impacts from transportation. In addition, the following mitigation measures shall be implemented to reduce GHG emissions from energy usage:

MM GHG 1: In order to reduce GHG impacts, the City Building and Safety Department shall verify before issuance of all residential building permits that where appliances are installed by residential project developers, Energy Star-rated appliances (or other equivalent technology) for clothes washers, dish washers, refrigerators, and fans shall be installed in the residences.

MM GHG 2: In order to reduce GHG impacts, the City Building and Safety Department shall verify before issuance of all residential building permits that all in-unit fixtures installed in residential and nonresidential buildings will be high efficacy. High efficacy lighting includes compact fluorescent lamps, light emitting diodes (LED), and other light bulbs that provide an energy efficiency of at least 40 lumens/watt for 15 watt or less fixtures, 50 lumens/watt for 15-40 watt fixtures, 60 lumens/watt for fixtures >40watt.

MM GHG 3: In order to reduce GHG impacts, prior to approval of future development within the RIPAOZ, each individual implementing project shall evaluate installation of cool pavements in street improvement plans, if approved by the California Department of Transportation (Caltrans) and City Engineering Department for roadway uses, provided that road installation and maintenance durability and costs are comparable to existing approved roadway materials. Pavement installed shall be to the satisfaction of the City Engineering Department prior to approval of all street improvement plans.

MM GHG 4: In order to reduce GHG impacts, prior to approval of future development within the RIPAOZ, each individual implementing project shall include in design plans for City review technically feasible (given expected future uses) and legally feasible (given applicable ordinances and other requirements) designs that include groundcovers or other measures to reduce use of concrete and asphalt.

5.6.9 Summary of Environmental Effect After Mitigation Measures are Implemented

With adherence to and compliance with the City's General Plan goals, policies, and implementation actions, in addition to adherence to standard Federal, State, regional, and local regulations, the impact to GHG emissions from the RIPAOZ Project would be reduced. Mitigation measures **MM AQ 2** through **MM AQ 8** would contribute to reduced GHG emissions from transportation and **MM GHG 1** through **MM GHG 4** would reduce GHG emissions from energy consumption associated with buildout of the RIPAOZ. However, no quantitative reductions associated with them given that no development is proposed and the majority of GHG emissions are from mobile sources, which are outside the City's jurisdictional control. Since the GHG emissions reductions attributable to the mitigation measures cannot be definitively assessed at this time, and since the GHG emissions exceed the SCAQMD screening threshold for residential projects and do not meet the adjusted SCAQMD efficiency target of 2.6 $MTCO_2E$/yr per service population, this impact would remain **significant and unavoidable after implementation of mitigation** and a statement of overriding considerations would be required prior to RIPAOZ Project approval.

5.7 Hydrology and Water Quality

The focus of this section is to analyze potential impacts related to hydrology and water quality based on Appendix G of the State *CEQA Guidelines* and the Initial Study/Notice of Preparation circulated for Public Review found in Appendix A of this DEIR. There is no development being proposed as part of this Project, only textual changes to the General Plan (General Plan Amendment) and Zoning Code (Zone Change) allowing for optional intensification of densities on 36 discrete parcels affected by the Project. Cumulative impacts related to this topic are discussed in Section 7.0 – Other CEQA Topics.

This section is based in-part on a summary of the *Water Supply Assessment for the RIPAOZ Project*, prepared by Albert A. Webb Associates on behalf of South Mesa Water Company, approved May 11, 2022 (WSA), included as Appendix E of this DEIR.

5.7.1 Setting

The Project lies within the domestic (potable) water service areas of two public water suppliers: Yucaipa Valley Water District (YVWD) and South Mesa Water Company (SMWC). Specifically, 32 of the Project's 36 parcels are served by SMWC and the remaining 4 parcels are served by YVWD, as shown on **Figure 5.7-1, Groundwater Basins**. Current (2020) information on the water supplies currently and projected to be available to these water suppliers over the next 20 years can be found in each agency's individual Urban Water Management Plans (UWMPs) located in Part 2 of the *2020 Integrated Regional Urban Water Management Plan (IRUWMP) for the Upper Santa Ana River Watershed* (June 2021).

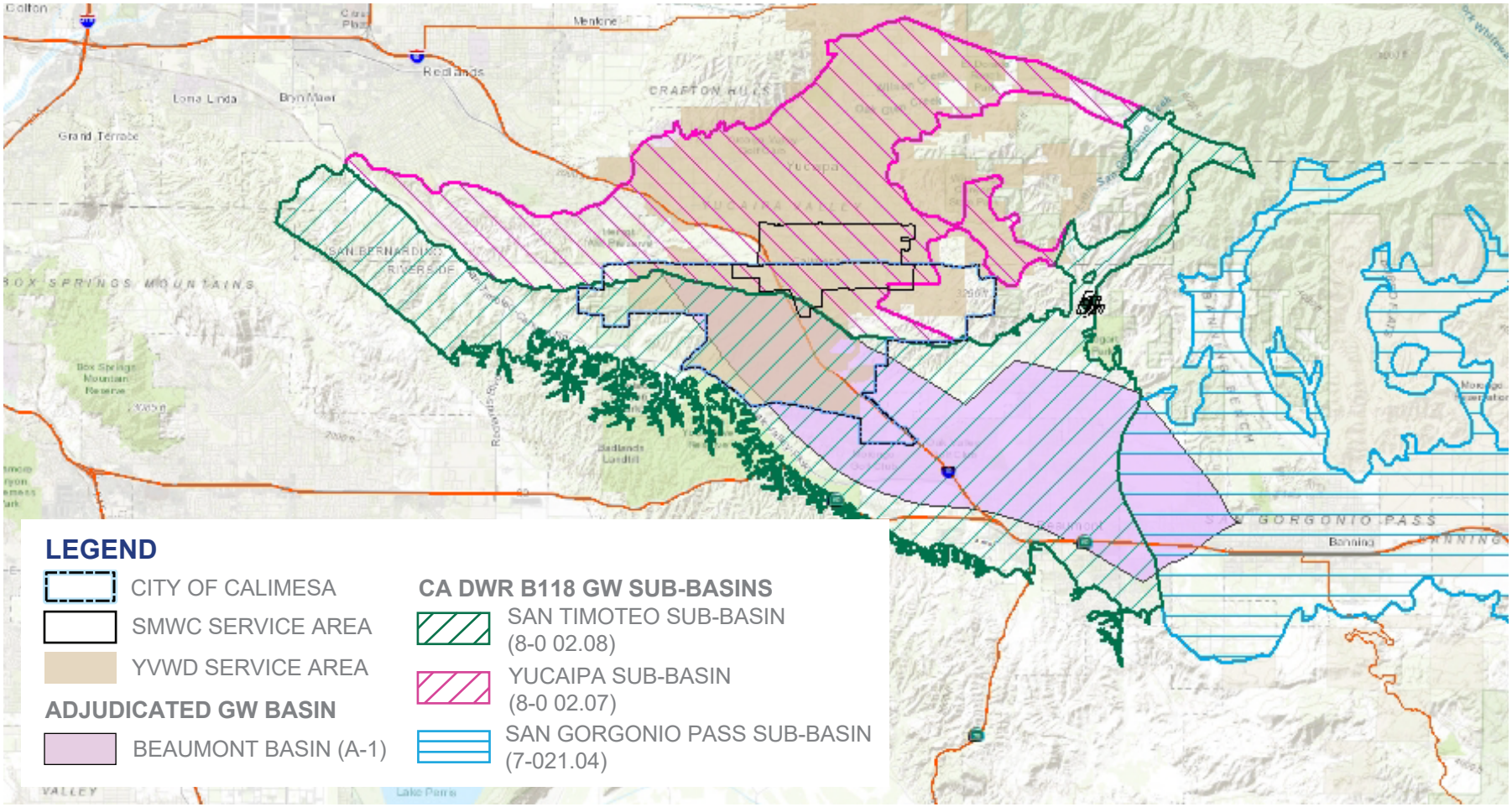
SMWC is a mutual water company established in 1912 to provide domestic and irrigation water service to its shareholders within its service area. SMWC's water supply includes locally produced groundwater from the Yucaipa Basin and groundwater produced from the adjudicated portion of the San Timoteo basin (Beaumont Basin) in accordance with SMWC's adjudicated water rights (IRUWMP, pp. 9-1, 9-2). SMWC currently supplies water to just under 3,000 water service connections but anticipates exceeding that level in the very near future. (IRUWP 2020, p. 9-1). SMWC is located within the service areas of two State Water Project Contractors but does not receive imported water at this time: San Bernardino Valley Municipal Water District (Valley District) and San Gorgonio Pass Water Agency (Pass Agency). There is a State Water Project (SWP) pipeline with a turn-out in SMWC's service area.

Formed in 1971, YVWD operates under the County Water District Law (Division 12 of California Water Code) to provide water service to its customers, as well as recycled water service, sewer collection, sewer treatment, and salinity elimination. (IRUWMP, p. 11-2) YVWD provides water to most of the southern portion of the City of Calimesa, relying on four primary water sources to meet water demands which includes groundwater, local surface water, imported water, and recycled water. YVWD's drinking water supply consists primarily of groundwater pumped from 17 wells located throughout the YVWD service area. (IRUWMP 2020, p. 11-23). YVWD produces water from the Yucaipa Basin, San Timoteo Basin, Beaumont Basin, and San Bernardino Basin (IRUWMP, pp. 11-26,11-27). In 2020, YVWD wells provided about 63 percent of the total drinking water supply. (IRUMWP 2020, p. 11-23).

One Project parcel is located within the adjudicated Beaumont Basin and it is within YVWD's service area (Parcel No. 431-320-003). The remaining 35 Project parcels are located in the Yucaipa Sub-Basin, and not in the Beaumont Basin, but may be served with water from other basins where YVWD has wells.

FIGURE 5.7-1 GROUNDWATER BASINS

DRAFT ENVIRONMENTAL IMPACT REPORT - CITY OF CALIMESA
RESIDENTIAL INFILL PRIORITY AREA OVERLAY ZONE PROJECT



Sources: Riverside Co. GIS, 2021; RCIT, 2020 (imagery).

0 2 4 6 MILES

ALBERT A. WEBB ASSOCIATES

Beaumont Basin

The Beaumont Basin is the adjudicated part of the San Timoteo Sub-basin (DWR 8-02.08). The Beaumont Basin is located in northwestern Riverside County, south of the Yucaipa Basin and covers approximately 26 square miles and eventually drains to San Timoteo Creek, a tributary of the Santa Ana River. Groundwater elevations generally slope from the northeast to southwest in the basin. The Beaumont Basin storage capacity is estimated at approximately 1,000,000 AF. (IRUWMP, p. 3-28). The groundwater rights to the Beaumont Basin was adjudicated in February 2004, in Riverside County Superior Court, Case No. RIC 389197, *San Timoteo Watershed Management Authority vs. City of Banning et al* (adjudication or "Judgment"). The Judgment established the Beaumont Basin Watermaster (Watermaster) to administer the Judgment. It also established the rights of the Overlying Parties and the Appropriator Parties (including SMWC and YVWD) and allows for water to be stored and recovered from the basin. The Safe Yield[1] of the Beaumont Basin is currently established at 6,700 AFY. SMWC and YVWD each has one well in the Beaumont Basin (IRUWMP, pp. 9-12 and 11-26); they make up two of the five Appropriators and members of the Watermaster.

In 2020, SMWC produced 229 AF and YVWD produced 1,407.72 AF from the Beaumont Basin (IRUWMP, pp. 9-12 and 11-27). According to the Watermaster 2020 Annual Report, as of 2020 SMWC has 10,134.2 AF in storage (maximum 20,000 AF allowed) and YVWD has 16,287.7 AF in storage (maximum 50,000 AF allowed) (BBW, Table 3-8).

Yucaipa Sub-Basin

The Yucaipa Sub-basin (Basin) underlies the southeast part of San Bernardino Valley. It is bounded on the north by the San Andreas fault, on the west by the Redlands fault and the Crafton Hills, on the south by the Banning fault, and on the east by the Yucaipa Hills. This part of the San Bernardino Valley is drained by Oak Glen, Wilson, and Yucaipa Creeks south and west into San Timoteo Wash, a tributary to the Santa Ana River. The average annual precipitation ranges from 12 to 28 inches. (IRUWMP, p. 3-26).

In 2020, approximately 78 percent of YVWD's groundwater production came from the Yucaipa Basin, or 5,575.22 AF (IRUWMP, pp. 11-27). Similarly, approximately 90% of SMWC's 2020 groundwater production was from the Yucaipa Basin.

The Yucaipa Sub-basin is not adjudicated and because it is a DWR "high-priority" groundwater basin[2] it is subject to the requirements of the Sustainable Groundwater Management Act of 2014 (SGMA). Pursuant to SGMA, the Yucaipa Groundwater Sustainability Agency (GSA) was established in 2017 to come up with the Groundwater Sustainability Plan (GSP) to sustainably manage the groundwater supplies of the basin for the next 20 years. Valley District, YVWD, City of Redlands, Pass Agency, SMWC, South Mountain Water Company, Western Heights Water Company, and the City of Yucaipa are currently working together as the GSA, commonly referred to as the Yucaipa Sustainable Groundwater

1 Safe Yield is defined in the Judgment (p. 5) as: the maximum quantity of water which can be produced annually from a Groundwater Basin under a given set of conditions without causing a gradual lowering of the groundwater level leading eventually to a depletion of the supply in storage. The Safe Yield of the Beaumont Basin is [originally] 8650 acre feet per year in each of the ten (10) years following entry of this Judgment.

2 "High priority" refers to DWR's basin prioritization efforts starting in 2014, then 2015 and most recently in 2019, which classifies all of the state's groundwater basins into one of four categories: high, medium, low or very low based on the eight components in Water Code Section 10933(b).

Management Agency (Yucaipa-SGMA) in support of the development and implementation of the GSP (prepared by Dudek dated January 2022) (WSA, p.36).

5.7.2 Related Regulations

Federal Regulations

There are no federal regulations related to groundwater supply.

State Regulations

Senate Bill 610 – Water Supply Assessments

SB610, effective January 1, 2002, requires an assessment of whether available water supplies are sufficient to serve the demand generated by a proposed project, as well as the reasonably foreseeable cumulative demand in the region over the next 20 years under average normal year, single dry year, and multiple dry year conditions. Under SB 610, a Water Supply Assessment (WSA) must be prepared in conjunction with the land use approval process associated with a project and is required for any "project" that is subject to CEQA and meets certain criteria relative to size. Proposed development of more than 500 dwelling units require a water supply assessment by the water supplier. Since the proposed Project will change land use to facilitate more than 500 dwelling units, then a WSA is required.

Sustainable Groundwater Management Act of 2014

The 2014 Sustainable Groundwater Management Act (SGMA) requires governments and water agencies of high and medium priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. The DWR categorizes the priority of groundwater basins. For critically over-drafted basins, that will be 2040. For the remaining high and medium priority basins, 2042 is the deadline. The SGMA also requires local public agencies and GSAs in high- and medium-priority basins to develop and implement GSPs or Alternatives to GSPs. GSPs are detailed road maps for how groundwater basins will reach long term sustainability (DWR, 2019). If a basin is adjudicated, then a GSA does not need to be formed nor prepare a GSP.

Urban Water Management Planning Act of 1983

The Urban Water Management Planning Act (California Water Code, Division 6, Part 2.6, secs. 10610 et seq.) was enacted in 1983 and applies to municipal water suppliers that serve more than 3,000 customers or supply more than 3,000 acre-feet per year (afy) of water. The Urban Water Management Planning Act requires these suppliers to prepare and update their urban water management plans (UWMP) every five years to demonstrate an appropriate level of reliability in supplying anticipated short-term and long-term water demands during normal, dry, and multiple-dry years. The Urban Water Management Planning Act specifies the data necessary to document the existing and projected future water demand over 20 years and requires that the projected demands be presented in 5-year increments for the 20-year projection.

California Water Code allows for groups of water suppliers with a common water source to prepare a joint or "regional" UWMP. Valley District prepared an Integrated Regional UWMP (IRUWMP) that includes the individual UWMPs of YVWD and SMWC. Beginning in 2020, each water supplier that prepares a UWMP shall also prepare and adopt a Water Shortage Contingency Plan (WSCP). The WSCP outlines what the water supplier will do in the event of a water shortage, including infrastructure failure or declining groundwater levels. The WSCP's adopted by YVWD and SMWC, respectively indicate when

and how each agency would inform their customers of the need to conserve water and details on penalties for non-compliance with mandatory water use reductions.

Local Regulations

City of Calimesa General Plan EIR –Public Services Section and Utilities Section
No mitigation measures have been defined within the City's GP EIR – Public Services Section and Utilities Section since the GP EIR determined the implementation of the GP would not cause substantial impacts to utilities and service systems. Specifically, the GP EIR determined that the implementation of the GP would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project.

City of Calimesa General Plan
The City's GP contains the following policies that are considered applicable to the proposed Project:

Infrastructure And Public Services Element

Goals

Goal IPS-1 Ensure that existing and future land uses have an adequate water supply system.

Goal IPS-5 Plan and provide adequate infrastructure for all new development, including but not limited to, integrated infrastructure planning, financing, and implementation.

Goal IPS-6 Plan for the convenient location and adequate size of public facilities.

Policies

Policy IPS-1 The City will work with water providers and developers to ensure that water supply and delivery systems are capable of meeting normal and emergency needs. (MM).

Policy IPS-5 The City will work with service providers to ensure adequate, and aesthetically pleasing, utility structures.

Policy IPS-6 The City will coordinate the provision of all public utilities and services to ensure a consistent, complete, and efficient system of service to all residents.

Policy IPS-7 The City will encourage other agencies and districts responsible for infrastructure in the city to involve Calimesa in the preparation of their capital improvement plans.

Actions

Action IPS-1.1 Continue to coordinate capital improvements with the Yucaipa Valley Water District and the South Mesa Water Company. (MM)

Action IPS-1.2 Require that new development is constructed with adequate water facilities consisting of

Action IPS-1.3 Require that all water systems be capable of meeting normal and emergency demands. (MM)

Action IPS-5.2 All new utilities shall be underground.

Action IPS-5.4 Coordinate with all utility providers before paving or reconstructing streets in order to minimize the need to cut into the new street.

Action IPS-6.1 New development projects shall provide for the extension of infrastructure to serve the development. (MM)

Action IPS-6.2 New development shall pay its "fair share" for the construction and maintenance of infrastructure by providing appropriate dedication, improvements, and/or assessment districts. (MM)

City of Calimesa Municipal Code

There are no applicable City's Municipal Code that pertain to hydrology and water quality that would apply to future development projects processed on one of the RIPAOZ properties.

5.7.3 Comments Received in Response to the Notice of Preparation

One written comment letter was received related to Hydrology and Water Quality in response to the Notice of Preparation (NOP). The comment letter was received from Lenore Negri and is included in Appendix A of this Draft EIR. Additionally, verbal comments were received during the Project Scoping meeting as identified in **Table 2.0-B**. A summary of written letter and verbal comments has been included in Section 2.5.1 – Introduction – NOP Comment Letters, of this DEIR.

5.7.4 Thresholds of Significance

The City of Calimesa has not established local CEQA significance thresholds and instead, defers to the Thresholds of Significance identified in Appendix G ("Environmental Checklist") to the State *CEQA Guidelines*. Impacts related to this Project may be considered potentially significant if the proposed Project would:

- Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin.

5.7.5 Project Design Features

The Project does not include design considerations that would specifically avoid or reduce potentially significant impacts to groundwater.

5.7.6 Methodology

Proposed Project reviewed against various technical reports as identified throughout this section of the DEIR to analyze potential impacts to groundwater.

5.7.7 Environmental Impacts

Threshold: Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

The Project includes 36 properties within the City that are either vacant and undeveloped; or developed and zoned for residential usage, with exception of one property that has a split designation of residential and commercial. Existing surrounding land uses along the Project site consist of commercial buildings,

single family residential units, school, and approved residential entitlements. The Project would include development of 397 units; 377 units within SMWC and 20 units within YVWD. With implementation of the RIPAOZ, a total of 2,156 units could be developed; 1,998 within the SMWC and 158 within the YVWD service area. Thus, implementation of the RIPAOZ would result in a total increase of 1,759 units that could be developed; specifically, 1,621 units within SMWC and 138 units within YVWD (WSA p. 47).

Thirty-five of the Project parcels are located in the Yucaipa Basin and one Project parcel is located in the Beaumont Basin. Water supplies to the 32 Project parcels that are in SMWC's service area will originate from local groundwater including Yucaipa Basin and Beaumont Basin. Likewise, water supplies to the four parcels in YVWD's service area will come from a mix of local groundwater (Yucaipa Basin, Beaumont Basin, San Timoteo Basin, and/or San Bernardino Basin), surface water, imported water, and recycled water.

The vacant and undeveloped Project parcels are pervious and therefore have the potential to currently facilitate groundwater recharge. None of the Project parcels are a designated groundwater recharge facility, nor are they known at this time to be slated for future development as such. Because the Project parcels have existing land use/zoning designations for residential development, it is assumed that any planning by the GSA has assumed the Project parcels are going to be developed according to their current land use/zoning designation and therefore would not likely be identified for a future "project" to help maintain or reach sustainability according to the GSP.

The Beaumont Basin is managed by means of a Judgment that is implemented by a court-appointed Watermaster since approximately 2004. The single Project parcel located within the adjudicated Beaumont Basin (and YVWD's service area) does not have assigned overlying water rights according to Exhibits D and E of the Judgment. Both SMWC and YVWD have rights to the basin and water in storage is credited to them. The Yucaipa Basin is going to be managed (upon approval of the 2022 GSP by DWR) by the Yucaipa GSP.

The proposed Project will increase the allowable residential density to 15 du/ac for 23 parcels (44.17 acres) and up to 35 du/ac for 9 parcels (38.15 acres). The estimated potable water demand for the Project in SMWC's service area, assuming maximum density on each parcel, is 485 AFY, which is an increase of 166 AFY from the water demand estimated for the same parcels according to the existing land use designations (WSA, p. 20).

The additional water demand of the 138 units in YVWD's service area is estimated at 31.3 AFY using the water duty factors in the SMWC WSA for 15 du/ac and 35 du/ac, as shown in **Table 5.7-A, Additional Project Water Demand in YVWD Service Area**, below.

Table 5.7-A, Additional Project Water Demand in YVWD Service Area

Parcel in YVWD Service Area	Existing Maximum Allowable Dwelling Units (du)	Existing Land Use	Proposed Maximum Allowable Dwelling Units (du)	Proposed Maximum Density (du/ac)	Increase in Units from Project	Water Duty Factor (AFY/du)[1]	Water Demand of Proposed Additional Units (AFY)
410-181-011	1	RL	3	15 du/ac	2	0.280	0.56
410-181-012	1	RL	3	15 du/ac	2	0.280	0.56
410-181-013	1	RL	3	15 du/ac	2	0.280	0.56
413-320-003	17	RL	149	35 du/ac	132	0.224	29.6
Total	**20**	**-**	**158**	**-**	**138**	**-**	**31.3**

Source: WSA, Table 5.14-B and Table 3.0-A

Notes:

1. Water duty factors from Spreadsheet 2 in *Water Supply Assessment for RIPAOZ Project*, prepared by Albert A. Webb Associates, approved May 11, 2022. 0.280 AFY/du corresponds to 250 gallons per day(gpd)/du for a land use density of 15 du/ac. 0.224 AFY/du corresponds to 200 gpd/du for a land use density of 35 du/ac.
2. ac = acre
   AFY = acre-feet per year
   du = dwelling units
   RL = Residential Low (2-4 du/ac)

As shown in **Table 5.7-A**, this DEIR estimates the water demand of the additional 138 units in YVWD's service area to be 31.3 AFY, which assumes all water demand is met with potable water. This additional demand is approximately 0.44% of the YVWD groundwater production in 2020 (i.e., 7,116 AF) (IRUWMP, p. 11-27).

Again, YVWD's drinking water supply consists primarily of groundwater. Because YVWD's projected water supplies far exceed projected demands according to its most recent 2020 UWMP, including in single dry and multiple dry years, the additional water demand of the 138 units is considered nominal and well within the ability of YVWD to serve said units.

According to the SMWC's WSA for the parcels in its service area, groundwater production capabilities and supplies are currently sufficient to meet customer demands and will be sufficient in the long-term with development of two recharge basins by SMWC to recharge supplemental water and receive additional groundwater entitlement through credited water in storage.

Future implementing development projects will be required to adhere to or be analyzed against this threshold and issued project-specific conditions of approval**..** Thus, because the groundwater basins within the Project area will continue to be managed pursuant to court Judgments and SGMA, and each water supplier to the Project has conducted the required planning in water supplies pursuant to the UWMP Act and have projects underway to secure additional supply, and finally, through implementation of the City's water conservation design features and coordination with each water supplier to help

ensure City water demands are met, the proposed Project will not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin. Therefore, impacts are **less than significant.**

5.7.8 Recommended Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (State CEQA Guidelines, Section 15126.4). No mitigation measures related to Hydrology and Water Quality because potential impacts are **less than significant**.

5.7.9 Summary of Environmental Effects After Mitigation Measures are Implemented

No mitigation measures are necessary and potential impacts related to Hydrology and Water Quality are **less than significant.**

5.8 Land Use and Planning

The focus of this section is to analyze potential impacts related to land use and planning based on Appendix G of the State *CEQA Guidelines* and the Initial Study/Notice of Preparation circulated for Public Review found in Appendix A of this DEIR. There is no development being proposed as part of this Project, only textual changes to the General Plan (General Plan Amendment) and Zoning Code (Zone Change) allowing for optional intensification of densities on 36 discrete parcels affected by the Project. Cumulative impacts related to this topic are discussed in Section 7.0 – Other CEQA Topics.

5.8.1 Setting

The Project site consists of 36 parcels located across approximately 87 acres within the City of Calimesa (City), in Riverside County, California. Future development of all land within the City is guided by the City's General Plan (GP), adopted in August 2014 and the City Municipal Code (CMC). The GP outlines a broad framework for planning the future of the City expressing the City's vision of its long-term physical form and development and serves as a basis for decision making and was developed in accordance with California state law and is comprised of the following elements: Land Use, Housing, Transportation and Mobility, Infrastructure and Public Services, Resource Management, Open Space-Parks and Recreation, Air Quality, Sustainability, Safety, and Noise. The intent of the proposed RIPAOZ Project is to comply with newly the adopted State residential laws requiring jurisdictions to increase the amount of housing opportunities available and to provide ways to meet their fair share of affordable housing units

Existing and Surrounding Land Uses

The land uses surrounding the Project sites include a mix of developed and undeveloped lands (i.e. vacant lots) to the north, south, east, and west. Existing surrounding land uses in the vicinities of the Project site consist of commercial uses (storage facility), single family residential units, a school (Mesa View Middle School), mobile homes, approved residential entitlements and the former Calimesa Country Club, further detailed in Section 3.0 – Project Description, **Table 3.0-A** of this DEIR.

Existing General Plan and Zoning Designations

The City of Calimesa utilizes a "one-map" system with a single General Plan Land Use and Zoning Map system. As reflect in **Table 3.0-A** and **Figure 3.0-3** in Section 3.0 – Project Description of this DEIR, the properties included within the Project boundary are designated as Residential Rural (RR), Residential Low (RL), and Residential Low Medium (RLM); with density levels ranging from 0.2 to 2 dwelling units per acre (du/ac); 2 to 4 du/ac; and 4 to 7 du/ac, respectively. The RR designation is intended to provide for the development of single-family detached dwellings and related agricultural uses on rural-sized lots and for such accessory uses as are related, incidental, and not detrimental to the rural residential environment. No more than two single-family dwellings per gross acre are permitted and the minimum lot size for this zone is 20,000 square feet. Under the RL designation, no more than four dwellings per gross acre are permitted with minimum lot size of 7,200 square feet. Under the RLM designation, no more than seven dwellings per gross acre are permitted with minimum lot size of 6,000 square feet.

Proposed Land Use Applications

The proposed Project includes the following discretionary actions for consideration by the City and are included as part of the Project analyzed in this EIR. No development is planned as part of the Project.

- Zone Change 21-01 to amend City Municipal Code (CMC), Title 18 – Zoning, Land Use and Development Regulations; specifically Chapters 18.05 – General Provisions, 18.20 – Residential Zone Districts , 18.45 – Off-Street Parking, and 18.90 – Development Plan Review in order to:
    - Amend Section 18.05.08 – Zone Districts Established to add "Residential Infill Priority Area Overlay Zone" (RIPAOZ)
    - Amend Section 18.20.020 – Residential Zone Districts to add new Subsection H to establish the RIPAOZ;
    - Amend Table 18.20.030 – Uses Permitted within Residential Districts to identify allowable uses within the RIPAOZ:
    - Amend Table 18.20.040 – Residential Development Standards to establish development standards for the RIPAOZ and allow for increased density of up to 15 dwelling units per acre in RIPAOZ Area 1 and 35 dwelling units per acre in RIPAOZ Area 2;
    - Amend Section 18.20.050 – Specific Standards for Residential Districts to add new Subsection P to define Design, Screening, and Privacy Standards;
    - Amend Table 18.45.060 – Number of Parking Spaces Required to establish parking standards for the RIPAOZ; and
    - Amend Section 18.90.030 – Minor Development Plan Review to add new Subsection 11 of Subdivision B to identify that all single family attached, single family detached, multi-family dwellings, and accessory dwelling units (if permitted by State law) proposed within the Residential Infill
    - Priority Area Overlay Zone ("RIPAOZ") may be considered for Minor Development Plan Review.
- General Plan Amendment (GPA) to amend the General Plan Land Use Element (Chapter 2) to:
    - Amend Table LU-B – General Plan Land Use Categories to define RIPAOZ Area 1 and Area 2;
    - Amend Table LU-C – List of Zoning Districts Compatible with General Plan Land Use Categories to add the RIPAOZ; and
    - Amend Figure LU-1 – Land Use Map to reflect the boundary of the RIPAOZ Area 1 and Area 2 with the City's "one-map" system with a single General Plan Land Use and Zoning Designation Map.

5.8.2 Related Regulations

Federal Regulations

No federal regulations would be applicable to land use and planning with respect to the proposed Project.

State Regulations

California Constitution

Article XI, Section 7 of the California State Constitution is the primary authority for cities and counties to regulate land use. California State Planning and Land Use Law (Government Code §§ 65000 *et seq.*) sets

forth minimum standards to be observed in local land use regulatory practices, reserving in cities and counties the maximum degree of control in such matters.

Senate Bill 2 (SB 2)

In 2017, Governor Brown signed a 15-bill housing package aimed at addressing the State's housing shortage and high housing costs. The package included the Building Homes and Jobs Act (SB 2), which established a funding source to increase the supply of affordable homes in California by collecting a $75 recording fee on real estate documents. These funds were made available to all local governments in California to help prepare, adopt, and implement plans that streamline housing approvals and accelerate housing production.

Accessory Units

California Planning and Zoning Law provides for the creation of accessory dwelling units (ADU) and junior accessory dwelling units (JADU) by local ordinance, or, if a local agency has not adopted an ordinance, by ministerial approval, in accordance with specified standards and conditions. In recent years, a number of bills were passed to address barriers to development of ADUs and JADUs. ADUs are separate dwelling areas that are on the same land as a detached house often referred to as granny flats, in-law units, or backyard cottages. JADU's a unit are units typically defined as no more than 500 square feet in size contained entirely within a single-family residence that may share central systems, contain a basic kitchen utilizing small plug-in appliances, and may share a bathroom with the primary dwelling. JADUs present no additional stress on utility services or infrastructure because they simply repurpose existing space within the residence and do not expand the dwellings planned occupancy.[1]

Effective January 1, 2021, State ADU and JADU was updated to clarify and improve various provisions in order to promote the development of ADUs and JADUs. These include allowing ADUs and JADUs to be built concurrently with a single-family dwelling, opening areas where ADUs can be created to include all zoning districts that allow single-family and multifamily uses, modifying fees from utilities such as special districts and water corporations, limited exemptions or reductions in impact fees, and reduced parking requirements.

Senate Bill 9 (2021)

Additionally, on September 16, 2021, Senate Bill (SB) 9 was signed into law allowing for the ministerial approval of certain housing development projects containing up to two dwelling units (i.e., duplexes) on a single-family zoned parcels. SB 9 is designed to increase the housing stock in single-family residential zones, as it allows not only two dwelling units per parcel, but also certain lot splits with two housing units on each. SB 9 builds upon prior state legislation that has proven successful in expediting the permitting and construction of ADUs and JADUs. SB 9 offers an alternative path for homeowners to add up to three more dwelling units on their property with minimal regulatory hurdles.

Qualifying Projects

SB 9 allows housing development projects containing no more than two dwelling units on a single-family zoned parcel to be permitted on a ministerial basis, upon satisfaction of a number of qualifying criteria that include the following:

1. California Department of Housing and Community Development, available at https://www.hcd.ca.gov/policy-research/accessorydwellingunits.shtml, accessed November 1, 2021

- The project site is in a city or urbanized portion of an unincorporated county.
- The project site is not: 1) within a Coastal Zone, 2) prime farmland, or farmland of statewide importance, 3) wetlands, 4) within a very high fire severity zone, 5) a hazardous waste or hazardous list site, 6) within a delineated earthquake fault zone, 7) within a 100-year flood zone, 8) within a floodway, 9) identified for conservation in an adopted natural community conservation plan, 10) habitat for protected species, or 11) lands under conservation easement.
- The project site also cannot require demolition or alteration of any housing if 1) housing is restricted affordable housing, 2) subject to rent control, or 3) contains tenant occupied housing in the last three years.
- The project site cannot be withdrawn from the rental market (i.e., under the Ellis Act) within the past 15 years.
- The project does not propose demolition of more than 25 percent of the existing exterior walls unless either: 1) the local ordinance allows more demolition, or 2) the site has not been occupied by a tenant in the past three years.
- The project site is not within a historic district or property included on the California Historical Resources Inventory or within a site that is designated or listed as a city or county landmark or historic property or district pursuant to a city or county ordinance.
- A local agency may impose objective zoning, subdivision, and design review standards, providing such objective standards do not preclude the construction of either of the two units being less than 800 square feet in floor area.
- No setbacks are required for an existing structure or a structure constructed in the same location and to the same dimensions as an existing structure. In other circumstances, the local agency may require four-foot side and rear yard setbacks.
- Parking of no more than one space per dwelling unit is allowed, except no parking required for projects a) within a half-mile walking distance of a high-quality transit corridor or a major transit stop or b) within one block of car share.
- A local agency may deny such a housing development project if there is a written finding that the project would create a specific adverse impact upon public health and safety or the physical environment that there is no way to mitigate.
- The rental of any unit created must be for a term longer than 30 days.
- The California Coastal Act still applies, except that no public hearing is required for Coastal Development Permits for housing developments pursuant to this legislation.
- A local agency may not be required to permit an ADU or JADU in addition to the second unit if there is a lot split (described below).
- A local agency may not reject housing solely on the basis that a project proposes adjacent or connected structures provided that the structures meet building code safety standards and are sufficient to allow separate conveyance.

If these criteria are satisfied, the local agency must approve the project ministerially (i.e., without discretionary review or hearings). Projects approved ministerially are not subject to the California Environmental Quality Act (CEQA).

Lot Splits

In addition to permitting two units on a single family lot, SB9 allows qualifying lot splits to be approved ministerially pursuant to a parcel map, upon meeting a number of criteria, including many of the same criteria for the two units described above. Additional criteria include the following:

- Each parcel must be at least 40 percent of the original parcel's size.
- Each parcel must be at least 1,200 square feet in lot size unless the local agency permits smaller lot size per ordinance.
- There cannot be a sequential lot split on the same parcel, nor can there be a lot split if the owner of the parcel being subdivided (or someone working in concert with that owner) has subdivided an adjacent parcel pursuant to this lot split legislation.
- No right-of-way dedication or off-site improvement may be required.
- The parcel must be limited to residential use.
- An affidavit that the applicant intends to use one of the housing units as a principal residence for at least three years from the date of approval is required.
- The local agency shall not require a condition that requires correction of nonconforming zoning conditions.
- For each parcel created through this legislation, a local agency is not required to permit more than two dwelling units on a parcel.

A local agency may require, as conditions of approval, easements for public services and facilities and access to the public right-of-way. In addition to the increase in density in single-family zones and lot splits in single-family zones, SB 9 increases the extension of a map life from 12 months to 24 months and allows four years of extensions in lieu of three years for subdivision maps with off-site improvements above qualifying costs. [2]

Senate Bill 897 (2022)

Under existing Planning and Zoning Law, a local agency is authorized to provide for the creation of accessory dwelling units in areas zoned for residential use by and to impose standards on accessory dwelling units that include, but are not limited to, parking, height, setback, landscape, architectural review, and maximum size of a unit by ordinance or ministerial approval. Senate Bill 897 (SB897) was approved September 28, 2022, to amend Planning and Zoning Law; specifically Section 65852.2 of the Government Code, as amended by Section 1 of Chapter 343 of the Statutes of 2021. Section 65852.2 has been amended to require that the standards imposed on accessory dwelling units be objective and prohibits a local agency from denying an application for a permit to create an accessory dwelling unit due to the correction of nonconforming zoning conditions, building code violations, or unpermitted structures that do not present a threat to public health and safety and are not affected by the construction of the accessory dwelling unit. SB897 makes a number of revisions to Section 65852.2 including: 1) requires a local agency to review and issue a demolition permit for a detached garage that is to be replaced by an accessory dwelling unit at the same time as it reviews and issues the permit for an ADU and prohibits an applicant from being required to provide written notice or post a placard for the demolition of a detached garage that is to be replaced by an ADU, 2) increased maximum height limitations and building code classification changes for ADU's, 3) changes to the approval process for

2. California Legislative Information , Senate Bill 9, available at https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220SB9, accessed November 1, 2021.

ADU's, 4) prohibits a local agency from imposing any parking standards on ADU's meeting specified requirements, 5) amended standards and processing requirements for junior ADU's, 6) prohibits a local agency from denying a permit for an unpermitted ADU that was constructed before January 1, 2018, provided certain standards are met, 7) identifies that the intent of the Legislature is to ensure that grant programs that fund the construction and maintenance of ADUs provide funding for predevelopment costs and facilitate accountability and oversight, including annual reporting on outcomes to the Legislature, 8) incorporates additional changes to Section 65852.2 proposed by Assembly Bill 2221 (AB2221)to be operative only if SB897 and AB2221 are enacted and SB897 is enacted last, 9) imposes a state-mandated local program by imposing new duties on local governments with respect to the approval of ADU's and junior ADU's, and 10) establishes that, contrary to requirement of the California Constitution requiring the state to reimburse local agencies and school districts for certain costs mandated by the state with statutory provisions establishing procedures for making that reimbursement, Section 65852.2 is revised to identify that no reimbursement is required for a specified reason.

Assembly Bill 2221 (2022)

Under existing Planning and Zoning Law, a local agency is authorized to provide for the creation of ADU;s by ordinance or ministerial approval. Existing law requires a local ordinance to require an accessory dwelling unit to be either attached to, or located within, the proposed or existing primary dwelling, as specified, or detached from the proposed or existing primary dwelling and located on the same lot as the proposed or existing primary dwelling. Assembly Bill 897 (AB2221) was approved September 28, 2022, to amend Planning and Zoning Law; specifically Section 65852.2 of the Government Code, as amended by Section 1 of Chapter 343 of the Statutes of 2021. Section 65852.2 has been amended to: 1) require that an accessory dwelling unit that is detached from the proposed or existing primary dwelling may include a detached garage, 2) require a permitting agency to approve or deny an application to serve an ADU or a junior ADU within the same timeframes and if a permitting agency denies an application for an ADU or junior ADU, permitting agency is required to return in writing, a full set of comments to the applicant with a list of items that are defective or deficient and a description of how the application can be remedied by the applicant within the same timeframes, 3) prohibits a local agency from establishing limits on front setbacks, 4) incorporate additional changes to Section 65852.2 of the Government Code proposed by Senate Bill 897 (SB8897) to be operative only if AB2221 and SB897 are enacted and AB2221 is enacted last, 5) impose a state-mandated local program by imposing additional duties on local governments in the administration of the development of ADUs, and 6) establishes that, contrary to requirement of the California Constitution requiring the state to reimburse local agencies and school districts for certain costs mandated by the state with statutory provisions establishing procedures for making that reimbursement, Section 65852.2 is revised to identify that no reimbursement is required for a specified reason.

Regional Regulations

2020-2045 Regional Transportation Plan/Sustainable Communities Strategy

The SCAG regional council adopted the 2020-2045 RTP/SCS September 3, 2020. The 2020-2045 RTP/SCS seeks to improve mobility, promote sustainability, facilitate economic development, and preserve the quality of life for the residents in the region. The long-range vision plan balances future mobility and housing needs with goals for the environment, the regional economy, social equity, and environmental justice, and public health. The goals included in the 2020-2045 RTP/SCS are meant to provide guidance for considering projects within the context of regional goals and policies.

The RTP provides an opportunity to identify transportation strategies today that address mobility needs for the future. The SCS is a new element of the RTP that demonstrates the integration of land use, transportation strategies, and transportation investments within the Plan. This requirement was put in place by the passage of Senate Bill (SB) 375, with the goal of ensuring that the SCAG region can meet its regional greenhouse gas reduction targets set by the California Air Resources Board (CARB). The SCS will meet the targets issued by CARB (which are 8 percent reductions by 2020 and 19 percent below 2005 per capita emission levels by 2035),

Local Regulations

City of Calimesa General Plan EIR - Land Use and Agricultural Resources Section

No mitigation measures have been defined within the City's GP EIR – Land Use and Agricultural Resources Section since the GP EIR determined the implementation of the GP would not cause substantial impacts to land use. Specifically, the GP EIR determined that the implementation of the GP would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project.

City of Calimesa General Plan

The City's GP contains the following policies that are considered applicable to the proposed Project:

Land Use Element

Goals

Goal LU-2 A logical and efficient pattern of development that reduces infrastructure costs and maintains the character of Calimesa.

Goal LU-3 An arrangement of land uses that achieves maximum compatibility between land uses and especially with existing neighborhoods

Policies

Policy LU-3 Zoning in the city limits shall be consistent with the General Plan Land Use Map. Where multiple zoning districts may be compatible, the City shall apply the most compatible district that best achieves the goals and policies of this General Plan.

Policy LU-10 Where a density range is specified for residential development, developments shall provide at least the minimum density. Maximum density may be exceeded pursuant to an applicable density bonus provision.

Policy LU-11 Table LU-C shows the zoning districts that are compatible with the land use categories shown on the General Plan Land Use Map. All zoning decisions must be consistent with Table LU-B.

Policy LU-16 Discourage land use conflicts and incompatibilities by providing buffers to include, but not be limited to, landscaping, setbacks, walls/fencing, site design, architectural features, density/intensity/operation reduction, or shielding of lighting between incompatible land uses and new development.

Policy LU-20 Locate land uses to achieve maximum compatibility with existing neighborhoods.

Policy LU-21 Proposed zone changes and general plan amendments shall respect the logical extension of land uses.

City of Calimesa Municipal Code

The following Titles of the City's Municipal Code pertain to land use and planning for the proposed Project:

Title 18 – Zoning, Land Use, and Development Regulations

Establishes zone districts within the boundaries of the City to regulate land uses and impose development standards. All established districts are designed to obtain the economic and social advantages resulting from the planned use of land, as referred to in the land use element of the GP to guide the growth and development of the City in a proper and orderly manner for the maximum benefit of its citizens.

5.8.3 Comments Received in Response to the Notice of Preparation

Three written comment letters were received related to Land Use and Planning in response to the Notice of Preparation (NOP). The comment letters were received from Dale Denver, Kevin and Monique Nickels, and Lenore Negri and are included in Appendix A of this Draft EIR. Additionally, verbal comments were received during the Project Scoping meeting as identified in **Table 2.0-B**. A summary of written letters and verbal comments has been included in Section 2.5.1 – Introduction – NOP Comment Letters, of this DEIR.

5.8.4 Thresholds of Significance

The City of Calimesa has not established local CEQA significance thresholds and instead, defers to the Thresholds of Significance identified in Appendix G ("Environmental Checklist") to the State *CEQA Guidelines*. Impacts related to this Project may be considered potentially significant if the proposed Project would:

- Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

5.8.5 Project Design Features

The Project does not include design considerations that would specifically avoid or reduce potentially significant impacts to land use and planning.

5.8.6 Methodology

The following discussion analyzes the proposed Project's consistency with applicable GP goals and policies for the purposes of avoiding or mitigating an environmental effect.

5.8.7 Environmental Impacts

Threshold: Would the Project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

Section 15125(d) of the State *CEQA Guidelines* requires EIRs to "…discuss any inconsistencies between the proposed project and applicable general plans, specific plans, and regional plans." The objective of such a discussion is to find ways to modify a proposed project, if warranted, to reduce any identified inconsistencies with relevant plans and policies. Pursuant to Section 15125(d), this DEIR includes an evaluation of the consistency of the proposed Project with pertinent goals and policies of relevant adopted local and regional plans.

As described in Section 3.0 – Project Description of this DEIR, the Project is a proposal that will allow for increased residential density within five geographic areas of the City with the intent of providing compliance with newly adopted State housing regulations requiring jurisdictions to increase their amount of housing opportunities and to provide ways to meet their fair share of affordable housing units.

As indicated in the City's GP, the City of Calimesa developed primarily as a low-density residential community with many of the existing residential lots sized to accommodate horses and other animals. However, much of the more recent population growth within the City has been accommodated by newer developments including subdivisions located around the former Calimesa Golf and Country Club as well as those located in the eastern portion of the City, near the adjacent City of Beaumont; experiencing its own recent populations growth as a result of new residential development (GP, p. 2-2). However, this growth does not meet the State's current objective and adopted regulations establishing that each community support the development of more housing and encourage affordable housing to meet their individual RHNA allocations.

As described in Section 3.0 – Project Description, the City utilizes a "one-map" system with a single General Plan Land Use and Zoning Designation Map. The City GP land use and zoning designations establish and define six residential categories. The Residential Rural (RR), Residential Low (RL), Residential Low Medium (RLM), Residential Medium (RM), and Residential High (RH) allow for density ranges covering 0.2 dwelling units per acre (du/ac) to 20 du/ac while the Residential Estate (RE) category allows for 0 to 1 dwelling unit per five (5) acres to capture buildings and structures related to agricultural uses. In order to meet State objectives to provide opportunity and encourage the development of housing, the City reviewed underutilized properties for their potential to increase density opportunities and chose 36 properties in which to establish the RIPAOZ to allow for up-zoning. The properties included within the proposed Project are vacant and undeveloped; or developed and zoned for residential usage, with exception of one property that has a split designation of residential and commercial (APN 411-200-008).

The existing General Plan land use and zoning designations for all of the subject parcels within the Project boundary are zoned for residential uses; with varying ranges of density. One exception is a parcel that has a split designation of residential and commercial; specifically RLM and Community Commercial (CC). A split designation refers to a property that has a defined legal boundary but is bisected by a boundary of two or more land use and/or zoning districts that have not been legally defined. This creates challenges with for implementing developments without first filing for a change of zone and/or general plan amendment to create a single zone and/or land use designation across the legal parcel or submit a subdivision map to create two legal lots for each land use/zone designation.

In order to allow for up-zoning on the RIPAOZ properties, an update to the CMC and GP are necessary in order to establish the boundaries, definition, development standards/guidelines, and processes for future implementing developments to apply the RIPAOZ. To accomplish these items, the City is proposing a Zone Change to modify CMC Title 18 and a General Plan Amendment as described in Section 3.0 – Project Description. With approval of these amendments, the boundaries of the RIPAOZ areas will be established and the subject properties will have the option to develop the base land use or implement the RIPAOZ in order to develop higher residential density products to help meet both the State's objective of increasing housing supplies and opportunities for affordable housing. With approval, the proposed Project will:

- Establishing the land use/zoning definition by modifying GP Table LU-B – General Plan Land Use Categories
- Establish the boundary for the RIPAOZ by modifying GP Figure LU-1 – Land Use Map to define the boundary of RIPAOZ Area 1 and Area 2 as describe in Section 3.0 – Project Description
- Amend CMC Title 18 – Zoning, Land Use, and Development Regulations to:
- Include the RIPAOZ as a new zone district and establish the RIPAOZ by defining two areas: 1) Area 1 will allow for development of up to 15 dwelling units per acre, and 2) Area 2 will allow for development of up to 35 dwelling units per acre;
- Identify proposed allowable uses within each RIPAOZ Area; and
- Provide development standards for each RIPAOZ

All of the aforementioned actions will bring the land use and zoning designations consistent with the proposed Project. Further, **Table 5.8-A, Consistency with General Plan Land Use Goals and Polices** provides a brief analysis with each applicable GP Land Use Element Goal and Policy.

Table 5.8-A, Consistency with General Plan Land Use Goals and Polices

Goal/Policy No.	Goal/Policy Statement	Consistency Analysis
Goal LU-2	A logical and efficient pattern of development that reduces infrastructure costs and maintains the character of Calimesa.	The properties chosen for inclusion in the RIPAOZ already have existing infrastructure in place and similar development in the area. As such, the proposed Project is **consistent** with this goal.
Goal LU-3	An arrangement of land uses that achieves maximum compatibility between land uses and especially with existing neighborhoods	All properties chosen for inclusion in the RIPAOZ are zoned for residential (with the exception of one split zoned property. This RLM/CC designated property, like all other properties as identified in in Section 3.0 – Project Description, **Table 3.0-A** of this DEIR, is surrounded by land uses that are vacant and designated or entitled for residential development or developed with residential uses or with non-residential uses that are allowable under the residential land use designation or otherwise compatible with the RLM

		designation. As such, the proposed Project is **consistent** with this goal.
Policy LU-3	Zoning in the city limits shall be consistent with the General Plan Land Use Map. Where multiple zoning districts may be compatible, the City shall apply the most compatible district that best achieves the goals and policies of this General Plan.	The proposed Project is a General Plan Amendment and Zone Change to provide consistency with the General Plan Land use map. As such, the proposed Project is **consistent** with this policy.
Policy LU-10	Where a density range is specified for residential development, developments shall provide at least the minimum density. Maximum density may be exceeded pursuant to an applicable density bonus provision.	The proposed Project is an overlay that will allow for development of higher residential density but will not preclude future implementing projects from developing properties in accordance with their underlying land use/zoning designations. Hence, future implementing projects within the RIPAAOZ and will be required to meet minimum density provisions of the base land use/zone designation. As such, the proposed Project is **consistent** with this policy.
Policy LU-11	Table LU-C shows the zoning districts that are compatible with the land use categories shown on the General Plan Land Use Map. All zoning decisions must be consistent with Table LU-B.	The proposed Project includes an amendment to the General Plan which will modify Tables LU-B and LU-C to include the RIPAOZ Areas. As such, the proposed Project is **consistent** with this policy.
Policy LU-16	Discourage land use conflicts and incompatibilities by providing buffers to include, but not be limited to, landscaping, setbacks, walls/fencing, site design, architectural features, density/intensity/operation reduction, or shielding of lighting between incompatible land uses and new development.	Please refer to discussion regarding Goal LU-3 above. Additionally, the proposed Project includes modifications to CMC Title 18 which includes development standards for properties with the RIPAOZ as identified in Section 3.3 of this DEIR which addresses each of the items listed in Policy LU-16. As such, the proposed Project is **consistent** with this policy.
Policy LU-20	Locate land uses to achieve maximum compatibility with existing neighborhoods.	Please refer to discussion regarding Goal LU-3 and Policy LU-16 above. As such, the proposed Project is **consistent** with this policy.
Policy LU-21	Proposed zone changes and general plan amendments shall respect the logical extension of land uses.	Please refer to discussion regarding Goal LU-3 and Policy LU-16 above. As such, the proposed Project is **consistent** with this policy.

As reflected in **Table 5.8-A** above, the proposed Project will not conflict with any of the applicable goals or policies of the GP. Accordingly, the proposed Project will be fully consistent with the GP and CMC.

Thus, the proposed Project will not 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. Future implementing development projects will be required to adhere to or be analyzed against this threshold and would be issued project specific conditions of approval. Therefore, impacts are **less than significant.**

5.8.8 Recommended Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (State *CEQA Guidelines*, Section 15126.4). Less than significant environmental impacts to land use and planning are anticipated to result from implementation of the Project and thus no mitigation measures are required.

5.8.9 Summary of Environmental Effects After Mitigation Measures Are Implemented

The Project does not result in any significant impact to land use and planning, and no mitigation is required.

5.9 Noise

The focus of this section is to analyze potential impacts related to noise based on Appendix G of the State *CEQA Guidelines* and the Initial Study/Notice of Preparation circulated for Public Review found in Appendix A of this DEIR. There is no development being proposed as part of this Project, only textual changes to the General Plan (General Plan Amendment) and Zoning Code (Zone Change) allowing for optional intensification of densities on 36 discrete parcels affected by the Project. Cumulative impacts related to this topic are discussed in Section 7.0 – Other CEQA Topics.

This following discussion is based in-part on the following noise-modeling data prepared for the proposed Project (hereinafter "Noise Analysis") prepared by Entech Consulting Group (ENTECH) in December 2021, included as Appendix F.

5.9.1 Setting

The Project consists of 36 Project parcels throughout the City of Calimesa (City), in the County of Riverside. The proposed Project parcels are located east and west of Interstate-10 (I-10) and make up approximately 87.26 acres of developed and undeveloped land. The Project parcels are surrounded by a semi-urban environment composed of residential homes, commercial buildings, and/or farmlands. Noise sources in the Project area consist of vehicular traffic on the I-10, Avenue L, between Mesa View Middle School and Bryant Street, and along Douglas Street between County Line Road and Avenue L.

Noise Fundamentals

Characteristics of Sound

This section presents a discussion of noise fundamentals applicable to the proposed Project, together with an assessment of existing noise levels and noise sources in the Project site vicinity. Sound is mechanical energy transmitted in the form of a wave because of a disturbance or vibration. Sound levels are described in terms of both amplitude and frequency. (GP EIR, p. .12-1)

Noise is generally defined as sound that is loud, disagreeable, or unexpected. The extent to which environmental noise is deemed to result in increased levels of annoyance, activity interference, and sleep disruption varies greatly from individual to individual depending on various factors, including the loudness or suddenness of the noise, the information value of the noise (e.g., aircraft overflights, child crying, fire alarm), and an individual's sleep state and sleep habits. Over time, adaptation to noise events and to increased levels of noise may also occur. In terms of land use compatibility, environmental noise is often evaluated in terms of the potential for noise events to result in increased levels of annoyance, sleep disruption, or interference with speech communication, activities, and learning. (GP EIR, p. 3.12-5)

The unit of measurement used to describe a noise level is the decibel (dB). The human ear is not equally sensitive to all frequencies within the sound spectrum. Therefore, the "A-weighted" noise scale, which weights the frequencies to which humans are sensitive, is used for measurements. Noise levels using A-weighted measurements are written dB(A) or dBA. **Table 5.9-A, Typical Noise Levels of Common Sounds**, shows the relationship of various noise levels to common noise events.

Table 5.9-A, Typical Noise Levels of Common Sounds

Common Outdoor Activities [1]	Noise Level (dBA)	Common Indoor Activities
	110	rock band
jet fly-over at 1,000 feet	105	
	100	
gas lawnmower at 3 feet	95	
	90	
diesel truck, 50 mph at 50 feet	85	food blender at 3 feet
	80	garbage disposal at 3 feet
noisy urban area during daytime	75	
gas lawnmower at 100 feet	70	vacuum cleaner at 10 feet
commercial area	65	normal speech at 3 feet
heavy traffic at 300 feet	60	
	55	large business office
quiet urban area during daytime	50	dishwasher in next room
	45	
quiet urban area during nighttime	40	theater, large conference room (background)
quiet suburban area during nighttime	35	
	30	Library
quiet rural area during nighttime	25	bedroom at night, concert hall (background)
	20	
	15	broadcast/recording studio
	10	
	5	
lowest threshold of human hearing	0	lowest threshold of human hearing

Notes:

1. Source: California Department of Transportation (DOT-A), *Technical Noise Supplement*, September 2013, Table 2-5 p. 2 20

From the noise source to the receiver, noise changes both in level and frequency spectrum. The most obvious is the decrease in noise as the distance from the source increases. The manner in which noise reduces with distance depends on whether the source is a point or line source as well as ground absorption, atmospheric effects, and refraction, and shielding by natural and man-made features. Sound from point sources, such as air conditioning condensers, radiates uniformly outward as it travels away from the source in a spherical pattern. The noise drop-off rate associated with this geometric spreading is 6 dBA per each doubling of the distance (dBA/DD). Transportation noise sources such as roadways are typically analyzed as line sources, since at any given moment the receiver may be impacted by noise

from multiple vehicles at various locations along the roadway. Because of the geometry of a line source, the noise drop-off rate associated with the geometric spreading of a line source is 3 dBA/DD.

Amplitude is measured in decibels (dB) on a logarithmic scale. For example, a 65 dB source of sound, such as a truck, when joined by another 65 dB source results in a sound amplitude of 68 dB, not 130 dB (i.e., doubling the source strength increases the sound pressure by 3 dB). Amplitude is interpreted by the ear as corresponding to different degrees of loudness. Laboratory measurements correlate a 10 dB increase in amplitude with a perceived doubling of loudness and establish a 3 dB change in amplitude as the minimum audible difference perceptible to the average person. (GP EIR, p 3.12-1)

Noise Descriptors

The intensity of environmental noise fluctuates over time, and several descriptors of time-averaged noise levels are used. The three most commonly used descriptors are L_{eq}, $L_{dn,}$ and CNEL. The energy-equivalent noise level, L_{eq}, is a measure of the average energy content (intensity) of noise over any given period. Many communities use 24-hour descriptors of noise levels to regulate noise. The day-night average noise level, L_{dn}, is the 24-hour average of the noise intensity, with a 10-dBA "penalty" added for nighttime noise (10:00 p.m. to 7:00 a.m.) to account for the greater sensitivity to noise during this period. CNEL, the Community Noise Equivalent Level, is similar to L_{dn} but adds an additional 5 dBA penalty for evening noise (7:00 p.m. to 10:00 p.m.). (GP EIR, p 3.12-2)

It is widely accepted that the average healthy ear can barely perceive changes of 3 dBA; that a change of 5 dBA is readily perceptible, and that an increase (decrease) of 10 dBA sounds twice (half) as loud. This definition is recommended by the California Department of Transportation's *Traffic Noise Analysis Protocol for New Highway, Construction, Reconstruction, and Retrofit Barrier Projects*. (DOT-B, pp, 3-2, 3-8, 7-1)

Another descriptor that is commonly discussed is the single-event noise exposure level (SENEL), also referred to as the sound exposure level (SEL). The SENEL/SEL describes a receiver's cumulative noise exposure from a single noise event, which is defined as an acoustical event of short duration (0.5 second), such as a backup beeper, the sound of an airplane traveling overhead, or a train whistle, and involves a change in sound pressure above a defined reference value (usually approximately 40 dBA). Noise analyses may also depend on measurements of L_{max}, the maximum instantaneous noise level during a specific period of time, and Lmin, the minimum instantaneous noise level during a specific period. (GP EIR, p 3.12-2). Common noise level descriptors are summarized in **Table 5.9-B, Common Acoustical Descriptors**.

Table 5.9-B, Common Acoustical Descriptors

Descriptor	Definition
Energy Equivalent Noise Level (L_{eq})	The energy mean (average) noise level. The instantaneous noise levels during a specific period of time in dBA are converted to relative energy values. From the sum of the relative energy values, an average energy value (in dBA) is calculated.
Minimum Noise Level (L_{min})	The minimum instantaneous noise level during a specific period of time.
Maximum Noise Level (L_{max})	The maximum instantaneous noise level during a specific period of time.
Day-Night Average Level (DNL or L_{dn})	The 24-hour L_{eq} with a 10 dBA "penalty" for noise events that occur during the noise-sensitive hours between 10:00 p.m. and 7:00 a.m. In other words, 10 dBA

Table 5.9-B, Common Acoustical Descriptors

Descriptor	Definition
	is "added" to noise events that occur in the nighttime hours to account for increases sensitivity to noise during these hours.
Community Noise Equivalent Noise Level (CNEL)	The CNEL is similar to the L_{dn} described above, but with an additional 5 dBA "penalty" added to noise events that occur between the hours of 7:00 p.m. to 10:00 p.m. The calculated CNEL is typically approximately 0.5 dBA higher than the calculated L_{dn}.
Single Event Noise Level (SEL)	The level of sound accumulated over a given time interval or event. Technically, the sound exposure level is the level of the time-integrated mean square A-weighted sound for a stated time interval or event, with a reference time of one second.
Percent Exceeded Noise Level (L_n)	The level exceeded for *n* percent of the time. For instance, L_{10} is the level exceeded for 10% of the time. The commonly used values of n for the n-percent exceeded level, L_n, are 2, 10, 50, and 90.
Source: GP EIR, Table 3.12-1 Common Acoustical Descriptors	

Vibration Descriptors

Vibration is defined as any oscillatory motion induced in a structure or mechanical device as a direct result of some type of input excitation. Input excitation, generally in the form of an applied force or displacement, is the mechanism required to start some type of vibratory response. Sources of earthborne vibrations include natural phenomena (earthquakes, volcanic eruptions, sea waves, landslides, etc.) or man-made (explosions, machinery, traffic, construction equipment, etc.).

Vibration amplitudes are usually expressed as either peak particle velocity (PPV) or the root mean square (RMS) velocity. The PPV is defined as the maximum instantaneous peak of the vibration signal in inches per second. **Table 5.9-C, Human Reaction to Typical Vibration Levels** illustrates common vibration sources and the human responses to ground-borne vibration.

Table 5.9-C, Human Reaction to Typical Vibration Levels

Peak Particle Velocity (in/sec)	Human Reaction
0.0059 - 0.018	Threshold of perception; possibility of intrusion
0.0787	Vibrations readily perceptible
0.0984	Level at which continuous vibrations begin to annoy people
0.1968	Vibrations annoying to people in buildings
0.3937 - 0.5905	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges
Source: GP Chapter 9: Noise, Table N-B	

Roadway Noise Sources

In an urban setting, roadways are typically a principal contributor to the ambient noise environment. As such, the evaluation of roadway noise is important in characterizing the overall noise conditions for an urban site. Since the Project parcels are located throughout the City, projected noise levels were modeled at roadways near the Project site as shown in **Table 5.9-D, Projected Roadway Noise Locations**.

Table 5.9-D, Projected Roadway Noise Locations

Road	Segment
I-10 freeway	County Line to County Line Road
I-10 freeway	County Line Road to Calimesa Blvd
I-10 freeway	Calimesa Blvd to Singleton Rd
7th Street	Ave L to Sandalwood Drive
7th Street	County Line Rd to Ave L
County Line Road	West of I-10
County Line Road	I-10 to Bryant Street
Ave L	Calimesa Blvd to 5th
5th Street	County Line Rd to Calimesa
Bryant/Singleton	County Line Rd to Beckwith Ave
Calimesa Blvd	County Line Rd to Singleton Rd
Ave L	West of I10
Ave L	5th St to Fremont St
Source: ENTECH	

Noise along transportation corridors is highest near the roadway and decreases as the distance from the roadway (noise source) increases. Thus, noise levels may be shown as contours representing equal noise exposures along the roadway. The contours provide a visualization of estimates of sound level. Landforms and man-made structures have very complex effects on sound transmission and on noise contours. Generally, solid barriers, such as hills, berms, and walls, between a source and receiver absorb and/or reflect noise, resulting in a quieter environment. Where barriers or landforms do not interrupt the sound transmission path from source to receiver, the contours prove to be good estimates of average noise level. In areas where barriers or landforms interrupt the sound transmission, the noise contours overestimate the extent to which a source intrudes into the community. (GP EIR, pp. 3.12-7 - 3.12-8)

Table 5.9-E, Without Project Projected Noise Levels Along Project Area Roadways provides information on projected noise levels along roadway segments near the Project parcels and specifically, what the noise level could be at a given distance from the centerline of the roadway. The noise information is expressed in dBA CNEL and divided into bands or contours ranging from 60 dBA to 70 dBA in 5 dBA increments. The noise levels were calculated using the FHWA RD 77 108. The model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. Traffic volumes on local roadways were obtained

from the average daily trips (ADT) from the City's General Plan Environmental Impact Report (GP EIR) based on the roadway classification and the maximum ADT at a level of service C (GP EIR, Table 3.2.1). The freeway traffic volumes were obtained from California Department of Transportation (Caltrans), *2020 Traffic Volumes Annual Average Daily Traffic (AADT*) (DOT-C).

Table 5.9-E, Without Project Projected Noise Levels Along Project Area Roadways

Road	Segment	Existing ADT[1]	dBA CNEL at 50 (ft)	Distance to Noise Contour (in feet)[2]		
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
I-10 freeway	County Line to County Line Road	114,000	100.7	59,257	187,388	592,572
I-10 freeway	County Line Road to Calimesa Blvd	107,000	100.5	55,619	175,881	556,186
I-10 freeway	Calimesa Blvd to Singleton Rd	110,000	100.6	57,178	180,813	571,780
7th Street	Ave L to Sandalwood Dr	14,400	75.3	171	539	1,705
7th Street	County Line Rd to Ave L	14,400	75.3	171	539	1,705
County Line	West of I-10	14,400	75.3	171	539	1,705
County Line	I10 to Bryant St	14,400	75.3	171	539	1,705
Ave L	Calimesa Blvd to 5th	14,400	75.3	171	539	1,705
5th St	County Line Rd to Calimesa	14,400	75.3	171	539	1,705
Bryant/Singlet	County Line Rd to Beckwith Ave	14,400	75.3	171	539	1,705
Calimesa Blvd	County Line Rd to Singleton Rd	27,300	78.4	345	1,091	3,451
Ave L	West of I10	10,400	68.6	37	116	366
Ave L	5th St to Fremont	10,400	68.6	37	116	366

Source: ENTECH
Notes:
1. ADT obtained from GP EIR Table 3.2.1 and *2020 Traffic Volumes Annual Average Daily Traffic (AADT)*
2. Noise levels were calculated from the centerline of the subject roadway.

Construction Sources

Construction activities generate short-term increases in noise levels during earthwork, grading, building construction activities, and other site work. The level of noise experienced would be dependent on various factors, including the type and amount of construction equipment, the type and intensity of the construction activity, the time of day and climatic conditions, and the ambient noise levels. In addition to noise generated from a construction site, construction activities could contribute to an increase in the ambient noise levels in the immediate vicinity as a result of the increase in traffic on the roadways from construction workers traveling to and from the site, the transport of materials and equipment, and other construction-related traffic. (GP EIR, p. 3.12-25)

Stationary Sources

Stationary noise sources include industrial and commercial land uses. Many industrial processes produce noise, even when the best available noise control technology is applied. Exterior noise levels that affect neighboring parcels are typically subject to local standards. Commercial, recreational, and public facility activities can also produce noise that may affect adjacent noise-sensitive land uses. These noise sources can be continuous or intermittent and may contain tonal components that are annoying to individuals who live nearby.

Noise sources commonly associated with commercial and industrial uses often include the operation of power tools, material handling equipment (e.g., forklifts), and stationary equipment (e.g., compressors, compactors), as well as noise associated with the loading and unloading of materials from delivery trucks. Noise levels from commercial and industrial uses are dependent on numerous factors and can vary substantially, depending on the specific activities conducted. For instance, noise associated with neighborhood commercial activities may be indiscernible from the ambient noise level, whereas noise levels associated with major industrial activities involving the use of heavy off-road equipment can generate intermittent levels of up to approximately 90 dBA at 50 feet. (GP EIR, p. 3.12-8)

In the City, commercial land uses are located primarily adjacent to Interstate 10 and industrial land uses are typically located adjacent to commercial land uses. Noise sources commonly associated with these land uses include truck traffic, loading dock activities, heavy-equipment operation, banging of metal on metal, and heating, ventilating, and air conditioning (HVAC) systems. *(*GP EIR, p. 3.12-8)

Rail Noise

Railway noise from trains using the railroad located near the San Timoteo Canyon, west of the City, only affects a small portion of City. Due to distance, the Project parcels would not be subject to railway noise.

5.9.2 Related Regulations

Federal Regulations

Federal Noise Control Act of 1972

The United States Environmental Protection Agency (EPA) Office of Noise Abatement and Control was originally established to coordinate federal noise control activities. After its inception, EPA's Office of Noise Abatement and Control issued the Federal Noise Control Act of 1972, establishing programs and guidelines to identify and address the effects of noise on public health, welfare, and the environment. In response, the EPA published Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety (Levels of Environmental Noise). The Levels of Environmental Noise recommended that the L_{dn} should not exceed 55 dBA outdoors or 45 dBA indoors to prevent significant activity interference and annoyance in noise-sensitive areas.

In addition, the Levels of Environmental Noise identified five (5) dBA as an "adequate margin of safety" for a noise level increase relative to a baseline noise exposure level of 55 dBA L_{dn} (i.e., there would not be a noticeable increase in adverse community reaction with an increase of five dBA or less from this baseline level). The EPA did not promote these findings as universal standards or regulatory goals with mandatory applicability to all communities, but rather as advisory exposure levels below which there would be no risk to a community from any health or welfare effect of noise. (EPA)

In 1981, EPA administrators determined that subjective issues such as noise would be better addressed at lower levels of government. Consequently, in 1982 responsibilities for regulating noise control policies were transferred to State and local governments. However, noise control guidelines and regulations contained in EPA rulings in prior years remain in place by designated Federal agencies, allowing more individualized control for specific issues by designated Federal, State, and local government agencies.

US Department of Housing and Urban Development Noise Guidelines

US Department of Housing and Urban Development (HUD) guidelines for the acceptability of residential land uses are set forth in the Code of Federal Regulations, Title 24, Part 51, Environmental Criteria and Standards. These guidelines identify an exterior noise exposure of 65 dBA L_{dn} or less as acceptable. Exterior noise levels of 65 to 75 dBA L_{dn} are considered normally acceptable, provided appropriate

sound attenuation is provided to reduce interior noise levels within acceptable levels. Noise levels above 75 dBA L_{dn} are considered unacceptable. The goal of the interior noise levels is 45 dBA L_{dn} for noise-sensitive land uses. These guidelines apply only to new construction supported by HUD grants and are not binding on local communities (CFR-Tile 24).

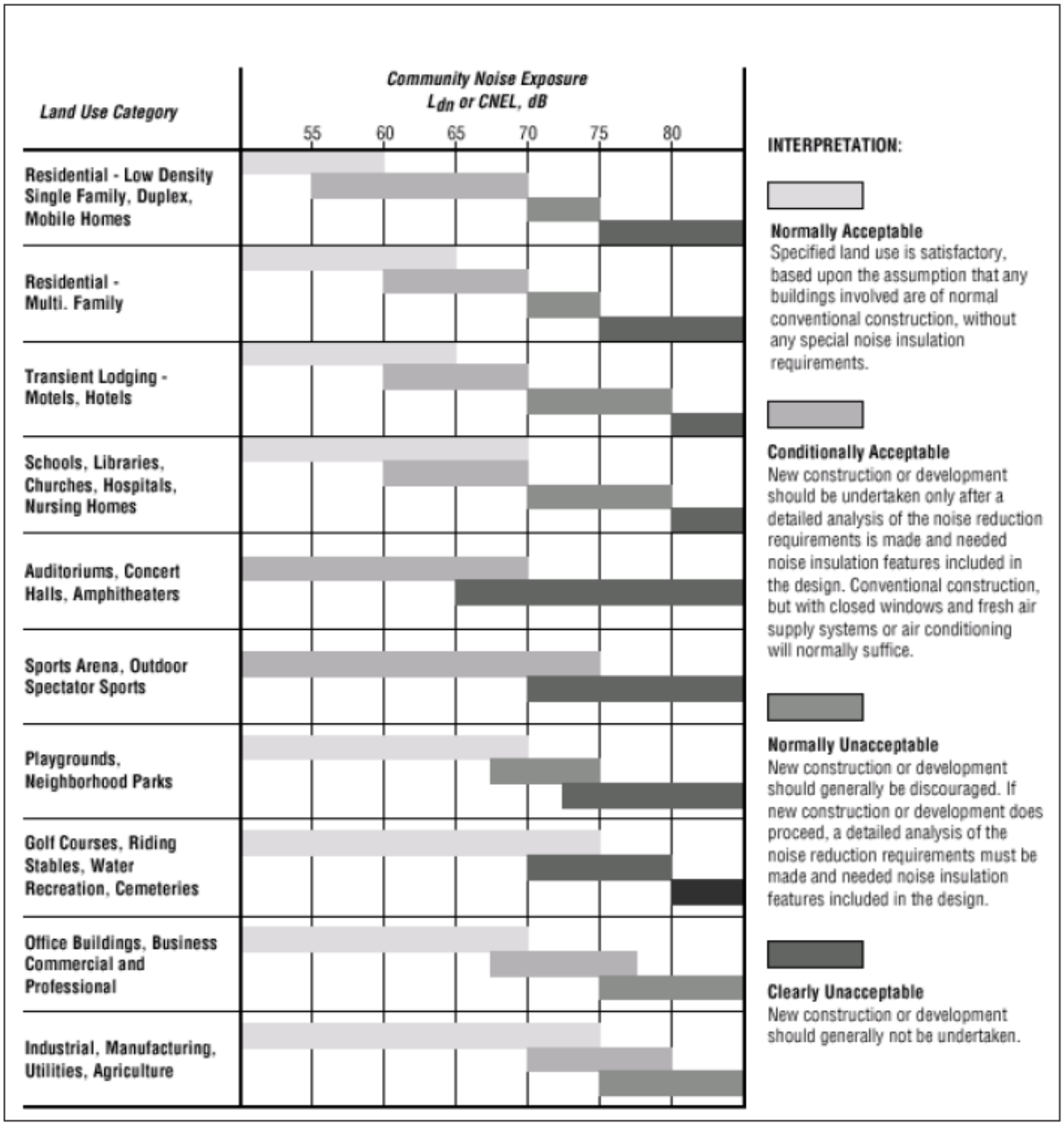
State Regulations

State of California General Plan Guidelines 2017

Though not adopted by law, the State of California General Plan Guidelines 2017, published by the California Governor's Office of Planning and Research (OPR) (OPR Guidelines), provide guidance for the compatibility of projects within areas of specific noise exposure. The OPR Guidelines identify the suitability of various types of construction relative to a range of outdoor noise levels and provide each local community some flexibility in setting local noise standards that allow for the variability in community preferences. Findings presented in the Levels of Environmental Noise Document (EPA 1974) influenced the recommendation of the OPR Guidelines, most importantly in the choice of noise exposure metrics (i.e. L_{dn} or CNEL) and in the upper limits for the Normally Acceptable outdoor exposure of noise-sensitive uses. The OPR Guidelines include a Noise and Land Use Compatibility Matrix identifies acceptable and unacceptable community noise exposure limits for various land use categories. The City of Calimesa has utilized the State's noise/land use compatibility matrix as a model to create their own.

Table 5.9-F, Land Use/Noise Compatibility Guidelines, below, depicts the land use compatibility chart for community noise prepared by the State of California, Department of Health. It identifies normally acceptable, conditionally acceptable, and clearly unacceptable noise levels for siting various new land uses. A conditionally acceptable designation implies new construction or development should be undertaken only after a detailed analysis of the noise reduction requirements for each land use is made and the needed noise insulation features are incorporated in the design. By comparison, a normally acceptable designation indicates that standard construction can occur with no special noise reduction requirements.

Table 5.9-F, Land Use/Noise Compatibility Guidelines



Source: OPR

California Code of Regulations, Part 2,
Title 24, Appendix Chapter 35, Section 3501 establishes the State Noise Insulation Standards, which limit the interior noise level exposure within new hotels, motels, dormitories, long-term care facilities, apartment houses and dwellings. This State standard indicates that interior noise levels attributable to exterior noise sources shall not exceed 45 dB (CNEL or L_{dn}) in any habitable room.

Business & Professions Code Section
11010 and Civil Code Sections 1102.6, 1103.4, and 1353 address buyer notification requirements for lands around airports. Any person who intends to offer subdivided lands, common interest developments and residential properties for sale or lease within an airport influence area is required to disclose that fact to the person buying the property.

Regional Regulations

There are no regional regulations related to noise sources.

Local Regulations

City of Calimesa General Plan EIR - Noise
No mitigation measures have been defined withing the City's GP EIR – Noise Section since the GP EIR determined the implementation of the GP would result in either less than significant impacts or significant and unavoidable noise impacts. Specifically, the GP EIR determined that the implementation of the GP would cause less than significant impacts related to onsite operational noise and operational and construction vibration. Significant impacts would occur related to offsite transportation operational noise and temporary construction noise. The GP EIR did not identify feasible mitigation that would further reduce impacts.

City of Calimesa General Plan
The City's GP contains the following policies that are considered applicable to the proposed Project:

Noise Element

Goals

Goal N-1 Ensure that all land uses are protected from excessive and unwanted noise.

Goal N-2 Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, visitors, and noise-sensitive uses in Calimesa.

Policies

Policy N-8 Exterior noise forecasts shall use the appropriate level of service for the adjacent roadways or a 20-year projection of traffic volumes (whichever is greater) for future noise forecasts.

Policy N-7 Consider the following uses to be sensitive to noise and vibration, and discourage these uses in areas where existing or projected future noise levels would be in excess of 65 dBA CNEL and/or vibration would be more than 0.0787 peak particle velocity (inches per second):

- Schools
- Hospitals
- Rest homes
- Long-term care facilities
- Mental care facilities
- Residential uses
- Libraries
- Passive recreation uses
- Places of worship

Policy N-9: The City will work to create and preserve a quiet living environment for all residential neighborhoods.

Policy N-10 When making decisions regarding changes to the General Plan or Zoning Maps, or regarding the suitability of a proposed use, the standards in Table N-C shall apply.

Table N-C, Noise Compatibility By Land Use Type

Land Use Designations	Completely Compatible	Tentatively Compatible	Normally Incompatible	Completely Incompatible
All Residential (Single- and Multi-Family)	Less than 60 dBA	60-70 dBA	70-75 dBA	Greater than 75 dBA
All Nonresidential (Commercial, Industrial & Institutional)	Less than 70 dBA	70-75 dBA	Greater than 75 dBA	(1)
Public Parks (Lands on which public parks are located or planned)	Less than 65 dBA	65-70 dBA	70-75 dBA	Greater than 75 dBA

Notes: All noise levels shown in this table are designated CNEL.
1. To be determined as part of the project review process.

Policy N-11 Table N-D provides the City's standards for maximum exterior non-transportation noise levels to which land designated for residential land uses may be exposed for any 30-minute period on any day. Where existing ambient noise levels exceed these standards, the ambient noise level shall be highest allowable noise level as measured in dBA Leq (30 minutes).

Table N-D, Exterior Noise Level Standards For Non-Transportation Noise, Measured as dBA LEQ (30 Minutes)		
Land Use Type	**Time Period**	**Maximum Noise Level (dBA)**
Single-Family Homes and Duplexes	10 P.M to 7 A.M	50
	7 A.M to 10 P.M	60
Multi-Family Residential – 3 or More Units Per Building (Triplex +)	10 P.M to 7 A.M	55
	7 A.M to 10 P.M	60

Policy N-12 The noise levels specified in Policy N-11 shall be lowered by 5 dBA for simple tonal noises (such as humming sounds), noises consisting primarily of speech or music, or recurring impulsive noises (such as pile drivers, punch presses, and similar machinery). Example: The single-family/duplex standard from 10 p.m. to 7 a.m. for these types of noises is 45 dBA.

Policy N-13 The City may impose exterior noise standards which are less restrictive than those specified in Table N-D, provided that all of the following are true:

1. The noise impact on the residential or other noise-sensitive use is addressed in an environmental analysis and at least one outdoor area meets the standard.

2. A finding is made by the approving body specifying why the exception would not be detrimental to the public health, safety, and general welfare.

3. The exception would not adversely affect the character of the surrounding development.

4. The exception would not be injurious to adjacent uses, property, and improvements.

5. Alternatives have been considered but none are technologically feasible for the proposal.

6. Interior noise levels resulting from an external source will be no more than 45 dBA CNEL from 7 A.M. to 10 P.M.

7. Residents of noise-sensitive uses are informed of the proposal during the review stage and prior to approval. (MM)

Policy N-14 The City's standards for acceptable indoor noise levels for various types of land uses are provided in Table N-E [below]. These standards should receive special attention when projects are considered in Tentatively Compatible or Normally Incompatible areas.

- Noise created inside a use listed below shall not count toward the acceptable noise levels to be maintained in accordance with this policy

Table N-E, Maximum Acceptable Interior Noise Levels Created by Exterior Noise Sources	
Land Use Type	**Acceptable Noise Level (dBA CNEL)**
Residential Living and Sleeping Areas	45 dBA
Residential Living and Sleeping Areas where dwelling unit is subject to noise from railroad tracks, aircrafts overflights, or similar sources which produce clearly identifiable, discrete noise events (such as the passing of a train as opposed to relatively steady or constant noise source such as roadways)	40 dBA
Private School Classrooms[1]	55 dBA
All places of work other than Private School Classrooms	Conform with applicable state and federal workplace safety standards
Source: General Plan Chapter 9: Noise, Table N-E Notes: 1. Standards for public schools are set and regulated by the Ste of California and are no regulated by the city of Calimesa	

Policy N-16 Developers of new residential or other noise-sensitive uses which are placed in environments subject to existing or projected noise exceeding the Completely Compatible guidelines in Table N-E shall be responsible for ensuring that acceptable exterior and interior noise levels will be achieved.

Actions

Action N-16.1 For noise-sensitive land uses listed in Table N-E that are proposed in areas where existing or projected future noise levels would be in excess of 65 CNEL, an acoustical specialist shall be required to prepare a study of the noise environment and recommend structural and site design features that will adequately mitigate the noise problem.

Action N–31.1 Condition subdivision and other land development approval adjacent to developed/occupied noise-sensitive land uses to require the developer to submit a construction-related noise mitigation plan to the City for review and approval prior to issuance of a grading permit. The plan must depict the location of construction equipment and specify how the noise from this equipment will be mitigated during construction of this project, through the use of such methods as:

- Temporary noise attenuation fences;
- Preferential location of equipment;

- Length of equipment use and idling time; and
- Use of current noise suppression technology and equipment.

City of Calimesa Municipal Code

The following Chapter of the City's Municipal Code are applicable to noise:

Chapter 8.15.040 — Sound Level Limits

A. Unless a variance has been applied for and granted pursuant to this chapter, it is unlawful for any person to cause or allow the creation of any noise to the extent that the one-hour average sound level, at any point on or beyond the boundaries of the property on which the sound is produced, exceeds the applicable limits set forth below, except that construction noise level limits shall be governed by CMC 8.15.080.

B. Public utility facilities shall be allowed to operate at 50 DBAs in any zone, continuous over 24 hours.7 a.m. and 7 p.m. on weekdays, the following limitations shall apply.

Zone	Applicable Limit One-Hour Average Sound Level (In Decibels)	
R-1, R-T, R-2, R-R and S-P regulations with a density of five dwelling units or less per acre	10:00 p.m. to 7:00 a.m.	40
	7:00 a.m. to 10:00 p.m.	50
R-3, S-P and PRD regulations with a density of six or more dwelling units per acre	7:00 a.m. to 7:00 p.m.	55
	7:00 p.m. to 10:00 p.m.	50
	10:00 p.m. to 7:00 a.m.	45
C-P-S, C-P, C-O	7:00 a.m. to 7:00 p.m.	60
	7:00 p.m. to 10:00 p.m.	55
	10:00 p.m. to 7:00 a.m.	55
M	7:00 a.m. to 10:00 p.m.	70
	10:00 p.m. to 7:00 a.m.	50

Chapter 8.15.050 — Motor Vehicles

C. Off Highway. Except as otherwise provided for in this chapter, it is unlawful to operate any motor vehicle or associated accessory equipment of any type on any site other than a public street or highway as defined in the California Vehicle Code in a manner so as to cause noise in excess of:

1. Those noise levels permitted for on-highway motor vehicles as specified in the table "35 miles per hour or less speed limits" contained in Section 23130 of the California Vehicle Code as corrected for distances set forth below:

Corrections	
Distance (In Feet)	**Correction (Decibels)**
25	-6

Corrections	
Distance (In Feet)	**Correction (Decibels)**
28	-5
32	-4
35	-3
40	-2
45	-1
50 (preferred distance)	0
56	+1
63	+2
70	+3
80	+4
90	+5
100	+6

2. A measured noise level thus calibrated to the lane-to-microphone distance of 50 feet shall be deemed in violation of this section if it exceeds the applicable noise level limit specified by this section 8.15.080;

3. Or in excess of those sound levels permitted in CMC 8.15.040.

Chapter 8.15.080 — Noise Abatement and Control – Construction Equipment)
A. Establishes hourly restrictions and noise standards that pertain to construction-related activities which would address vibration impacts as well. For construction-related activities that occur between the hours of 10 a.m. and 5 p.m. on Sundays and holidays, and 7 a.m. and 7 p.m. on weekdays, the following limitations shall apply.

B. Establishes maximum construction noise levels. No individual device or a combination of equipment regardless of age or date of acquisition, shall produce a noise level exceeding 75 dBA for more than 8 hours during any 24-hour period when measured at or within the property lines of any property which is developed and used either in part or in whole for residential purposes. These sound levels shall be corrected for time duration in accordance with the following table:

24-Hour Construction Duration Decibel		
Total Duration in 24-hours	**Decibel Level Allowance**	**Total Decibel Level**
Up to 15 minutes	+15	90
Up to 30 minutes	+12	87
Up to 1 hour	+9	84
Up to 2 hours	+6	81
Up to 4 hours	+3	78
Up to 8 hours	0	75
Source: CMC 8.15.080		

5.9.3 Comments Received in Response to the Notice of Preparation

One written comment letter was received related to Noise in response to the Notice of Preparation (NOP). The comment letter was received from Lenore Negri and is included in Appendix A of this Draft EIR. No Noise verbal comments were received during the Project Scoping meeting as identified in **Table 2.0-B**. A summary of written letters and verbal comments has been included in Section 2.5.1 – Introduction – NOP Comment Letters, of this DEIR.

5.9.4 Thresholds of Significance

The City of Calimesa has not established local CEQA significance thresholds and instead, defers to the Thresholds of Significance identified in Appendix G ("Environmental Checklist") to the State *CEQA Guidelines*. Impacts related to this Project may be considered potentially significant if the proposed Project would:

- Generate substantial temporary or permanent increase in ambient noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; and

- Generate excessive groundborne vibration or groundbourne nose levels

5.9.5 Project Design Features

Future implementing development projects will be required to install a 7 foot perimeter block wall for all implementing multifamily development with the RIPAOZ as well as provide a walled patio or balcony for each dwelling unit.

5.9.6 Environmental Impacts

Threshold: Would the Project result in generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project area in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Noise impacts generally fall into two broad categories with respect to all types of projects and noise standards: noise impacts *from* a project and noise impacts *to* a project. The first category is the noise created by the uses or traffic associated with a project. The second category of noise impacts is noise created offsite that may cause unacceptable levels of noise within buildings or outdoor areas on a project site.

Because the Project does not propose development, the noise analysis calculated the increase in noise with and without the proposed condition should future development occur at the Project parcels at the maximum allowable density. Permanent and temporary noise increases are discussed separately.

Temporary Noise Sources

Construction noise represents a temporary impact on ambient noise levels. Construction noise is primarily caused by diesel engines (trucks, dozers, backhoes), impacts (jackhammers, pile drivers, hoe rams), and backup alarms. Construction equipment can be stationary or mobile. Stationary equipment operates in one location for hours or days in a constant mode (generators, compressors) or generates variable noise operations (pile drivers, jackhammers), producing constant noise for a period of time.

Mobile equipment moves around the site and is characterized by variations in power and location, resulting in significant variations in noise levels over time. Grading activities and rock blasting typically generate the greatest noise impacts during construction.

Residences and other noise-sensitive land uses adjacent to Project parcels would be the most affected by construction noise associated with the proposed Project. The magnitude of the noise impact during construction is a function of the type of construction activity, equipment, duration of the construction activity, distance between the construction noise source and receiver, and intervening structures.

Construction noise associated with future implementing development at the Project site was analyzed using the Federal Highway Administration's (FHWA's) Roadway Construction Noise Model (RCNM). The model input and results are detailed in Appendix F to this DEIR. Although the Project does not propose development, the type of construction equipment that will be used and the construction schedule was estimated. For analysis purposes, construction of all Project parcels was estimated to begin no sooner than January 2023 and build out by 2040. The construction schedule and equipment list were obtained from the South Coast Air Quality Management District's (SCAQMD's) California Emissions Estimator Model® version 2020.4.0 (CalEEMod) default data except for the building construction phase that was lengthened to coincide with General Plan buildout and architectural coating activities that were doubled to account for lengthened building construction. The construction schedule and equipment list by construction phase are shown below in **Table 5.9-G, Construction Schedule** and **Table 5.9-H, Equipment List by Construction Phase**, and **Table 5.9-I, Construction Noise Levels by Construction Phase**, summarizes construction noise level at 50 feet from the property line for each construction phase. Demolition activities are expected to produce the highest construction noise and vibration levels.

Table 5.9-G, Construction Schedule

Construction Activity	Start Date	End Date	Total Working Days
Demolition	January 1, 2023	May 19, 2023	100
Site Preparation	May 20, 2023	August 11, 2023	60
Grading	August 12, 2023	March 15, 2024	155
Building Construction	March 16, 2024	April 17, 2038	3,675
Paving	April 18, 2038	September 17, 2038	110
Architectural Coatings	September 18, 2038	September 2, 2039	250

Table 5.9-H, Equipment List by Construction Phase

Construction Activity	Off-Road Equipment	Unit Amount
Demolition	Concrete/Industrial Saws	1
	Excavators	3
	Rubber Tired Dozer	2
Site Preparation	Rubber Tired Dozer	3
	Tractor/Loader/Backhoes	4
Grading	Excavators	2
	Graders	1
	Rubber Tired Dozers	1
	Scrapers	2
	Tractors/Loaders/Backhoes	2

Table 5.9-H, Equipment List by Construction Phase

Construction Activity	Off-Road Equipment	Unit Amount
Building Construction	Cranes	1
	Forklifts	3
	Generator Sets	1
	Tractors/Loaders/Backhoes	3
	Welders	1
Paving	Pavers	2
	Paving Equipment	2
	Rollers	2
Architectural Coatings	Air Compressors	1

Table 5.9-I, Construction Noise Levels by Construction Phase

Construction Phases	Construction dBA L_{max} at 50 feet
Demolition	89.6
Site Preparation	84.0
Grading	85.0
Building	84.0
Paving	80.0
Painting	77.7
Source: ENTECH	

Construction noise is considered a short-term, temporary impact and would be considered significant if construction activities are undertaken outside the allowable times as described by the CMC 8.15.080(A) or if construction noise exceeds the allowable decibels described by the CMC 8.15.080(B). Future development at the Project parcels will comply with CMC 8.15.080(A); however, as indicated in **Table 5.9-G, above,** construction noise from construction activities may exceed the standards established by the CMC 15.15.080(B). With the implementation of mitigation measure **MM NOI 1,** which requires the preparation of a project-specific noise study for future implementing projects, and **MM NOI 2,** which requires a construction noise mitigation plan when future implementing projects are adjacent to developed/occupied noise-sensitive land uses pursuant to General Plan Policy Action N-31.1, noise impacts would be minimized. Thus, impacts related to construction noise would be less than significant with mitigation incorporated.

Permanent Noise Sources

Roadway Noise

Roadway noise represents a permanent impact on ambient noise levels. Roadway noise is primarily generated from motor vehicles and is the result of engine vibrations, the interaction between tires and the road, and the exhaust system. (GP EIR, p. 3.12-22)

Off-site traffic generated by future development on the Project site would result in changes to ambient noise levels on roadways in the Project area. Land uses along Project area roadways include single-family residences, businesses / commercial establishments, and vacant land. **Table 5.9-J, With Project Noise Levels Along Project Area Roadways** provides information on potential future noise levels along roadway segments near the Project parcels and specifically, what the noise level could be at a given distance from the centerline of the roadway. The noise information is expressed in dBA CNEL and divided into bands or contours ranging from 60 dBA to 70 dBA in 5 dBA increments. The noise levels were calculated using the FHWA RD 77 108 model. The model calculates the average noise level at specific locations based on traffic volumes, average speeds, roadway geometry, and site environmental conditions. Traffic volumes on local roadways include the volumes from **Table 5.9-E** and Project traffic volumes from CalEEMod's default traffic information for the residential uses under the maximum density proposed under RIPAOZ.

Table 5.9-J, With Project Noise Levels Along Project Area Roadways

Road	Segment	With Project ADT[1]	dBA CNEL at 50 (ft)	Distance to Noise Contour (in feet)[2]		
				70 dBA CNEL	65 dBA CNEL	60 dBA CNEL
I-10 freeway	County Line to County Line Road	126,876	101.2	65,950	208,55	659,50
I-10 freeway	County Line Road to Calimesa	119,876	101.0	62,312	197,04	623,11
I-10 freeway	Calimesa Blvd to Singleton Rd	122,876	101.1	63,871	201,97	638,70
7th Street	Ave L to Sandalwood Dr	20,677	76.9	245	774	2,449
7th Street	County Line Rd to Ave L	20,677	76.9	245	774	2,449
County Line Rd	West of I-10	20,677	76.9	245	774	2,449
County Line Rd	I-10 to Bryant St	27,276	78.1	323	1,022	3,230
Ave L	Calimesa Blvd to 5th	20,109	76.8	238	753	2,382
5th St	County Line Rd to Calimesa	20,109	76.8	238	753	2,382
Bryant/Singleton	County Line Rd to Beckwith Ave	20,109	76.8	238	753	2,382
Calimesa Blvd	County Line Rd to Singleton Rd	33,899	79.3	428	1,355	4,285
Ave L	West of I-10	16,677	70.7	59	186	587
Ave L	5th St to Fremont St	16,109	70.5	57	179	67

Source: ENTECH
1. ADT from Table 5.9-E (above) and RIPAOZ ADT
2. Noise levels were calculated from the centerline of the subject roadway.

Table 5.9-J, above, shows that the future traffic volumes would generate noise levels ranging from 70.5 dBA CNEL to 101.2 dBA CNEL at 50 feet from the centerline of the roadway along Ave L, from 5th Street to Freemont Street and at I-10 freeway from County Line Road to County Line Road, respectively. The table also shows noise levels are the highest near roadway centerline and decreases as the distance from the roadway increases. Distance to the various CNEL contours varies depending on roadway type and traffic volumes.

Table 5.9-K, With Project Roadway Nose Increase shows the change in traffic noise levels with implementation of the RIPAOZ project. Traffic volumes resulting from future development at the Project parcels would increase noise levels ranging from 0.5 to 2.8 dBA CNEL at 50 feet from the roadway's centerline. Roadway noise for four roadway segments would increase by less than 1.5 dBA CNEL. The remaining nine roadway segments would increase by 1.5 dBA CNEL or more. The increase in roadway noise is less than 3 dBA CNEL, which is barely perceptible.

Table 5.9-K, With Project Roadway Noise Increase

Road	Segment	Without Project CNEL at Roadway 50 (ft)[1]	With Project CNEL at Roadway 50 (ft)[2]	dBA Change
I-10 freeway	County Line to County Line Road	100.7	101.2	+0.5
I-10 freeway	County Line Road to Calimesa Blvd	100.5	101.0	+0.5
I-10 freeway	Calimesa Blvd to Singleton Rd	100.6	101.1	+0.5
7th Street	Ave L to Sandalwood Dr	75.3	76.9	+1.6
7th Street	County Line Rd to Ave L	75.3	76.9	+1.6
County Line Rd	West of I-10	75.3	76.9	+1.6
County Line Rd	I10 to Bryant St	75.3	78.1	+2.8
Ave L	Calimesa Blvd to 5th	75.3	76.8	+1.5
5th St	County Line Rd to Calimesa	75.3	76.8	+1.5
Bryant/Singleton	County Line Rd to Beckwith Ave	75.3	76.8	+1.5
Calimesa Blvd	County Line Rd to Singleton Rd	78.4	79.3	+0.9
Ave L	West of I10	68.6	70.7	+2.1
Ave L	5th St to Fremont	68.6	70.5	+1.9

Notes:
1. CNEL from Table 5.9-E (above)
2. CNEL from Table 5.9-J (above)

The GP Policy N-14 states that the maximum acceptable interior noise level created by exterior noise sources in residential areas is 45 dBA. For noise-sensitive land uses listed in GP Table N-E that are proposed in areas where existing or projected future noise levels would be in excess of 65 CNEL, proposed Action Item N-16.1 requires that an acoustical specialist prepare a study of the noise environment and recommend structural and site design features that will adequately mitigate noise impacts.

As shown in the table above, the traffic noise levels at 50 feet from roadway centerlines near Project parcels exceed 65 dBA and there is potential for noise levels to exceed 65 dBA CNEL at sensitive land uses; therefore, a project-specific noise study would be required for future implementing development projects to evaluate the noise environment at Project parcels and recommend structural and site design features that will adequately mitigate noise impacts, as applicable. As such, implementation of **MM NOI 1** will reduce noise impacts. The feasibility of these measures would be determined on a project-by-project basis. However, it may not be possible to fully mitigate traffic noise in all areas, particularly in existing developed areas constrained due to placement or other factors which limit the feasibility of mitigation such as residences fronting the right of way that limit the placement of noise barriers. As a result, increases in transportation noise associated with the future implementing development of Project

parcels could result in a permanent increase in ambient noise levels which is considered to be a significant and unavoidable impact.

Stationary Noise

The proposed Project does not include development. Future implementing development projects under the maximum density allowed in the RIPAOZ at the Project parcels would be required to comply with GP Policies N-10, N-11, N-12, and N-13 for exterior noise levels and GP Policy N-16 for interior noise levels. As such, with implementation of **MM NOI-1**, which requires an acoustical analysis for future implementing development and adherence to City's GP policies that regulate stationary noise, impacts would be considered less than significant with mitigation incorporated.

As identified above, with implementation of mitigation measures, temporary noise sources and permanent stationary noise sources will be less than significant. Future implementing development projects will be required to adhere to or be analyzed against this threshold and will be issued project-specific conditions of approval**-G**. However, roadway noise will result in a permanent noise increase. Thus, the Project will result in generation of a substantial permanent increase in ambient noise levels in the vicinity of the project area in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies. Therefore, impacts are **significant and unavoidable.**

Threshold: Would the Project generate exercise groundborne vibration or groundborne noise levels?

Vibration from construction activities could have an impact on nearby sensitive land uses. The FTA's Transit Noise and Vibration Impact Assessment (2006) sets a 72 VdB threshold for frequent events affecting residences and buildings where people normally sleep and a 100 VdB threshold for minor cosmetic damage to fragile buildings (vibration levels below 100 VdB produce no damage to buildings). The primary sources of man-made vibration during construction are blasting, grading, pavement breaking and demolition. The primary vibratory source during construction within the Project parcels would likely be large bulldozers used to demolish existing structures and large trucks loaded with supplies and debris. **Table 5.9-J, Vibration Source Levels for Construction Equipment** identifies vibration velocity levels for the common types of equipment that could be used during construction. As shown in **Table 5.9-J**, typical bulldozer or loaded truck activities generate an approximate vibration level of 58 to 87 VdB at a distance of 25 feet. As such, existing and future residences located 25 feet from potential future construction facilitated by the proposed Project may intermittently be disturbed by vibration noise. However, vibration levels are not anticipated to exceed 100 VdB, which can cause minor damage in fragile buildings.

Table 5.9-L, Vibration Source Levels for Construction Equipment

Equipment	Approximate VdB[1]	
	25 feet	50 feet
Large Bulldozer	87	81
Loaded Trucks	86	80
Jackhammer	79	73
Small Bulldozer	58	52

Source: FTA 2006

Notes:

1. Vibration levels assume an attenuation rate of 6 VdB per doubling of distance.

The City discourages uses that would be exposed to vibration that would be more than 0.0787 peak particle velocity (inches per second) at sensitive land uses, as defined in Policy N-7. The FTA measure of threshold of architectural damage for conventional sensitive structures is 0.2 inches per second (in/sec) PPV. For purposes of this analysis, the metric used to evaluate whether the Project's vibration levels are considered "excessive" during either construction or operation is adapted from FTA.

Off-road tractors, dozers, earthmovers, and haul trucks generate groundborne vibration levels of less than 0.10 in/sec, or one-half of the architectural damage risk level, at 10 feet. The highest vibration level associated with a pavement breaker was 2.88 in/sec ppv at 10 feet. (GP EIR, p. 3.12-23.) Pile driving activities can result in a high potential for human annoyance from vibrations and are typically considered as potentially significant if these activities are performed within 200 feet of occupied structures. Vibration levels associated with blasting are highly variable, site-specific, and dependent on various factors, such as the amount of explosive used, soil conditions between the blast site and the receptor, and the depth where blasting would take place. Blasting that occurs below the surface would typically produce lower vibration levels due to additional attenuation provided by distance to the receptor and transmission through soil and rock. (GP EIR, p. 3.12-23)

As indicated above, the City imposes construction restrictions per CMC Chapter 8.15 and establishes restrictions and noise standards that pertain to construction-related activities which would address vibration impacts as well. For construction-related activities that occur between the hours of 10 a.m. and 5 p.m. on Sundays and holidays, and 7 a.m. and 7 p.m. on weekdays. (GP EIR, p. 3.12-24). However, since vibration from construction activities is considered to be temporary in the sense that once the construction activities cease, so too would the vibrations from the construction activities. Vibrations from construction activities are also considered to be intermittent due to the type, location, and duration of construction equipment being used.

Due to the short-term nature of construction vibrations, the intermittent frequency of construction vibrations, and the required compliance with the CMC hourly restrictions for construction-related activities, construction vibration level increases would typically not result in exposure of persons to or generation of excessive groundborne vibration. Additional all implementation projects would adhere to the allowable construction times in CMC Chapter 8.15 and avoid vibrations during times when it could potentially be more of a nuisance. Therefore, the impact of new construction vibration is reduced to a less than significant level. In addition, future implementing development projects will be required to prepare a project specific noise study to evaluate the noise environment consistent with City standards, which will necessitate identification of site-specific mitigation in the event significant impacts are identified.

The increased noise that would result from increased traffic would cause vibration since vehicles can cause vibration when they roll over pavement surfaces that are not smooth. These discontinuities typically develop as a result in cracking, potholes, or misaligned expansion joints caused by settling of pavement sections or the support structures of a span, due to normal geological conditions or fault activity. When these discontinuities develop, vehicles passing over the imperfection impart energy into the ground, generating vibration. (GP EIR, pp. 3.12-24 – 3.14-25). Groundborne vibration levels from automobile traffic are generally overshadowed by vibration generated by heavy trucks that roll over the same uneven roadway surfaces. However, due to the rapid drop-off rate of groundborne vibration and the short duration of the associated events, vehicular traffic–induced groundborne vibration is rarely perceptible outside the roadway right-of-way or results in vibration levels that cause damage to buildings in the roadway vicinity. (GP EIR, pp. 3.12-24 – 3.14-25). Therefore, vehicular-vibration impacts are less than significant.

The proposed Project does not include development. Future construction activity for implementing development on Project parcels, as indicated above, would be temporary, and vibration associated with construction will ceased once construction is complete. Future implementing development at the Project parcels will be required to adhere to or be analyzed against this threshold and comply with project-specific conditions of approval as identified in **Table 3.0-G**, to minimize potential vibration impacts. As such, with the implementation of **MM NOI 1**, construction vibration impacts would be further minimized. Vehicular vibration is rarely perceptible and vibration levels would not cause damage to buildings and no operational project-specific mitigation is required. Therefore, impacts are considered **less than significant with mitigation incorporated.**

5.9.7 Recommended Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (State *CEQA Guidelines*, Section 15126.4) related to noise. Mitigation measures were evaluated for their ability to eliminate or reduce the potential significant adverse impacts related to noise. The

following mitigation measures shall be implemented to eliminate or reduce potentially significant impacts regarding noise to below the level of significance.

MM NOI 1: Prior to approval of future development within the RIPAOZ, each individual implementing project shall prepare a noise study. The noise study shall evaluate project-specific temporary and permanent noise impacts to satisfy the City's General Plan Noise Polices N-8, N-11, N-13, and N-16 and the Calimesa Municipal Code noise standards in Section 8.15-Noise Abatement and Control. Each analysis shall include a determination documenting compliance with City requirements and identify noise attenuation features, if necessary, which may include but are not limited to increased insulation, setbacks and/or sound barriers. If noise levels cannot be reduced within acceptable levels, then feasibility of measures evaluated shall be disclosed and subsequent environmental review shall be required.

MM NOI 2: Prior to issuance of a grading permit, future implementing development projects within the RIPAOZ adjacent to developed/occupied noise-sensitive land uses shall submit a construction-related noise mitigation plan to the City for review and approval to satisfy the City's General Plan Action N-31.1. The plan shall depict the location of construction equipment and specify how the noise from this equipment will be mitigated during construction of this project, through the use of such methods as:

- Temporary noise attenuation fences;
- Preferential location of equipment;
- Length of equipment use and idling time; and
- Use of current noise suppression technology and equipment

Enforcement shall be accomplished via field inspections by applicant or third-party personnel during construction activities to the satisfaction of the City of Calimesa Building and Safety Division.

5.9.8 Summary of Environmental Effects After Mitigation Measures are Implemented

With implementation of local, state, and federal regulations, project-specific conditions of approvals, and mitigation measures **MM NOI 1** and **MM NOI 2** above, potential significant environmental effects related construction (short-term), stationary (long-term) to noise will be **less than significant**. Roadway noise (long-term) impacts would remain **significant and unavoidable after implementation of mitigation** and a statement of overriding considerations would be required prior to Project approval. No other feasible mitigation measures that would reduce the Project's impacts to a less than significant level are available.

5.10 Population and Housing

The focus of this section is to analyze potential impacts related to population and housing based on Appendix G of the State *CEQA Guidelines* and the Initial Study/Notice of Preparation circulated for Public Review found in Appendix A of this DEIR. There is no development being proposed as part of this Project, only textual changes to the General Plan (General Plan Amendment) and Zoning Code (Zone Change) allowing for optional intensification of densities on 36 discrete parcels affected by the Project. Cumulative impacts related to this topic are discussed in Section 7.0 – Other CEQA Topics.

Changes in population, employment, and housing demand are social and economic effects, not environmental effects. According to Section 15382 of the CEQA Guidelines, "An economic or social change by itself shall not be considered a significant effect on the environment." However, these effects should be considered in an EIR only to the extent that they create adverse impacts on the physical environment, such as increased traffic and associated air quality and noise impacts, and increased demands on public services and utilities. These effects are described in Section 5.2 – Air Quality, Section 5.9 – Noise, Section 5.11 – Public Services, Section 5.12 – Transportation, and Section 5.14 – Utilities and Service Systems, of this DEIR.

5.10.1 Setting

The Project site consists of 36 parcels across approximately 87 acres in the northeast portion of the City of Calimesa (City), in northwestern Riverside County, California. Some parcels are vacant and undeveloped, while others are developed with single family residential homes(some lots with additional structures or accessory dwelling units), a church, and mobile home park as reflected in **Table 3.0-A,** in Section 3.0 - Project Description of this DEIR. According to the latest 2020 US Census Bureau data, the City's estimated population is 10,026 people (USCB).

Regional and Local Data Forecasts

Population, housing, and employment data for the City and surrounding area are available from the United States Census Bureau (USCB) and the Southern California Association of Governments (SCAG) Regional Growth Forecasts. SCAG is the regional planning agency with responsibility for reviewing the consistency of local plans, projects, and programs with regional plans. It is a federally-designated metropolitan planning organization (MPO) for six Southern California counties, including Riverside County. As such, SCAG is mandated to create regional plans that address among other things, growth management.

Population

Population forecasts for the City and surrounding area are provided by SCAG in the 2020-2045 SCAG Regional Transportation Plan/Sustainable Communities Strategy Growth Forecast, also known as Connect SoCal (RTP/SCS). The RTP/SCS, adopted September 3, 2020 by SCAGS Regional Council, is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals so that the region can grow smartly and sustainably. SCAG updates the growth forecast every four years and Connect SoCal is the most recent forecast. The Connect SoCal Growth Forecast is broken down into separate growth forecasts for individual counties and cities. Table 5.10-A, SCAG Growth Forecasts (Riverside County), shows SCAG's population forecasts for Riverside County as a whole.

Table 5.10-A, SCAG Growth Forecasts (Riverside County)

	2018	2020	2035	2040	2045
Population	2,364,000	2,493,000	2,853,000	2,996,000	3,252,000
Households	716,000	785,000	930,000	988,000	1,086,000
Employment	743,000	823,000	961,000	1,009,000	1,103,000
Jobs-to-Housing Ratio[1]	1.04:1	1.05:1	1.03:1	1.02:1	1.02:1

Source: SCAG-A, Table 13
Notes:
1. Total number of jobs relative to the total number of households - calculated

Table 5.10-B, SCAG Growth Forecast (Calimesa)**Growth Forecasts (Calimesa)**,depicts the SCAG population forecasts for the City of Calimesa.

Table 5.10-B, SCAG Growth Forecast (Calimesa)

	2016	2045
Population	8,500	20,600
Households	3,400	10,400
Employment	1,600	4,100
Jobs-to-Housing Ratio[1]	0.47:1	0.39:1

Source: SCAG-A, Table 14
Notes:
1. Total number of jobs relative to the total number of households calculated.
2. 2020, 2035, and 2040 data not available

Employment

According to SCAG's most recent 2017 data, the City has approximately 1,734 jobs. The five largest employment sectors represent 76.5 percent of the total jobs in the City. These sectors include Leisure (17.1 percent), Education (17 percent), Retail (16 percent), and Manufacturing (14.6 percent), and Construction (11.8 percent). Leisure/Hospitality jobs include organizations involved in the performing arts, spectator sports, museums, amusement/recreation industries, traveler accommodations, and food and drink services. Education/Health jobs include organizations such as elementary and secondary schools, junior colleges, universities, professional schools, technical and trade schools, medical offices, dental offices, outpatient care centers, medical and diagnostic laboratories, hospitals, nursing and residential care facilities, social assistance services, emergency relief services, vocational rehabilitation services, and child day care services. Retail jobs include organizations engaged in the sale of durable goods directly to consumers. Manufacturing jobs include those employed in various sectors including food; apparel; metal; petroleum and coal; machinery; computer and electronic products; and transportation equipment. Construction jobs include organizations involved in the construction of buildings, heavy and civil engineering construction, and specialty trade contractors (SCAG-B, pp. 24-27, 38-39).

Housing

SCAG has prepared the draft Regional Housing Needs Assessment (RHNA) 6th Cycle for the planning period of October 2021 through October 2029 which was reviewed and approved by CEHD Committee and Regional Council on March 22, 2021 and updated July 1, 2021. The RHNA prepared by SCAG determines new housing units needed by income category for the region, including the City of Calimesa. Both the RHNA and the City's Draft Housing Element (December 2021) for planning period 2021-2029, identify that the City has been allocated to provide a target of 2,017 housing units, as shown in **Table 5.10-C, City of Calimesa RHNA Target** below (HE, p. 4-2). Year 2020 DOF data reflects a 9 percent vacancy rate for the City (DOF).

Table 5.10-C, City of Calimesa RHNA Target

Household Income Category	Target (units)
Very Low Income	495
Low Income	275
Moderate Income	379
Above Moderate Income	868
Total	**2,017**

Source: RHNA

Jobs to Housing Ratio

Jobs-to-housing ratio is used as an indicator of a community's jobs-rich or jobs-poor status. SCAG's April 2001 report titled, *The New Economy and Jobs/Housing Balance in Southern California* (SCAG-C), states that "a balance between jobs and housing in a metropolitan region can be defined as a provision of an adequate supply of housing to house workers employed in a defined area (i.e., community or subregion). Alternatively, a jobs-to-housing balance can be defined as an adequate provision of employment in a defined area that generates enough local workers to fill the housing supply." Generally, a ratio of less than 1 to 1 indicates a jobs-poor area, and a ratio of more than 1 to 1 indicates a jobs-rich area. The City of Calimesa has a current unemployment rate of 5.1 percent (EDD).

As shown in **Table 5.10-A** above, the RTP/SCS growth forecast indicates that in the year 2018 the jobs-to-housing ratio for Riverside County was 1.04:1, which by definition is considered jobs-rich. Riverside County is projected to continue to have a jobs-rich area jobs through the year 2045. By contrast, the City's growth forecast indicates that in the year 2016 the jobs-to-housing ratio was 0.47:1 and anticipated to decrease to 0.39:1 by the year 2045. So the City's forecast remains jobs-poor as shown in **Table 5.10-B** above.

5.10.2 Related Regulations

Federal Regulations

No federal regulations would be applicable to population and housing with respect to the proposed Project.

State Regulations

State law mandates local communities plan for enough housing to meet projected growth in California. Article 10.6 of the California Government Code (Sections 655801–65590) requires each city and county to prepare a Housing Element as part of its General Plan. The Housing Element is one of seven state-mandated elements that every general plan must contain. The State requires it to be updated every five years and determined to be legally adequate. The purpose of the Housing Element is to identify the community's housing needs, state the community's goals and objectives with regard to housing production, rehabilitation, and conservation to meet those needs, and define the policies and programs that the community will implement to achieve the stated goals and objectives. The Housing Element identifies and establishes policies with respect to meeting the needs of existing and future residents. It also establishes policies that will guide decision makers and sets forth an action plan to implement its housing goals.

The California Department of Housing and Community Development (HCD) determines a Regional Housing Needs Allocation (RHNA) by income category for each Council of Governments (COG) throughout the state. The Southern California Association of Governments (SCAG) is the COG for Riverside County. The RHNA is based on California Department of Finance population projections and regional population forecasts used in preparing regional transportation plans.

Once HCD has determined the RHNA, SCAG is required to allocate to each locality, including the County, a share of the RHNA sufficient to meet the projected housing demand for each income category. The County and other localities must update their General Plan Housing Element to accommodate the applicable RHNA share by income category. The draft Housing Element is then submitted for HCD review and comments to determine compliance with State housing law. The current Housing Element is a "fifth cycle" Housing Element covers the 2013-2021 time period. The City has started the process of updating the Housing Element for "sixth cycle" covering the 2021-2029 period.

Senate Bill 2 (SB 2)

In 2017, Governor Brown signed a 15-bill housing package aimed at addressing the State's housing shortage and high housing costs. The package included the Building Homes and Jobs Act (SB 2), which established a funding source to increase the supply of affordable homes in California by collecting a $75 recording fee on real estate documents. These funds were made available to all local governments in California to help prepare, adopt, and implement plans that streamline housing approvals and accelerate housing production.

Accessory Units

California Planning and Zoning Law provides for the creation of accessory dwelling units (ADU) and junior accessory dwelling units (JADU) by local ordinance, or, if a local agency has not adopted an ordinance, by ministerial approval, in accordance with specified standards and conditions. In recent years, a number of bills were passed to address barriers to development of ADUs and JADUs. ADUs are separate dwelling areas that are on the same land as a detached house often referred to as granny flats, in-law units, or backyard cottages. JADU's a unit are units typically defined as no more than 500 square feet in size contained entirely within a single-family residence that may share central systems, contain a basic kitchen utilizing small plug-in appliances, and may share a bathroom with the primary dwelling.

JADUs present no additional stress on utility services or infrastructure because they simply repurpose existing space within the residence and do not expand the dwellings planned occupancy.[1]

Effective January 1, 2021, State ADU and JADU was updated to clarify and improve various provisions in order to promote the development of ADUs and JADUs. These include allowing ADUs and JADUs to be built concurrently with a single-family dwelling, opening areas where ADUs can be created to include all zoning districts that allow single-family and multifamily uses, modifying fees from utilities such as special districts and water corporations, limited exemptions or reductions in impact fees, and reduced parking requirements.

The City of Calimesa's Municipal Code specifically defines ADU's as an attached or detached residential dwelling unit which provides complete independent living facilities for one or more persons. It shall include permanent provisions for living, sleeping, eating, cooking, and sanitation on the same parcel as the single-family dwelling is situated. Accessory dwelling units are permitted in all residential zones. An accessory dwelling unit also includes the following:

- An efficiency unit, as defined by the Health and Safety Code
- A manufactured home, as defined by the Health and Safety Code
- A ministerial review is provided for all ADUs.

In December of 2018, Calimesa's City Council adopted Resolution 2018-73 temporarily exempting all ADUs from payment of City established development impact fees unless and until a development impact fees nexus study is adopted that specifically addresses ADUs. The Calimesa Municipal Code does not include the adopted Resolution. A program is included in the Draft Housing Element to ensure the City's Municipal Code is updated to incorporate the adoption of Resolution 2018-73. The ADU should provide one off-street parking space in addition to that required for the main dwelling unit unless the ADU meets any of the conditions below:

- The ADU is located within one-half mile, measured in walking distance, of public transit, including bus stops;
- The ADU is located within an architecturally and historically significant historic district;
- The ADU is part of the proposed or existing primary residence or an existing accessory structure;
- When on-street parking permits are required but not offered to the occupant of the ADU; or
- When there is a designated parking space for a car share vehicle located within one block of the accessory dwelling unit.

The design standards for attached and detached ADUs shall meet the setback and square footage provisions consistent with Government Code 65852.2. If the ADU is proposed within the parameters of an existing or proposed single-family dwelling or an existing accessory structure, any proposed expansion shall be consistent with Government Code 65852.2. All ADUs are required to meet f ire and safety standards per Government Code 65852.2. Additionally, the architecture standards for ADUs at single-family and multifamily locations shall incorporate the same features as the main dwelling unit,

1. California Department of Housing and Community Development, available at https://www.hcd.ca.gov/policy-research/accessorydwellingunits.shtml, accessed November 1, 2021

existing building, or nearest building regarding their exterior roofing, trim, walls, windows, and color pallet. All restroom and kitchen facilities as well as access for ADUs shall be provided consistent Government Code 65852.2.(HE, pp. 3-16, 3-17).

The City of Calimesa's Municipal Code specifically defines a JADU as a unit that is no more than 500 square feet in size and entirely contained within a single-family residence. A JADU includes cooking and food storage areas and may include separate sanitation facilities or may share facilities with the existing structure. A junior accessory dwelling unit also includes efficiency units as defned by the California Health and Safety Code. JADUs are permitted in all residential zones. The design standards for JADUs shall meet the setback and square footage provision consistent with Government Code 65852.2 and 65852.22. If the JADU is proposed within the parameters of an existing or proposed single-family dwelling, any proposed expansion shall be consistent with Government Code 65852.2. All JADUs are required to meet f ire and safety standards per Government Code 65852.2. Additionally, the architecture standards for JADUs at single-family locations shall incorporate the same features as the main dwelling unit regarding its exterior roofing, trim, walls, windows, and color pallet. All restroom and kitchen facilities as well as access for JADUs shall be provided consistent Government Code 65852.2 and 65852.22.A ministerial review is provided for all JADUs. (HE, p. 3-17).

Senate Bill 9 (2021)

Additionally, on September 16, 2021, Senate Bill (SB) 9 was signed into law allowing for the ministerial approval of certain housing development projects containing up to two dwelling units (i.e., duplexes) on a single-family zoned parcels. SB 9 is designed to increase the housing stock in single-family residential zones, as it allows not only two dwelling units per parcel, but also certain lot splits with two housing units on each. SB 9 builds upon prior state legislation that has proven successful in expediting the permitting and construction of ADUs and JADUs. SB 9 offers an alternative path for homeowners to add up to three more dwelling units on their property with minimal regulatory hurdles.

Qualifying Projects

SB 9 allows housing development projects containing no more than two dwelling units on a single-family zoned parcel to be permitted on a ministerial basis, upon satisfaction of a number of qualifying criteria that include the following:

- The project site is in a city or urbanized portion of an unincorporated county.
- The project site is not: 1) within a Coastal Zone, 2) prime farmland, or farmland of statewide importance, 3) wetlands, 4) within a very high fire severity zone, 5) a hazardous waste or hazardous list site, 6) within a delineated earthquake fault zone, 7) within a 100-year flood zone, 8) within a floodway, 9) identified for conservation in an adopted natural community conservation plan, 10) habitat for protected species, or 11) lands under conservation easement.
- The project site also cannot require demolition or alteration of any housing if 1) housing is restricted affordable housing, 2) subject to rent control, or 3) contains tenant occupied housing in the last three years.
- The project site cannot be withdrawn from the rental market (i.e., under the Ellis Act) within the past 15 years.
- The project does not propose demolition of more than 25 percent of the existing exterior walls unless either: 1) the local ordinance allows more demolition, or 2) the site has not been occupied by a tenant in the past three years.

- The project site is not within a historic district or property included on the California Historical Resources Inventory or within a site that is designated or listed as a city or county landmark or historic property or district pursuant to a city or county ordinance.
- A local agency may impose objective zoning, subdivision, and design review standards, providing such objective standards do not preclude the construction of either of the two units being less than 800 square feet in floor area.
- No setbacks are required for an existing structure or a structure constructed in the same location and to the same dimensions as an existing structure. In other circumstances, the local agency may require four-foot side and rear yard setbacks.
- Parking of no more than one space per dwelling unit is allowed, except no parking required for projects a) within a half-mile walking distance of a high-quality transit corridor or a major transit stop or b) within one block of car share.
- A local agency may deny such a housing development project if there is a written finding that the project would create a specific adverse impact upon public health and safety or the physical environment that there is no way to mitigate.
- The rental of any unit created must be for a term longer than 30 days.
- The California Coastal Act still applies, except that no public hearing is required for Coastal Development Permits for housing developments pursuant to this legislation.
- A local agency may not be required to permit an ADU or JADU in addition to the second unit if there is a lot split (described below).
- A local agency may not reject housing solely on the basis that a project proposes adjacent or connected structures provided that the structures meet building code safety standards and are sufficient to allow separate conveyance.

If these criteria are satisfied, the local agency must approve the project ministerially (i.e., without discretionary review or hearings). Projects approved ministerially are not subject to the California Environmental Quality Act (CEQA).

Lot Splits

In addition to permitting two units on a single family lot, SB9 allows qualifying lot splits to be approved ministerially pursuant to a parcel map, upon meeting a number of criteria, including many of the same criteria for the two units described above. Additional criteria include the following:

- Each parcel must be at least 40 percent of the original parcel's size.
- Each parcel must be at least 1,200 square feet in lot size unless the local agency permits smaller lot size per ordinance.
- There cannot be a sequential lot split on the same parcel, nor can there be a lot split if the owner of the parcel being subdivided (or someone working in concert with that owner) has subdivided an adjacent parcel pursuant to this lot split legislation.
- No right-of-way dedication or off-site improvement may be required.
- The parcel must be limited to residential use.
- An affidavit that the applicant intends to use one of the housing units as a principal residence for at least three years from the date of approval is required.

- The local agency shall not require a condition that requires correction of nonconforming zoning conditions.
- For each parcel created through this legislation, a local agency is not required to permit more than two dwelling units on a parcel.

A local agency may require, as conditions of approval, easements for public services and facilities and access to the public right-of-way. In addition to the increase in density in single-family zones and lot splits in single-family zones, SB 9 increases the extension of a map life from 12 months to 24 months and allows four years of extensions in lieu of three years for subdivision maps with off-site improvements above qualifying costs. [2]

Senate Bill 897 (2022)

Under existing Planning and Zoning Law, a local agency is authorized to provide for the creation of accessory dwelling units in areas zoned for residential use by and to impose standards on accessory dwelling units that include, but are not limited to, parking, height, setback, landscape, architectural review, and maximum size of a unit by ordinance or ministerial approval. Senate Bill 897 (SB897) was approved September 28, 2022, to amend Planning and Zoning Law; specifically Section 65852.2 of the Government Code, as amended by Section 1 of Chapter 343 of the Statutes of 2021. Section 65852.2 has been amended to require that the standards imposed on accessory dwelling units be objective and prohibits a local agency from denying an application for a permit to create an accessory dwelling unit due to the correction of nonconforming zoning conditions, building code violations, or unpermitted structures that do not present a threat to public health and safety and are not affected by the construction of the accessory dwelling unit. SB897 makes a number of revisions to Section 65852.2 including: 1) requires a local agency to review and issue a demolition permit for a detached garage that is to be replaced by an accessory dwelling unit at the same time as it reviews and issues the permit for an ADU and prohibits an applicant from being required to provide written notice or post a placard for the demolition of a detached garage that is to be replaced by an ADU, 2) increased maximum height limitations and building code classification changes for ADU's, 3) changes to the approval process for ADU's, 4) prohibits a local agency from imposing any parking standards on ADU's meeting specified requirements, 5) amended standards and processing requirements for junior ADU's, 6) prohibits a local agency from denying a permit for an unpermitted ADU that was constructed before January 1, 2018, provided certain standards are met, 7) identifies that the intent of the Legislature is to ensure that grant programs that fund the construction and maintenance of ADUs provide funding for predevelopment costs and facilitate accountability and oversight, including annual reporting on outcomes to the Legislature, 8) incorporates additional changes to Section 65852.2 proposed by Assembly Bill 2221 (AB2221)to be operative only if SB897 and AB2221 are enacted and SB897 is enacted last, 9) imposes a state-mandated local program by imposing new duties on local governments with respect to the approval of ADU's and junior ADU's, and 10) establishes that, contrary to requirement of the California Constitution requiring the state to reimburse local agencies and school districts for certain costs mandated by the state with statutory provisions establishing procedures for making that reimbursement, Section 65852.2 is revised to identify that no reimbursement is required for a specified reason.

2. California Legislative Information , Senate Bill 9, available at https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=202120220SB9, accessed November 1, 2021.

Assembly Bill 2221 (2022)

Under existing Planning and Zoning Law, a local agency is authorized to provide for the creation of ADU;s by ordinance or ministerial approval. Existing law requires a local ordinance to require an accessory dwelling unit to be either attached to, or located within, the proposed or existing primary dwelling, as specified, or detached from the proposed or existing primary dwelling and located on the same lot as the proposed or existing primary dwelling. Assembly Bill 897 (AB2221) was approved September 28, 2022, to amend Planning and Zoning Law; specifically Section 65852.2 of the Government Code, as amended by Section 1 of Chapter 343 of the Statutes of 2021. Section 65852.2 has been amended to: 1) require that an accessory dwelling unit that is detached from the proposed or existing primary dwelling may include a detached garage, 2) require a permitting agency to approve or deny an application to serve an ADU or a junior ADU within the same timeframes and if a permitting agency denies an application for an ADU or junior ADU, permitting agency is required to return in writing, a full set of comments to the applicant with a list of items that are defective or deficient and a description of how the application can be remedied by the applicant within the same timeframes, 3) prohibits a local agency from establishing limits on front setbacks, 4) incorporate additional changes to Section 65852.2 of the Government Code proposed by Senate Bill 897 (SB8897) to be operative only if AB2221 and SB897 are enacted and AB2221 is enacted last, 5) impose a state-mandated local program by imposing additional duties on local governments in the administration of the development of ADUs, and 6) establishes that, contrary to requirement of the California Constitution requiring the state to reimburse local agencies and school districts for certain costs mandated by the state with statutory provisions establishing procedures for making that reimbursement, Section 65852.2 is revised to identify that no reimbursement is required for a specified reason.

Local Regulations

City of Calimesa General Plan EIR – Population and Housing Section

No mitigation measures have been defined within the City's GP EIR – Population and Housing Section since the GP EIR determined the implementation of the GP would not cause substantial impacts to population and housing. Specifically, the GP EIR determined that the implementation of the GP would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the plan.

City of Calimesa General Plan

The City's GP contains the following goals and policies that are considered applicable to the proposed Project:

Housing Element

Goals

Goal H-3 The City will provide opportunities for the development of new housing units to meet the housing needs of all economic segments of the population while preserving the natural environment and unique existing character and physical attributes of the community.

Policies

Policy H-3.1 Encourage a variety of housing types and densities, each appropriately located with reference to topography, traffic circulation, community facilities, and aesthetic considerations.

Policy H-3.2 Encourage development of a variety of housing types affordable to households at all economic levels, including townhouses, apartments, single-family dwellings, and manufactured homes.

Policy H-3.4 Encourage the development of housing to meet the City's responsibilities with regard to regional housing needs.

Actions

Action H-3.1.1 The City will continue to work with Riverside County on the provision of adequate infrastructure and public services. The City will coordinate County and City capital improvement projects, including setting priorities for infrastructure and public facility projects through the City's Capital Improvement Program. The City will coordinate with state and regional agencies and area planning districts (e.g., Southern California Association of Governments, Western Riverside Council of Governments, and Regional Conservation Authority) to address planning and environmental issues. The City will continue to attend monthly Joint Issue Meetings with these agencies at which issues of area-wide concern or importance are discussed.

Action H-3.2.1 The City Council adopted an inclusionary zoning ordinance in May 2011 that applies to new for-sale, single-family residential development on a citywide basis. The ordinance applies to developments containing 10 or more units and requires that 10 percent of the proposed dwelling units be affordable to very low-income households and 5 percent of the proposed dwelling units be affordable to low-income households. In 2012, the City Council suspended the inclusionary program due to the slowed economy. The City Council will consider reinstating the inclusionary program in January 2017.

Action H-3.2.2 The City will continue to allow second units on single-family lots developed with an existing residence and subject to a minimum lot size. This creates a potential for additional units on most lots in the R-1 zone and provides opportunities for affordable housing. The City ministerially permits second units on single-family zoned lots and requires that the primary residence on a lot containing a second unit be owner occupied.

Action H-3.4.1 The City will periodically update the housing sites inventory and work with property owners and/or local developers to develop identified infill properties with single or multiple-family housing consistent with their zoning. The City will direct developers seeking potential project sites in Calimesa to locations currently served by adequate infrastructure and assist them in making contact with the property owners, help to guide them through the development review process, and provide them with the information needed for feasibility analyses and due diligence. The City will also consider offering incentives to encourage the utilization of infill lots, such as an infill density bonus or a reduction/waiver of Streets and Traffic and Drainage Facilities Impact Fees for infill projects involving the consolidation and coordinated development of multiple lots.

Action H-3.4.2 The City will continue to work with responsible agencies and purveyors of utilities and infrastructure (such as the Yucaipa Valley Water District, South Mesa Water Company, and Yucaipa Calimesa School District) in monitoring the availability and service levels of public utilities and infrastructure (roads, water, sewer, storm drainage, gas, power, etc.) and services (police, fire protection, schools, government services, etc.). The City will continue to cumulatively assess the potential impacts from new development and

require, as part of the development review package, that all new development provide an assessment to ensure that adequate infrastructure is available to serve the development. Otherwise, improvements and upgrades will be undertaken as part of the development or through facility fees to be paid prior to the occupancy of the dwelling units. The City will prioritize the need for capital improvements and increase public service levels, when necessary. The City consulted local water and sewer purveyors during the preparation of this element and will send the adopted element to them for their use in prioritizing service to housing units affordable to lower-income households in accordance with Section 65589.7 of the California Government Code.

City of Calimesa General Plan Draft EIR

There are no applicable mitigation measures from the DEIR for the Calimesa General Plan that pertain to population and housing.

City of Calimesa Municipal Code

The following Titles of the City's Municipal Code pertain to land use and planning for the proposed Project:

Title 18 – Zoning, Land Use, and Development Regulations

Establishes zone districts within the boundaries of the City to regulate land uses and impose development standards. All established districts are designed to obtain the economic and social advantages resulting from the planned use of land, as referred to in the land use element of the GP to guide the growth and development of the City in a proper and orderly manner for the maximum benefit of its citizens.

5.10.3 Comments Received in Response to the Notice of Preparation

No written comments were received regarding Population and Housing in response to the Notice of However, verbal comments were received during the Project Scoping meeting as identified in **Table 2.0-B**. A summary of verbal comments has been included in Section 2.5.1 – Introduction – NOP Comment Letters, of this DEIR.

5.10.4 Thresholds of Significance

The City of Calimesa has not established local CEQA significance thresholds and instead, defers to the Thresholds of Significance identified in Appendix G ("Environmental Checklist") to the State *CEQA Guidelines*. Impacts related to this Project may be considered potentially significant if the proposed Project would:

- Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).

5.10.5 Project Design Features

The Project does not include design considerations that would specifically avoid or reduce potentially significant impacts to housing and population.

5.10.6 Methodology

The subsequent population and housing analysis utilizes a factor of 2.44 persons per household for the City based on 2020 Department of Finance data.

5.10.7 Environmental Impacts

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

The proposed Project includes various amendments to the CMC and a GPA to allow for increased residential density, more dense residential product types including duplexes, townhomes, condos, and some apartments, and established development standards and processes related to the RIPAOZ. City's estimated existing population is 10,026 people (USCB).

Table 5.10-D, Population Projections

	Units	Population Projection[1]
Existing General Plan	397	969
Proposed RIPAOZ	2,156	5,261
Total Increase	1,759	4,292

Notes:

1. Unit x Generation Factor(2.44 persons per dwelling unit) = projected population

As identified in **Table 5.10-D, Population Projections**, above, the Project is proposing a change in existing allowable density from a total of 397 units to 2,156 units; an increase of 1,759 units. Assuming a generation factor of 2.44 persons per dwelling unit, population under existing build out conditions for subject parcels would result in 969 persons. With implementation of the RIPAOZ, projections would increase to 5,261 persons; a total of 4,292 more people (DOF). As such, the RIPAOZ may induce a substantial population growth resulting in potential impacts associated with direct or indirect unplanned population growth in an area.

With a projected total of 4,292 more people, the proposed Project has the potential to result in an increase in population of almost 20 percent over SCAG projections for the City for year 2045. However, the proposed Project will provide the ability to provide 1,759 more dwelling units; a portion of which may be developed to satisfy the City's fair share of RHNA allocation. As reflected in **Table 5.10-C**, SCAG projected a total of 2,017 units to meet their fair share allocation of new units that meeting RHNA requirements.

As indicated above, State law requires that jurisdictions provide their fair share of regional housing needs by conducting a Regional Housing Needs Assessment (RHNA) and adopt a general plan for future growth (California Government Code Section 65300). The California Department of Housing and Community Development (HCD) is mandated to determine state-wide housing needs by income category for each Council of Governments (COG) throughout the state. The housing need is determined based on four broad household income categories: very low (households making less than 50 percent of

median family income), low (50 to 80 percent of median family income), moderate (80 to 120 percent of median family income), and above moderate (more than 120 percent of median family income). The intent of the future needs allocation by income groups is to relieve the undue concentration of very low and low-income households in a single jurisdiction and to help allocate resources in a fair and equitable manner. Southern California Association of Governments (SCAG) is the council of government (COG) for Riverside County. SCAG determined that Calimesa's projected RHNA share for the 6th Cycle Housing Element (2021 - 2029) is 2,017 housing units.

The City is currently in the process of updating for the 6th Cycle Housing Element (2021-2029). RHNA for this planning period has projected the need for 2,017 housing units, consistent with SCAG. Of the 2,017 units, 495 are classified in the income categories of very low and 275 in classified in the low category. Because the City is largely developed, infill sites, allowing for higher density residential products, will provide opportunity to fulfill RHNA housing needs.

While the proposed Project will result in an increase to projected planned population, the Project will satisfy the State requirements to provide new housing opportunities to increase housing supplies. In order to meet new State regulations, the City will inevitably exceed SCAG projections since this additional housing was not considered within the City's current General Plan. SCAG utilizes the GP land uses to project future population in a region. Because many areas of the City are built out, in order to comply with State regulation and attempt to meet fair share RHNA allocations, the City sought out vacant parcels that can be utilized for infill development allowing for higher density residential product types within areas of existing residential development or existing uses that are compatible with higher density residential development. Furthermore, areas within the RIPAOZ were chosen for their proximity to existing streets and utilities to ensure existing infrastructure is available to future implementing development projects.

Thus, the proposed Project will have a substantial impact on unplanned population growth in the project area, either directly or indirectly. Therefore, impacts are **significant and unavoidable**.

5.10.8 Recommended Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (State *CEQA Guidelines*, Section 15126.4). There are no feasible mitigation measures that will reduce impacts to less than significant.

5.10.9 Summary of Environmental Effects After Mitigation Measures Are Implemented

Impacts will be **significant and unavoidable** and a statement of overriding considerations will be required prior to Project approval. There are no feasible mitigation measures that will reduce the Project's impacts to a less than significant level.

5.11 Public Services

The focus of this section is to analyze potential impacts related to public services based on Appendix G of the State *CEQA Guidelines* and the Initial Study/Notice of Preparation circulated for Public Review found in Appendix A of this DEIR. There is no development being proposed as part of this Project, only textual changes to the General Plan (General Plan Amendment) and Zoning Code (Zone Change) allowing for optional intensification of densities on 36 discrete parcels affected by the Project. Cumulative impacts related to this topic are discussed in Section 7.0 – Other CEQA Topics.

5.11.1 Setting

The City of Calimesa encompasses approximately 14.8 square miles consisting of mainly suburban, commercial areas. As such, the City requires a number of public services to meet community needs.

Fire Protection Services

Since the City's incorporation in 1990, fire services have been contracted with CalFire through the County of Riverside, running one 2-person engine company. In 2012, the Riverside County Fire Department (RCFD) adopted a new policy requiring all contract fire service cities to run 3-person engine companies. The City negotiated with the County for a number of years over this new policy because the City was unable to upgrade to a 3-person engine company due to associated costs. Ultimately in July 2017, the County was notified that the City would not be continuing its contract with them beyond January 1, 2018. The City has always provided Basic Life Support (BLS) service but since ending its contract with the County, the City was required to implement Advanced Life Support (ALS) services for the first time in the City's history. (CFS, pp.1, 2)

The City has hired a Fire Chief, Deputy Fire Chief, 3 Captains, 6 Firefighters and a pool of Intern/Reserve Firefighters and will continue to run a one-engine company staffed with 4 persons at all times; i.e. 3 full-time career firefighters and an intern/reserve on all shifts. The City also runs 48-hour shifts, a total of 2,990 hours per year, per full-time position. Intern/Reserves are required to have the same basic qualifications as the entry level firefighters. (CFS, p.2)

Calimesa has historically run between 1,800 and 1,900 calls per year. In 2016, this peaked at approximately 2,000 calls. Consistently, approximately 34 percent of all calls are under auto-aid to one of our neighboring cities. The County will continue to provide fire dispatch services to the newly formed Calimesa Fire Department and will provide auto-aid services for structure and vegetation fires only if necessary. The City of Yucaipa will also continue to provide auto-aid services for both fires and emergency medical services. (CFS, p. 2).

Calimesa will commence service as a BLS service department while AMR, the regional ambulance service who also responds to all medical aid calls and has historically provided a paramedic and emergency medical technicians (EMT), will continue to respond providing a paramedic and EMT for ALS services. (CFS, p. 2).

The City owns the current fire station located at 906 Park Avenue in Calimesa, as well as the equipment, furnishings, and vehicles including two Type 1 fire engines, a squad vehicle, and two command vehicles. (CFS, p.3) A second fire station is planned for future service needs as development occurs in the

western portion of the City. (CFS, p. 3). Currently, the City Fire Department does not own a ladder truck, allowing the City to access structures higher than two stories.

According to City of Calimesa's response time data provided by Fire Chief Tim O'Connell[1], in 2021 the Calimesa Fire Station had a response time of 9 minutes and 47 seconds. The response time is based on the reported 307 calls and encompasses the new development in the southwest portion of the City. (CFC)

Police Protection Services

Police protection services for the City of Calimesa are provided by the Riverside County Sheriff's Department (RCSD). The RCSD serves the fourth largest county in the State encompassing an area of approximately 7,300 square miles with a staff of over 3,600. There are eleven Sheriff's Stations and a handful of substations spread across the county. (RCSD). The Cabazon Station located at 50290 Main Street in Cabazon serves Calimesa, the unincorporated Pass area of the County around the cities of Calimesa, Beaumont and Banning including the Badlands, Banning Bench, Cabazon, Cherry Valley, Jack Rabbit Trail, Laborde Canyon, Lambs Canyon, Miles Canyon, Millard Canyon, Morongo Tribal Nation, Old Banning Idyllwild, Poppet Flats, San Bernardino National Forest, San Gorgonio, San Timoteo Canyon, South Sunset, Twin Pines, and White Water. The RCSD provides contract services to the City of Calimesa and the Morongo Indian Reservation (RCSD). In the capacity of the Calimesa Police Department, the RCSD provides all municipal police-related services to the City, including criminal investigations and preventative patrol, responses to breeches of the peace, traffic enforcement and investigation, and community-based policing including neighborhood watch.

The City of Calimesa Citizens on Patrol (COP) is a volunteer driven city organization that is composed of 23 trained and dedicated members ranging from 55 years old to 88 years old. The COP are known as the "eyes and ears" of the City providing daily patrols throughout the city in collaboration with the RCSD. (CCOP, p.1.) Together the RCSD and the COP help support You Are Not Alone (Y.A.N.A.) Program by checking in with elderly residents to ensure safety and reduce crime activity within the City of Calimesa. (YANA, p, 2.)

The RCSD Cabazon Station receives approximately 3,678 calls per year. Calls to the RCSD are prioritized and assigned by urgency, from greatest urgency (Priority 1) through non-emergency calls (Priority 4). Priority 1 calls involve circumstances that pose or did pose a defined threat to human life or property and which involve a high level of violence or have a potential for serious injury. Priority 2 calls involve circumstances of an urgent but not life-threatening nature. They are generally disturbances with a potential for violence, minor assaults ,and batteries, unknown or suspicious circumstances and certain thefts. Priority 3 calls involve circumstances which are neither urgent or life threatening. Many of these calls are simple disturbances of the peace. Priority 4 calls with the exception of several felonies, most past calls are considered Priority 4. According to Capitan Timothy L Salas of the Cabazon Station the Sheriff's Department response time goals is to provide immediate response to all emergency or urgent calls within the jurisdiction. As shown in **Table 5.11-A, Average Response Time (2021**) below the Cabazon Station has a Priority 1 call response time of 10:16 and a Priority 4 call response time of 51 minutes. In 2021 the overall average response time was 33.67. (RCSD-B, pp.2-3.)

1. Per email with Tim O'Connell, MPA, CFO Fire Chief, dated March 12, 2022, Response times and goals are based on ISO-PCC and National Fire Agency – NEPA 1710.

Table 5.11-A, Average Response Times (2021)

Call Type	Actual Response Time
Priority 1	10:16
Priority 2	23:49
Priority 3	37:29
Priority 4	51:00
Average Total	33.67
Source: RCSD-B, p. 3	

Schools

Two school districts serve the City of Calimesa. The Yucaipa-Calimesa Joint Unified School District (YCJUSD) serves over 9,800 students who reside within Yucaipa and Calimesa (YCJUSD). The YCJUSD operates six elementary schools, two middle schools, one comprehensive high school, and three alternative/continuation schools. The elementary schools are Calimesa, Wildwood, Dunlap, Valley, Chapman Heights, and Ridgeview. The middle schools are Park View and Mesa View. The high schools include Yucaipa High School, Oak View High School and Education Center, Green Valley Independent Study, and Green Valley High School. Students living in Calimesa would primarily attend Calimesa Elementary School, Mesa View Middle School, and Yucaipa High School. (GP EIR, p. 3.11-13).

The Beaumont Unified School District (BUSD) also serves Calimesa, Beaumont, Cherry Valley, and portions of Banning. Currently, BUSD operates seven elementary schools, two middle schools, one high school, two alternative high schools and an extensive preschool and adult education program. (BGP EIR, p. 5.14-12).

One parcel (APN 413-320-003) lies within the BUSD while the remaining project parcels are withing the boundary of YCJUSD as Identified on **Figure 5.11-1, School District Boundaries**.

Charter Schools

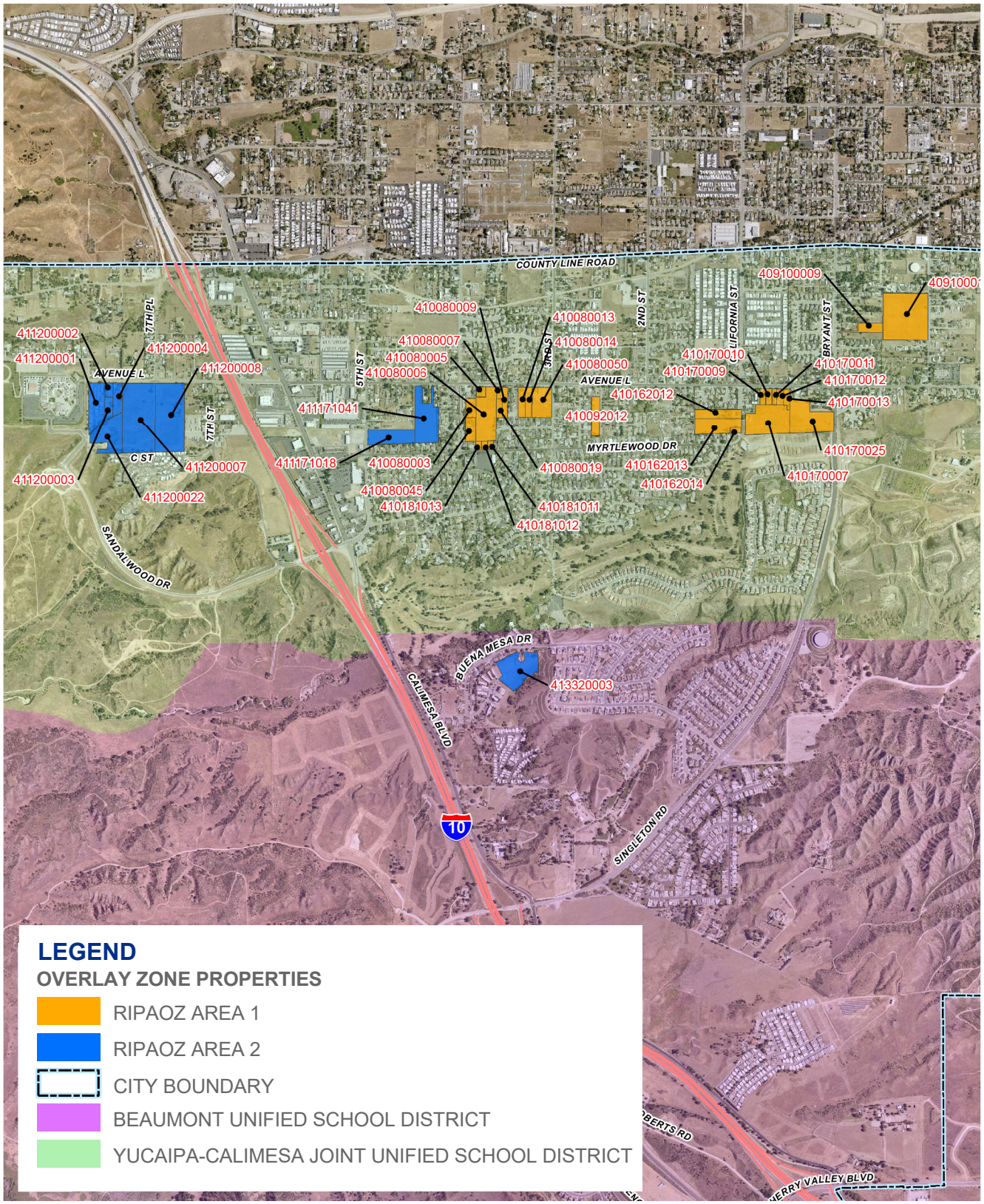
Charter schools are public schools that are created or organized by a group of teachers, parents, community leaders, or a community-based organization. Charter schools may provide instruction in any grades K–12 and are generally sponsored by a local public school board or county board of education. Specific goals and operating procedures for the charter school are detailed in an agreement (or "charter") between the sponsoring board and charter organizers. Public charter schools may not charge tuition and may not discriminate against any pupil on the basis of ethnicity, national origin, gender, or disability.

The State of California charters one school in the Calimesa area: Inland Leaders Charter School. (GP EIR, p. 3.11-13). Inland Leaders offers grades K–8 and had an enrollment of 985 students during the 2020/21 school year (ILCS).

The State of California charters two schools in the Beaumont area: Highland Academy and Mission Vista Academy. Highland Academy offers grades K–8 and had an enrollment of 985 students during the 2020/21 school year. Highland Academy offers grades K–8 and had an enrollment of 327 students during the 2020/21 school year. Mission Vista Academy offers grades K–10 and had an enrollment of 3,875 students during the 2020/21 school year (CDE).

FIGURE 5.11-1 SCHOOL DISTRICT BOUNDARIES

DRAFT ENVIRONMENTAL IMPACT REPORT - CITY OF CALIMESA
RESIDENTIAL INFILL PRIORITY AREA OVERLAY ZONE PROJECT



Sources: Riverside Co. GIS, 2021; RCIT, 2020 (imagery).

0 1,000 2,000 3,000 FEET

ALBERT A. WEBB ASSOCIATES

Enrollment

For the 2020/21 academic year, the YCJUSD had an enrollment of 9,689 students. During the past five years, the YCJUSD's enrollment has declined from 9,969 students for the 2016/17 academic year to 9,655 students for the 2020/21 academic year, representing an overall decrease of 2.8 percent as shown in **Table 5.11-B, YCJUSD Enrollment 2016/17 – 2020/21**.

Table 5.11-B, YCJUSD Enrollment 2016/17 – 2020/21

Academic Year	District Enrollment	Change from Previous Year	Percent Change
2020-21	9,689	-142	-1.4
2019-20	9,831	-151	-1.5
2018–19	9,982	-81	-0.8
2017–18	10,063	94	0.9
2016–17[1]	9,969	80	0.8

Source: CDE

Note:

1. 2015-16 enrollment 9,889

For the 2020/21 academic year, the BUSD had an enrollment of 14,896 students. During the past five years, the BUSD's enrollment has increased from 9,975 students for the 2016/17 academic year to 14,896 students for the 2020/21 academic year, representing an overall decrease of 49.3 percent as shown in **Table 5.11-C, BUSD Enrollment 2016/17 – 2020/21**.

Table 5.11-C, BUSD Enrollment 2016/17 – 2020/21

Academic Year	District Enrollment	Change from Previous Year	Percent Change
2020-21	14,896	157	1.1
2019-20	14,739	3,977	37.0
2018–19	10,762	425	4.1
2017–18	10,337	362	3.6
2016–17[1]	9,975	348	3.6

Source: CDE

Note:

1. 2015-16 enrollment 9,627

Federal Regulations

National Fire Protection Association (NFPA) 1710

The NFPA 1710 are standards for organization and deployment of fire suppression operations, fire, special operations, and fire equipment while also addressing fire fighter occupations health and safety. (NFPA) As mentioned by Fire Chief Tim O-Connell NFPA 1710 guidelines recommend a 4 minute response time.

Insurance Services Office (ISO) Fire Suppression Rating Schedule (FSRS)

The Fire Suppression Rating Schedule (FSRS) reviews criteria used for fire prevention and the fire suppression capabilities of individual communities or fire protection areas. The schedule measures the major elements of a community's fire protection system and develops a numerical grading called a Public Protection Classification (PPC). The PPC is scored on a ten-point system where ten is considered to have no effective fire protection and one is considered the best rating. (Verisk) Based on email communication with the Fire Chief City of Calimesa is operating at a ISO classification rating of 3-X, which is considered above average.

State Regulations

California Health and Safety Code

Additional state fire regulations are set forth in Section 13000 et seq. of the California Health and Safety Code, which include regulations for building standards, fire protection and notification systems, fire protection devices such as extinguishers, smoke alarms, high-rise building and child-care facility standards, and fire suppression training. (GP EIR, p. 3.11-3).

California Occupational Safety and Health Administration

In accordance with the California Code of Regulations, Title 8, Sections 1270, Fire Prevention, and 6773, Fire Protection and Fire Fighting Equipment, the California Occupational Safety and Health Administration (Cal/OSHA) has established minimum standards for fire suppression and emergency medical services. The standards include, but are not limited to, guidelines on the handling of highly combustible materials, fire hose sizing requirements, restrictions on the use of compressed air, access roads, and the testing, maintenance, and use of all firefighting and emergency medical equipment. (GP EIR, p. 3.11-3).

California Emergency Management Agency

The California Emergency Management Agency (formerly the Governor's Office of Emergency Services [OES]) coordinates overall state agency response to major disasters in support of local government. The office is responsible for assuring the state's readiness to respond to and recover from natural, man-made, and war-caused emergencies and for assisting local governments in their emergency preparedness, response, and recovery efforts. The agency will review and support the City's adoption of a local Emergency Management Plan. (GP EIR, p. 3.11-3).

California Fire Plan

The California Fire Plan is the state's road map for reducing the risk of wildfire through planning and prevention to reduce firefighting costs and property losses, increase firefighter safety, and to contribute to ecosystem health. The California Fire Plan is a cooperative effort between the State Board of Forestry and Fire Protection and Cal Fire (CFP).

California Fire Code

The California Fire Code (Title 24, Part 9) is based on the 2015 International Fire Code and includes amendments from the State of California fully integrated into the code. The California Fire Code contains fire safety related building standards referenced in other parts of CCR 24 of the California Code of Regulations (CCR 24).

Emergency Response/Evacuation Plans

Government Code Section 8607(a) directs the California Emergency Management Agency (formerly the Governor's Office of Emergency Services) to prepare a Standard Emergency Management System (SEMS) program, which sets forth measures by which a jurisdiction should handle emergency disasters. The program is intended to provide effective management of multi-agency and multijurisdictional emergencies in California. SEMS consists of five organizational levels, which are activated as necessary: (1) Field Response, (2) Local Government, (3) Operational Area, (4) Regional, and (5) State. Local governments must use SEMS to be eligible for funding of their response-related personnel costs under state disaster assistance programs. The City of Calimesa is generally responsible for emergencies that occur within city boundaries and has adopted an Emergency Operations Plan that is consistent with the SEMS (GP EIR, p. 3.11-10).

California Building Code

Current law states that every local agency enforcing building regulations, such as cities and counties, must adopt the provisions of the California Building Code (CBC) within 180 days of its publication. The publication date of the CBC is established by the California Building Standards Commission and the code is also known as Title 24 of the California Code of Regulations. The most recent building standard adopted by the legislature and used throughout the state is the 2016 version of the CBC, often with local, more restrictive amendments that are based upon local geographic, topographic, or climatic conditions. These codes provide minimum standards to protect property and the public welfare by regulating various aspects of the design and construction of buildings also known as the California Building Standards Code (CCR 24), some of which are focused on fire safety.

Assembly Bill 2926 and Senate Bill 50 (California Government Code 65996)

To assist in providing school facilities to serve students generated by new development projects, the state passed Assembly Bill (AB) 2926 in 1986. This bill allows school districts to collect impact fees from developers of new residential and commercial/industrial building space. Development impact fees are also referenced in the 1987 Leroy Greene Lease-Purchase Act, which requires school districts to contribute a matching share of costs for construction, modernization, and reconstruction projects (GP EIR, p. 5.14-9).

Senate Bill (SB) 50, which passed in 1998, provides a comprehensive school facility financing and reform program, and enables a statewide bond issue to be placed on the ballot. The provisions of SB 50 allow the state to offer funding to school districts to acquire school sites, construct new school facilities, and modernize existing school facilities. SB 50 also establishes a process for determining the amount of fees developers may be charged to mitigate the impact of development on school facilities resulting from increased enrollment. Under this legislation, a school district could charge fees above the statutory cap only under specified conditions, and then only up to the amount of funds that the district would be eligible to receive from the state. According to Section 65996 of the California Government Code, development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation" (CGC 65996).

Regional Regulations

Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan

The Riverside County Operational Area Multi-Jurisdictional Local Hazard Mitigation Plan was updated in 2018. The plan identifies the county's hazards, reviews, and assesses past disaster occurrences, estimates the probability of future occurrences, and sets goals to mitigate potential risks to reduce or eliminate long-term risk to people and property from natural and man-made hazards for the County and Operational Area member jurisdictions, including Calimesa. (LHMP).

Crime Prevention through Environmental Design

The Cabazon Station also offers special programs to residents and businesses in its station area include the Crime Prevention through Environmental Design (CPETD). The intent of the CPETD is to improve the safety and security of businesses and private residences and discourage burglaries and other crimes. Residents and business owners can schedule a CPTED evaluation and a trained deputy or community service officer will come to their place of residence or business and provide a free evaluation of their property. After the evaluation, Sheriff's Department personnel will suggest improvements and show citizens how to deter criminal behavior by improving lighting, landscaping, visibility, signage, access control and activity around the property. (RCSD).

Local Regulations

City of Calimesa Local Hazard Mitigation Plan

The City of Calimesa Local Hazard Mitigation Plan (otherwise known as the City's Emergency Operations Plan) was prepared in July 2012. The objective of this plan is to incorporate and coordinate all the facilities and personnel of the City into an efficient organization capable of responding effectively to any emergency. (CLHMP).

Calimesa Fire Department Policy Manual

On January 16, 2018, the Calimesa City Council adopted resolution 2018-03, a resolution approving the Calimesa Fire Department Policy Manual (CFDPM). An in house fire department was necessitated in response to addressing the increasing costs of fire services and to maintain the ongoing financial stability of the City, after termination of contract with RCFD. The CFDPM establishes certain policies regarding procedures, conduct and other operational matters in conjunction with the formation of an in-house fire department.

Mutual Aid Agreements

Fire protection mutual aid is defined as an agreement between two fire agencies in which they commit to respond to calls for services in the other agency's jurisdiction when they are called, at no cost to the requesting agency. Automatic aid is not only predetermined but one or more additional departments are automatically dispatched to certain locations or types of alarms at the same time as the home department. (GP EIR, p. 3.11-4) The RCFD will continue to provide fire dispatch services while the City of Yucaipa will continue to provide auto-aid services for both fires and emergency medical services to the City of Calimesa. Additionally, the American Medical Response (AMR) will continue respond for paramedic and EMT services. (CFS, p. 2.)

Volunteer Programs

The City also relies on various emergency volunteer programs for both fire and police safety. The City also has a collaborative partnership with the volunteer Calimesa Citizens On Patrol (CCOP), founded in 1994 as a trained and dedicated City organization comprised of volunteers from the community

providing daily patrols throughout the City in collaboration with the RCSD. Each member of the CCOP receives extensive patrol related training and upon successful completion is sworn in as a State of California Disaster Services Worker. (CCOP)

City of Calimesa General Plan EIR – Public Services Section

No mitigation measures have been defined within the City's GP EIR – Public Services Section since the GP EIR determined the implementation of the GP would not cause substantial impacts to public services as they relate to fire, police, and schools. Specifically, the GP EIR determined that the implementation of the GP would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project.

City of Calimesa General Plan

The City's GP contains the following policies that are considered applicable to the proposed Project:

Infrastructure and Public Services Element

Goals

Goal IPS-1 Maintain a level of public safety service that will ensure the safety of residents and businesses.

Policies

Policy IPS-9 The City supports a level of police protection that will allow adequate levels of personnel and equipment to respond to routine incidents and to larger events.

Policy IPS-10 Continue to support coordination with other law enforcement agencies in crime prevention efforts.

Policy IPS-11 The City supports a level of fire protection that will allow adequate levels of personnel and equipment to respond to routine incidents and to larger events.

Policy IPS-12 Provide for the expansion and/or addition of protection facilities, equipment, and personnel, as necessary to meet future demand.

Policy IPS-13 The City supports and will encourage efforts to create a fire-safe built and natural environment, consistent where appropriate with efforts to maintain the natural habitat of Calimesa.

Policy IPS-14 Fire management plans shall be required for all new development in areas subject to wildfire.

Actions

Action IPS-10.1 Review development proposals with the Sheriff's Department to ensure that police services can adequately protect the increase in residents or businesses.

Action IPS-10.2 Support the Citizens on Patrol and Neighborhood Watch programs to encourage cooperation between citizens and police.

Action IPS-12.1 Encourage the Riverside County Fire Department in cooperation with the local water companies to conduct annual fire flow tests, especially in areas of high fire hazard.

Action IPS-12.2 Coordinate with neighboring and regional providers to ensure that fire department mutual aid response agreements are adequate.

Action IPS-13.1 Provide plans for all proposed development projects to the Fire Department for review and comment during the approval process.

Action IPS-13.2 Encourage residents with existing wood shingle/unrated roofing materials to upgrade to fire-resistant construction, including fire-resistant eaves and awnings.

Action IPS-13.3 Continue to enforce a Class A Roofing Ordinance for residential development and for commercial buildings.

Action IPS-13.4 Encourage the planting of fire-resistant landscaping.

Action IPS-13.5 Ensure that new or existing private access roads meet City standards with regard to access for fire and emergency vehicles.

Action IPS-13.6 Create (and update as necessary) a City Disaster Response Plan for emergency response and recovery from natural and urban disasters, especially from fires, flooding, and earthquakes.

Safety Element

Goals

Goal SAF-1 Minimize injury, loss of life, property damage, and other impacts caused by safety hazards of all types.

City of Calimesa Municipal Code

The following sections of the City's Municipal Code that are applicable that pertain to public services:

Title 8 – Health and Safety

The purpose of this title is to protect the public health and safety of the City. This title codifies the City's requirements for fire safety.

Title 9 – Public Peace, Morals, and Welfare

The purpose of this title is to protect the public peace and welfare of the City. This title codifies the City's requirements and enforcements for public welfare.

Title 18, Chapter 18.115 – Development Impact Fees

The purpose of Chapter 18.115 is to establish, adjust and collect the development impact fees which are imposed on new development to mitigate the impacts to public facilities by funding improvements required as a result of new development.

5.11.2 Comments Received in Response to the Notice of Preparation

Four comment letters were received related to Public Services in response to the Notice of Preparation (NOP). The comment letters were received from Kevin and Monique Nickels, Lenore Negri, Joyce McIntire, and Dale Denver and are included in Appendix A of this Draft EIR. Additionally, verbal comments were received during the Project Scoping meeting as identified in **Table 2.0-B**. A summary of

written letters and verbal comments has been included in Section 2.5.1 – Introduction – NOP Comment Letters, of this DEIR.

5.11.3 Thresholds of Significance

The City of Calimesa has not established local CEQA significance thresholds and instead, defers to the Thresholds of Significance identified in Appendix G ("Environmental Checklist") to the State *CEQA Guidelines*. Impacts related to this Project may be considered potentially significant if the proposed Project would 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;
- Police protection; or
- Schools

5.11.4 Project Design Features

The Project will require future implementing projects to design building and building components, such as windows, roof systems, lighting, and electrical systems to meet California Building Code and the California Fire Code (Part 9 of Title 24 of the California Code of Regulations).

5.11.5 Environmental Impacts

Threshold: 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 fire protection?

The proposed Project will allow for increased residential density within the proposed RIPAOZ boundary by increasing existing allowable density from a total of 397 units to 2,156 units; an increase of 1,759 residential units. As such, the Project has the potential to increase demand for fire services. Fire protection and emergency medical services for the Project area is provided by the City of Calimesa.

The City of Calimesa Fire Department has yet to adopt response time goals due to its recent transition to in-house department in 2018. Currently, the Calimesa Fire Department utilizes a 'Standard of Coverage' from its previous fire service contract (Riverside County Fire Department). The RCFD 2017 Standard of Coverage adopted a 7-minute response time. Therefore, Calimesa Fire Department strives to achieve RCFD response time of 7 minutes. (CFC, p.1) According to the latest data from 2021 which encompasses the new development in the City's southwestern areas the Calimesa Fire Department has a response time of 9 minutes and 47 seconds based 307 service calls. (CFC, p.1) Calimesa Fire Department has been awarded an Insurance Service Office (ISO) - Public Protection Classification (PPC) rating of 3X. A ISO - PCC rating of 3X is defined has having a Fire Station located greater than 5 miles but not more than 7 miles and having a fire hydrant within 1000 feet of Calimesa properties.

Currently the City of Calimesa Fire Department operates from the Fire Station located at 906 Park Avenue. However, a second fire station is being planned for future service needs as development continues on the western portion of the City. (CFS, p.3.)

The City's General Plan (GP) contains several policy provisions that aid in fire prevention and protection. GP policy IPS-11directs the City to support a level of fire protection that will allow adequate levels of personnel and equipment to respond to routine incidents and to larger event. Additionally, GP policy IPS-12 requires the City to provide for the expansion and or addition of protection facilities as necessary to meet future demand. (GP, p. 4-13.) Therefore, future implementing developments will be required to by pay development impact fees (DIF) per Calimesa Municipal Code Chapter 18.115 – Development Impact Fees. DIF would offset impacts to public services such as the fire department by allocating funding towards fire protection services. As previously mentioned, the City is already planning on expanding it's fire services and facilities by incorporating a second fire station within the western portion of the City. As future developments occur in the City, developers will be required to pay DIF which will contribute to the funding of the second fire station within the City. Should the RIPAOZ be implemented on the various Project Parcels, the increase in density would trigger additional DIF funds than would be expected over the existing baseline zoning. The additional revenue from these funds would contribute to funding for the additional fire services.

Furthermore the GP Action Item IPS-13.1 requires plans for all proposed development projects to be submitted to the [Calimesa Fire Department[2]] for review and comment during the approval process. Thus, prior to issuance of permits future implementing development projects would be required to obtain approval of plans from the Calimesa Fire Department. Policy IPS-14 states that fire management plans are required for all new development in areas subject to wildfire. Based on the GP Figure SAF-6: Fire Hazard Area two parcels (Parcel 413-320-003 and Parcel 410-170-025) within the RIPAOZ are identified within Very High Fire Hazard Severity Zone (VHFHSZ). (GP, p. 8-10.) Future implementing development project in said areas will be required to comply with GP policy IPS-14 and submit fire management plans.

Additionally future implementing development projects would be subject to compliance with the California Building Code and the California Fire Code (Part 9 of Title 24 of the California Code of Regulations), which would aid in reducing the demand on fire protection services by requiring fire protection detection systems, proper fire flow, and use of appropriate construction materials.

Compliance with the California Building Code, California Fire Code, City DIF fees, and implementation of the above General Plan policies and action items would ensure the provision of adequate fire protection services and no environmental impacts would be generated from complying with these measures. Thus the proposed Project would not result in substantial adverse physical impacts associates 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, responses times or other performance objectives for fire protection. Future implementing development projects will be required to adhere to or be analyzed

2 General Plan was updated in 2014 prior to City of Calimesa transitioning to an in-house fire department in 2018. Modifications to the GP Action Item were made to reflect the transition of service from Riverside County Fire Department to Calimesa Fire Department

against this threshold and issued project-specific conditions of approval. Therefore, impacts are **less than significant**.

Threshold: 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 police protection?

The Project is proposing a change in existing allowable density from a total of 397 units to 2,156 units; an increase of 1,759 units. This increase may increase demand for police services. Currently the Project area is already severed by the Riverside County Sheriff's Department (RCSD). The RCSD's Cabazon Station is currently providing services within the city limits and to the unincorporated areas outside city limits. As shown in **Table 5.11-A, Average Response Times (2021)** the average response time for a Priority 1 call was approximately 10:16 whereas a Priority 4 call response time was approximately a 51:00 averaging a overall response time of 33:67.[3] Due to the potential increase in population growth, from potential buildout of the RIPAOZ, future implementation developmental projects could increase the current response time. Policy IPS-9 of the City's General Plan requires that the City have adequate levels of personnel and equipment to respond to routine incidents and larger events. (GP, p.4-12.) Future implementation of development projects would be required to comply with the provisions of the City of Calimesa Development Impact Fees (DIF), which requires a fee payment that the City applies to the funding of public facilities, including police protection facilities. Mandatory compliance with the DIF would be required prior to the issuance of a building permit per Municipal Code Chapter 18.115 – Development Impact Fees to offset costs of increase in growth.

The City of Calimesa Police offers Crime Prevention Through Environmental Design (CPTED) program has an extra service to help improve safety and security in private residences and business. The CPTED program offers residences and business a free evaluation by a trained Deputy or Community Service Officer to suggest improvements. Improvements would help deter criminal activity but improving lighting, landscaping, vincibility, signage, and access control around the property. By improving the environmental design, the chance of crime activity on the premises can be reduced. Future implementing development projects could partake in this free CPTED program reducing future police services. (CPS).

Thus through payment of the City's DIF, future implementing development projects would offset the additional cost to maintain adequate police services generated by the increased growth from the RIPAOZ. Additionally, future development projects are able to partake on the City's CPTED program reducing future criminal activity and need for police support. No environmental impacts related to the need for police services are anticipated since existing stations and personnel can serve the RIPAOZ future projects and additional services if needed would be funded directly by future projects through the City's DIF. Thus the proposed Project would not result in substantial adverse physical impacts associates 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, responses times or other performance objectives for police protection. Future implementing development projects will be

3. Per email with Captain Timothy L. Salas #1919, dated February 7, 2022, Response time data attached, showed a breakdown of yearly response time based on call severity.

required to adhere to or be analyzed against this threshold and issued project-specific conditions of approval. Therefore, impacts are **less than significant**.

Threshold: 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 schools?

School-aged residents of new residential developments constructed on the proposed Project parcels would be served by two school districts: YCJUSD and BUSD. All but one project parcel (APN 413-320-003), will be served by YCJUSD as Identified in **Figure 5.11-1,** above.

Projected growth allowed under the proposed Project may potentially increase student enrollment within both school districts and could result in the need for new or expanded public school facilities as the Project is proposing a change in existing allowable density from a total of 397 units to 2,156 units; an increase of 1,759 units.

The student generation rates for single-family and multi-family residential units vary from a total of 0.4444 to 0.5196 for YCJUSD for all grade levels (K-12) and from a total of 0.4741 to 0.3594 for BUSD for all grade levels (K-12), as reflected in **Table 5.11-D, YCJUSD Student Generation Rates** and **Table 5.11-E, BUSD Student Generation Rates**, below.

Table 5.11-D, YCJUSD Student Generation Rates

School Level	Single Family Detached Units	Multi-Family Attached Units
Elementary School	0.1902	0.2535
Middle School	0.1040	0.1128
High School	0.1502	0.1533
Totals	**0.4444**	**0.5196**
Source: YCJUSD Commercial/Industrial Development School Fee Justification Study, dated April 13, 2018, Table 8-Student Generation Factors		

Table 5.11-E, BUSD Student Generation Rates

School Level	Single Family Detached Units	Multi-Family Attached Units
Elementary School	0.2602	0.2422
Middle School	0.1032	0.0625
High School	0.1107	0.0547
Totals	**0.4741**	**0.3594**
Source: BUSD School Needs Analysis, dated 2021, Table 5-Student Generation Rates by Housing Type		

As previously discussed in Section 3-Project Description of the DIER, RIPAOZ Area 1 will allow for development of up to 15 dwelling units per acre, whereas RIPAOZ Area 2 will allow for development of up to 35 dwelling units per acre. As such, RIPAOZ Area 2 will have the ability to develop as single family or

multi-family units, this analysis conservatively assumes that RIPAOZ Area 2 parcels will develop as multiple family. As such, **Table 5.11-F, Increased Dwelling Units by School District** below, identifies the maximum number of residential dwelling units by type that may develop with each school district service area with implementation of the proposed Project.

Table 5.11-F, Increased Dwelling Units by School District

School District Service Area	Maximum			Total	
	Existing SFR DU's	Proposed SFR DU's	Proposed MFR DU's	Proposed DU's	DU Increase
YCJUSD	380	671	1,336	2,007	1,627
BUSD	17	149	-	149	132
Total Units	**397**	**820**	**1,336**	**2,156**	**1,759**

Notes:
DU = Dwelling Unit
MFR = Multi-Family Residence
SFR = Single Family Residence

Table 5.11-G, Student Generation Rate Comparison below, is utilized to compare projected new enrollments against existing residential units.

Table 5.11-G, Student Generation Rate Comparison

School District	Maximum			RIPAOZ Projected New Students	2020/2021 Enrollment	Percent Increase
	Existing SFR DU's	Proposed SFR DU's	Proposed MFR DU's			
YCJUSD Service Area						
Residential Units	380	671	1,336			
Generation Rates	0.4444	0.4444	0.5196			
Total Students	**169**	**299**	**695**	**656**	**9,689**	**0.07%**
BUSD Service Area						
Residential Units	17	-	149			
Generation Rates	0.4741	0.4741	0.3594			
Total Students	**9**	**0**	**54**	**36**	**14,896**	**>0.01%**

Notes:
DU = Dwelling Unit
MFR = Multi-Family Residence
SFR = Single Family Residence

Table 5.11-G, above, identifies that the proposed Project may result in an increase of up to 656 new students in the YCJUSD service area and up to 36 new students in the BSUD service area. This represents only a 0.07 percent increase in students in the YCJUSD and less than 0.01 percent increase in students at BUSD.

In the case that any new or expanded school facilities were required, the YCJUSD and BUSD would be required to conduct the appropriate environmental review prior to any significant expansion of school facilities or the development of new school facilities. However, the City of Calimesa does not have direct control over the location and construction of future schools. California Government Code Section 65995(h) states, "the payment or satisfaction of a fee, charge or other requirement levied or imposed . . . [is] deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization as defined in Section 56021 or 56073, on the provision of adequate school facilities." As such, future implementing development projects under the RIPAOZ will be required to contribute development impact fees directly to YCJUSD or BUSD in compliance with California Senate Bill 50 (SB50), which allows school districts to collect fees from new developments to offset the costs associated with increasing school capacity needs. Mandatory payment of school fees would be required to be provided to the City prior to the issuance of building permits issued for any future implementing Projects under the RIPAOZ.

Further, the project increase in students as a result of implementation of the Project is minimal and would occur over time as shown above in Table 5.11-G. Thus, the proposed Project will not 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 schools. Future implementing development projects will be required to adhere to or be analyzed against this threshold and issued project-specific conditions of approval. Therefore, impacts are **less than significant**.

5.11.6 Recommended Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (State *CEQA Guidelines*, Section 15126.4). There are no mitigation measures required to reduce impacts to fire services, police services or schools since impacts are **less than significant**.

5.11.7 Summary of Environmental Effects After Mitigation Measures Are Implemented

There are no mitigation measures required to reduce impacts to public services.

5.12 Transportation

The focus of this section is to analyze potential impacts related to transportation based on Appendix G of the State *CEQA Guidelines* and the Initial Study/Notice of Preparation circulated for Public Review found in Appendix A of this DEIR. There is no development being proposed as part of this Project, only textual changes to the General Plan (General Plan Amendment) and Zoning Code (Zone Change) allowing for optional intensification of densities on 36 discrete parcels affected by the Project. Cumulative impacts related to this topic are discussed in Section 7.0 – Other CEQA Topics.

Portions of the following discussion includes a summary of the *Vehicle Miles Traveled Analysis* prepared by Translutions dated December 20, 2021 (TRANS), included as Appendix G of this DEIR.

5.12.1 Setting

The proposed Project Site includes parcels that are currently vacant and undeveloped or developed and zoned for residential usage with the exception of one property that has a split designation of residential and commercial as described in Section 3.0 – Project Description, of this DEIR. The land uses surrounding the Project parcels include a mix of developed and undeveloped lands (i.e. vacant lots). Existing surrounding land uses in the vicinities of the Project sites consist of commercial (storage facility), single family residential units, a school (Mesa View Middle School), mobile homes, approved residential entitlements and the former Calimesa Country Club, further detailed in Section 3.0 - Project Description, **Table 3.0-A, Existing and Proposed Project Characteristics**.

The majority of the Project site is along Avenue L between 5th Street and Bryant Street, as shown in **Figure 3.0-3, Project Site**. Avenue L and Buena Vista Drive roadways include a minimum 2 through lanes, one in each direction, and partial sidewalk improvements. There are no existing or proposed bicycle lanes or trails along the Project site.

Existing Roadways

The existing street system in the Project area consists of roadways designated in the GP as Collector, Secondary Arterial, and Urban Arterial Highway and Minor Roads. The Project area street system generally provides two- to four-lanes of travel. (GP).

Roadway Types

The Project area includes the following roadway types:

- State Highways - Freeways serve regional and intercity travel but are typically not the optimum route for intracity trips. Access is controlled, grade crossings are separated, and medians separate lanes moving in opposite directions. Typical free-flow speeds exceed 55 miles per hour. (GP EIR, p 3.2-1).
- Secondary Arterials - These roadways provide a 64-foot curb-to-curb roadway within an 80-foot right-of-way. This is sufficient width to provide two through lanes in each direction (plus a center left turn lane) without parking, or one lane in each direction (plus a center left turn lane) with parking. Secondary arterials function in a similar manner to major arterials, except that secondary arterials carry less total traffic, less non-local through traffic, and a relatively greater proportion of local traffic. Secondary arterials are typically spaced at half-mile intervals between

major arterials or where appropriate, depending on geographic and land use conditions. (GP EIR, p. 3.1-2).

- Collector Roads – These roadways function as feeder routes to carry traffic from the arterial system to the local system but carry only very minimal levels of non-local through traffic. These roadways provide a 44-foot curb-to-curb right of way within a 66-foot right-of-way sufficient to provide one lane of travel in each direction with space for parking and may include bike lanes. (GP EIR, p. 3.1-2).

Primary Access

There is one primary transportation artery located within the project vicinity and the existing roadways within the vicinity of the Project site are described below:

- **Interstate 10** is an east-west highway that runs north-south through Calimesa and is a major transportation route connecting the Los Angeles Basin to the Coachella Valley and inland desert areas. This highway is under the jurisdiction of the California Department of Transportation (Caltrans) and has been improved as a six-lane highway through the City of Calimesa. The nearest on- and off-ramps to the Project site are County Line Road and Calimesa Boulevard.
- **Avenue L** is classified as a Collector roadway With the exception of a segment between 5th Street and Calimesa Boulevard. This segment is classified as Secondary Arterial (GP, p. 3-10). Avenue L is a striped two-lane roadway provide one lane of travel in each direction. Portions of this roadway include a sidewalk, but a majority of the roadway does not contain sidewalks. There are also no bike facilities along either direction of this roadway.
- **Buena Vista Drive** (between Calimesa Boulevard and the Buena Vista terminus) is classified as a Collector roadway. (GP, p. 3-10). Buena Vista Drive is an unstriped two-lane road with no sidewalks and no bike facilities along either direction of this roadway.
- **5th Street** (between Calimesa Drive and County Line Road) is classified as a Secondary Arterial (GP, 3-10). 5th Street is a striped two-lane road and although portions of this roadway include a sidewalk, a majority of the roadway does not contain sidewalks. There are also no bike facilities along either direction of this roadway.
- **4th Street** (between Avenue L and County Line Road) is classified as a Collector roadway (GP, p. 3-10). 4th Street is an unstriped two-lane road with no sidewalks and no bike facilities along either direction of this roadway.
- **3rd Street** (between Myrtlewood Drive and County Line Road) is classified as a Collector roadway (GP, p. 3-10). 3rd Street is a striped two-lane road and although portions of this roadway include a sidewalk, a majority of the roadway does not contain sidewalks and there are no bike facilities along either direction of this roadway.
- **2nd Street** (between Avenue L and County Line Road) is classified as a Collector roadway (GP, p. 3-10). 2nd Street is an unstriped two-lane road with portions of sidewalk improvements and there are no bike facilities along either direction of this roadway.
- **California Street** (between Avenue L and County Line Road) is classified as a Collector roadway (GP, p. 3-10). California Street is a striped two-lane road and although portions of this roadway include a sidewalk, a majority of the roadway does not and there are no bike facilities along either direction of this roadway.

- **Bryant Street (**between Beckwith Avenue and County Line Road) is classified as a Secondary Arterial (GP, 3-10). Bryant Street is an unstriped two-lane road and although portions of this roadway include a sidewalk, a majority of the roadway does not contain sidewalks and there are no bike facilities along either direction of this roadway.
- **Douglas Street** (between Avenue L and County Line Road) is classified as a Collector roadway (GP, 3-10). Douglas Street is an unstriped two-lane road and although portions of this roadway include a sidewalk, a majority of the roadway does not contain sidewalks and there are no bike facilities along either direction of this roadway.

Public Transit

Transit Agency

The Project area is currently served by the Yucaipa-Sunnyside-County Line Route 319 by OmniTrans, a public transportation agency in San Bernardino County. Route 319 and Route 19 are in the vicinity of the Project area. Route 19 includes stops that can access other transit agencies like Riverside Transit Agency (RTA) and Suline Transit Agency. Access to the Metrolink stations is also available via Route 19. (OmniTrans).

Metrolink

Metrolink is a commuter rail program operated by the Southern California Regional Rail Authority (SCRRA), providing service from outlying suburban communities to employment centers such as Burbank, Irvine, and downtown Los Angeles. The San Bernardino – Downtown Station, located approximately 20 miles west of the City, is the closest Metrolink station to the City. Future Metrolink stations will expand further east. In 2022, Metrolink will expand to the City of Redlands, which is approximately 9 miles northwest from the City. (SBCTA).

Bicycle and Pedestrian Facilities

Bicycle Facilities

Calimesa provides painted bicycle lanes adjacent to existing roadways. (GP EIR, p. 3.2-9). The City's Multi-Use Trail System does accommodates biking but there are no multi-use trails within the vicinity of Project Parcels. However, there are bike trail located near the westernmost portion of the Project site, south of Mesa View Middle School.

Pedestrian Facilities

Pedestrian facilities include sidewalks, walkways, bridges, crosswalks, signals, illumination, and benches, among other amenities. Pedestrian facilities provide a vital link between other methods of travel and can make up a considerable portion of short-range trips made in the community. Pedestrian facilities also provide a vital link for commuters who use other transportation facilities such as rail, bus, and park-and-ride lots. (GP, p. 3-3.)

Trails

The City of Calimesa maintains a system of walking trails, multipurpose trails, and equestrian trails. The City adopted the Calimesa Multi-Use Trail Manual in 2007, which includes guidelines and standards for the development of trails within the City. There are several trails identified as "unknown" in the GP near the eastern Project parcels identified as Morman Trail and trailheads along Avenue L east of near Bryant Street, Douglas Trail and trailheads along Douglas Street, Freemont Trail and trailheads along Freemont Street and the Singleton/Bryant Connector along Bryant Street. (GP, p. 7-11)

5.12.2 Related Regulations

Federal Regulations

No federal regulations are applicable to the Project with respect to transportation/traffic.

State Regulations

Sustainable Communities and Climate Protection Act

The Sustainable Communities and Climate Protection Act, or Senate Bill 375 (SB 375), provides incentives for cities and developers to bring housing and jobs closer together and to improve public transit. The goal is to reduce the number and length of automobile commuting trips, helping to meet the statewide targets for reducing greenhouse gas emissions set by Assembly Bill 32. SB 375 requires each Metropolitan Planning Organization to add a broader vision for growth to its transportation plan through development of a Sustainable Communities Strategy (SCS). The SCS must lay out a plan to meet the region's transportation, housing, economic, and environmental needs in a way that enables the area to lower greenhouse gas emissions. The SCS should integrate transportation, land use, and housing policies to plan for achievement of the emissions target for each region. The current sustainable communities strategy for the City of Riverside is the 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which is known as *Connect SoCal*.

In September 2020, the Southern California Association of Governments (SCAG) adopted Connect SoCal, which is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. Connect SoCal was developed with input from local governments, county transportation commissioners, tribal governments, non-profit organizations, business, and local stakeholders within the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura.

Connect SoCal includes population, housing, and employment growth projections for 2045. These growth projections are used in SCAG's transportation modeling and shape SCAG's regional planning efforts, as outlined in Connect SoCal. Connect SoCal minimizes increases in regional traffic congestion by focusing growth, density, and land use intensity within existing urbanized area as the general land use growth pattern for the region while enhancing the existing transportation system and integrating land use into transportation planning. Connect SoCal recommends local governments accommodate future growth within existing urbanized areas to reduce VMT, congestion, and greenhouse gas emissions.

Vehicle Miles Traveled

Senate Bill 743 (SB 743) was signed into law on September 27, 2013, and went into effect January 2014, seeking to balance the needs of congestion management, infill development, public health, greenhouse gas reductions, and other goals. The Office of Planning and Research (OPR) was directed to develop new criteria for determining significance of transportation impacts and define alternative metrics to traffic Level of Service (LOS) under CEQA.

Specifically, SB 743 mandates that lead agencies can no longer use automobile delay – commonly known as LOS – as a method for conducting transportation analysis under CEQA. In December 2018, OPR released the Technical Advisory on Evaluating Transportation Impacts in CEQA, which set forth guidelines for the use of a broader measure called Vehicle Miles Traveled (VMT). VMT measures the total amount of driving over a given distance and is intended to better align transportation analysis with the

State's Greenhouse Gas reduction goals. These changes became mandatory on July 1, 2020, and lead agencies are now required to analyze transportation impacts under VMT, not LOS.

Transportation Demand Management

Transportation Demand Management (TDM) refers to a comprehensive strategy to reduce driving and resulting VMT by promoting alternatives such as public transit, carpooling, bicycling, walking, and telecommuting. While some TDM measures can be undertaken by the City, such as investments in facilities and collaboration with other jurisdictions, for example with transit providers to seek expanded service, or with employers to encourage flexible work schedules and the provision of on-site childcare, preferential carpool parking, and subsidized transit passes. SCAG has developed a long-range planning vision to balance future mobility and housing needs with economic, environmental, and public health goals. The SCAG's Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) has allocated $7.3 billion through 2045 to implement TDM strategies throughout the region. There are three primary goals of SCAG's TDM program:

- Reduce the number of single-occupant vehicle trips and per capita VMT through ridesharing (which includes carpooling and vanpooling) and providing first/last mile services to and from transit;
- Redistribute or eliminate vehicle trips during peak demand periods by supporting telecommuting and alternative work schedules; and
- Reduce the number of single-occupant vehicle trips through use of other modes such as transit, rail, bicycling, and walking, or other micro-mobility modes. Additionally, WRCOG, of which the City is a member agency, has identified the following key strategies for TDM as most appropriate in the WRCOG subregion:
    - Diversifying land use;
    - Improving pedestrian networks;
    - Implementing traffic calming infrastructure;
    - Building low-stress bicycle network improvements;
    - Encouraging telecommuting and alternative work schedules; and
    - Providing ride-share programs.

Congestion Management Program

The Congestion Management Program (CMP) was first established in 1990 under Proposition 111. Proposition 111 established a process for each metropolitan county in California to designate a Congestion Management Agency (CMA) that would be responsible for development and implementation of the CMP within county boundaries. The intent of the CMP is to more directly link land use, transportation, and air quality, thereby prompting reasonable growth management programs that will effectively utilize new transportation funds, alleviate traffic congestion and related impacts, and improve air quality. Counties within California have developed CMPs with varying methods and strategies to meet the intent of the CMP legislation.

The Riverside County Transportation Commission (RCTC) was designated as the CMA in 1990, and therefore, prepares the CMP updates in consultation with the Technical Advisory Committee (TAC), which consists of local agencies, the County of Riverside, transit agencies, and subregional agencies

Regional Regulations

County of Riverside Congestion Management Program

RCTC is designated as the CMA to oversee the CMP. Urbanized areas such as Riverside County are required by State law to adopt a CMP. The goals of the CMP are to reduce traffic congestion and to provide a mechanism for coordinating land use development and transportation improvement decisions. Local agencies are required to establish minimum level of service (LOS) thresholds in their general plans and conduct traffic impact assessments on individual development projects. Deficiency plans must be prepared when a development project would cause LOS "F" on non-exempt CMP roadway segments.

South Coast Air Quality District (SCAQMD) Rule 2202

The On-Road Motor Vehicle Mitigation Options, or Rule 2202, is a program designed by the South Coast Air Quality Management District (AQMD) to reduce mobile source emissions generated from employee commutes, to comply with federal and state Clean Air Act requirements, Health & Safety Code Section 40458, and Section 182(d)(1)(B) of the federal Clean Air Act. Rule 2202 offers three programs to employers who employ 250 or more employees on a full or part-time basis at a worksite for a consecutive six-month period. These three programs include: 1. Develop an Employee Commute Reduction Program (ECRP); 2. Pay fees to the AQMD in accordance with the Air Quality Investment Program (AQIP); 3. Purchase mobile source (emissions) credits through California's open marketplace. The ECRP program, by design, also reduces vehicle miles traveled.

An ECRP is a program devised by an employer to reduce the number of vehicle trips to its worksite. An ECRP incorporates various strategies to encourage alternative commute modes, such as bicycling or walking, riding transit, and carpool/vanpool. The goal of the ECRP is to improve or maintain Average Vehicle Ridership (AVR).

Western Riverside County Transportation Uniform Mitigation Fee

In 2002, the jurisdictions of western Riverside County (including the City), agreed to participate in the Western Riverside County Transportation Uniform Mitigation Fee (TUMF) program. TUMF is a multi-jurisdictional impact fee program administered by the Western Riverside Council of Governments (WRCOG) that funds transportation improvements on a regional and sub-regional basis associated with new growth. All new development in each of the participating jurisdictions is subject to TUMF, based on the proposed intensity and type of development. (GP, p. 3-12).

TUMF fees are collected by the City from project applicants and are passed on to WRCOG as the ultimate program administrator. TUMF funds are distributed on a formula basis to the regional, local, and transit components of the program. Of the TUMF funds received by WRCOG, 3.13 percent is allocated to RTA for making regional transit improvements, 45.7 percent is allocated to RCTC for programming improvements to the arterials of regional significance on the Regional System of Highways and Arterials, 1.47 percent is allocated to the Western Riverside County Regional Conservation Authority (RCA) to purchase habitat for the Multiple Species Habitat Conservation Plan (MSHCP), and 45.7 percent is allocated to the five zones for programming improvements to the Regional System of Highways and Arterials (RSHA) as determined by the respective zone committees. (WRCOG-A, p. 6).

The City participated in the preparation of the Western Riverside County Transportation Uniform Fee Nexus Study (dated October 18, 2002) and adopted TUMF fees based on that study (WRCOG-B). The City also participated in the preparation of an updated nexus study titled Transportation Uniform Mitigation Fee Nexus Study: 2009 Update and Transportation Uniform Mitigation Fee Nexus Study: 2016

Update (2016 Nexus Study). The City adopted the 2016 Nexus Study and its findings in Calimesa Municipal Code (CMC) Chapter 18.105 Western Riverside County Transportation Uniform Mitigation Fee Program. Fees owed to TUMF by the Project proponents will be based on the current fees when the certificate of occupancy is issued.

Measure A (Riverside County Half-Cent Sales Tax)

In November 1988, Riverside County voters approved Measure A, a one-half cent increase in sales tax over a 20-year period to be used for transportation purposes. Measure A included a "return to source" concept, which requires the additional sales tax revenue generated in a specific geographic area to be used to finance projects within that same area. In November 2002, Riverside County voters approved a 30-year extension of Measure "A" (2009-2039). Measure A funds go back to each of three geographic areas within Riverside County - Western Riverside County, Coachella Valley, and Palo Verde Valley - in proportion to the sales taxes they contribute. Each of the three geographic areas has its own transportation program.

Local Regulations

Development Impact Fees

The City's local development impact fee (DIF) are charged to developers in connection with both residential and nonresidential developments, to mitigate the costs associated with additional capital and infrastructure needs attributed to new development and are set forth in Chapter 18.115 of the CMC.

City of Calimesa General Plan EIR – Traffic and Circulation Section

No mitigation measures have been defined within the City's GP EIR – Traffic and Circulation Section since the GP EIR determined the implementation of the GP would not cause substantial impacts to traffic and circulation.

City of Calimesa General Plan

The City's GP contains the following policies that are considered applicable to the proposed Project:

Transportation and Mobility Element

Goals

Goal TM-1	A transportation system that ensures the safe and efficient movement of people and goods throughout the city.
Goal TM-2	Public transit services, trails, paths, and pedestrian amenities that promote the mobility of Calimesa residents and provide a reasonable alternative to the personal automobile.
Goal TM-3	Seek to establish an area-wide multi-use system of pedestrian, equestrian, hiking, and bicycling trails, with linkages to parks and the trail systems of adjacent jurisdictions.
Goal TM-4	Promote mobility for the disabled, in accordance with state and federal law.

Policies

Policy TM-1	Provide for roadways in accordance with the Circulation Plan (Figure TM-1).
Policy TM-3	Strive to construct streets in accordance with the City's standard street classifications.

Policy TM-4 Maintain and rehabilitate roadways to preserve and improve the quality of city streets and thoroughfares that promote access and mobility between residential neighborhoods, employment centers, shopping, and health services.

Policy TM-5 Design each roadway with sufficient width to accommodate projected traffic at acceptable service levels, based on the intensity or density of planned land uses.

Policy TM-6 Access points must be located a sufficient distance away from major intersections to allow for safe, efficient operation.

Policy TM-10 Support the development of the Short- and Long-Range Transit Plans.

Policy TM-11 Reduce vehicle trips through design and changes in operations.

Policy TM-12 Provide for the development of multi-use equestrian, pedestrian, and hiking trails that provide a linkage with regional facilities

Policy TM-13 Ensure that schoolchildren have safe and adequate transportation routes available, such as pedestrian or bike paths, or local bus service.

Actions

Action TM-3.3 Ensure that all streets, including private streets, are constructed to a standard acceptable to the City.

Action TM-3.4 Require that new development with private roadways demonstrates a means of providing long-term maintenance acceptable to the City.

Action TM-3.5 Require the dedication and improvement of roadways as part of the development process.

Action TM-4.1 Following the principles of “complete streets,” maximize visibility and access for pedestrians and encourage the removal of barriers (walls, easements, and fences) for safe and convenient movement of pedestrians. Ensure that the entire travel way is included in the design from building façade to building façade.

Action TM-4.2 Pedestrian access shall be provided from developments to existing and future transit routes, park-and-ride lots, terminal facilities, etc.

Action TM-4.3 Ensure that City street standards provide for the installation of bus turnouts, benches, and shelters.

Action TM-4.4 Require that development comply with state and federal accessibility requirements for the disabled.

Action TM-6.1 Limit access points, parking, turn lanes, and intersections of streets and highways based on the road’s classification and function.

Action TM-6.2 Combined and/or reciprocal access onto arterials shall be required between adjacent properties, wherever possible, to reduce vehicular access points and increase roadway efficiency.

Action TM-11.1 Develop measures that will reduce the number of vehicle trips during peak travel periods.

Action TM-11.3 Provide preferential parking for carpools and vanpools, where appropriate.

Action TM-11.4 Incorporate the potential for public transit service in the design of developments that are identified as major trip attractions (i.e., retail and employment centers).

Action TM-11.5 Support programs developed by transit agencies/operators to provide paratransit service

Action TM-12.2 Require the development and dedication of trails in conjunction with proposed development.

Action TM-12.3 Determine if trails, paths, and pedestrian access can be extended into existing development to provide for increased connectivity.

Action TM-12.4 Maximize use of existing and proposed easements, rights-of-way, floodways, and utility corridors as the principal trail and bikeway locations to encourage the utilization of trails/bikeways for commuting, as well as for recreational purposes.

Open Space, Parks, and Recreation Element

Goals

Goal OSPR-2 Provide a safe, comprehensive network of interconnecting off-road trails and amenities to connect new and existing neighborhoods, parks and open space areas and areas outside the City for the purposes of maintaining and enhancing opportunities for equestrian riding, bicycle riding, walking, and hiking throughout the city.

Policies

Policy OSPR-7 The City will work with the Counties of Riverside and San Bernardino and other municipalities to explore areas of cooperation regarding connectivity between city multi-use trails and regional trail systems.

Actions

Action OSPR-7.1 Update and maintain the Master Trails Map and Multi-Use Trail Manual to guide existing and future trail development.

Action OSPR-7.2 Seek out and pursue all forms of federal, state, local, private, foundation, and endowment support to assist in the continuing acquisition, development, and programming of park, trail, and recreation resources in the city

Air Quality

Goals

Goal AQ-1 Reduce vehicle trips and resulting emissions.

Policies

Policy AQ-2 Require appropriate and feasible transit amenities in high-density and mixed-use developments.

Policy AQ-3 Promote pedestrian and bicycle circulation in both existing and planned commercial and residential areas.

Policy AQ-4 Adopt and implement a multi-use trail system that connects commercial, residential, and open space areas.

Policy AQ-5 Promote and support mixed-use land patterns that integrate retail, office, institutional, and residential uses. (MM).

Actions

Action AQ-4.1 Require large development projects to include bicycle lanes, where feasible. (MM)

Sustainability Element

Goals

Goal SUS-5 Reduce automobile use and fuel consumption.

Policies

Policy SUS-3 The City will promote increased physical activity, reduced driving, and increased walking, cycling, and public transit by:

- Encouraging the development of compact development patterns that are pedestrian- and bicycle-friendly.
- Increasing opportunities for active transportation (walking and biking) and transit use. (MM)

Policy SUS-10 Encourage increased residential densities that can support expanded public ridership at all income levels.

Policy SUS-12 Locate high-density residential developments in areas served by existing and/or planned transit routes, infrastructure, and commercial development.

Policy SUS-16 Reduce vehicle miles traveled by creating expanded bicycle and multi-use trails.

Policy SUS-19 Reduce vehicle miles traveled by creating expanded bicycle and multi-use trails.

Actions

Action SUS-12.2 Identify suitable locations within the city to allow residential density bonuses for mixed-use development. Potential locations include within and adjacent to the Downtown Business District and on the west side of Interstate 10.

Action SUS-16.2 Coordinate with the Riverside County Flood Control and Water Conservation District to evaluate the potential use of their channels and easements as multi-use trails.

City of Calimesa Municipal Code

The following Titles of the City's Municipal Code pertain to transportation for the proposed Project:

Title 18 – Zoning, Land Use, and Development Regulations

Title 18 establishes zone districts within the boundaries of the City to regulate land uses and impose development standards. All established districts are designed to obtain the economic and social advantages resulting from the planned use of land, as referred to in the land use element of the GP to guide the growth and development of the City in a proper and orderly manner for the maximum benefit of its citizens.

Title 18, Chapter 18.115 Development Impact Fees

Development impact fees are charged to developers in connection with both residential and nonresidential developments, to mitigate the costs associated with additional capital and infrastructure needs attributed to new development. The development impact fees authorized by this chapter are based upon the costs which are generated through the need for new facilities and other capital acquisition costs required, incrementally, by new development projects within the city.

Chapter 18.105 Western Riverside County Transportation Uniform Mitigation Fee Program

This program funds certain improvements to the regional system. This program ensures that new development pays its fair share for increased traffic that it created.

5.12.3 Comments Received in Response to the Notice of Preparation

Four comment letters were received related to Transportation in response to the Notice of Preparation (NOP). The comment letters were received from Kevin and Monique Nickels, Lenore Negri, Joyce McIntire, and Dale Denver and are included in Appendix A of this Draft EIR. Additionally, verbal comments were received during the Project Scoping meeting as identified in **Table 2.0-B**. A summary of written letters and verbal comments has been included in Section 2.5.1 – Introduction – NOP Comment Letters, of this DEIR.

5.12.4 Thresholds of Significance

The City of Calimesa has not established local CEQA significance thresholds and instead, defers to the Thresholds of Significance identified in Appendix G ("Environmental Checklist") to the State *CEQA Guidelines*. An Initial Study was circulated for Public Review from March 29, 2022 to April 27, 2022 and determined that the following areas would have potentially significant impacts if:

- Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?
- Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

5.12.5 Project Design Features

The Project includes the following design considerations that would specifically avoid or reduce potentially significant impacts to transportation;

- Future development at the Project site that fronts arterial roadways, as determined by the planning director, would be required to dedicate land for the construction of a bus turnout and shelter.

5.12.6 Methodology

The *Final City of Calimesa Transportation Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment* established thresholds of significance for project generated VMT for use as part of the environmental review process under CEQA. The following would result in a significant project generated VMT if (2020VMT, p. 28):

- The baseline plus project generated net VMT per employee exceeds the City of Calimesa General Plan Buildout VMT per service population, or
- The cumulative project generated VMT per service population exceeds the City of Calimesa General Plan Buildout VMT per service population. (Discussed in Section 7.0- Other CEQA Topics of this DEIR)

The project's effect on VMT would be considered significant if the following was satisfied (TRANS, p. 2):

- The cumulative link-level boundary Citywide VMT per service population increase under the plus project condition compared to the no project condition. (Discussed in Section 7.0- Other CEQA Topics of this DEIR).

5.12.7 Environmental Impacts

Threshold : Would the Project conflict with program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Congestion Management Program (CMP) and the Long-Range Transportation Study (LRTS)

The CMP is a component of the RCTC's Long Range Transportation Study (LRTS), the first countywide long range transportation study that identifies and evaluates highway, major roadway, and transit projects throughout the Riverside County region. The LRTS identified four roadway improvement projects within the City of Calimesa to reduce traffic congestion:

- the Singleton Road and I-10 Interchange project;
- Cherry Valley Boulevard and I-10 Interchange project;
- the County Line Road and I-10 Interchange project; and
- the Sandalwood Drive and I-10 Interchange project. (LRTS; Appendix A)

The RIPAOZ would not affect the ability of these improvement projects in the City to be constructed. The Project would ultimately benefit from these roadway improvement projects identified in the CMP. Hence, the Project would not conflict with the RCTC's CMP.

Connect SoCal

Table 5.12-A, Consistency with Connect SoCal Goals presents a side by side comparison of the *Connect SoCal* goals and a discussion regarding the Project's consistency, non-consistency, or non-applicability with each goal.

Table 5.12-A, Consistency with Connect SoCal Goals

Connect SoCal Goal	Project Applicable Conflict Analysis
Goal 1: Encourage regional economic prosperity and global competitiveness.	**Consistent.** Future implementing development at the Project site will increase the assessed value of those new development parcels which will generate additional property taxes for Riverside County.
Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods.	**Not Applicable.** The Project does not propose changes to the existing transportation system. The Project Site is currently served by the OmniTrans and is in proximity to OmniTrans routes that have connections to communities in adjacent jurisdictions such as Yucaipa, Redlands, and Riverside.
Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.	**Not Applicable.** The Project does not propose changes to the existing transportation system since no specific developments are being proposed at this time. However, as discussed above under Connect SoCal Goal 2, the Project Site is in proximity RTA routes and Metrolink trains that provide connectivity to adjacent jurisdictions.
Goal 4: Increase person and goods movement and travel choices within the transportation system.	**Not Applicable.** The Project does not directly entail the movement of persons or goods. However, as discussed under Connect SoCal Goals 2 and 3, the Project Site is in proximity to OmniTrans routes that connect to RTA and Metrolink to provide connectivity to adjacent jurisdictions and agencies.

Table 5.12-A, Consistency with Connect SoCal Goals

Connect SoCal Goal	Project Applicable Conflict Analysis
Goal 5: Reduce greenhouse gas emissions and improve air quality.	**Consistent.** Future implementing development at the Project site would be required to adhere to the most current Title 24 standards which would reduce project-related energy usage compared to the 2016 standards. The Title 24 standards are updated every three years and become more stringent with each update; therefore, complying with the latest Title 24 standards would make the proposed Project more energy efficient than existing buildings built under the earlier versions of the Title 24 standards.
Goal 6: Support Healthy and Equitable Communities	**Consistent.** The RIPAOZ permits a flexible approach to providing affordable housing; aims to increase the variety of housing options in existing residential neighborhoods; fosters well-planned, compact developments keeping with the character of the existing neighborhood which provides direct support to healthy and equitable communities.
Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation system	**Not Applicable.** Although the Project does not propose any changes to the transportation system, as discussed under Connect SoCal Goals 2 and 3, the Project Site is in proximity OmniTrans routes and Metrolink trains that provide connectivity to adjacent jurisdictions.
Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel	**Not Applicable.** The Project does not include specific development projects. Future developments can consider new technologies for efficient travel when proposed.
Goal 9: Encourage development of diverse housing types in areas that are supported by multiple transportation options.	**Consistent.** As discussed under Connect SoCal Goal 6, the Project permits a flexible approach to providing affordable housing; aims to increase the variety of housing options in existing residential neighborhoods; fosters well-planned, compact developments keeping with the character of the existing neighborhood which provides direct support to diverse housing types.

Table 5.12-A, Consistency with Connect SoCal Goals

Connect SoCal Goal	Project Applicable Conflict Analysis
Goal 10: Promote conservation of natural and agricultural lands and restoration of habitats.	**Not Applicable.** The Project Site does not include agricultural lands or proposed habitat restoration. The Project is consistent with the MSHCP and the applicants of future implementing development at the Project site will pay the City's MSHCP Local Development Fee.

Source: Connect SoCal

Public transit, bicycles, and pedestrian facilities
The City's GP Transportation and Mobility Element introduces and implements various strategies and approaches to accommodate, improve, enhance, and maintain multiple modes of travel (vehicular and non-vehicular) throughout the City. Mode choice is influenced by sidewalk connectivity and proximity of buildings, bike accommodations, transit stop density and service characteristics, and availability of interconnected low speed routes. Non-vehicular transportation includes pedestrians (sidewalks), bicycles (on-road lanes or off-road paths), bus transit, and train transit.

GP Goal TM-2, TM-3, and TM-4 promote and support modes of transportation that offer an alternative to single-occupancy automobile use and help reduce air pollution and road congestion. Emphasizing non-vehicular transportation is a key element of SB 375 and SCAG's Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS).

Although there are no current or proposed bicycle-only facilities, within close proximity to the Project site implementation of the Project would not preclude any new facilities to be constructed. Additionally, future development at the Project site will be required adhere to the City's standards as outlined in the CMC, specifically to Chapter 18.20 Residential Zone Districts. Future development at the Project parcels that fronts arterial roadways, as determined by the planning director, would be required to dedicate land for the construction of a bus turnout and shelter.

Vehicular Circulation
In 2013, the State of California passed Senate Bill (SB) 743, which mandates that lead agencies can no longer use automobile delay – commonly known as Level of Service (LOS) – as a method for conducting transportation analysis under CEQA. The State later issued guidelines for the use of a broader measure called Vehicle Miles Traveled (VMT), which measures the total amount of driving over a given distance and is intended to better align transportation analysis with the State's Greenhouse Gas reduction goals. These changes became mandatory on July 1, 2020, and lead agencies are now required to analyze transportation impacts under VMT, not LOS. LOS is not used to gauge environmental impacts in this EIR.

Thus, as outlined above, the proposed Project will not conflict with any program, plan, or policy aimed at addressing the circulation system including those for transit, bicycles, and pedestrian facilities. Future implementing development projects will be required to adhere to or be analyzed against this threshold and issued project-specific conditions of approval. Therefore, impacts are **less than significant**.

Threshold: Would the Project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?

Section 15064.3 of the CEQA Guidelines addresses Vehicle Miles Traveled (VMT). In order to address impacts, a VMT Analysis was prepared by Translutions, Inc. dated December 20, 2021 (TRANS) consistent with the requirements of SB 743 and the City of Calimesa. The Riverside Transportation Analysis Model (RIVTAM) was used to determine the Project generated VMT and projected effect on VMT for the following scenarios for the RIPAOZ parcels using the maximum density allowable in the proposed designations as outlined on **Table 5.12-B, Project Generated Origin/Destination (OD) VMT (2021 Baseline)**.

- Baseline (2021) Condition; and
- Baseline (2021) Plus Project Condition;

The RIVTAM uses a base year of 2012 and year 2040. Both the base year and future year models were run for the without and with project scenarios. The RIVTAM was modified to include the project socio-economic data. The base year and year 2040 plus project conditions were derived by adding the project to three separate TAZs. The project was included in TAZ 4108, TAZ 4141, TAZ 4147, and TAZ 4149. The socio-economic data for the parent TAZs were reduced based on the area of land uses which will be replaced by the residential overlay. Full model runs were performed and VMT changes were isolated for the project TAZs and across the full model network. The project generated VMT was extracted from the model using the origin-destination trip matrix consistent with City guidelines. (TRANS, p. 1).

VMT Baseline Condition

The Baseline (2021) and Baseline (2021) Plus Project conditions VMT were calculated by interpolating between the base year (2012) and year 2040 RIVTAM runs (TRANS, p. 2). Error! Reference source not found., provides details regarding the baseline condition for year 2021 project VMT per service population (TRANS, p. 1).

Table 5.12-B, Project Generated Origin/Destination (OD) VMT (2021 Baseline)

	Proposed Project	City of Calimesa
Households	2,014	5,620
Population	5,191	13,433
Employment	-	1,731
Service Population	5,191	15,164
Origin Destination (OD) VMT	139,584	539.206
OD VMT per Service Population	**26.9**	**35.6**
Source: TRANS, Table A		

As shown in Error! Reference source not found., the baseline condition for Project VMT per service population is 26.9 miles, while the City baseline VMT per service population for the City is 35.6 miles. Based on the City thresholds for VMT, a project would have a significant VMT impact if the baseline project-generated VMT per service population exceeds the City baseline VMT per service population. Because the Project VMT per service population (26.9 miles) is less than the City baseline VMT per service population (35.6 miles), the Project does not exceed a VMT impact under baseline conditions. Hence, for the 2021 Baseline Conditions with the Project, impacts are less than significant.

Project Effect on VMT

The Project's effect on VMT compares how the baseline link-level boundary Citywide VMT per service population, increases under the Plus Project Condition compared to the No Project Condition. The Project effect on VMT was estimated using the City limit and extracting the link-level VMT for both the No Project and With Project conditions. The baseline (2021) VMT was calculated by interpolating between the base year (2012) and year 2040 runs. (TRANS, p. 2).

Table 5.12-C, Project Effect on VMT (Baseline – Year 2021)

	With Project	Without Project
Roadway VMT	476,720	484,723
Service Population	20,355	15,164
VMT per Service Population	**23.42**	**31.96**
Source: TRANS, Table B		

As shown on Error! Reference source not found., the VMT per service population with the Project is 23.42 miles, while the VMT per service population Without the Project is 31.96 miles. The City threshold establishes that, a project would have a significant VMT impact if the baseline link-level Citywide boundary VMT per service population increases under the Plus Project condition compared to the No Project Condition. (TRANS, p. 3). Because the Plus Project Condition (23.42 miles) is less than the No Project Condition (31.96 miles), impacts related to Project Effect on VMT are less than significant.

Thus, because the Project generated VMT per service population and Project Effect on VMT do not exceed City VMT thresholds, the proposed Project will not conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b). Future implementing development projects will be required to adhere to or be analyzed against this threshold and issued project-specific conditions of approval. Therefore, impacts are **less than significant**.

5.12.8 Recommended Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (State *CEQA Guidelines*, Section 15126.4). Less than significant environmental impacts to transportation are anticipated to result from implementation of the Project and thus no mitigation measures are required.

5.12.9 Summary of Environmental Effects After Mitigation Measures Are Implemented

The Project does not result in any significant impact to transportation, and no mitigation is required.

5.13 Tribal Cultural Resources

The focus of this section is to analyze potential impacts related to tribal cultural resources based on Appendix G of the State *CEQA Guidelines* and the Initial Study/Notice of Preparation circulated for Public Review found in Appendix A of this DEIR. There is no development being proposed as part of this Project, only textual changes to the General Plan (General Plan Amendment) and Zoning Code (Zone Change) allowing for optional intensification of densities on 36 discrete parcels affected by the Project. Cumulative impacts related to this topic are discussed in Section 7.0 – Other CEQA Topics.

Cultural resources include places, objects, and settlements that reflect group or individual religious, archaeological, architectural, or paleontological activities. By statute, "tribal cultural resources," are generally described as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe and are further defined in PRC Section 21074(a)(1)(A)–(B). Tribal cultural resources are generally described as sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe and are further defined in PRC Section 21074(a)(1)(A)–(B).

In accordance with Public Resources Code 21080.3.1, the City of Calimesa sent out AB 52 consultation notices dated June, 21, 2021, to the following tribes San Manuel Band of Mission Indians, Soboba Band of Luiseño Indians, Morongo Band of Mission Indians, Torrez Martinez Desert Cahuilla Indians, Pechanga Band of Luiseño Indians to initiate consultation.

5.13.1 Setting

The Project parcels were analyzed for tribal cultural resources in the *Cultural Resource Constraints Analysis* prepared by Applied Earthworks dated November 2021 (AE,). This Analysis includes a half mile buffer around the Project parcels to create a "Study Area" The analysis includes a one-half-mile buffer around the Project parcels to create a "Study Area."(AE, p. 1).

Ethnographic Setting

At the time of the start of Mexican contract to the area, the Calimesa area was occupied by the Wanakik (Pass Cahuilla) clan who inhabited the San Gorgonio Pass area. Artifacts, research, and the oral tradition suggest that the Cahuilla people lived in villages of about 100 to 200 people, located in canyons beside the San Gorgonio Pass. Typically these villages consisted of individual family dwellings, a clan leader house, a ceremonial house, a men's sweathouse, and several granaries. The diet of the Pass Cahuilla consisted of acorns, pinyon nuts, cactus bulbs, mesquite, and screw bulbs. Rodents, reptiles, fowl, and large game animals were also hunted, trapped, and eaten. Water supplies were obtained from springs or hand-excavated walk-in wells. The Pass Cahuilla influence in the Calimesa area quickly waned after Mexican contact in the late eighteenth century. (GP EIR, p. 3.5-2).

5.13.2 Related Regulations

Federal Regulations

National Historic Preservation Act

The National Historic Preservation Act of 1966 (NHPA) (54 U.S.C. 300101 et seq.) is legislation intended to preserve historical and archaeological sites in the United States of America. The act created the National Register of Historic Places, the list of National Historic Landmarks, and the State Historic

Preservation Offices (SHPO). Among other things, the act requires federal agencies to evaluate the impact of all federally funded or permitted projects on historic properties (buildings, archaeological sites, etc.) through a process known as "Section 106 Review."

National Register of Historic Places

Developed in 1981 pursuant to Title 36 CFR Section 60, the NRHP provides an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment. It should be noted that the listing of a private property on the NRHP does not prohibit any actions which may otherwise be taken by the property owner with respect to the property. The listing of sites in California to the National Register is initiated through an application submitted to the State Office of Historical Preservation. Applications deemed suitable for potential consideration are handled by the State Historic Preservation Officer. All NRHP listings for sites in California are also automatically added to the California Register of Historical Resources by the State of California. The listing of a site on the NRHP does not generally result in any specific physical protection. Among other things, however, it does create an additional level of CEQA (and NEPA, the National Environmental Protection Act) review to be satisfied prior to the approval of any discretionary action occurring that might adversely affect the resource.

American Indian Religious Freedom Act

This American Indian Religious Freedom Act became law in 1978 (Public Law 95-341, 42 USC 1996) in order to protect and preserve for American Indians their inherent right of freedom to believe, express and exercise their traditional religions. These religious rights extend to, but are not limited to, access to sites, use and possession of sacred objects and the freedom to worship through ceremonials and traditional rites.

Under this regulation, federal agencies and departments are charged with evaluating their policies and procedures in consultation with native traditional religious leaders in order to eliminate interference with the free exercise of native religion. Agencies must determine and make appropriate changes necessary to protect and preserve Native American religious cultural rights and practices, and to accommodate access to and use of religious sites "to the extent that the use is practicable and not inconsistent with an agency's essential functions." The intent is to protect Native Americans' First Amendment right to "free exercise" of religion.

Native American Graves Protection and Repatriation Act

Enacted in 1990 under Title 25 U.S. Section 3001, the Native American Graves Protection and Repatriation Act (NAGPRA) describes the rights of Native American lineal descendants, Indian Tribes and Native Hawaiian organizations with respect to treatment, repatriation, and disposition of Native American cultural items for which they can show a relationship of lineal descent or cultural affiliation. The statute also requires federal agencies and museums receiving federal funds to inventory holdings of Native American human remains and funerary objects and provide written summaries of other cultural items. In an attempt to recognize the religious and cultural significance of such sites and to protect their sacred integrity, it also provides for greater protection of Native American burial sites and more careful control over the removal of Native American human remains, funerary objects, sacred objects, and items of cultural patrimony on federal and tribal lands.

State Regulations

California Environmental Quality Act

The California Environmental Quality Act (CEQA) requires the lead agency to determine whether the proposed development project will have a significant effect on the environment. Sections 21083.2 and 21084.1 of the State *CEQA Guidelines* deal with the definitions of unique and non-unique archaeological resources and historical resources, respectively. Section 21083.2 directs the lead agency to determine whether the project may have a significant effect on unique archaeological resources. If the lead agency determines that the project may have a significant effect on unique archaeological resources, the environmental impact report shall address the issue of those resources. Section 21084.1 directs the lead agency to determine whether the project may have a significant effect on historical resources, irrespective of the fact that these historical resources may not be listed or determined to be eligible for listing in the California Register of Historical Resources (CRHR), a local register of historical resources, or they are not deemed significant pursuant to criteria set forth in California Public Resource Code (PRC) Section 5024.1(g). A cultural resource is considered "historically significant" by the CRHR (Pub. Res. Code § 5024.1, Title 14 CCR, Section 4852) if it meets any one of the following criteria for:

1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

2. Is associated with the lives of persons important in our past;

3. Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values; or,

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

State Historic Preservation Office

The State Historic Preservation Office (SHPO) is a state governmental function created per the NHPA, which called for the creation of a state agency to implement provisions of the law, including the preparation of a comprehensive historic preservation plan and a statewide survey of historical resources (SHPO-A). SHPO administers the National Register of Historic Places, the California Register of Historical Resources, the California Historical Landmarks, and the California Points of Historical Interest programs. The responsibilities of the SHPO include identifying, evaluating, and registering historic properties; ensuring compliance with federal and state regulatory obligations; encouraging the adoption of economic incentives programs designed to benefit property owners; encouraging economic revitalization by promoting a historic preservation ethic through preservation education and public awareness and, most significantly, by demonstrating leadership and stewardship for historic preservation in California. SHPO maintains the California Historical Resources Information System (CHRIS), which includes the statewide Historical Resources Inventory database. (SHPO-B).

Native American Heritage Commission

The Native American Heritage Commission (NAHC), created in statute in 1976, is a nine-member body, appointed by the Governor, to identify and catalog cultural resources (i.e., places of special religious or social significance to Native Americans, and known graves and cemeteries of Native Americans on private lands) in California. The NAHC is also charged with ensuring California Native American tribes' accessibility to ancient Native American cultural resources on public lands (i.e. Sacred Lands File), overseeing the treatment and disposition of inadvertently discovered Native American human remains and burial items, and administering the NAGPRA. (NAHC 2022).

Human Remains

According to Section 15064.5 of the State *CEQA Guidelines*, all human remains are assigned special importance and specific procedures are to be used when Native American remains are discovered. These procedures are discussed within Public Resources Code Section 5097.98 (PRC 5097.98). PRC 5097.98 addresses the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project; and establishes the NAHC to resolve disputes regarding the disposition of such remains.

California Health & Safety Code (Sections 7050.5, 7051, and 7054)

Sections 7050.5, 7051, and 7054 of the California Health & Safety Code collectively address the illegality of interference with human burial remains (except as allowed under applicable sections of the Public Resources Code), as well as the disposition of Native American burials in archaeological sites and protects such remains from disturbance, vandalism, or inadvertent destruction; establishes procedures to be implemented if Native American skeletal remains are discovered during construction of a project, treatment of the remains prior to, during and after evaluation, and reburial procedures. (HSC 7050.5, HSC 7051, and HSC 7054).

Senate Bill 18

Senate Bill (SB) 18, effective September 2004, requires local government to notify and consult with California Native American tribes when the local government is considering adoption or amendment of a general or specific plan. Prior to adoption of a specific plan, a local government must refer the proposed action to those tribes that are on the NAHC contact list and have traditional lands located within the city or county's jurisdiction. Pursuant to Government Code Section 65352.3, prior to adoption or any amendment to a General Plan proposed on or after March 1, 2005, the city or county shall conduct consultations with California Native American tribes for the purpose of preserving or mitigation impacts to Cultural Places. The tribe(s) has 90 days from when the tribe is contacted by the city or county in which to request a consultation (SB18).

Assembly Bill 52

Assembly Bill (AB) 52, which became effective on July 1, 2015, adds a new requirement to CEQA regarding tribal cultural resources. PRC 21084.2 now establishes that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment.

To help determine whether a project may have such an effect, PRC 21080.3.1 requires a lead agency to consult with any California Native American tribe that requests consultation and is traditionally and culturally affiliated with the geographic area of a proposed project. That consultation must take place prior to the release of a negative declaration, mitigated negative declaration, or environmental impact report for a project.

As a result of AB 52, the following must take place: 1) prescribed notification and response timelines; 2) consultation on alternatives, resource identification, significance determinations, impact evaluation, and mitigation measures; and 3) documentation of all consultation efforts to support CEQA findings. Under AB 52, if a lead agency determines that a project may cause a substantial adverse change to a tribal cultural resource, the lead agency must consider measures to mitigate that impact. PRC 21074 provides a definition of a tribal cultural resource.

In brief, in order to be considered a tribal cultural resource, a resource must be either 1) listed, or determined to be eligible for listing, on the national, state, or local register of historic resources or 2) a resource that the lead agency chooses, in its discretion supported by substantial evidence, to treat as a tribal cultural resource. In the latter instance, the lead agency must determine that the resource meets the criteria for listing in the state register of historic resources or City Designated Cultural Resource. In applying those criteria, a lead agency shall consider the value of the resource to the tribe. Elder testimony, oral, and written accounts are all considered to be examples of substantial evidence for determining the significance of a tribal cultural resource.

Regional Regulations

Local Regulations

City of Calimesa General Plan Draft EIR

There are no applicable mitigation measures from the DEIR for the Calimesa General Plan that pertain to tribal cultural resources.

City of Calimesa General Plan

The following are applicable goals, policies, and actions from the Calimesa General Plan that pertain to tribal cultural resources:

Resource Management Element

Goals

Goal RM-4 Preserve the city's historical, cultural, archaeological, paleontological, and architectural resources.

Policies

Policy RM-16 Identify, protect, and preserve the historical and cultural resources of the city.

Policy RM-17 Seek to protect significant historical sites or structures by offering programs and/or incentives to preserve, restore, or reuse the structures while maintaining their historical significance and integrity.

Actions

Action RM-16.1 Increase public awareness of Calimesa’s cultural heritage and resources through development of education programs

Action RM-16.2 Require the preservation of identified cultural resources to the extent possible, through dedication, removal, transfer, reuse, or other means.

Action RM-17.1 Identify opportunities for adaptive reuse of historic sites and buildings.

City of Calimesa Municipal Code

There are no codes of the City's Municipal Code that are applicable that pertain to tribal cultural resources.

5.13.3 Comments Received in Response to the Notice of Preparation

No comments were received regarding Tribal Cultural Resources in response to the Notice of Preparation (NOP) or during the public Scoping meeting.

5.13.4 Thresholds of Significance

The City of Calimesa has not established local CEQA significance thresholds and instead, defers to the thresholds of significance identified in Appendix G to the State *CEQA Guidelines*. An Initial Study was circulated for Public Review (March 29, 2022 to April 27, 2022) and determined that the following areas would have potentially significant impacts if:

- The proposed Project would 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 Resource Code section 5020.1(k); or
    - 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.

5.13.5 Project Design Features

Because no tribal cultural resources were identified at the Project site, no Project Design Features are incorporated that would lessen impacts related to tribal cultural resources.

5.13.6 Methodology

The analysis herein is based upon a historical/archaeological resources records search, historical background research, contact with Native American representatives, and a systematic field survey of the Study Area. The City held tribal consultation meetings with tribes as requested to further determine the potential for any impact.

5.13.7 Environmental Impacts

Threshold: Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

I. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resource Code section 5020.1(k);

The proposed Project may potentially result in substantial adverse change in the significance of a tribal cultural resource, defined by PRC Section 21074 as it relates to historical resources in PRC Section 5020.1(k). As part of the Cultural Resource Constraints Analysis for the proposed Project, the Project parcels were analyzed for historical resources. The Project was subject to an archaeological literature and records search at the Eastern Information Center (EIC) of the CHRIS which resulted in the identification of 26 known cultural resources and 67 previous cultural resource investigations within a one-mile wide buffer of the Project area. No resources were recorded within the Project area.

Eleven of these investigations specifically involved portions of the Project area. As a result, approximately 15 percent of the Project area has been previously studied. (AE-A, p.1). A review of historical maps and current aerial images revealed multiple structures more than 50 years of age within the Project area.(AE-A, pp.9). Incorporation of MM CR1 will ensure that a field survey is conducted prior to any specific development on any of the RIPAOZ parcels. (AE-A, p.8).

To determine if any known Native American cultural properties (e.g., traditional use or gathering areas, places of religious or sacred activity, etc.) are present within or adjacent to the Project parcels, the NAHC was contacted on April 6, 2021for a review of the Sacred Lands File (SLF). The NAHC responded on April 21, 2021, indicating that the SLF search was completed with negative results (no cultural properties were found).

Based on the EIC records search, review of aerial photographs, the intensive reconnaissance survey, NAHC response, and correspondence from the Native American tribes that responded, there are no known listed or eligible for listing historic resources on any of the project RIPAOZ parcels.

Based on the negative findings, approval of the RIPAOZ will not 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, because nothing on the Project listed is listed or eligible for listing of historic resources as defined by Public Resource Code section 5020.1(k). Future implementing development projects will be required to adhere to or be analyzed against this threshold and issued project-specific conditions of approval. Therefore, impacts are **less than significant.**

Threshold: Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

i.) 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 Resource Code section 5024.1; in applying the criteria set forth in subdivision (c) of Public Resource Code section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe?

The proposed Project may potentially result in substantial adverse changes in the significance of a tribal cultural resource, defined in PRC Section 21074, as it relates to a resource determined to be significant pursuant PRC Section 5024.1. As discussed above, based on the records search and previous studies prepared around the RIPAOZ parcels, there are no known Native American cultural resources within the immediate vicinity of the RIPAOZ parcels.

The City as lead agency, is required to coordinate with Native American Tribes through Assembly Bill 52 (AB 52) consultation process and Senate Bill 18 (SB18) for the proposed project's Specific Plan and General Plan Amendments. As such, on June 21, 2021, the City of Calimesa notified five local tribal governments in writing of the proposed Project pursuant to AB52 and SB18 pertaining to tribal cultural resources consultation which included:

- Torrez Martinez Desert Cahuilla Indians
- Soboba Band of Luiseño Indians
- San Manuel Band of Mission Indians
- Pechanga Band of Luiseño Indians
- Morongo Band of Mission Indians

Of the tribes contacted for AB52 and SB18 consultation, only San Manuel Band of Mission Indians requested consultation with the City. In an Email dated March 31, 2022, Ryan Nordness, Cultural Resource Analyst, at San Manuel Band of Mission Indians indicated to the City of Calimesa that the Project area is within the Serrano ancestral territory, and the area for the project is of interest, but the Tribe sees no conflicts with the zoning changes at this time. No further recommendations or conditions were requested by this Tribe. No other Tribes reached out to the City.

As a result of AB52 and SB18 consultation, the proposed Project will not have a substantial adverse change in the significance of a tribal cultural resource because the Project has no archeological resources identified that meet the requirements to be listed under the NRHP, DRHR, or local policies, has complied with AB52 and SB18 regarding tribal consultation. Future implementing development projects will be required to adhere to or be analyzed against this threshold and issued project-specific conditions of approval. Therefore, impacts are **less than significant**.

5.13.8 Recommended Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (State *CEQA Guidelines*, Section 15126.4). Mitigation measures were evaluated for their ability to eliminate or reduce the potential significant adverse impact to tribal cultural resources. Since no potentially significant impacts were identified, no mitigation measures are necessary

5.13.9 Summary of Environmental Effects After Mitigation Measures Are Implemented

No mitigation measures were identified as being necessary to reduce impacts to tribal cultural resources. Therefore there is no environmental effects from mitigation measures to evaluate.

5.14 Utilities and Service Systems

The focus of this section is to analyze potential impacts related to utilities and services systems based on Appendix G of the State *CEQA Guidelines* and the Initial Study/Notice of Preparation circulated for Public Review found in Appendix A of this DEIR. There is no development being proposed as part of this Project, only textual changes to the General Plan (General Plan Amendment) and Zoning Code (Zone Change) allowing for optional intensification of densities on 36 discrete parcels affected by the Project. Cumulative impacts related to this topic are discussed in Section 7.0 – Other CEQA Topics.

This section is based in-part on a summary of the *Water Supply Assessment for the RIPAOZ Project*, prepared by Albert A. Webb Associates on behalf of South Mesa Water Company, approved May 11, 2022 (WSA), included as Appendix E of this DEIR.

5.14.1 Setting

The Project consists of 36 parcels located across approximately 87 acres within the City of Calimesa. These parcels are either vacant or has existing structures. The facilities necessary to connect to water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications are already in place for the Project parcels. The utility companies that would serve the Project site and the existing utility lines that are located on or adjacent to the Project site are listed in **Table 5.14-A, Existing Utilities.**

Table 5.14-A, Existing Utilities

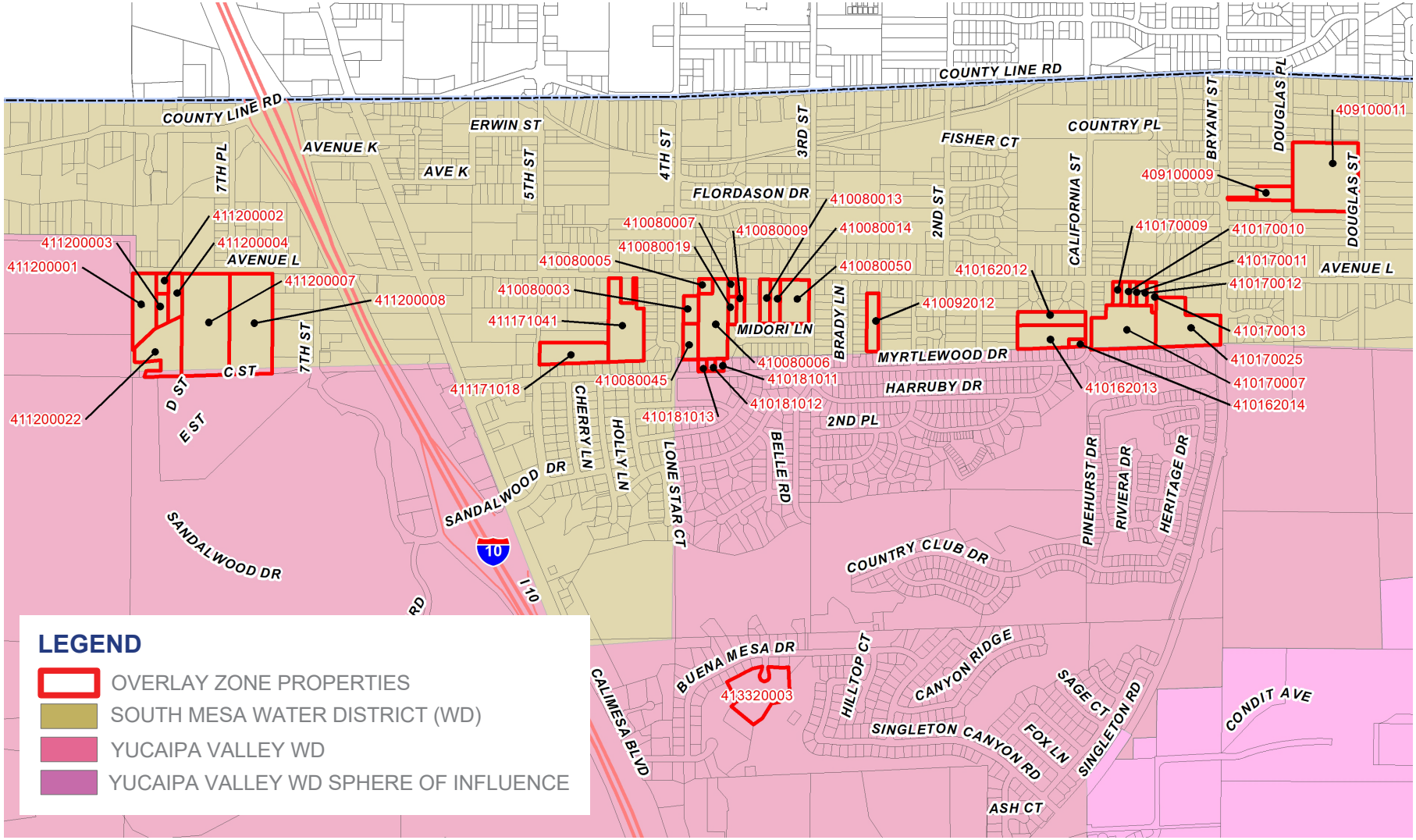
Utility	Utility Company/Agency
Water Supply	South Mesa Water Company and Yucaipa Valley Water District
Wastewater	Yucaipa Valley Water District
Solid Waste	CR&R
Storm Drain	Riverside County Flood Control and Water Conservation District (RCFCWCD)
Electricity	Southern California Edison
Natural Gas	Southern California Gas Company
Telephone	Verizon

Water Supply

The Project site is within the domestic (potable) water service areas of two public water suppliers: South Mesa Water Company (SMWC) and Yucaipa Valley Water District (YVWD). Specifically, 32 of the Project's 36 parcels are served by SMWC and the remaining 4 parcels are served by YVWD. The proposed Project could allow up to 2,156 new dwelling units; 138 units within the YVWD service area and 1,621 units in SMWC service area as shown on **Figure 5.14-1, Water Providers** and in **Table 5.14-B, Existing and Proposed Units by Water Providers**. One Project parcel is located in the adjudicated

FIGURE 5.14-1 WATER PROVIDERS

DRAFT ENVIRONMENTAL IMPACT REPORT - CITY OF CALIMESA
RESIDENTIAL INFILL PRIORITY AREA OVERLAY ZONE PROJECT



Sources: Riverside County GIS, 2021. City of Calimesa 2014.

0 1,000 2,000 3,000 FEET

ALBERT A. WEBB ASSOCIATES

Beaumont Basin and it is within the YVWD service area (Parcel No. 413-320-003). The remaining 35 Project parcels are located in the Yucaipa Sub-basin.

As stated in the YVWD 2020 Urban Water Management Plan (UWMP), the YVWD service area covers approximately 40 square miles and serves water to a population of 51,558 people. Most of the water use within its service area is for single family and multi-family residential use but also includes some commercial, irrigation, and institutional use. YVWD utilizes groundwater, local surface water, imported water, and recycled water to meet the customer demands. Because of its continued recharge efforts and the increasing use of recycled water, YVWD anticipates success in meeting the needs of its population in the future even as the population continues to grow and the likelihood of severe droughts persist. (UWMP-A, p. 11-1.) In 2020, YVWD supplied 11,345 acre-feet (AF) of potable water to 13,582 municipal service connections (UWMP-A, p. 11-2).

The Beaumont Basin is managed by means of a Judgment that is implemented by a court-appointed Watermaster since approximately 2004. The single Project parcel located within the adjudicated Beaumont Basin (and YVWD's service area) does not have assigned overlying water rights according to Exhibits D and E of the 2004 *Judgment Pursuant to Stipulation Adjudicating Groundwater Rights in the Beaumont Basin* (Riverside County Superior Court Case No. RIC 389197, *San Timoteo Watershed Management Authority v. City of Banning, et al.*) ("Judgment"). Both SMWC and YVWD have rights to the basin and water in storage is credited to them. The Yucaipa Basin is going to be managed (upon approval of the 2022 GSP by DWR) by the Yucaipa GSP.

As stated in the SMWC 2020 UWMP, SMWC is a mutual water company to provide domestic and irrigation water service to its shareholders within its service territory, which comprises a portion of the City of Yucaipa in San Bernardino County and a portion of the City of Calimesa in Riverside County. SMWC currently (2020) supplies water to just under 3,000 water service connections but anticipates exceeding that level in the very near future. SMWC's water supply includes locally produced groundwater from the Yucaipa Sub-basin, and also groundwater produced from the adjacent adjudicated portion of the San Timoteo Sub-basin (DWR 8-02.08) in accordance with SMWC's adjudicated water rights. (UWMP-B, p. 9-1.) In 2020, SMWC supplied 2,270 AF of potable water to 2,979 service connections (UWMP-B, p. 9-6).

For water suppliers with more than 5,000 service connections, the preparation and approval of a Water Supply Assessment (WSA) is needed for residential projects that propose more than 500 units, pursuant to SB610. Given this criterion, a WSA is not required from YVWD for the 158 units, but a WSA is required from SMWC for the 1,998 units. A WSA has been prepared for the Project by SMWC dated May 11, 202 (WSA).

Table 5.14-B, Existing and Proposed Units by Water Provider

APNs	Maximum Dwelling Units		Increase in Units
	Existing	Proposed	
South Mesa Water Company (SMWC)			
409-100-009	2	18	16
409-100-011	19	144	125

Table 5.14-B, Existing and Proposed Units by Water Provider

APNs	Maximum Dwelling Units		Increase in Units
	Existing	Proposed	
410-080-003	4	14	10
410-080-005	2	6	4
410-080-006	17	65	48
410-080-007	1	5	4
410-080-009	3	12	9
410-080-013	4	14	10
410-080-014	4	14	10
410-080-019	2	8	6
410-080-045	5	18	13
410-080-050	11	41	30
410-092-012	6	23	17
410-162-012	8	29	21
410-162-013	12	44	32
410-162-014	1	4	3
410-170-007	23	86	63
410-170-009	2	6	4
410-170-010	2	6	4
410-170-011	1	5	4
410-170-012	2	8	6
410-170-013	2	8	6
410-170-025	22	84	62
411-171-018	20	101	81
411-171-041	37	184	147
411-200-001	25	124	99
411-200-002	4	18	14
411-200-003	5	26	21
411-200-004	9	46	37
411-200-007	75	374	299
411-200-008	18	318	300
411-200-022	29	145	116
SMWC Totals	***377***	***1,998***	***1,621***

Table 5.14-B, Existing and Proposed Units by Water Provider

APNs	Maximum Dwelling Units		Increase in Units
	Existing	Proposed	
Yucaipa Valley Water District (YVWD)			
410-181-011	1	3	2
410-181-012	1	3	2
410-181-013	1	3	2
413-320-003	17	149	132
YVWD Totals	***20***	***158***	***138***
TOTALS	**397**	**2,156**	**1,759**

Wastewater Treatment

The Project site is within the sewer service area of YVWD, which encompasses approximately 25,742 acres, or 40 square miles including the City of Calimesa and the City of Yucaipa. (UWMP-A, p. 11-5.)

The YVWD provides sewer service to approximately 14,363 service connections and has 8.0 million gallons of capacity and the collection system extends 222 miles throughout YVWD's sewer service area (UWMP-A, p. 11-5.)

YVWD owns and operates the Wochholz Regional Water Recycled Facility (WRWRF). This facility treats wastewater collected from the YVWD service area and from Western Heights Mutual Water Company and SMWC service areas with the exception of a few small pockets where residents depend on their septic systems. The WRWRF has a treatment capacity of 8 million gallons a day (MGD) and will have ultimate capacity for up to 11 MGD of wastewater. This facility is equipped with microfiltration filters and ultraviolet light for disinfection to transform raw sewage to recycled water. (UWMP-A, pp. 11-28, 11-29.)

Collected wastewater is conveyed to the WRWRF, which provides treatment of the wastewater. WRWRF components include headworks, primary treatment, secondary treatment, solids processing, microfiltration system, ultraviolet disinfectant treatment, storage and pumping, and processing residuals treatment.

Solid Waste

Solid waste disposal for the Project parcels is provided by the City through a contract with CR&R disposal. No other haulers are authorized to operate within the City. While no specific development is proposed as part of this Project, and most of the parcels are vacant, when future implementing projects are proposed it is expected that waste would be generated during construction and operations. Construction waste material typically consists of waste generated during construction, renovation, or demolition of buildings, pavements, or other structures. Solid waste collection and disposal is funded through monthly service fees paid by service users. Funding options support disposal sites, diversion activities, public education programs, hazardous waste collection, and transportation programs, along with other requirements of state and federal laws. Other fees are provided by a surcharge on residential

collection bills for recycling programs, tipping fees, the sale of recyclables, waste hauler franchise fees, special programs (recycling and hazardous materials), and grants

Solid waste generated by future development of the Project parcels could be disposed at the El Sobrante Landfill in Corona, the Badlands Landfill in Moreno Valley, Olinda Alpha Landfill in Brea, San Timoteo Landfill in Redlands and/or the Lamb Canyon Sanitary Landfill in Beaumont. (GP, p. 4-2.) These landfills are Class III disposal sites permitted to receive non-hazardous municipal solid waste. (CAL-A.) The maximum permitted throughput for each landfill is shown in **Table 5.14-C, Sanitary Landfills.**

Table 5.14-C, Sanitary Landfills

Landfill	Maximum Permitted (Tons/Day)	Maximum Permit Capacity (Cubic Yard)
Badlands (33-AA-0006), Moreno Valley	4,800	34,400,000
Lamb Canyon (33-AA-0007), Beaumont	5,000	39,681,513
El Sobrante (33-AA-0217), Corona	16,054	209,910,000
Olinda Alpha (30-AB0035), Brea	8,000	148,800,000
San Timoteo (36-AA-0087), Redlands	2,000	23,685,785
Source: CAL-B		

5.14.2 Related Regulations

Federal Regulations

The United States Environmental Protection Agency (EPA) has delegated responsibility for compliance with the federal Clean Water Act to the State of California, which is discussed under “State Regulations.” There are no other federal regulations that apply to the water supply, wastewater and solid waste services that are needed to serve the Project.

State Regulations

Water Supply

Senate Bill No. 610 - Water Supply Assessment (SB610)

SB610, effective January 1, 2002, requires an assessment of whether available water supplies are sufficient to serve the demand generated by a proposed project, as well as the reasonably foreseeable cumulative demand in the region over the next 20 years under average normal year, single dry year, and multiple dry year conditions. Under SB 610, a Water Supply Assessment (WSA) must be prepared in conjunction with the land use approval process associated with a project and is required for any “project” that is subject to CEQA and meets certain criteria relative to size. Proposed development of more than 500 dwelling units require a water supply assessment by the water supplier. Since the proposed Project will change land use to facilitate more than 500 dwelling units, then a WSA is required.

Urban Water Management Planning Act

The Urban Water Management Planning Act (California Water Code, Division 6, Part 2.6, secs. 10610 et seq.) was enacted in 1983 and applies to municipal water suppliers that serve more than 3,000 customers or supply more than 3,000 acre-feet per year (AFY) of water. The Urban Water Management Planning Act requires these suppliers to prepare and update their urban water management plans (UWMP) every five years to demonstrate an appropriate level of reliability in supplying anticipated short-term and long-term water demands during normal, dry, and multiple-dry years. The Urban Water Management Planning Act specifies the data necessary to document the existing and projected future water demand over 20 years and requires that the projected demands be presented in 5-year increments for the 20-year projection.

California Water Code allows for groups of water suppliers with a common water source to prepare a joint or "regional" UWMP. San Bernardino Valley Municipal Water District prepared an Integrated Regional UWMP (IRUWMP) that includes the individual UWMPs of YVWD and SMWC. Beginning in 2020, each water supplier that prepares a UWMP shall also prepare and adopt a Water Shortage Contingency Plan (WSCP). The WSCP outlines what the water supplier will do in the event of a water shortage, including infrastructure failure or declining groundwater levels. The WSCP's adopted by YVWD and SMWC, respectively indicate when and how each agency would inform their customers of the need to conserve water and details on penalties for non-compliance with mandatory water use reductions.

Clean Water Act

The Clean Water Act prohibits the discharge of pollutants to waters of the United States unless the discharge is in compliance with a National Pollutant Discharge Elimination System (NPDES) permit. Applicable NPDES permits those managed on a statewide basis by the State Water Resources Control Board (i.e., General Permits), such as the General Industrial Activities Storm Water Permit and the General Construction Activity Storm Water Permit. Both of these permits require a Storm Water Pollution Prevention Plan (SWPPP); the industrial permit requires an industrial SWPPP used in perpetuity based on the SIC code, and the construction permit requires a SWPPP for construction phase only. In addition, the State Board issues statewide municipal permits for Municipal Separate Storm Sewer Systems (MS4) owned by municipalities.

The MS4 permit program regulates all stormwater discharges from municipal storm drains. The Santa Ana RWQCB regulates the Riverside County MS4 permit (Order RB8-2010-0033), which requires the principal permittee (RCFC&WCD) and co-permittees (County of Riverside and cities, including the City of Calimesa) to develop several items designed to reduce pollutants in urban runoff to the Maximum Extent Practicable (MEP). Specifically for qualifying new developments and redevelopments, this includes a Water Quality Management Plan (WQMP). All future development within the Project site would be required to prepare a project specific WQMP.

Wastewater

State Water Resources Control Board Order No. 2006-0003-DWQ, Statewide General Waste Discharge Requirements for Sanitary Sewer System, requires districts that owns or operates a sewer system to develop and implement a system-specific Sewer System Management Plan (SSMP) so that the sanitary sewer infrastructure is adequately operated, maintained, repaired, and upgraded. The SSMP must contain a spill response plan that establishes standard procedures for immediate response to a sanitary sewer overflow (SSO) in a manner designed to minimize water quality impacts and potential nuisance conditions.

Solid Waste

California Integrated Waste Management Act (AB 939)

The California Integrated Waste Management Act of 1989 (Assembly Bill 939) revised the focus of solid waste management from landfill to diversion strategies such as source reduction, recycling, and composting. The purpose of the diversion strategies is to reduce dependence on landfills for solid waste disposal. AB 939 included a number of components including those related to the Waste Management Board and Waste Management Plans; permitting and enforcement; financing and a requirement for reducing solid waste by 50 percent after the year 2000.

The California Integrated Waste Management Act requires each California city and county to prepare, adopt, and submit to the California Department of Resources Recycling and Recovery (CalRecycle) a source reduction and recycling element (SRRE) that demonstrates how the jurisdiction will meet the act's mandated diversion goals. Each jurisdiction's SRRE must include specific components, as defined in Public Resources Code Sections 41003 and 41303. In addition, the SRRE must include a program for management of solid waste generated in the jurisdiction that is consistent with the following hierarchy: (1) source reduction, (2) recycling and composting, and (3) environmentally safe transformation and land disposal. Included in this hierarchy is the requirement to emphasize and maximize the use of all feasible source reduction, recycling, and composting options in order to reduce the amount of solid waste that must be disposed of by transformation and land disposal (Public Resources Code Sections 40051, 41002, and 41302).

Assembly Bill 341

California Assembly Bill 341 (Chapter 476, Statutes of 2011) directed CalRecycle to develop and adopt regulations for mandatory commercial recycling. The final regulation was approved by the Office of Administrative Law on May 7, 2012. AB 341 was designed to help meet California's recycling goal of 75 percent by the year 2020. AB 341 requires all commercial businesses and public entities that generate four cubic yards or more of waste per week to have a recycling program in place. In addition, multi-family apartments with five or more units are also required to form a recycling program.

California Solid Waste Reuse and Recycling Act of 1991

Under the California Solid Waste Reuse and Recycling Act of 1991 (California Public Resources Code § 42911), cities and counties must divert 50 percent of all solid waste by January 1, 2000, through source reduction, recycling, and composting activities. Each local agency shall adopt an ordinance relating to adequate areas for collecting and loading recyclable materials in development projects.

Regional Regulations

Riverside County Integrated Waste Management Plan

The Countywide Integrated Waste Management Plan (CIWMP) was prepared in accordance with the California Integrated Waste Management Act of 1989, Chapter 1095 (AB 939). The CIWMP establishes a County-wide plan to reduce the volume and toxicity of solid waste that is landfilled and incinerated in the County and meet the minimum diversion goals of AB 939 (i.e., 25 percent diversion of solid waste by 1995 and a 50 percent diversion of the solid waste by 2000).

Local Regulations

City of Calimesa General Plan EIR –Public Services Section and Utilities Section.

No mitigation measures have been defined within the City's GP EIR – Public Services Section and Utilities Section since the GP EIR determined the implementation of the GP would not cause substantial

impacts to utilities and service systems. Specifically, the GP EIR determined that the implementation of the GP would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project.

City of Calimesa General Plan

The City's GP contains the following goals and policies that are considered applicable to the proposed Project:

Infrastructure and Public Services Element

Goals

Goal IPS-1 Ensure that existing and future land uses have an adequate water supply system.

Goal IPS-2 Ensure that existing and future land uses have a safe and efficient wastewater collection, treatment, and disposal system.

Goal IPS-5 Plan and provide adequate infrastructure for all new development, including but not limited to, integrated infrastructure planning, financing, and implementation.

Goal IPS-6 Plan for the convenient location and adequate size of public facilities.

Policies

Policy IPS-1 The City will work with water providers and developers to ensure that water supply and delivery systems are capable of meeting normal and emergency needs.

Policy IPS-2 Groundwater supplies should be protected from septic system contamination. The City will encourage existing development to connect to the public sewer system.

Policy IPS-3 Continue to meet the goals of the County Solid Waste Management Plan.

Policy IPS-12 Provide for the expansion and/or addition of protection facilities, equipment, and personnel, as necessary to meet future demand.

Actions

Action IPS-1.1 Continue to coordinate capital improvements with the Yucaipa Valley Water District and the South Mesa Water Company.

Action IPS-1.2 Require that new development is constructed with adequate water facilities consisting of potable and nonpotable systems.

Action IPS-1.3 Require that all water systems be capable of meeting normal and emergency demands.

Action IPS-1.4 Ensure that city facilities are designed and operated in adherence with water conservation practices and programs.

Action IPS-2.1 Coordinate with the Yucaipa Valley Water District to ensure that new development provides for the adequate collection, treatment, and disposal of wastewater and does not exceed wastewater treatment capacity.

Action IPS-2.2 All new residential development with a lot size of less than 1 acre shall be required to connect to the public sewer system.

Action IPS-2.3 Development on a lot size greater than 1 acre may be required to connect to the public sewer system.

Action IPS-2.4 Require that development participate in improvements to the Yucaipa Valley Water District sewage collection system and subregional treatment plant system through sewer connection fees, construction, and improvement of sewer system facilities.

Action IPS-3.1 Coordinate with the local hauler to develop public information programs to promote greater community awareness and involvement in waste reduction and recycling

Action IPS-3.2 Coordinate with the local hauler to meet current diversion requirements through source reduction, recycling, and composting.

Action IPS-3.3 Plan for and support citywide cleanup days.

City of Calimesa Municipal Code

The following sections of the City's Municipal Code are applicable that pertain to utilities and service systems:

Chapter 8.30 – Waste Management, Refuse Collection and Disposal Services

This chapter set forth the City's solid waste provisions, including restrictions on disposing of any garbage, rubbish, or waste matter.

Chapter 15.60 – Recycling and Diversion of Construction and Demolition (C&D) Waste

The City implemented this program to divert C&D material from County landfills and to assist the City in achieving diversion requirements mandated by The Integrated Waste Management Act of 1989, AB 939. This program requires that 65 percent of C&D waste generated at covered projects in the City, which includes the proposed Project, be diverted from landfill disposal through reuse and recycling.

Currently, the City works in concert with CR&R to meet its waste diversion requirements. Residential customers place recyclable materials at the curb for collection by the waste hauler, CR&R. The waste hauler separates and markets the recyclable materials, including cardboard, paper, tin/metal, aluminum cans, plastics, and glass.

5.14.3 Comments Received in Response to the Notice of Preparation

One written comment letter was received related to Utilities and Service Systems in response to the Notice of Preparation (NOP). The comment letter was received from Lenore Negri and is included in Appendix A of this Draft EIR. A summary of this written letter has been included in Section 2.5.1 – Introduction – NOP Comment Letters, of this DEIR.

5.14.4 Thresholds of Significance

The City of Calimesa has not established local CEQA significance thresholds and instead, defers to the Thresholds of Significance identified in Appendix G ("Environmental Checklist") to the State *CEQA*

Guidelines. Impacts related to this Project may be considered potentially significant if the proposed Project would:

- Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years;
- 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;
- Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals;
- Comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

5.14.5 Project Design Features

The Project will require future implementing development projects to meet or exceed all applicable standards under the CALGreen Code and Title 24. Future implementing development projects shall implement selected concepts of efficient design and material use that increase building efficiency through site planning, water and energy management, material use, and control of indoor air quality that reduce potential project impacts, which may include, but are not limited to:

Energy Efficiency

- Design building and components, such as windows, roof systems, lighting, and electrical systems to meet or exceed California Title 24 Standards for residential buildings.
- Design residential buildings to achieve U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) points (or similar green building rating system for potential certification. This includes design features related to the building envelope, heating, ventilation, and air conditioning (HVAC), lighting, and power systems. Additionally, the architectural expression such as roofs and windows in the buildings will relate to conserving energy.
- If homebuilders install major appliances such as a dishwasher, washing machine, and refrigerator, incorporate Energy Star rated appliances (or other equivalent technology).

Renewable Energy

- All newly constructed single-family and low-rise (under three stories) multifamily residential units shall install solar panels in accordance with California Title 24 Standards.

Water Conservation and Efficiency

- Install water-efficient irrigation systems and devices, such as soil moisture based irrigation controls and sensors for landscaping according to the California Department of Water Resources Model Efficient Landscape Ordinance and Chapter 18.75 (Water Conservation for Landscaping) of the City's Municipal Code.
- Plant types shall be grouped together in regards to their water, soil, sun and shade requirements and in relationship to the buildings. Plants shall be placed in a manner considerate of solar orientation to maximize summer shade and winter solar gain. Trees are to be incorporated to

provide natural cooling opportunities for the purpose of energy and water conservation according to 18.75.040 Landscape documentation package requirements.

- Design buildings to be water-efficient. Install water-efficient fixtures in accordance with Section 4.303 of the California Green Building Standards Code Part 11.
- Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff in accordance with City Standards.

Solid Waste Measures

- Recycle and/or salvage for reuse a minimum of 65 percent of the nonhazardous construction and demolition waste in accordance with Section 4.408.1 of the California Green Building Standards Code Part 11
- Provide storage areas for recyclables and green waste and adequate recycling containers located in readily accessible areas in accordance with Section 4.410.1 of the California Green Building Standards Code Part 11.

Transportation and Motor Vehicles

- The Project site shall facilitate future installation and use of Electric vehicle (EV) charges in accordance with Section 4.106.4, Electric vehicle (EV) charging for new construction, of the California Green Building Standards Code Part 11.
- For each new one-and two-family and town-houses with attached private garages, install a listed raceway to accommodate a dedicated 208/240-volt branch circuit for each dwelling unit in accordance with Section 4.106.4.1, New one-and two-family dwellings and town-houses with attached private garages, of the California Green Building Standards Code Part 11.
- Multifamily developments projects with less than 20 dwelling units shall provide ten percent of the total parking spaces as electric vehicle charging spaces (EV spaces) capable of supporting future Level 2 with electric vehicle supply equipment (EVSE). Additionally, 25 percent of the total number of parking spaces shall be equipped with low power Level 2 EV charging receptables in accordance with Section 4.106.4.2.1 Multifamily development projects with less than 20 dwelling units; and hotels and motels with less than 20 sleeping units or guest rooms, of the California Green Building Standards Code Part 11.
- Multifamily developments projects with more than 20 dwelling units shall provide ten percent of the total parking spaces as electric vehicle charging spaces (EV spaces) capable of supporting future Level 2 with electric vehicle supply equipment (EVSE). Additionally, 25 percent of the total number of parking spaces shall be equipped with low power Level 2 EV charging receptables. Five percent of total number of parking spaces shall be equipped with Level 2 EVSE in accordance with Section 4.106.4.2.2 Multifamily development projects with more than 20 dwelling units; and hotels and motels with less than 20 sleeping units or guest rooms, of the California Green Building Standards Code Part 11.

Electric, Natural Gas, and Telecommunication Design Features

Where feasible and necessary, the Project requires future implementing development projects to install all on-site utilities, including but not limited to electrical, cable television, and telephone lines underground.

5.14.6 Methodology

In order to identify potential impacts, the proposed Project is compared to existing utility service levels.

5.14.7 Environmental Impacts

Threshold: Would the Project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

A total of 32 of the Project parcels are located within the SMWC service area. The remaining four Project parcels are located within the YVWD water service area, as shown on **Figure 5.14-1, Water Providers** and in **Table 5.14-B,** above. The proposed Project would facilitate new residential units that would increase the number of existing residential units by 1,621 in the SMWC service area and 138 units in the YVWD service area. Because the densification allowed by the Project was not known at the time the two UWMPs were prepared, the additional water demand of the additional units was not accounted for in the 2020 UWMP projections for future water demand and future water supply. Nonetheless, YVWD's "single dry year" and "multiple dry years" supply and demand comparison tables in the UWMP indicate substantial net positive surplus of water supply in all year types from 2025 through 2045 (e.g., surplus of 46,522 acre feet [AF] to 74,954 AF in 2045) (UWMP-A, p. 1-47). SMWC's "single dry year" and "multiple dry years" supply and demand comparison tables indicate that SMWC will be able to produce what it needs to meet demand (i.e., zero surplus) including using water in a groundwater storage account in dry years to meet 100 percent of demands in single dry and multiple dry years from 2025 through 2045 (UWMP-B, p. 9-19).

As discussed above, pursuant to SB610, SMWC has prepared a WSA since the proposed Project component in its service area would facilitate the construction of 500 or more residential units. The *Water Supply Assessment for the RIPAOZ Project* was approved by SMWC on May 11, 2022 and is included as Appendix G of the DEIR. The WSA addresses whether SMWCs projected supply for the next 20 years, based on normal, single dry and multiple dry years, would meet the water demands projected for the portion of the Project within its service area plus the projected water demands of existing and planned future uses, including agricultural and manufacturing uses.

The WSA determined that the existing potable water demand for the portion of the Project site within SMWC's water service area, under the existing zoning, is 319 acre-feet per year (AFY) (WSA, p. 20). SMWC does not currently distribute recycled water (UWMP-B, p. 9-13); therefore, this analysis assumes all demand is met with potable water, consistent with the WSA. The projected potable water demand for the Project in the SMWC service area, assuming maximum density on each parcel, is 485 AFY, which is an increase of 166 AFY from the water demand estimated for the same parcels according to the existing land use designations. (WSA, p. 21).

As described above, the annual water demand for the Project in the SMWC service area is estimated at 485 AFY, which is 166 AFY more than the previously planned land use of the same area and more water demand than what was accounted for in the UWMP. However, according to the WSA, this additional water demand can be met with SMWC's existing production capacity and planned supply in the long-term during normal, single dry, and multiple dry years by SMWC fully utilizing its production rights and entitlements and developing two recharge basin projects to increase groundwater credits. Recharge water supplied to the recharge basins would be imported water from one or both of the State Water Project Contractors that have SMWC's boundary at least partly in their respective service areas (i.e., San

Bernardino Valley Municipal Water District and San Gorgonio Pass Water Agency). Implementation of conservation measures from the SMWC WSCP will aid in conserving supplies by reducing demands during shortages. (WSA, pp. 51-52.)

The additional water demand of the 138 units in YVWD's service area is estimated at 31.3 AFY using the water duty factors in the SMWC WSA for 15 du/ac and 35 du/ac, as shown in **Table 5.14-D, Additional Project Water Demand in YVWD Service Area**, below.

Table 5.14-D, Additional Project Water Demand in YVWD Service Area

Parcel in YVWD Service Area	Existing Maximum Allowable Dwelling Units (du)	Existing Land Use	Proposed Maximum Allowable Dwelling Units (du)	Proposed Maximum Density (du/ac)	Increase in Units from Project	Water Duty Factor (AFY/du)[1]	Water Demand of Proposed Additional Units (AFY)
410-181-011	1	RL	3	15 du/ac	2	0.280	0.56
410-181-012	1	RL	3	15 du/ac	2	0.280	0.56
410-181-013	1	RL	3	15 du/ac	2	0.280	0.56
413-320-003	17	RL	149	35 du/ac	132	0.224	29.6
Total	**20**	**-**	**158**	**-**	**138**	**-**	**31.3**

Source: WSA, Table 5.14-B and Table 3.0-A.
Notes: RL: Residential Low (2-4 du/ac); du: dwelling units; ac: acre; AFY: acre-feet per year.
1. Water duty factors from Spreadsheet 2 of WSA. 0.280 AFY/du corresponds to 250 gallons per day(gpd)/du for a land use density of 15 du/ac. 0.224 AFY/du corresponds to 200 gpd/du for a land use density of 35 du/ac.

As shown in **Table 5.14-D**, this DEIR estimates the water demand of the additional 138 units in YVWD's service area to be 31.3 AFY, which assumes all water demand is met with potable water. This additional demand is approximately 0.28 percent of the YVWD potable water demand in 2020 (i.e., 11,345 AF). Because YVWD's projected water supplies far exceed projected demands according to its most recent 2020 UWMP, including in single dry and multiple dry years, the additional water demand of the 138 units is considered nominal and well within the ability of YVWD to serve said units.

Because of SMWC having sufficient pumping capacity to meet current and future demands, and the active development of two recharge basins to increase amounts in storage and/or credited to SMWC in order to meet ultimate demands in addition to its existing rights and allocations, also taking into account the conservation effects of its WSCP, SMWC would have sufficient water supplies to meet the water demands of the Project in its service area in normal, single dry, and multiple dry years in addition to its existing and planned commitments. Likewise, because the additional water demand in YVWD's service area is nominal and well within YVWD's rights and entitlements and production capacity, YVWD would have sufficient water supplies to meet the Project's water demands in normal, single-dry, and multiple dry years in addition to its existing and planned commitments. Future implementing development projects will be required to adhere to or be analyzed against this threshold and issued project-specific conditions of approval. Thus, through implementation of existing regulations and City policies related to water supply and infrastructure, and each water supplier's supply portfolio, the project will have

sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years. Therefore, impacts are **less than significant**.

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

Wastewater generated by the Project parcels would be treated by the YVWD, which operates the Wochholz Regional Water Recycled Facility (WRWRF). YVWD's wastewater generation rate is 250 gallons per day per residential unit. (GPEIR, p. 3.11-39.) Although no specific development projects are being proposed at this time, using the maximum change in residential units between the allowable units under the existing zoning and the allowable units under the proposed RIPAOZ, it can be extrapolated that if implemented, the RIPAOZ would generate approximately 439,7500 gallons of wastewater per day (250 gpd per residential unit × 1,756[1] residential units = 439,750 gpd). Under existing conditions, the WRWRF has the permit capacity to treat 6.67 million gallons per day. The maximum increase in residential development under the Project would utilize approximately 6.06 percent of the WRWRF permitted daily treatment capacity. Accordingly, the WRWRF has sufficient capacity to treat wastewater generated by future residential development within the RIPAOZ in addition to existing commitments. The Project would not create the need for any new or expanded wastewater facility (such as conveyance lines, treatment facilities, or lift stations) because there is adequate capacity at existing treatment facilities to serve future development sewer demand. Future development would be required to fund improvements to the YVWD's sewage collection system and subregional treatment plant system through sewer connection fees, construction, and improvement of sewer system facilities pursuant to Action Item IPS-2.4. Moreover, the proposed Project would not preclude or obstruct WRWRF from implementing the Statewide General Waste Discharge Requirements for Sanitary Sewer System, described above. Future implementing development projects will be required to adhere to or be analyzed against this threshold and issued project-specific conditions of approval. Thus, the proposed Project will not 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. Therefore, impacts are **less than significant**.

Threshold: Would the Project generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

The Project does not propose development; however, the Project will facilitate more residential development within the Project site than what is currently allowed. As such, future development within the Project site would generate an incremental increase in solid waste volumes requiring off-site disposal during short-term construction and long-term operational activities. Users of solid waste collection and disposal services would be required to pay service fees to the City's waste collection provider. As discussed in Section 5.14 – Setting, above, Project parcels solid waste generated by future development within the Project site could be disposed at the El Sobrante Landfill in Corona, the Badlands Landfill in Moreno Valley, Olinda Alpha Landfill in Brea, San Timoteo Landfill in Redlands and/or the Lamb Canyon Sanitary Landfill in Beaumont.

1. Per Table 5.14 B, the maximum allowable residential units under the existing zoning are 397; the maximum allowable units proposed under the RIPAOZ are 2,197. The 1,756 residential units represents the difference between the proposed and existing condition (2,197-397 = 1,756).

Although no specific development projects are being proposed at this time, it can be extrapolated that if implemented, the RIPAOZ would generate approximately 25.75 tons per day. As discussed in Section - 5.10 Population and Housing, of this DEIR, the existing population estimate of the Project site with 397 units is 969 people and the if the maximum of units allowed under the RIPAOZ are developed, 2,156 units, this would result in population of approximately 5,261, an increase 4,292 people. Assuming that each person generates 0.006 tons (12.00 pounds) of solid waste per day per household, or 2.19 tons per year (12.00 x 365), the Project would create an additional 25.75 tons of solid waste per day (0.006 pounds per day x 4,292 people) or approximately 9,399.48 tons per year (2.19 tons per year x 4,292 people). As such, solid waste generated would not exceed any single daily landfills' maximum permitted disposal shown in **Table 5.14-C, Sanitary Landfills**. Because future development at the Project parcels would generate a relatively small amount of solid waste per day compared to the permitted daily capacities at receiving landfills, impacts to regional landfill facilities would be less than significant.

Solid waste requiring disposal would be generated by the construction process, primarily consisting of discarded materials and packaging. The Project does not preclude or obstruct implementation of state and local waste reduction goals. Moreover, future implementing development at the Project site would be required to comply with City's CMC Chapter 15.60, which requires a minimum of 65 percent of all construction waste and debris to be recycled. (CMC.) and comply with mandatory waste reduction requirements. With compliance with said regulations, short-term construction impacts would be less than significant.

Thus, as discussed above and because future implementing development projects will be required to adhere to or be analyzed against this threshold and issued project-specific conditions of approval., the Project will not generate solid waste in excess of standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals. Therefore, impacts are **less than significant**.

Threshold: Would the Project comply with federal, state, and local statues and regulations related to solid waste?

The Project does not propose any development and no part of the proposed Project would obstruct or preclude compliance with solid waste and recycling federal, state and local mandatory requirements including, AB939, AB 341, CMC Chapter 8.30 and Chapter 15.60, described above. Moreover, future development within the RIPAOZ will be required to provide adequate areas for collecting and loading recyclable materials where solid waste is collected, in accordance with the California Solid Waste Reuse and Recycling Act of 1991.

Implementation of these mandatory requirements will reduce the amount of solid waste generated by future implementing development within the Project site, and diverted solid waste to landfills, which in turn will aid in the extension of the life of affected disposal sites. Further, future implementing development within the Project site will be required to comply with all applicable solid waste statutes and regulations and will be required to adhere to or be analyzed against this threshold and issued project-specific conditions of approval. Thus, the proposed Project will comply with federal, state, and local statues and regulations related to solid waste. Therefore, impacts are **less than significant**.

5.14.8 Recommended Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts (State *CEQA Guidelines*, Section 15126.4) to utilities and service systems. There are no

mitigation measures required to reduce impacts to utilities and service systems since there are no impacts.

5.14.9 Summary of Environmental Effects After Mitigation Measures are Implemented

There are no mitigation measures required to reduce impacts to utilities and service systems.

6.0 Consistency with Regional Plans

California Environmental Quality Act, Section 15125(d), requires an EIR to discuss any inconsistencies between the proposed Project and applicable general, specific, and regional plans. The purpose of this section is to discuss the proposed Project's consistency with the regional and local growth forecasts, the Southern California Association of Governments (SCAG) *Connect SoCal 2020-2045 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS)*, and to provide an analysis of the Project's impacts on the population, housing, and job projections for the region. SCAG is the designated metropolitan planning organization, and as such, is mandated by the federal government to research and draw up plans for transportation, growth management, hazardous waste management, and air quality. Additionally, a discussion of the Project's impacts upon the growth forecasts and its compliance with SCAG's regional policies is discussed below.

A discussion of the proposed Project's consistency with the City General Plan and with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) is addressed in *Section 5.3 - Biological Resources* of this DEIR. *Section 5.2 - Air Quality* discusses consistency with the applicable Air Quality Management Plan and *Section 5.6 - Greenhouse Gas Emissions* includes a discussion of the Connect SoCal RTP/SCS as it pertains to GHG.

6.1 Setting

6.1.1 SCAG Regional Growth Factors

Population forecasts for the City and surrounding area are provided by SCAG, in the 2020-2045 RTP/SCS Demographics and Demographics and Growth Forecast-Technical Report Appendix (SCAG-A). The RTP growth forecast is updated every four years and it was recently updated in 2020. The SCAG RTP Growth Forecast is broken down into separate growth forecasts for individual cities and unincorporated county areas. **Table 6.0-A, SCAG Growth Forecasts (Calimesa)** depicts the SCAG population forecasts for the City, which includes the proposed Project site.

Table 6.0-A, SCAG Growth Forecasts (Calimesa)

	2016	2045[2]
Population	8,500	20,600
Households	3,400	10,400
Employment	1,600	4,100
Jobs-to-Housing Ratio[1]	0.47:1	0.39:1

Source: SCAG-A, Table 14

Notes:

1. Total number of jobs relative to the total number of households – calculated
2. 2020, 2035, and 2040 data not available.

Jobs-to-housing ratio is used as an indicator of how jobs-rich or jobs-poor a community is. SCAG's April 2001 report titled, *The New Economy and Jobs/Housing Balance in Southern California*, states that a

balance between jobs and housing in a metropolitan region can be defined as a provision of an adequate supply of housing to house workers employed in a defined area (i.e., community or subregion) (SCGA-B, p.15). Alternately, a jobs/housing balance can be defined as an adequate provision of employment in a defined area that generates enough local workers to fill the housing supply." Generally, a ratio of less than 1 to 1 indicates a jobs-poor area, and a ratio of more than 1 to 1 indicates a jobs-rich area (SCAG-B, p. 15). Currently, the City of Calimesa has an unemployment rate of 5.1 percent (EDD). As reflected in **Table 6.0-A**, above, the 2020-2045 SCAG growth forecast indicates that in the year 2016 the jobs to housing ratio for the City was 0.47, which is by definition jobs-poor, and anticipated to decrease to 0.39:1 by the year 2045.

6.2 Related Regulations

6.2.1 Southern California Association of Governments (SCAG)

The Southern California Association of Governments (SCAG) is the largest Metropolitan Planning Organization (MPO) in the nation. The region includes six counties: Riverside, Los Angeles, Orange, San Bernardino, Ventura, and Imperial and 191 cities. As the designated MPO, SCAG is mandated by federal law to research and develop a Regional Transportation Plan (RTP), which incorporates a Sustainable Communities Strategy (SCS) per California state law (SCAG-C, p. 1). The SCAG region is a major hub of global economic activity, representing the 16th largest economy in the world, and is considered the nation's gateway for international trade, with two of the largest ports in the nation (SCAG-C, p. 1). The region encompasses a population with nearly 19 million residents in an area of more than 38,000 square miles (SCAG-D).

6.2.2 Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy

The SCAG regional council adopted the Connect SoCal 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) September 3, 2020 (SCAG-A, p. 12). The RTP/SCS is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The plan charts a path toward a more mobile, sustainable, and prosperous region by making key connections: between transportation networks, between planning strategies and between the people whose collaboration can make plans a reality (RTP/SCS, p. 8). This plan reaffirms zero and near-zero emission technologies as a priority, describes progress to date, and outlines a framework and key action steps to reach that goal (SCAG-A, p. 78). It outlines more than $638 billion in transportation system investments over the next 25 year (SCAG-A, p. 4). The Plan was prepared through a collaborative, continuous, and comprehensive process with input wide range of constituents and stakeholders within the Counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino and Ventura, including public agencies, community organizations, elected officials, tribal governments, the business community and the general public (SCAG-A, p. 8). The goals included in RTP/SCS are meant to provide guidance for considering projects within the context of regional goals.

The RTP provides an opportunity to identify transportation strategies today that address mobility needs for the future. The SCS is an element of the RTP that which outlines growth strategies for land use and transportation and help reduce the state's greenhouse gas emissions from cars and light duty trucks, a requirement put in place by the passage of Senate Bill (SB) 375 with the goal of ensuring that the SCAG region can meet its regional greenhouse gas reduction targets set by the California Air Resources Board (CARB) (SCAG-A, p. 9). CARBs targets for the SCAG region, which were updated in 2018, are 8 percent

below 2005 per capita emissions level by 2020 (this target was unchanged), and 19 percent below 2005 per capita emissions level by 2035 (this was increased from 13 percent below 2005 per capita emissions levels by 2035) (SCAG-A, p. 138). The regional targets were updated to ensure consistency with the more stringent statewide reduction goals subsequently introduced by the California legislature (SCAG-A, p. 38). The SCS has been found to meet state targets for reducing GHG emissions from cars and light trucks. The RTP/SCS achieves per capita GHG emission reductions relative to 2005 levels of 8 percent in 2020, and 19 percent in 2035, thereby meeting the GHG reduction targets established by the CARB for the SCAG region (SCAG-A, p. 48).

6.3 Consistency Analysis

As described in *Section 3.0 - Project Description*, in order for the City to comply with newly adopted State residential laws requiring jurisdictions to increase the amount of housing opportunities available and to provide ways to meet their fair share of affordable housing units, the City of Calimesa has reviewed underutilized properties within City limits for their potential to increase density opportunities and is preparing a series of planning documents to allow up-zoning on these properties. The properties included within the proposed Project are vacant and undeveloped; or developed and zoned for residential usage, with exception of one property that has a split designation of residential and commercial.

The proposed Project includes various amendments to the CMC and a GPA to allow for increased residential density, more dense residential product types including duplexes, townhomes, condos, and some apartments, and established development standards and processes related to the RIPAOZ. City's estimated existing population is 10,026 people (USCB, 2020). The Project is proposing a change in existing allowable density from a total of 397 units to 2,156 units; an increase of 1,759 units. Assuming a generation factor of 2.44 persons per dwelling unit, population under existing build out conditions for subject parcels would result in 969 persons. With implementation of the RIPAOZ, projections would increase to 5,261 persons; a total of 4,292 more people (DOF). The project would result in an increase in population of almost 20 percent over SCAG projections for the City for year 2045, while providing more housing opportunities to help reach the City's RHNA allocation of 2,017 units.

Table 6.0.-B, Proposed Project Consistency with the Connect SoCal 2020-2045 RTP/SCS Goals, presents a side by side comparison of the Connect SoCal 2020-2045 RTP/SCS Goals and a discussion regarding the Project's consistency, non-consistency, or non-applicability with each goal.

Table 6.0-B, Proposed Project Consistency with the Connect SoCal 2020-2045 RTP/SCS Goals

Goal	Analysis
Connect SoCal Goal1: Encourage regional economic prosperity and global competitiveness.	Not Applicable: The proposed Project entails opportunity to meet State housing mandates.
Connect SoCal Goal 2: Improve mobility, accessibility, reliability, and travel safety for people and goods	Not Applicable: The proposed Project entails opportunity to meet State housing mandates.

Table 6.0-B, Proposed Project Consistency with the Connect SoCal 2020-2045 RTP/SCS Goals

Goal	Analysis
Connect SoCal Goal 3: Enhance the preservation, security, and resilience of the regional transportation system.	**Not Applicable**: The proposed Project entails opportunity to meet State housing mandates.
Connect SoCal Goal 4: Increase person and goods movement and travel choices within the transportation system.	**Consistent:** This policy would be implemented by cities and the counties within the SCAG region as part of the overall planning of the transportation system. The proposed Project would not have an adverse impact on or otherwise affect the movement and travel choices within the transportation system.
Connect SoCal Goal 5: Reduce greenhouse gas emissions and improve air quality.	**Consistent:** The reduction of energy use, improvement of air quality, and promotion of more environmentally sustainable development would be encouraged through the development of alternative transportation methods (pedestrian sidewalk), green design techniques for buildings, and other energy-reducing techniques. For example, the Project is required to comply with the provisions of the California Building and Energy Efficiency Standards (Title 24 of the California Code of Regulations; CEC 2015) and the California Green Building Standards Code (CALGreen; Part 11 of Title 24). The Project will maximize the protection of the environment and improvement of air quality by coordinating with local transit services to ensure any required transit connections are included within the Project.
Connect SoCal Goal 6: Support healthy and equitable communities.	**Consistent:** As further detailed *Section 5.2 – Air Quality*, the proposed Project will be consistent with Federal and State Ambient Air Quality standards and with mitigation, future implementing development would not substantially impact nearby sensitive receptors. Additionally, *Section 5.9 – Noise* indicates that with mitigation, implementing developmental the Project site will be consistent with local and state noise standards and would not substantially impact nearby sensitive receptors. Moreover, implementation of the proposed Project would provide local residents with employment opportunities that would help the jobs-poor City.
Connect SoCal Goal 7: Adapt to a changing climate and support an integrated regional development pattern and transportation network.	**Consistent:** The proposed Project will support the regional and transportation network by payment of fair share fees pursuant to CMC 18.105 – Western Riverside County Transportation Uniform Mitigation Fee Program identified in *Section 5.12 - Transportation*.
Connect SoCal Goal 8: Leverage new transportation technologies and data-driven solutions that result in more efficient travel	**Consistent:** This policy would be implemented by cities and the counties within the SCAG region as part of the overall planning of the transportation system. The proposed Project would not have an adverse impact on or otherwise affect efficient travel.
Connect SoCal Goal 9: Encourage development of diverse housing types	**Consistent:** The proposed Project will allow opportunity to provide higher density housing in areas currently served by multiple transportation options

Table 6.0-B, Proposed Project Consistency with the Connect SoCal 2020-2045 RTP/SCS Goals

Goal	Analysis
in areas that are supported by multiple transportation options.	
Connect SoCal Goal 10: Promote conservation of natural and agricultural lands and restoration of critical habitats.	**Not Applicable:** The Project site is not within agricultural lands nor is with within an area that requires restoration of critical habitats.
Source: Goals are identified in SCAG-A, p. 9	

The table above reflects that the proposed Project would be consistent with all applicable SCAG's Connect SoCal policies. Consistency or inconsistency with SCAG regional policies does not result in physical changes to the environment and therefore, no significant effects on the environment.

7.0 Other CEQA Topics

The State *California Environmental Quality Act (CEQA) Guidelines* set forth several general content requirements for Environmental Impact Reports (EIRs). Those applicable to this Project include cumulative impacts (Section 15130), unavoidable adverse impacts (Section 15126(b)), growth inducing impacts (Section 15126(d)), and significant irreversible impacts (Section 15126.2(c)). This section addresses each of those general requirements.

7.1 Cumulative Impact Analysis

7.1.1 Introduction

CEQA requires that an EIR examine the cumulative impacts associated with a project, in addition to project-specific impacts. The discussion of cumulative impacts must reflect the severity of the impacts and the likelihood of their occurrence; however, the discussion need not be as detailed as the discussion of environmental impacts attributable to the project alone (State CEQA Guidelines § 15130(b)).

As stated in the State CEQA Guidelines, an EIR "shall discuss cumulative impacts of a project when the project's incremental effect is cumulatively considerable (§ 15130(a)). "Cumulatively considerable" means that "the incremental effects of an individual 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 as defined in Section 15130" (§ 15065(c)). Section 15355 of the State CEQA Guidelines states that "cumulative impacts" occur from "…the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time."

A cumulative impact is not considered significant if the impact can be mitigated to below the level of significance through mitigation, including providing improvements and/or contributing funds through fee-payment programs. The EIR must examine "reasonable options for mitigating or avoiding any significant cumulative effects of a proposed project" (State CEQA Guidelines §§ 15130(a)(3) and 15130(b)(5)).

State CEQA Guidelines Section 15130(b)(1) requires that a discussion of cumulative impacts be based on either a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the agency; or a summary of projections contained in an adopted general plan or related planning document, or in a prior environmental document which has been adopted or certified, which described or evaluated regional or area-wide conditions contributing to the cumulative impact.

Section 15130(d) of the State *CEQA Guidelines* states that, "Previously approved land use documents such as general plans, specific plans, and local coastal plans may be used in cumulative impact analysis. A pertinent discussion of cumulative impacts contained in one or more previously certified EIRs may be incorporated by reference pursuant to the provisions for tiering and program EIRs. No further cumulative impact analysis is required when a project is consistent with a general, specific, master or comparable programmatic plan where the lead agency determines that the regional or area-wide cumulative impacts of the proposed project have been adequately addressed, as defined in Section 15152(f), in a certified EIR for that plan." Additionally, if a cumulative impact was adequately addressed in a prior EIR for a community plan, zoning action, or general plan, and the project is consistent with that

plan or action, then an EIR for such a project should not further analyze that cumulative impact. (Section 15130(e) of the State *CEQA Guidelines*)

The "summary of projections method" is utilized as the cumulative impact analysis is based on information contained in the City of Calimesa General Plan (GP) and Draft Environmental Impact Report, SCH No. 2013021033 (GP DEIR), certified by the City Council in 2014. This document is hereby incorporated by reference. A pertinent discussion of cumulative impacts contained in one or more previously certified EIRs may be incorporated by reference pursuant to the provisions for tiered and program EIRs. No further cumulative impact analysis is required when a project is consistent with a general, specific, master or comparable programmatic plan where the lead agency determines that the regional or area-wide cumulative impacts of the proposed project have been adequately addressed, as defined in section 15152(f), in a certified EIR for that plan." Additionally, if a cumulative impact was adequately addressed in a prior EIR for a community plan, zoning action, or general plan, and the project is consistent with that plan or action, then an EIR for such a project should not further analyze that cumulative impact (State CEQA Guidelines § 15130(e)).

7.1.2 Cumulative Analysis Setting

The geographic scope (or cumulative impact area) used for each environmental issue is different depending upon the potential area of effect. For example, the geographic scope for air quality would be the South Coast Air Basin (Basin), while the geographic scope for cumulative aesthetics impacts would be the viewshed, and the geographic scope for traffic/circulation would be the roadways in the Project vicinity that could be affected by the cumulative projects.

7.1.3 Aesthetics

Under the summary of projections and list method, the geographic scope for impacts related to aesthetics consists of the viewshed surrounding the Project site. The area immediately surrounding the Project site is characterized by an urbanized setting in the City within a mix of commercial uses (storage facility), single family residential units, a school (Mesa View Middle School), mobile homes, approved residential entitlements and the former Calimesa Country Club. The City is marked with foothills in its eastern boundary, and nearly level topography in its north and central areas gently sloping toward San Timoteo Creek in the southwestern areas of the city. The pattern of ridges in the Calimesa area divides the area into distinctive visual units and serves as a backdrop to many on-site views, providing panoramic vistas of the San Bernardino and San Jacinto mountain ranges.

For cumulative development to contribute to a significant cumulative impact on aesthetics, those cumulative development projects typically must be contiguous to the Project site and/or be located within the same viewshed, i.e., viewable from the same points as the Project. As the surrounding project area is already built and urbanized, there are no development projects contiguous to the Project site.

The nearest cumulative projects within the City represent projects and the associated visual character of these projects, including sources of potential light and glare during day- and nighttime, will not contribute to a cumulatively considerable aesthetic impact to the Project area due to their distance from the Project site and each other. Further, although all of the cumulative development projects are anticipated to include lighting for security and/or decorative purposes, all lighting associated with the cumulative development projects will be installed per the standards and policies of the City. These standards are intended to protect the views of the nighttime sky by requiring all lighting to be directed

downward and away from adjacent properties and the sky. Further, the Project will not block views of the San Bernardino and San Jacinto mountain ranges; the major scenic resources in the area.

Thus, there are no known or foreseeable development projects close enough to the Project site to contribute to a cumulatively considerable and significant impact on aesthetics. Therefore, cumulative impacts are **not significant**.

7.1.4 Air Quality

The cumulative impact for analysis for air quality employs the summary of projections approach because the dispersion of air pollutant emissions is influenced by an area larger than the list of cumulative projects. Utilizing the summary of projections method, due to the defining geographic and meteorological characteristics of the Basin, the cumulative area for air quality impacts is the Basin itself. As previously stated in Draft EIR Section 5.2 – Air Quality (see **Table 5.2-C**), the portion of the Basin within which the Project is located is designated as a non-attainment area for ozone (O_3) and particulate matter less than 2.5 microns in size ($PM_{2.5}$) under both State and federal standards and for particulate matter less than 10 microns in size (PM_{10}) under State standards.

The South Coast Air Quality Management District (SCAQMD) considers the thresholds for project-specific impacts and cumulative impacts to be the same (SCAQMD 2003). Consequently, projects that exceed project-specific significance thresholds are considered by SCAQMD to be cumulatively considerable. Project emissions within the context of SCAQMD's regional emissions thresholds provide an indicator of potential cumulative impacts within the Basin. Cumulative localized impacts for pollutants are also considered and reflect Project air pollutant emissions in the context of ambient conditions in the Project vicinity.

As discussed in this Draft EIR Section 5.2 – Air Quality, the Project's operational emissions exceed regional SCAQMD thresholds after implementation of mitigation.

Thus, the proposed Project's cumulative contribution to air quality impacts is considerable. Therefore, cumulative impacts are **significant and unavoidable** and a **statement of overriding considerations** would be required prior to Project approval.

7.1.5 Biological Resources

Utilizing the summary of projections method, the geographic context by which the Project's cumulative impact on biological resources is measured encompasses western Riverside County within the Pass Area Plan. The MSHCP is the General Plan level document that defines potential cumulative impacts to biological resources for the region and is designed to protect and establish a 500,000-acre Reserve in Western Riverside County in exchange for biological impacts that may happen outside that Reserve Area. The MSHCP EIR/EIS concluded that cumulative impacts to covered species are reduced to less than significant levels through compliance with the MSHCP (Volume 4: Section 5.1, Cumulative Impact Analysis). Thus, if a project complies with the MSHCP, potential cumulative impacts of that project on covered species are deemed less than significant.

Future implementing developments within the Project parcels are located in different geographic locations of the City. Regardless, future implementing development projects will be required to comply with applicable mitigation measures described in Section 5.3 of this DEIR in order to comply with the MSHCP, Because the proposed Project will comply with the MSHCP, potential cumulative impacts on

covered species are less than significant. Additionally, as cumulative projects are located in different geographic locations, impacts would be addressed on a project-specific basis depending on the existence, or lack thereof, of biological resources on or within the vicinity of each cumulative project site.

Pursuant to the Calimesa General Plan (GP), future development within the City has the potential to impact biological resources. As discussed in Section 5.3 – Biological Resources of this DEIR, Calimesa is a Permittee to the MSHCP and is legally obligated to comply with its provisions. Hence, the Calimesa GP includes policies and programs designed to reduce impacts to biological resources over the long term so is consistent with and will facilitate implementation of the applicable policies and programs identified in the MSHCP and. Therefore, implementation of GP policies and mitigation described in the Calimesa General Plan EIR will reduce cumulative impacts to biological resources within the City to less than significant.

Project-specific mitigation measures MM BIO 1 through MM BIO 4 will apply to and reduced cumulative project impacts. However, each cumulative project would have to complete its own project-specific assessment and implement its own project-specific MMs as needed and approved by their respective lead agencies.

Thus, the proposed Project's contribution to biological resources is not cumulatively considerable. Therefore, cumulative impacts are **not significant**.

7.1.6 Cultural Resources

Utilizing the summary of projections method, the geographic scope for cumulative impacts to cultural resources is defined by the cultural setting and territory of the prehistoric and historic people who occupied the area of southern California in which the City is located. Western Riverside County was part of the territory of the Cahuilla and perhaps Luiseño people. Cumulative projects in the Project area and other development in western Riverside County could result in the progressive loss of as-yet unrecorded archaeological resources. This loss, without proper mitigation, would be an adverse cumulative impact.

The proposed Project does not propose any specific development at this time. However, future implementing projects would be required to comply to the City's applicable General Plan resource protection requirements and would be issued project-specific conditions of approval. Cumulative projects within the City have the potential to impact cultural resources. However, to reduce impacts to cultural resources, cumulative development projects within the Project vicinity will be required to comply with the resource protection requirements of the City's General Plan, as applicable. Thus, cultural, or paleontological resource reports will be required for each individual cumulative development project to assess the potential for significant impacts to these resources and to identify mitigation measures if necessary. Additionally, all cumulative development projects, as well as the proposed Project, will be required to comply with state code in the event of discovery of human remains, which will reduce impacts in this regard to less than significant.

As discussed previously, with implementation of with mitigation measures identified in Section 5.4 – Cultural Resources of this Draft EIR, the proposed Project will have a less than significant impact on cultural resources. Likewise, as discussed in the City's General Plan EIR, cumulative development projects within the City will have a less than significant impact on cultural resources.

Thus, the proposed Project's contribution to cultural resource is not cumulatively considerable. Therefore, cumulative impacts are **not significant**.

7.1.7 Energy

Energy use includes electricity and natural gas usage as well as transportation-related energy (fuel). Energy impacts are cumulative in nature. Electricity and natural gas services are provided to the City by Southern California Edison (SCE) and the Southern California Gas Company (SCG), respectively. Therefore, the geographic context for cumulative impacts is the service area of SCE and SCG, respectively. SCE's service area encompasses most of central and southern California as well as some coastal areas. SCG's service area encompasses most of central and southern California.

Energy consumption by new buildings in California is regulated by the State Building Energy Efficiency Standards, embodied in Title 24 of the California Code of Regulations. The efficiency standards apply to new construction of both residential and non-residential buildings and regulate insulation, glazing, lighting, shading, and water- and space-heating systems. Building efficiency standards are enforced through the local building permit process. The City has adopted building standards consistent with Title 24.

Fuel consumption from cars and trucks on the roadway network are also regulated at the State level. Pavley, Low Carbon Fuel Standards (LCFS), and Advanced Clean Cars reduce emissions and increase fuel efficiency. Assembly Bill (AB) 1493 ("the Pavley Standard") requires reduction in GHG emissions from non-commercial passenger vehicles and light-duty trucks of model year 2009 and thereafter. Executive Order S-01-07 went into effect in 2010 and required a reduction in the carbon intensity of transportation fuels used in California by at least 10 percent by 2020. It imposes fuel requirements on fuel that will be sold in California that will decrease GHG emissions by reducing the full fuel-cycle and the carbon intensity of the transportation fuel pool in California. The Advanced Clean Cars program, introduced in 2012, combines the control of smog, soot causing pollutants and GHG emissions into a single coordinated package of requirements for model years 2017 through 2025. The 2017 Scoping Plan expands the Advanced Clean Cars Program, which further increases the stringency of GHG emissions for all light-duty vehicles and increases zero emission and plug-in hybrid light-duty electric vehicles by 2030. Residents, employees of, and deliveries to the proposed Project site will utilize these vehicles as they become available. The cumulative development projects are also subject to these same regulations.

The proposed Project will comply with, and in some cases may exceed, Title 24 standards for insulation, glazing, lighting, shading, and water and space-heating systems in all new construction. The Project will also comply with the California Green Building Standards Code (CALGreen), which implements sustainable construction practices that reduce negative impacts on the environment through planning and design, energy efficiency, water efficiency and conservation, material conservation and resource efficiency, and environmental quality. Through the use of modern energy-efficient construction materials and practices, in addition to compliance with Title 24 standards, the proposed Project will be consistent with the State's energy conservation standards and, therefore would not conflict with an adopted energy conservation plan.

The analysis presented in in Section 5.5, is cumulative in nature. Thus, if an individual project does not result in wasteful or indifferent energy use, potential cumulative impacts of that project are not cumulatively considerable. As described in the analyses, the RIPAOZ Project would not result in the unnecessary, inefficient, or wasteful use of energy resources nor would it conflict with or obstruct a state or local plan for increasing renewable energy or energy efficiency.

In addition, SCE and SCG are both developing additional energy supplies to serve anticipated development within their respective service areas in future years.

Thus, the proposed Project's contribution to energy is not cumulatively considerable. Therefore, cumulative impacts are **not significant**.

7.1.8 Greenhouse Gas Emissions

GHGs are those gases that will contribute to global climate change; therefore, the cumulative impact area for GHG emissions is the earth's atmosphere. Implementation of the proposed Project along with the cumulative development projects will contribute GHG emissions to the atmosphere.

It is important to note that the scope of the City's jurisdictional authority is limited to certain types of emissions generated within the City's physical boundaries. The City's authority does not include the regulation of the majority of actions including, for example: transportation policy, fuel consumption, and energy generation, which the State has determined are necessary to meet all of AB 32's and SB 32's GHG reduction goals. Further, some of the GHG emissions associated with the Project can be reduced only by measures to be implemented by other governmental agencies. GHG emissions are clearly significant on a global basis, and when GHG emissions are outside of the Lead Agency's jurisdiction and control, consistent with CEQA Section 21081(a)(2), a project has cumulatively considerable significant and unavoidable GHG impacts if other agencies do not take necessary action. These other agencies can and should adopt requirements to ensure cumulative GHG reductions.

Even with implementation of the recommended mitigation measures identified in Section 5.6-Greenhouse Gas Emissions of this Draft EIR, the RIPAOZ Project exceeds the SCAQMD threshold screening threshold for residential projects and does not meet the adjusted SCAQMD efficiency target of 2.6 metric tons of carbon dioxide-equivalents ($MTCO_2E$) per year per service population. Project GHG impacts are mitigated to the greatest extent feasible, but the Project will still contribute to global climate change through a cumulatively considerable contribution of GHG related to mobile emissions from cars and energy consumption. Similar measures would be applied for other cumulative projects in the region to reduce impacts.

Thus, the proposed Project's contribution to greenhouse gas emissions is cumulatively considerable. Therefore, cumulative impacts are **significant and unavoidable** and a **statement of overriding considerations** would be required prior to Project approval.

7.1.9 Hydrology/Water Quality

The geographic context for cumulative impacts regarding groundwater supply and recharge are the service areas of SMWC and YVWD because they are the water suppliers to the Project and some-to-all of their respective supply sources include groundwater. The Project does not include removing or constructing groundwater wells or recharge facilities. All (100 percent) of SMWC's current (2022) water supply comes from local groundwater and approximately 63 percent of YVWD's potable water supply comes from local groundwater (as of 2020) (IRUWMP 2020, p. 11-23). The groundwater basins from which YVWD and SMWC obtain their groundwater supply are either adjudicated (i.e., Beaumont Basin) or managed by a GSP (i.e., Yucaipa Basin, San Timoteo Basin, and San Bernardino Basin). The purpose of these groundwater management mechanisms is to have a sustainable source of groundwater supplies.

The Project will not impede the efforts of either the adjudication nor the GSPs. However, in regards to groundwater supply in general, the future water demands of the additional dwelling units proposed by the Project (1,759 new units) were not accounted for in the most recent UWMP for SMWC or YVWD. The

estimated water demand of the 138 proposed additional units in YVWD's service area is 31.3 AFY or 0.44% of the YVWD groundwater production in 2020 (IRUWMP, p. 11-27). Because YVWD's projected water supplies far exceed projected demands according to its most recent 2020 UWMP, including in single dry and multiple dry years, the additional water demand of the 138 units in YVWD's service area is considered nominal and well within the ability of YVWD to serve said units.

The increase in planned water demand of the additional 1,621 proposed units in SMWC's service area is 166 AFY. [1](, which will increase the projected water demands for SMWC to greater than its current (2022) groundwater rights and entitlements (projections made as of 2020) (WSA, p. 47). However, SMWC is in the process of actively developing groundwater recharge facilities to increase its groundwater rights and entitlements to meet future increases in demand.

The groundwater basins within the Project area and the basins outside the Project area that may contribute water to the Project will continue to be managed pursuant to court Judgments and SGMA. Each water supplier to the Project has conducted the required planning in water supplies pursuant to the UWMP Act and each supplier has projects underway to secure additional supply. Finally, through implementation of the City's water conservation design features and coordination with each water supplier to help ensure City water demands are met, the Project's contribution to groundwater production, consumption and sustainable management is not cumulatively considerable**.** Therefore, cumulative impacts related to water supply are **not significant**.

7.1.10 Land Use/Planning

Utilizing the summary of projections method, the geographic scope for land use and planning are the adjacent cities of Beaumont, Yucaipa, Redlands, and the County of Riverside for the development projected under the buildout of their respective general plans. Cumulative land use impacts would result if growth resulting from the RIPAOZ would conflict with land use plans and/or policies, or state planning initiatives. Cumulatively, the Project will allow for higher density residential development amid other future development projects within the City and region that may impact existing land uses within the area. The RIPZAOZ would amend the General Plan. The Zone Change will modify regulations governing land use and development in the City. The RIPAOZ does not propose to modify or revised any of the existing specific plans within the City and as such will not conflict with those local plans. Regarding regional plans, as discussed in Section 5.3 – Biological Resources of this DEIR, the RIPAOZ is consistent with the MSHCP. As discussed in Section 6.0 – Consistency with Regional Plans of this DEIR, the RIPAOZ is consistent with the 2020-2045 SCAG RTP/SCS. Because the proposed Project would be consistent with and/or supplement adopted plans and regulations governing land use and development in the region, it would not make a considerable contribution to cumulative impacts

While the Project would represent a shift in land use policy for these sites, the Project would not impact adjacent development and is representative of the surrounding land use pattern. The Project is not proposing any uses that are inconsistent with the GP. Hence, the Project would not result in a substantial alteration to the planned land use of an area.

1. According to the SMWC WSA, the additional units proposed by the Project in SMWC's service area are estimated to increase the water demand for those Project parcels by a total of 166 AFY from 319 AFY to 485 AFY.

Further, the Project is consistent with State planning initiatives, such as SB 2, SB 9, and SB 743. As the RIPAOZ is consistent with State planning initiatives, the proposed Project's impacts to land use and planning would not be cumulatively considerable.

Thus, the proposed Project's contribution to land use and planning is not cumulatively considerable. Therefore, cumulative impacts are **not significant**.

7.1.11 Noise

The geographic scope for construction and operational noise and vibration impacts is the immediate vicinity of the Project site because noise and vibration by definition are a localized phenomenon, which drastically reduces in magnitude as the distance from the sources increases. Consequently, only those cumulative projects within the immediate vicinity of the Project will be likely to contribute to cumulative noise and vibration impacts resulting from construction or operation. Mitigation and as well as project-specific conditions of approval for future implementing projects will ensure no unnecessary temporary noise would impact nearby uses.

Cumulative noise impacts may occur when Project-related vehicular trips are combined with vehicular trips from the cumulative projects. This noise may be perceived by receptors along the study area roadways. Therefore, the geographic scope for cumulative traffic noise are the roadway segments that will be used by Project-related traffic. The cumulative traffic noise condition is the Future Buildout (2040) with Project traffic. As indicated in Section 5.9 – Noise, traffic noise levels at 50 feet from roadway centerlines near Project parcels exceed 65 dBA so there is potential for noise levels to exceed 65 dBA CNEL at sensitive land uses. Mitigation will reduce noise levels but may not fully mitigate traffic noise in all areas, particularly in existing developed areas constrained due to placement or other factors which limit the feasibility of mitigation such as residences fronting the right of way that limit the placement of noise barriers. As a result, traffic noise associated with the future implementing development of Project parcels combined with cumulative projects could result in a permanent increase in ambient noise levels

The proposed Project's contribution to noise would be less than significant with mitigation and is not cumulatively considerable. However, the proposed Project's contribution to traffic related noise will remain significant. Therefore, cumulative impacts are **significant and unavoidable** and a **statement of overriding considerations** would be required prior to Project approval.

7.1.12 Population/Housing

Utilizing both the list and summary of projections method, the geographic scope for population and housing is the City of Calimesa. Cumulative impacts related to population and housing resources are based upon projected development under the City General Plan. Implementation of the proposed Project and cumulative development projects may contribute to significant cumulative impacts to population and housing if they would induce substantial population growth or displace substantial numbers of existing housing units requiring the construction of replacement housing. Implementation of the Project will not displace any existing housing. While implementation of the general plan for the City of Calimesa and the County of Riverside will result in significant growth to the area, this growth will be experienced over the long-term buildout of the area and has been planned for in the respective general plans serving as the governing planning documents.

Thus, the proposed Project's contribution to population/housing is not cumulatively considerable. Therefore, cumulative impacts are **not significant**.

7.1.13 Public Services

Public services include fire protection, police protection, and schools. Utilizing the summary of projections, the cumulative impact area for public services is the service area of each of the service providers.

The proposed Project lies within existing service areas for both the Riverside County Sheriff's Department (RCSD) and the Calimesa Fire Department (CFD). Growth resulting from the RIPAOZ, combined with the cumulative development impact projects, may result in new service calls to the CFD for fire services and RCSD which contracts with the City for police services.

Currently the CFD operates from one station within the City, located at 908 Park Avenue Calimesa, CA. This station is equipped with one Type 1 fire engine, two command vehicles and one squad composed of 3-full time career firefighters and 1-intern on all shifts. The CFD continues to receive aid from the City of Yucaipa, Riverside County Fire Department (RCFD), and American Medical Response (AMR). The City of Yucaipa provides auto-aid services for both fire and emergency medical services, RCFD will continue to provide dispatch services and AMR will continue to respond and provide a paramedic and EMT service. (CFS, p. 2.) As discussed in Section 5.11 – Public Services of the DEIR, future implementing developments would be required to pay Development Impact Fee (DIF) per Calimesa's Municipal Code (CMC) Chapter 18.115 – Development Impact Fees prior to the issuance of permits. DIFs collected from each development would be used offset impacts imposed on fire protection services. According to the Calimesa Fire Services, the CFD has identified the need for a future fire station to accommodate planned future development as part of their future goals. (CFS, p. 3.) Therefore, future implementing developments resulting from the Project and cumulative development projects would be required to pay DIFs established for the acquisition of land, buildings, and equipment necessary to mitigate impacts to existing fire services and potential expansion fire services. Furthermore, future implementing developments will need to comply with the California Building Code and the California Fire Code prior to issuance of permits. For these reasons, the proposed Project and the cumulative development projects would not result in significant changes to fire services. Thus, the proposed Project's contribution to fire services is not cumulatively considerable.

The RCSD Cabazon Station currently provides law enforcement services for the cities and communities of Badlands, Banning Beach, Cabazon, Calimesa (Contract City), Cherry Valley, Jack Rabbit Trail, Laborde Canyon, Lambs Canyon, Miles Canyon, Millard Canyon, Morongo Tribal Nation, Old Banning Idyllwild, Poppet Flats, San Bernardino National Forest, San Gorgonio, San Timoteo Canyon, South Sunset, Twin Pines, and Whitewater. (RCSD-A) Thus, the cumulative impact area for police protection includes the service area boundaries of the RCSD Cabazon Station. The RCSD offers programs that help reduce criminal activity throughout the City (e.g. Citizens on Patrol (COP), You Are Not Alone (Y.A.N.A.) and Crime Prevention Through Environmental Design (CPTED) Program). (CCOP, YANA, CPS) Future residents are strongly encouraged to participate in these free programs and help RCSD keep a safe environment. Additionally, as mentioned above, all future implementing developments will be required to comply with the CMC Chapter 18.115 – Development Impact Fees. (CMC) Through compliance of MC Chapter 18.115, payment of DIFs for future projects, would ensure that cumulative environmental impacts associated with the continued provisions of police services would be less than cumulatively considerable.

The City of Calimesa lies within the service area of two school districts, Yucaipa-Calimesa Joint Unified School District (YCJUSD) and Beaumont Unified School District (BUSD). As analyzed in Section 5.11 – Public Services a growth of school aged residents would occur as a result of future implementing

developments. **Table 5.11-G** of Section 5.11 – Public Services estimated a 0.07 percent increase in students within the YCJUSD service area, while the BUSD service area would have less than an 0.01 percent increase in students. Nevertheless, current state law indicates that the environmental impact of new development on school facilities is considered fully mitigated through the payment of required development impact fees. Therefore, cumulative impacts on school facilities are considered less than cumulatively considerable.

Thus, the proposed Project's contribution to public services is not cumulatively considerable. Therefore, cumulative impacts are **not significant**.

7.1.14 Transportation

Utilizing both the list and summary of projections method, the geographic scope for transportation is the City of Calimesa. The City is connected regionally by Interstate 10 (I-10) and provides east-west connectivity to surrounding metropolitan areas. The roadway network within the City consists of freeways, boulevards, arterials, collectors, and local streets. The roadway network classifications were developed to guide long range transportation planning within the City to balance access and capacity.

Section 15064.3 of the CEQA Guidelines addresses Vehicle Miles Traveled (VMT). In order to address impacts, a VMT Analysis was prepared by Translutions, Inc. dated December 20, 2021 (TRANS) consistent with the requirements of SB 743 and the City of Calimesa. The Riverside Transportation Analysis Model (RIVTAM) was used to determine the Project generated VMT and projected effect on VMT for the following scenarios for the RIPAOZ parcels using the maximum density allowable in the proposed designations as outlined on **Table 5.12-B, Project Generated Origin/Destination (OD) VMT (2021 Baseline)**.

- Cumulative Without Project Condition; and
- Cumulative Plus Project Condition.

The RIVTAM uses year 2040. Future year models were run for the with and without project scenarios. The RIVTAM was modified to include the project socio-economic data. The year 2040 plus project conditions were derived by adding the project to three separate TAZs. The project was included in TAZ 4108, TAZ 4141, TAZ 4147, and TAZ 4149. The socio-economic data for the parent TAZs were reduced based on the area of land uses which will be replaced by the residential overlay. Full model runs were performed and VMT changes were isolated for the project TAZs and across the full model network. The project generated VMT was extracted from the model using the origin-destination trip matrix consistent with City guidelines. (TRANS, p. 1).

Table 7.0-A, Cumulative Project Generated VMT , provides details regarding the future condition for year 2040 Project VMT per service population at General Plan Build Out.

Table 7.0-A, Cumulative Project Generated VMT

	Proposed Project	City of Calimesa
Households	2,014	9,938
Population	5,191	23,167
Employment	-	2,560

Service Population	5,191	25,727
Origin Destination (OD) VMT	157,762	929,691
OD VMT per Service Population	**30.4**	**36.1**
Source: TRANS, Table A		

As shown in **Table 7.0-A**, the Cumulative condition (future year 2040) for Project VMT per service population is 30.4 miles, while the Cumulative VMT per service population for the City is 36.1 miles. Based on the City thresholds, a project would have a significant VMT impact if the Cumulative project-generated VMT per service population exceeds the City's Cumulative VMT per service population. Because the Cumulative Project VMT per service population (30.4 miles) is less than the City Cumulative VMT per service population (36.1 miles), the Project does not exceed a VMT impact under Cumulative conditions. Hence, for Cumulative conditions, impacts generated to Project Generated VMT are less than significant.

Cumulative Project Effect on VMT

The Project's effect on VMT compares how the cumulative link-level boundary Citywide VMT per service population, increases under the Plus Project Condition compared to the No Project Condition as reflected in **Table 7.0-B, Cumulative Project Effect on VMT**.

Table 7.0-A, Cumulative Project Effect on VMT

	With Project	Without Project
Roadway VMT	681,705	732,668
Service Population	30,918	25,727
VMT per Service Population	**22.05**	**28.48**
Source: TRANS, Table B		

As shown on **Table 7.0-B, Cumulative Project Effect on VMT,** the VMT per service population under Cumulative conditions With the Project is 22.05 miles, while the VMT per service population Without the Project is 28.48 miles. The City threshold establishes that, a project would have a significant VMT impact if the cumulative link-level Citywide boundary VMT per service population increases under the Plus Project condition compared to the No Project Condition. (TRANS, p. 3). Because the Cumulative Plus Project Condition (22.05 miles) is less than the Cumulative No Project Condition (28.48 miles), cumulative impacts related to Project Effect on VMT are less than significant.

The precise timing of future development that would occur to reach general plan buildout cannot be determined presently because of the complex nature of land development. It is anticipated that as development proceeds, each development will pay for and construct GP level road improvements on roads adjacent to the development sites and would pay "fair share" fees for use by local jurisdictions to construct road improvements necessary to address the cumulative impact of area-wide development. However, the timing of road improvements needed to improve levels of service on a regional basis would be determined by the City of Calimesa, County of Riverside, City of Perris, and Caltrans based upon need and the availability of funding.

The priority and timing of these road improvements cannot be determined at this time, nor are they under the sole control of the project proponent and in case of other jurisdictions, the City, to implement. Hence, it is possible that the required improvements will not be constructed in time to mitigate the Project's cumulative impacts upon off-site intersections and roads to below the level of significance.

Thus, although after paying fair share fees, the Project's cumulative traffic-related impacts to would be reduced to less than significant, impacts would remain significant until such time as the improvements are completed. Therefore, because of the uncertainty of when improvements would be implemented in relationship to project development, cumulative impacts are **significant and unavoidable** and a **statement of overriding consideration** would be required to be adopted by the City prior to project approval.

7.1.15 Tribal Cultural Resources

Utilizing the summary of projections method, the geographic scope for cumulative impacts to tribal cultural resources (TCR's) is defined by the cultural setting and territory of the prehistoric and historic people who occupied the area of southern California in which the City is located. The Project area is situated within Western Riverside County as part of the territory of the Cahuilla and perhaps Luiseño people. Cumulative projects in the Project area and other development in western Riverside County may result in the progressive loss of as-yet unrecorded archaeological resources. This loss, without proper mitigation, would be an adverse cumulative impact.

As identified in Section 5.13 – Tribal Cultural Resources no known significant historic or archaeological resources are located on the Project site or in the Study Area. In addition, the Project is not located on any known cemetery and is not expected to disturb any human remains. However, in the unlikely event of the discovery of human remains on the Project site, all activities in the vicinity of the remains shall cease and the contractor shall notify the County Coroner immediately, pursuant to California Health & Safety Code Section 7050.5 (HSC 7050.5) and California Public Resource Code Section 5097.98 (PRC 5097.98).

Site preparation and construction activities associated with the cumulative development projects may result in cumulative impacts to TCR's if any of these resources are present and no documentation, consultation, or preservation were being implemented throughout the region. While the proposed Project does not propose any specific development at this time, future implementing projects would be required to comply to the City's applicable General Plan resource protection requirements as identified in Section 5.13– Tribal Cultural Resources of this Draft EIR.

Further, since all local jurisdictions, including the City, are subject to local, State, and federal laws, including CEQA, cumulative impacts to cultural resources are less than significant. Potentially significant impacts are also reduced by utilizing the site development permit process, the CEQA process for individual projects, and the notification and consultation requirements of AB52 and SB18.

Thus, the proposed Project's contribution to TCR's is not cumulatively considerable. Therefore, cumulative impacts are **not significant**.

7.1.16 Utilities and Service Systems

The cumulative context for utilities and services systems is the service areas of each utility provider. Utilities and service systems include water supply, wastewater treatment, landfill space, and solid waste disposal services. Water services to the proposed Project and cumulative development projects will be

provided by South Mesa Water Company (SMWC) and Yucaipa Valley Water District (YVWD). Wastewater services to the proposed Project and cumulative development projects will be provided by YVWD. The YWMD service area covers serves customers in the Cities of Calimesa and Yucaipa, and portions of Riverside and San Bernardino Counties. The SMC service area covers portions Cities of Calimesa and Yucaipa, Thus, utilizing the summary of projections method, the geographic scope for these services is the YWMD and SMWC service areas.

The proposed Project does not propose any specific development at this time, however future implementing projects would be required to comply to the City's existing water conservation regulations that requires new construction to design, install, and maintain water efficient landscapes in order to reduce the amount of potable water used. . The proposed Project, when combined with the cumulative development projects in the service area of YVWD and SMWC, will increase water demands from YVWD and SMWC. YWWD and SMWC's 2020 Urban Water Management Plans (UWMP) incorporates regional projections to ensure that planning efforts for future growth are comprehensive.

As determined in the Water Supply Assessment (WSA) Report prepared for the Project by SMWC, the future estimated potable water demand from the Project and all other planned development across the SMWC service area combined, can be met with SMWC's existing production capacity and planned supply in the long-term during normal, single dry, and multiple dry years by fully utilizing its production rights and entitlements and developing two recharge basin projects to increase groundwater credits. (WSA, pp. 51-52.)

YVWD's "single dry year" and "multiple dry years" supply and demand comparison tables in the UWMP indicate substantial net positive surplus of water supply in all year types from 2025 through 2045 (e.g., surplus of 46,522 acre feet [AF] to 74,954 AF in 2045) (UWMP-A, p. 1-47). As indicated in Section 5.14 - Utilities and Service Systems of this document, the Project's additional water demand for the YVWD service area is 31.3 AFY, which is a negligible demand increase compared to YVWDs water supply. Thus, because water supplies from SMWC and YVWD will meet the Project and future growth from other development projects will meet water demands, the proposed Project's contribution to water supply is not cumulatively considerable.

Wastewater generated by the Project would be treated by the YVWD, which operates the Wochholz Regional Water Recycled Facility (WRWRF). As discussed in Section 5.14 – Utilities and Service Systems of this DEIR, based on YVWD's wastewater generation rate of 250 gallons per day (gpd) per residential unit, assuming future implementing projects would develop at maximum allowable density, then 439,750 gallons of wastewater would be generated (250 gpd per residential unit × 1,759 residential units = 439,750 gpd). Under existing conditions, the WRWRF has the permitted capacity to treat 6.67 million gallons per day. The maximum increase in residential development under the Project's additional 1,759 maximum units would utilize approximately 6.06 percent of the WRWRF permitted daily treatment capacity. Accordingly, the WRWRF has sufficient capacity to treat wastewater generated by future residential development within the RIPAOZ in addition to existing commitments. Additionally, the Project would not create the need for any new or expanded wastewater facility (such as conveyance lines, treatment facilities, or lift stations) because there is adequate capacity at existing treatment facilities to serve future development sewer demand. Moreover, future development would be required to fund improvements to the YVWD's sewage collection system and subregional treatment plant system through sewer connection fees, construction, and improvement of sewer system facilities pursuant to Action Item IPS-2.4. Thus, the proposed Project will not 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. Due to this, the contribution to wastewater service is not cumulatively considerable.

Solid waste disposal service for the Project parcels is provided by the City through a contract with CR&R disposal. No other haulers are authorized to operate within the City of Calimesa. Thus, the geographic context for cumulative impacts to solid waste is the CR&R service area. As discussed in Section 5.14 – Utilities and Service Systems of this DEIR, solid waste generated by future development of the Project parcels could be disposed at the El Sobrante Landfill in Corona, the Badlands Landfill in Moreno Valley, Olinda Alpha Landfill in Brea, San Timoteo Landfill in Redlands and/or the Lamb Canyon Sanitary Landfill in Beaumont. These landfills have a combined remaining capacity of approximately 178.8 million cubic yards. Development of the Project and the cumulative development projects will increase the amount of solid waste requiring disposal. As required by AB 939 and AB 341, every city and county in California must comply with certain solid waste diversion rates. Assuming the required diversion is achieved, there is adequate capacity at the various solid waste disposal sites available which serve the City. Thus, the project's contribution to solid waste is not cumulatively considerable.

The proposed Project does not preclude other future development from compliance with solid waste and recycling federal, state, and local mandatory requirements, As indicated in Section 5.14 – Utilities and Service Systems of this DEIR, future implementing development on the Project parcels would be required to comply with AB 939, AB 341, CMC Chapter 8.30 and Chapter 15.60 which will reduce the amount of solid waste generated by future implementing development. Thus, the Project's adherence with local statues and regulations related to solid waste would not contribute to cumulatively considerable solid waste impacts.

Thus, the proposed Project's contribution to utilities and service systems is not cumulatively considerable. Therefore, cumulative impacts are **not significant**.

7.2 Significant Unavoidable Adverse Impacts

This topic is intended to address any significant impacts that cannot be mitigated to below a level of significance (State *CEQA Guidelines* Section 15126.2). Specific impacts which cannot be avoided or eliminated if the Project is implemented have been discussed in detail throughout Section 5.0, Potentially Significant Environmental Effects. A summary of the areas in which impacts could not be reduced to a level below significance are summarized below.

7.2.1 Air Quality

Implementation of the Project will result in significant and unavoidable impacts during the long-term operation of the Project due to estimates emissions exceeding the applicable SCAQMD thresholds.

7.2.2 Greenhouse Gas Emissions

Implementation of the Project will result in significant and unavoidable impacts Project due to estimates emissions exceeding the applicable SCAQMD thresholds.

7.2.3 Noise

Implementation of the Project will result in direct and cumulative significant and unavoidable impacts as a result of an increased roadway noise.

7.2.4 Population and Housing

Implementation of the Project will result in direct and cumulative significant and unavoidable impacts as a result of an increase in population/households beyond SCAG projections.

7.2.5 Transportation/Traffic

Implementation of the Project will result in significant and unavoidable cumulative impacts to road improvements since it cannot be determined at this time, when improvements will be implemented since they are not under the sole control of the project proponent or the City, in the case of other jurisdictions.

7.3 Growth Inducing Impacts

According to State *CEQA Guidelines* Section 15126.2 (e), a project may foster economic or population growth, or additional housing, either indirectly or directly, in a geographical area if it meets any one of the following criteria:

- A project would remove obstacles to population growth;
- Increases in the population may tax existing community service facilities, causing significant environmental effects; or
- A project would encourage and facilitate other activities that could significantly affect the environment.

7.3.1 Removing Obstacles to Population Growth

As discussed in Section 3.0 – Project Description of this Draft EIR, the Project will foster population growth since it will allow for higher density residential uses. The Project is in an area that is surrounded by existing and proposed development for which regional infrastructure has either already been built or has been approved through adopted master plans. The Project would not require the extension of infrastructure and utilities to service the Project. Because existing infrastructure is already in place and the Project does not include any construction, the Project would not remove any obstacles to population growth. Moreover, the Project does not propose construction of any new major infrastructure facilities that would remove an obstacle to growth.

7.3.2 Increases in Population that May Tax Existing Community Services

As discussed in Section 5.10 - Population and Housing, the Project will provide an avenue to increase households within the City. However, as discussed in Section 5.11 – Public Services of this DEIR, while the Project will not have a significant impact upon public services such as police, fire, and schools, Police and fire services are based upon response time. The Project will be required to contribute development impact fees which will be used to support these services. Hence, while the increase in population so was not identified as part of the rate of growth projected under GP buildout projections, it will not impact existing service systems.

7.3.3 Encourage and Facilitate Activities that Significantly Affect the Environment

Implementation of the proposed Project will include population growth. However, given the development planned and projected under the City's GP and the general plans of the surrounding jurisdictions, it is

not anticipated that the Project's potential to foster growth would lead to development not otherwise anticipated by the buildout of these general plans. The type and intensity of use proposed for the Project site will be consistent with the General Plan Amendment and Zone Change upon implementation.

7.4 Irreversible Environmental Changes

The intent of this section of this Draft EIR is to discuss primary and secondary impacts of the proposed Project that result in significant irreversible changes in the environment. State *CEQA Guidelines* Section 15126.2(d) identifies, as examples, such things as use of nonrenewable natural resources, irreversible changes in land use, and irreversible damage to the environment resulting from environmental accidents associated with a project.

The proposed Project does not include development being but rather provides textual changes to the General Plan (General Plan Amendment) and Zoning Code (Zone Change) allowing for optional intensification of densities on 36 discrete parcels affected by the Project. Future implementing development projects will be required to adhere to or be analyzed against this topic and issued project-specific conditions of approval.

7.5 Consistency with Regional Plans

Section 15125(d) of the State *CEQA Guidelines* also requires an EIR to "to discuss any inconsistencies between the proposed project and applicable general plans, specific plans, and regional plans." The regional plans applicable to the proposed Project are: the City's GP, the MSHCP, the SCAG RTP/SCS, Regional Water Quality Control Board (RWQCB), and the Air Quality Management Plan (AQMP). Table **7.0-C, Location in which DEIR Consistency with Regional Plans is Discussed**, identifies the location in which each of these plans is discussed in this Draft EIR.

Table 7.0-C, Location in which DEIR Consistency with Regional Plans is Discussed

Plan	Discussion Location
MV GP	Environmental impact analysis section for each environmental issue (Draft EIR Sections 5.0 through 5.14) under the heading "Related Regulations"
MSHCP	Section 5.3 (Biological Resources, Related Regulations, MSHCP)
SCAG RTP/SCS	Section 6.0 (Regional Consistency)
RWQCB	National Pollutant Discharge Elimination System Construction Permit (see Section 4. 0)
AQMP	Section 5.2 (Air Quality, Related Regulations, Criteria Air Pollutants)

8.0 Alternatives to the Proposed Project

An EIR must identify ways to mitigate or avoid the significant effects that a proposed project may have on the environment. The City, acting as the CEQA Lead Agency, is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. The range of alternatives addressed in an EIR is governed by a "rule of reason," which requires the EIR to set forth only those alternatives necessary to permit a reasoned choice.

Of the alternatives considered, the EIR needs to examine in detail only those that the Lead Agency determines could feasibly attain most of the basic objectives of the proposed project but would avoid or substantially lessen any of the significant effects of the proposed project. Per State *CEQA Guidelines* Section 15364, "feasible" has been defined as "capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors."

The following discussion considers alternatives to implementation of the Project. The discussion examines the potential environmental impacts resulting from each alternative. Through comparisons of these alternatives to the Project, the relative advantage(s) of each can be weighed and analyzed. State *CEQA Guidelines* Section 15126.6 identifies the parameters within which consideration and discussion of alternatives to the proposed Project should occur. As stated in this section of the guidelines, alternatives must focus on those that are potentially feasible and which attain most of the basic objectives of the Project.

Section 5.0 of this EIR has determined the following environmental topics to be less than significant:

- Aesthetics
- Biological Resources
- Cultural Resources
- Energy
- Hydrology and Water Quality
- Land Use
- Public Services
- Transportation and Traffic (Project Only/Significant Cumulative Impacts)
- Tribal Cultural Resources
- Utilities and Service Systems

For the purposes of the alternative analysis, since none of these topics were determined to be significant, they are not included in the detailed analysis of the alternatives to compare to the Proposed Project.

8.1 Project Objectives

As stated previously in Section 3.0 – Project Description of this DEIR, the objectives of the proposed Project are to:

- Comply with newly adopted State residential laws requiring jurisdictions to increase the amount of housing opportunities available and to provide ways to meet their fair share of housing units within a variety of income categories by:
    - Permitting a flexible approach to providing housing;
    - Increasing the variety of housing options in existing residential neighborhoods;
    - Fostering well-planned, compact developments keeping with the character of the existing neighborhood;
    - Promoting efficiency in the utilization of existing infrastructure and services, facilitates integrated physical design;
    - Promoting a high level of design quality;
    - Facilitating development proposals responsive to current and future market conditions; and
    - Promote safe circulation patterns for residents and safety/service providers.
-

8.2 Summary of the Project's Significant Unavoidable Impacts

The analysis in Section 5.0 of this DEIR determined that even with implementation of mitigation measures, significant environmental impacts will result from the operation of the proposed Project. To satisfactorily provide the CEQA-mandated alternatives analysis, the alternatives considered must reduce any of the following Project-related significant unavoidable impacts:

- Air Quality: Project and Cumulative Impacts. Long-term VOC emissions in excess of South Coast Air Quality Management District's (SCAQMD) regional significance threshold and inconsistency with the 2016 AQMP.
- Greenhouse Gas: Project and Cumulative Impacts. Greenhouse gas (GHG) emission not meeting applicable significance threshold.
- Noise: Project and Cumulative Impacts
- Population and Housing: Project and Cumulative Impacts
- Traffic: Cumulative Impacts

8.3 Rationale for Alternative Selection

State *CEQA Guidelines* Section 15126.6(a) requires that an EIR "…describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives." According to this section of the State *CEQA Guidelines*, "…an EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision-making and public participation. " An EIR is not required to consider alternatives which are infeasible. The City, as lead agency, is responsible for selecting a range of Project alternatives for examination, and there is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the "rule of reason" (*CEQA Guidelines* Section 15126.6 (a)). Among the factors that may be considered when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control, or otherwise have access to an alternative site. (*CEQA Guidelines* Section 15126.6 (f)(1)).

With respect to the selection of alternatives to be considered in an EIR, State *CEQA Guidelines* Section 15126.6(b) states "…the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives or would be more costly." That is, each alternative must be capable of avoiding or substantially lessening any significant effects of the proposed Project. For this Project, those significant effects are related to air quality, greenhouse gas emissions, population/housing, and cumulative traffic.

The rationale for selecting the alternatives to be evaluated, and a discussion of the "no project" alternative are also required (State *CEQA Guidelines*§ 15126.6(e)). The "no project" alternative in this case, means no development would take place within the site limits. The other alternatives evaluated in this DEIR were selected based on its ability to reduce or avoid air quality, greenhouse gas emissions, population/housing, and cumulative traffic impacts.

8.4 Alternatives Rejected From Further Consideration

Section 15126.6(c) of the State *CEQA Guidelines* specifies that an EIR should identify alternatives that were considered by the lead agency but were rejected during the scoping process and should identify the reasons for eliminating the alternatives from further consideration. Section 15126.6(c) further indicates that a lead agency may eliminate an alternative from detailed consideration in an EIR if it fails to meet the basic project objectives, is infeasible, or does not avoid significant environmental impacts. Two such alternatives were considered and rejected by the City, as discussed below.

8.4.1 No Project – No Development Scenario

Under the No Project alternative, no development would take place within the Project site limits. No ground-disturbing activities would take place, nor would any form of structure be erected. Under No Project scenario, the sites would remain in their existing conditions and not be developed as proposed or for any other use. The No Project alternative would greatly underutilize the Project site and would not meet any of the Project objectives. Section 15126.6(f)(1) of the *State CEQA Guidelines* states that among the factors that may be considered when addressing the feasibility of alternatives, are site suitability and economic viability. Although in the short-term this Alternative may be feasible to allow the site to sit unutilized, over the long-term it is expected that the owners of the site would seek some productive use of this property and that the Project site would therefore be developed in some form. The No Project alternative is neither suitable for the site nor economically viable. Thus, since it can be reasonably anticipated that the site would develop in some form given its already entitled condition, the No Project/No Development Alternative was rejected. Therefore, this alternative was not further considered.

8.4.2 Alternative Location

This alternative was rejected from further consideration because there are no site-specific significant and unavoidable impacts that would be lessened if different sites were selected from the 36 parcels included in the RIPAOZ. Moving the proposed Project site would still generate the same level of VOC emissions and may result in worse air quality, greenhouse gas emissions, and cumulative traffic impacts if alternative sites were to be located further from the freeway system. Rather, because the majority of the proposed Project parcels are along Avenue L, near Interstate 10 and are adjacent to other residential uses the potential for an alternative site was rejected from further consideration.

It is required under CEQA that alternative site(s) be evaluated if any feasible sites exist where significant impacts can be lessened. The environmental impacts of development on any other site in the City are expected to be similar to those of the proposed Project. Namely, any other physical site location would still result in Project-level impacts to Air Quality, Greenhouse Gas Emissions, Population/Housing, and Noise and as well as cumulative impacts to Air Quality, Greenhouse Gas Emissions, Noise, Population/Housing, as well as cumulative impacts to Noise, Population/Housing, and Transportation depending on the site's current use. In addition, other sites, depending on their biological or cultural resources may have similar or worse impacts than the Project as well. Given the nature of the proposed Project, an alternative location would not alleviate the impacts because a relocation of the proposed Project would simply move the potential impacts. Thus, an alternative location may meet most of the basic Project objectives but would not substantially lessen impacts and meet the CEQA definition of an alternative. Therefore, this alternative was not further considered.

8.5 Alternatives under Consideration

This section of the DEIR presents the analysis of four alternatives in comparison to the potential environmental effects associated with the proposed Project. In accordance with State *CEQA Guidelines* Section 15126.6(d), the discussion of the environmental effects of the alternatives may be less detailed than the discussion of the impacts of the proposed Project.

- Alternative 1: No Project/Development of Existing Land Use and Zoning Scenario;
- Alternative 2: Reduced Density Alternative Scenario;
- Alternative 3: 15 Dwellings Unit Per Acre Max Scenario; and
- Alternative 4: Eliminate properties east of Bryant Street Scenario

Following a description of each alternative is a discussion of potential impacts to each of the environmental topics evaluated in this Draft EIR, the ability of that alternative to achieve the Project's objectives, and a discussion of that alternative's feasibility. A comparison of alternatives matrix is presented in Section 8.6.

8.5.1 Alternative 1: No Project/Development of Existing Land Use and Zoning Scenario

Alternative 1 involves developing project sites under their respective existing general plan land use and zoning designations of Residential Rural (RR), Residential Low (RL), Residential Low Medium (RLM), Residential Medium (RM), Residential High (RH) and Community Commercial (CC). Under Alternative 1, up to 397 dwelling units could be developed resulting in an increase of approximately 969 residents leading to 1,759 fewer dwelling units and 4,292 fewer residents than the proposed Project.

Evaluation of Alternative 1: No Project/Development of Existing Land Use and Zoning Scenario

Air Quality

Under Alternative 1, the sites identified would still develop with residential uses and commercial retail in the case of the site zoned for commercial. There would be no change in the intensity of the site identified as commercial-retail under this alternative. However, the sites identified by the proposed Project, would result in lower density development since they would utilize their existing residential

zoning. Under Alternative 1, a total of 397 homes may be developed; resulting in 969 people. Under the proposed Project, a total of 2,156 homes could be developed; resulting in 5,261 people. Alternative 1 would result in 1,759 fewer homes and 4,292 less people. Thus, while this Alternative would result in the same intensity for commercial uses, it would result in lower density development for residential uses and as a result lower population.

Development under this Alternative, like the proposed Project, would likely result in less than significant short-term construction emissions with implementation of mitigation leading to construction emissions below SCAQMD daily regional thresholds. The long-term mobile and area source operational impacts related to VOC would likely be less than the proposed Project. While Alternative 1 would include residential uses that are less intense, it would also allow commercial/retail development that would likely generate more traffic than the proposed residential uses proposed on that parcel under RIPAOZ. Ultimately Alternative 1 would still have lower vehicle emissions than the Project since it would be less intense related to density and generate less people driving vehicles which contribute to air quality emissions. Thus, it is anticipated that the less dense residential dwellings together with the more impactful commercial/retail use would generate the less VOC emissions as the Project. It is anticipated that air quality emissions related to VOC would be less than significant. Additionally, since Alternative 1 would develop per existing GP designations which have already been accounted for in the 2016 Air Quality Management Plan (AQMP), Alternative 1 would not conflict or obstruct with the AQMP. Therefore, Alternative 1 would result in impacts to air quality that would be less than the proposed Project.

Greenhouse Gas (GHG) Emissions

Similar to air quality, development under Alternative 1 would, like the proposed Project, would result in similar short-term construction GHG emissions. The long-term operational GHG emissions impacts would likely be less than the proposed Project due to reduction in development intensity. While the commercial site would likely generate more vehicle emissions on that one RIPAOZ parcel, ultimately Alternative 1 would still have lower GHG emissions than the Project since it would be less intense. Thus, it is not anticipated that the residential dwellings would generate the same level of GHG emissions. With implementation of mitigation, it is anticipated that greenhouse gas emissions would be reduced. Therefore, Alternative 1 would result in impacts to greenhouse gas emissions that would be less than the proposed Project.

Noise

Development under Alternative 1 would result in fewer vehicle trips than the proposed Project; thus, less traffic-generated noise. Short-term construction noise would be similar to the proposed Project. This Alternative, like the proposed Project, would mitigate potential significant effects related to short-term and long-term noise impacts to a level below significance through compliance with the same mitigation measures and mandatory regulatory requirements as the proposed Project. However, because this Alternative would generate less vehicular trips than the proposed Project, there would likely be less vehicular noise resulting from this Alternative. Thus, this Alternative would result in similar construction noise impacts but less traffic noise related impacts. Therefore, impacts related to noise would be the less than that of the proposed Project.

Population and Housing

Under Alternative 1, the sites identified would still develop with residential uses and commercial retail in the case of the site zoned for commercial. There would be no change in the intensity of the site identified as commercial-retail under this alternative. However, the sites identified by the proposed

Project, would result in lower density development. Under this Alternative, a total of 397 homes may be developed; resulting in 969 people. Under the proposed Project, a total of 2,156 homes could be developed; resulting in 5,261people. This Alternative would result in 1,759 fewer homes and 4,292 less people. Thus, while this Alternative would result in the same intensity for commercial uses, it would result in lower density development for residential uses and lower population. Therefore, impacts to population/housing would be considered less than that of the proposed Project.

Transportation/Traffic

Under Alternative 1, the City would require applicable roadway improvements for any project. Even if the Project were not built as contemplated by this Alternative, another project would still be conditioned to build any necessary roadway improvements and contribute fair shar fees. As such, cumulative impacts to transportation/traffic would remain significant since the priority and timing of road improvements are not under the sole control of a project proponent. Under this Alternative, the sites identified would still develop with residential uses. Development of these sites as residential would result in passenger vehicles trips to and from to the site but at a lower volume than the proposed Project. Regardless, this Alternative would result in similar cumulative traffic impacts. Therefore, Project impacts to transportation/traffic would be similar to that of the proposed Project.

Relationship of Alternative 1 to Project Objectives

Alternative 1 assumes that the site would develop as residential except for the one commercially designated parcel. Because residential development would be at a lower density, the housing potential would not be maximized to comply with newly the adopted State residential laws requiring jurisdictions to increase the amount of housing opportunities available and to provide ways to meet their fair share of affordable housing units. An analysis of whether Alternative 1 meets each Project objectives is provided in **Table 8.0-A, Alternative 1: No Project/Development of Existing Land Use and Zoning Project Objectives Comparison**.

Table 8.0-A, Alternative 1: No Project/Development of Existing Land Use and Zoning Project Objectives Comparison

Project Objective	Alternative Meets Objective?
Identify areas where residential infill development is encouraged.	**No.** Alternative 1 will not promote or encourage infill development.
Permit a flexible approach to providing affordable housing.	**No.** Alternative 1 will not provide alternative densities and product types including opportunities to provide for affordable housing.
Increase the variety of housing options in existing residential neighborhoods.	**No.** Alternative 1 does not maximize the housing potential of the site to the extent of the proposed Project by providing more units. And, Alternative 1 does not offer as much flexibility in as many product types and surrounding land uses as the Project to attract a variety of lifestyles and family groups.

Table 8.0-A, Alternative 1: No Project/Development of Existing Land Use and Zoning Project Objectives Comparison

Project Objective	Alternative Meets Objective?
Foster well-planned, compact developments keeping with the character of the existing neighborhood.	**No.** Alternative 1 will not provide additional development standards for compact developments within existing neighborhoods.
Promote efficiency in the utilization of existing infrastructure and services.	**Yes.** Alternative 1 will continue to allow for development of parcels that have been identified as having existing infrastructure.
Facilitate integrated physical design.	**No.** Alternative 1 will not provide for additional design standards for higher density product types.
Promotes a high level of design quality.	**No.** Alternative 1 will not provide for additional design standards for higher density product types.
Facilitate development proposals responsive to current and future market conditions.	**No.** Alternative 1 will not provide incentive to develop for additional design standards for higher density product types. Alternative 1 would not be responsive to the market as it does not maximize the amount of housing that could be provided by the Project.
Provide safe vehicular circulation patterns for residents and safety/service providers.	**Yes.** Alternative 1 will continue to provide for safe vehicular circulation patterns by as it will be required to comply with all safety design standards.

Alternative 1 Conclusion

Alternative 1 would meet only two of the Project objectives. State *CEQA Guidelines* Section 15126.6(f)(1) states that among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability and economic viability. Development of Alternative 1 under existing land use and zoning designations would result in less traffic and population so fewer direct impacts related to air quality, greenhouse gas emissions, traffic related noise, and population; cumulative impacts would remain similar to the Project as well. However, Alternative 1 would not maximize housing opportunities in order to comply with newly the adopted State residential laws requiring jurisdictions to increase the amount of housing opportunities available and to provide ways to meet their fair share of affordable housing units. Alternative 1 may be less impactful than that of the proposed Project. As such, this Alternative may result in fewer impacts to CEQA threshold topics significant for the proposed Project. However, Alternative 1 is not feasible since it meet only two of the Project objects and does would not provide an avenue for the City to meet the States newly adopted residential laws slated to increase housing supply.

8.5.2 Alternative 2: Reduced Project Size Scenario

With the intent of reducing potential environmental impacts from the proposed Project, the City has considered a reduced size option in Alternative 2. In this case, development of the Project would be reduced by 25 percent overall. This results in developing 1,617 dwelling units resulting in a population increase of 3,945; leading to 539 fewer dwelling units and 1,316 fewer people than the proposed Project.

Evaluation of Alternative 2 – Reduced Project Size Scenario

Air Quality

Alternative 2 would develop approximately 25 percent less residential units and reduce vehicle traffic by approximately 25 percent, which in turn reduces air quality emissions by a similar amount. The long-term air quality impacts resulting from mobile and area sources would be reduced due to the reduction in residential units and the decrease in total vehicle trips accessing the Project site. This impact would be lesser than that of the proposed Project.

Air quality impacts related to construction would be similar to the proposed Project and will not exceed SCAQMD thresholds because the daily construction activity would be similar and the same site acreage would be disturbed. Operational VOC emissions would also be reduced by approximately 25 percent under Alternative 2, which means that maximum operational VOC emissions reported for summer, which is higher than winter emissions, in **Table 5.2-G**, would decrease from 73.21 pounds/day (lbs/day) to approximately 54.91 lbs/day, which does not exceed the SCAQMD regional significance threshold for VOC of 55 lbs/day. However, because there would still be increased densities with Alternative 2, this alternative development would remain inconsistent with the 2016 AQMP. Because emissions would be reduced by approximately 25 percent, impacts to air quality would be lesser than the proposed Project.

Greenhouse Gas Emissions

Development of Alternative 2 would result in essentially the same disturbance area (site footprint) as the proposed Project. Thus, the one-time construction-related GHG emissions from Alternative 2 were assumed to be the same as the Project. Alternative 2 would also comply with all present and future regulatory measures developed in accordance with AB 32 and CARB's Scoping Plan that would further minimize GHG emissions. Alternative 2 would implement the same mitigation measures as the proposed Project. Alternative 2 would result in approximately 25 percent fewer vehicle trips than the proposed Project. Total greenhouse gas emissions would also be reduced by approximately 25 percent under Alternative 2, which means that maximum Greenhouse Gas Emissions reported in **Table 5.6-F** would decrease from 16,039.19 $MTCO_2E$/yr to 12,029.39 $MTCO_2E$/yr which would still exceed SCAQMD Tier 3 screening threshold level of 3,000 $MTCO_2E$/yr. Under Alternative 2, the service population would be 3,945 (residents). Thus, Alternative 2 would achieve an efficiency of 3.05 $MTCO_2E$/yr per service population and would still not meet the adjusted SCAQMD efficiency target of 2.6 $MTCO_2E$/yr per service population. However, since total emissions would be reduced by approximately 25 percent, impacts from greenhouse gas emissions would be less than the proposed Project. Therefore, GHG impacts associated with Alternative 2 would be less than the proposed Project.

Noise

Development under Alternative 2 would result in fewer vehicle trips than the proposed Project; thus, less traffic-generated noise. Short-term construction noise would be similar to the proposed Project. Alternative 2, like the proposed Project, would mitigate potential significant effects related to short-term and long-term noise impacts to a level below significance through compliance with the same mitigation measures and mandatory regulatory requirements as the proposed Project. However, because Alternative 2 would generate less vehicular trips than the proposed Project, there would likely be less vehicular noise resulting from this Alternative. Thus, Alternative 2 would result in similar construction noise impacts but less traffic noise related impacts. Therefore, impacts related to noise would be the less than that of the proposed Project.

Population and Housing

Under Alternative 2, the parcels identified would still develop with residential uses and commercial retail in the case of the site zoned for commercial. There would be no change in the intensity of the site identified as commercial-retail under this Alternative. However, the parcels identified by the proposed Project, would result in lower density development. Under this Alternative, a total of 1,617 dwelling units may be developed; resulting in a population increase of 3,945 people; 539 fewer dwelling units and 1,316 fewer people than the proposed Project. Thus, while this Alternative would result in the same intensity for commercial uses, it would result in lower density development for residential uses and lower population. Therefore, impacts to population/housing would be considered less than that of the proposed Project.

Transportation/Traffic

Under Alternative 2, the City would require applicable roadway improvements for any project. Even if the Project were not built as contemplated by this Alternative, another project would still be conditioned to build any necessary roadway improvements and contribute fair share fees. As such, cumulative impacts to transportation/traffic would remain significant since the priority and timing of road improvements are not under the sole control of a project proponent. Under this Alternative, the sites identified would still develop with residential uses. Development of these sites as residential would result in passenger vehicles trips to and from to the site but at a lower volume than the proposed Project. Regardless, this Alternative would result in similar cumulative traffic impacts. Therefore, Project impacts to transportation/traffic would be similar to that of the proposed Project.

Relationship of Alternative 2 to Project Objectives

Alternative 2 assumes that the site would develop as residential with the exception of the one commercial parcel. Because residential development would be at a lower density, the housing potential would not be maximized to comply with newly the adopted State residential laws requiring jurisdictions to increase the amount of housing opportunities available and to provide ways to meet their fair share of affordable housing units. An analysis of whether Alternative 2 meets each Project objectives is provided in **Table 8.0-B, Alternative 2: Reduced Project Size Scenario Project Objectives Comparison**.

Table 8.0-B, Alternative 2: Reduced Project Size Scenario Project Objectives Comparison

Project Objective	Alternative Meets Objective?
Identify areas where residential infill development is encouraged.	**Yes.** Alternative 2 will promote and encourage infill development.
Permit a flexible approach to providing affordable housing.	**Partially.** Alternative 2 will provide alternative densities and product types including opportunities to provide for affordable housing; but not to the extent of the proposed Project which will move the City closer to meeting their Regional Housing Needs Allocation.

Table 8.0-B, Alternative 2: Reduced Project Size Scenario Project Objectives Comparison

Project Objective	Alternative Meets Objective?
/Increase the variety of housing options in existing residential neighborhoods.	**Partially.** Alternative 2 allow for flexibility in product types and surrounding land uses to attract a variety of lifestyles and family groups. However, Alternative 2 does not maximize the housing potential to the extent of the proposed Project because it will not create the opportunity to provide for as many units.
Foster well-planned, compact developments keeping with the character of the existing neighborhood.	**Partially.** Alternative 2 will provide additional development standards for compact developments within existing neighborhoods but will not maximize the housing potential to the extent of the proposed Project because it will not create the opportunity to provide for as many units.
Promote efficiency in the utilization of existing infrastructure and services.	**Yes.** Alternative 2 will continue to allow for development of parcels that have been identified as having existing infrastructure.
Facilitate integrated physical design.	**Yes.** Alternative 2 will provide for additional design standards for higher density product types.
Promotes a high level of design quality.	**Yes.** Alternative 2 will provide for additional design standards for higher density product types.
Facilitate development proposals responsive to current and future market conditions.	**Partially.** Alternative 2 will provide incentive to develop for additional design standards for higher density product types. However, this Alternative will not maximize the amount of housing that could be provided by the Project so may not be as responsive to market conditions.
Provide safe vehicular circulation patterns for residents and safety/service providers.	**Yes.** Alternative 2 will continue to provide for safe vehicular circulation patterns by as it will be required to comply with all safety design standards.

Alternative 2 Conclusion

Alternative 2 would reduce development of the Project by 25 percent in comparison to the proposed Project. Alternative 2 would have reduced impacts to air quality because it would generate operational VOCs below SCAQMD's regional threshold of significance. Greenhouse gas emissions would also reduce by 25 percent; however, emissions would still exceed SCAQMD thresholds. This alternative development under Alternative 2 would also remain inconsistent with the 2016 AQMP. It would also reduce impacts to traffic related noise and population because fewer dwelling units could be developed resulting in lower traffic trips and population. Alternative 2 would have the same cumulative traffic impacts as the Project because the priority and timing of road improvements through fair share contributions are not under the sole control of a project proponent.

Although this Alternative partially meets the Project objectives, these objectives are met to a lesser degree than the proposed Project. This Alternative reduces site coverage to 25 percent. The demand for sites of this size-especially for in-fill development, attendant land costs, and the low Inland Empire market lease rates for product of this type, this Alternative may result in a return on investment too low to justify the cost and risk of investment. The feasibility of the Reduced Project Size Alternative is further impacted by the loss of economies of scale in the construction of smaller buildings, which would drive the rate of return on the investment. Due to all of these factors, a reasonable developer may not take the risk to develop the Reduced Project Size Alternative. However, despite meeting all Project objectives, Alternative 2 is not feasible since developers may not take risk to develop and because it does not maximize the housing opportunity to meet the States newly adopted residential laws slated to increase housing supply.

8.5.3 Alternative 3: 15 Dwelling Units Per Acre Max Scenario

With the intent of reducing potential environmental impacts from the proposed Project, the City has considered Alternative 3 where maximum residential development for each of the 36 RIPAOZ parcels would be limited to 15 dwelling units per acre. Under Alternative 3, development of the Project would remove the ability to develop higher density residential products. This results in potential development of 1,309 dwelling units resulting in a population increase of 3,194; leading to 847 fewer dwelling units and 2,067 less people than the proposed Project.

Evaluation of Alternative 3 – 15 Dwelling Units Per Acre Max Scenario

Air Quality

Alternative 3 would reduce the residential intensity and cap development at 15 dwelling units per acre. This would result in approximately 39 percent less residential units and would likely preclude the development of apartment uses. The traffic generated by residential uses can vary depending on the type of housing. Therefore, although the total vehicle trips would be reduced, the vehicle trips under Alternative 3 would not reduce by the same percentage as residential units. The long-term air quality impacts resulting from mobile and area sources would be reduced due to the reduction in residential units and the decrease in vehicle trips accessing the Project site. This impact would be less than that of the proposed Project.

Air quality impacts related to construction would be similar to the proposed Project and will not exceed SCAQMD thresholds because the daily construction activity would be similar and the same site acreage would be disturbed. Operational VOC emissions would also be reduced and are assumed to be reduced below the SCAQMD threshold. However, Alternative 3 would still be inconsistent with the 2016 AQMP since 15 dwelling units per acre was not used in the AQMP. However, because emissions would be reduced, impacts to air quality would be less than the proposed Project.

Greenhouse Gas Emissions

Development of Alternative 3 would result in essentially the same disturbance area (site footprint) as the proposed Project since this Alternative would still involve the 36 parcels identified in the RIPAOZ. Thus, the one-time construction-related GHG emissions from Alternative 3 were assumed to be the same as the Project. Alternative 3 would also comply with all present and future regulatory measures developed in accordance with AB 32 and CARB's Scoping Plan that would further minimize GHG emissions. The traffic generated by residential uses can vary depending on the type of housing. Therefore, although the total vehicle trips would be reduced, the vehicle trips under Alternative 3 would not reduce by the same percentage as the number of residential units. Total greenhouse gas emissions would also be reduced

under Alternative 3; however, it is assumed that the GHG emissions would still exceed SCAQMD threshold. However, since emissions would be reduced, impacts from greenhouse gas emissions would be less than the proposed Project. Therefore, GHG impacts associated with Alternative 3 would be less than the proposed Project.

Noise

Development under Alternative 3 would result in fewer vehicle trips than the proposed Project; thus, less traffic-generated noise. Short-term construction noise would be similar to the proposed Project. This Alternative, like the proposed Project, would mitigate potential significant effects related to short-term and long-term noise impacts to a level below significance through compliance with the same mitigation measures and mandatory regulatory requirements as the proposed Project. However, because this Alternative would generate less vehicular trips than the proposed Project, there would likely be less vehicular noise resulting from this Alternative. Thus, this Alternative would result in similar construction noise impacts but less traffic noise related impacts. Therefore, impacts related to noise would be the less than that of the proposed Project.

Population and Housing

Under Alternative 3, the parcels identified would still develop with residential uses and commercial retail in the case of the site zoned for commercial. There would be no change in the intensity of the site identified as commercial-retail under this Alternative. However, the parcels identified by the proposed Project, would result in lower density development. Under this Alternative, a total of 1,309 dwelling units may be developed; resulting in a population increase of 3,194 people; 847 fewer dwelling units and 2,067 fewer people than the proposed Project. Thus, while this Alternative would result in the same intensity for commercial uses, it would result in lower density development for residential uses and lower population. Therefore, impacts to population/housing would be considered less than that of the proposed Project.

Transportation/Traffic

Under Alternative 3, the City would require applicable roadway improvements for any project. Even if the Project were not built as contemplated by this Alternative, another project would still be conditioned to build any necessary roadway improvements and contribute fair shar fees. As such, cumulative impacts to transportation/traffic would remain significant since the priority and timing of road improvements are not under the sole control of a project proponent. Under this Alternative, the sites identified would still develop with residential uses. Development of these sites as residential would result in passenger vehicles trips to and from to the site but at a lower volume than the proposed Project. Regardless, this Alternative would result in similar cumulative traffic impacts. Therefore, Project impacts to transportation/traffic would be similar to that of the proposed Project.

Relationship of Alternative 3 to Project Objectives

Alternative 3 assumes that the site would develop as residential with the exception of the one commercial parcel. Because residential development would be at a lower density, the housing potential would not be maximized to comply with newly the adopted State residential laws requiring jurisdictions to increase the amount of housing opportunities available and to provide ways to meet their fair share of affordable housing units. An analysis of whether this Alternative meets each Project objectives is provided in **Table 8.0-C, Alternative 3: 15 Dwelling Units Per Acre Max Scenario Project Objectives Comparison**.

Table 8.0-B, Alternative 3: 15 Dwelling Units Per Acre Max Scenario Project Objectives Comparison

Project Objective	Alternative Meets Objective?
Identify areas where residential infill development is encouraged.	**Yes.** Alternative 3 will promote and encourage infill development.
Permit a flexible approach to providing affordable housing.	**Yes.** Alternative 3 will provide alternative densities and product types including opportunities to provide for affordable housing; but not to the extent of the proposed Project which will move the City closer to meeting their Regional Housing Needs Allocation.
Increase the variety of housing options in existing residential neighborhoods.	**Partially.** Alternative 3 allow for flexibility in product types and surrounding land uses to attract a variety of lifestyles and family groups. However, Alternative 3 does not maximize the housing potential to the extent of the proposed Project because it will not create the opportunity to provide for as many units.
Foster well-planned, compact developments keeping with the character of the existing neighborhood.	**Partially.** Alternative 3 will provide additional development standards for compact developments within existing neighborhoods but will not maximize the housing potential to the extent of the proposed Project because it will not create the opportunity to provide for as many units.
Promote efficiency in the utilization of existing infrastructure and services.	**Yes.** Alternative 3 will continue to allow for development of parcels that have been identified as having existing infrastructure.
Facilitate integrated physical design.	**Yes.** Alternative 3 will provide for additional design standards for higher density product types.
Promotes a high level of design quality.	**Yes.** Alternative 3 will provide for additional design standards for higher density product types.
Facilitate development proposals responsive to current and future market conditions.	**Partially.** Alternative 3 will provide incentive to develop for additional design standards for higher density product types. However, this Alternative will not maximize the amount of housing that could be provided by the Project so may not be as responsive to market conditions.
Provide safe vehicular circulation patterns for residents and safety/service providers.	**Yes.** Alternative 3 will continue to provide for safe vehicular circulation patterns by as it will be required to comply with all safety design standards.

Alternative 3 Conclusion

Alternative 3 would reduce development of the Project site in comparison to the proposed Project site. This alternative would have reduced impacts to air quality because it would generate fewer operational

VOCs and are assumed to fall below SCAQMD's regional threshold of significance. Greenhouse gas emission would also reduce; however, emissions would still exceed the SCAQMD threshold. This alternative development would remain inconsistent with the 2016 AQMP. It would also reduce impacts to traffic related noise and population because fewer dwelling units could be developed resulting in lower traffic trips and population. Alternative 3 would have the same cumulative traffic impacts as the Project because the priority and timing of road improvements through fair share contributions are not under the sole control of a project proponent.

Although this Alternative partially meets the Project objectives, these objectives are met to a lesser degree than the proposed Project because it reduces the amount of development that could occur. However, Alternative 3 is not feasible since it does not maximize the housing opportunity to meet the States newly adopted residential laws slated to increase housing supply.

8.5.4 Alternative 4: Elimination of parcels east of Bryant Street Scenario

With the intent of reducing potential environmental impacts from the proposed Project, the City has considered Alternative 4 where properties identified as part of the Project located east of Bryant Street will be eliminated as part of Alternative 4 given that during the Scoping Session for the Project, numerous speakers raised concerns about having higher density residential east of Bryant Street. As such, Alternative 4 would exclude APNs 409-100-009 and 409-100-011 from the RIPAOZ. This elimination of these parcels results in potential development of 1,994 dwelling units resulting in a population increase of 4,866; reducing project by 162 fewer dwelling units and 396 less people than the proposed Project.

Evaluation of Alternative 4: Elimination of parcels east of Bryan Street Scenario

Air Quality

Alternative 4 would eliminate two parcels east of Bryant Street and thereby reduce 162 residential units. This would result in approximately 7.5 percent less residential units and reduce vehicle traffic by approximately 7.5 percent, which in turn reduces air quality emissions by a similar amount. The long-term air quality impacts resulting from mobile and area sources would be reduced due to the reduction in residential units and the decrease in vehicle trips accessing the Project site. This impact would be lesser than that of the proposed Project.

Air quality impacts related to construction would be less than the proposed Project since the construction period would be shorter with less area to develop, is not expected to exceed SCAQMD short term thresholds. Operational VOC emissions would also be reduced by approximately 7.5 percent under this Alternative, which means that maximum operational VOC emissions reported for summer, which is higher than winter emissions, in **Table 5.2-G** would decrease from approximately 73.21 pounds/day (lbs/day) to approximately 67.72 lbs/day, which still exceeds the SCAQMD threshold for NO_X of 55 lbs/day. Because emissions would be reduced by approximately 7.5 percent, impacts to air quality would be lesser than the proposed Project.

Greenhouse Gas Emissions

Development of Alternative 4 would result in a reduced disturbance area (site footprint) as the proposed Project. Thus, the one-time construction-related GHG emissions from this Alternative is assumed to be slightly less than the Project. This Alternative would also comply with all present and future regulatory measures developed in accordance with AB 32 and CARB's Scoping Plan that would further minimize GHG emissions. Alternative 4 would implement the same mitigation measures as the proposed Project. This Alternative would result in approximately 7.5 percent fewer vehicle trip than the proposed Project.

Total greenhouse gas emissions would also be reduced by approximately 7.5 percent under this Alternative, which means that GHG emissions would still exceed SCAQMD threshold. However, since emissions would be reduced by approximately 7.5 percent, impacts from greenhouse gas emissions would be less than the proposed Project. Therefore, GHG impacts associated with Alternative 4 would be less than the proposed Project.

Noise

Development under Alternative 4 would result in fewer vehicle trips than the proposed Project; thus, less traffic-generated noise. Short-term construction noise would be similar to the proposed Project. This Alternative, like the proposed Project, would mitigate potential significant effects related to short-term and long-term noise impacts to a level below significance through compliance with the same mitigation measures and mandatory regulatory requirements as the proposed Project. However, because this Alternative would generate less vehicular trips than the proposed Project, there would likely be less vehicular noise resulting from this Alternative. Thus, this Alternative would result in similar construction noise impacts but less traffic noise related impacts. Therefore, impacts related to noise would be the less than that of the proposed Project.

Population and Housing

Under Alternative 4, the parcels identified would still develop with residential uses and commercial retail in the case of the site zoned for commercial. There would be no change in the intensity of the site identified as commercial-retail under this Alternative. However, the parcels identified by the proposed Project, would result in lower density development. Under this Alternative, a total of 1,994 dwelling units may be developed; resulting in a population increase of 4,866 people; 162 fewer dwelling units and 396 fewer people than the proposed Project. Thus, while this Alternative would result in the same intensity for commercial uses, it would result in lower density development for residential uses and lower population. Therefore, impacts to population/housing would be considered less than that of the proposed Project.

Transportation/Traffic

Under Alternative 4, the City would require applicable roadway improvements for any project. Even if the Project were not built as contemplated by this Alternative, another project would still be conditioned to build any necessary roadway improvements and contribute fair shar fees. As such, cumulative impacts to transportation/traffic would remain significant since the priority and timing of road improvements are not under the sole control of a project proponent. Under this Alternative, the sites identified would still develop with residential uses. Development of these sites as residential would result in passenger vehicles trips to and from to the site but at a lower volume than the proposed Project. Regardless, this Alternative would result in similar cumulative traffic impacts. Therefore, Project impacts to transportation/traffic would be similar to that of the proposed Project.

Relationship of Alternative 4 to Project Objectives

Alternative 4 assumes that the site would develop as residential with the exception of the one commercial parcel. An analysis of whether this Alternative meets each Project objectives is provided in **Table 8.0-D, Alternative 4: Elimination of Parcels East of Bryant Street Scenario Project Objectives Comparison**.

Table 8.0-D, Alternative 4: Elimination of Parcels East of Bryant Street Scenario Project Objectives Comparison

Project Objective	Alternative Meets Objective?
Identify areas where residential infill development is encouraged.	**Yes.** Alternative 4 will promote and encourage infill development.
Permit a flexible approach to providing affordable housing.	**Partially.** Alternative 4 will provide alternative densities and product types including opportunities to provide for affordable housing; but not to the extent of the proposed Project which will move the City closer to meeting their Regional Housing Needs Allocation.
Increase the variety of housing options in existing residential neighborhoods.	**Partially.** Alternative 4 allow for flexibility in product types and surrounding land uses to attract a variety of lifestyles and family groups. However, this Alternative does not maximize the housing potential to the extent of the proposed Project because it will not create the opportunity to provide for as many units.
Foster well-planned, compact developments keeping with the character of the existing neighborhood.	**Partially.** Alternative 4 will provide additional development standards for compact developments within existing neighborhoods but will not maximize the housing potential to the extent of the proposed Project because it will not create the opportunity to provide for as many units.
Promote efficiency in the utilization of existing infrastructure and services.	**Yes.** Alternative 4 will continue to allow for development of parcels that have been identified as having existing infrastructure.
Facilitate integrated physical design.	**Yes.** Alternative 4 will provide for additional design standards for higher density product types.
Promotes a high level of design quality.	**Yes.** Alternative 4 will provide for additional design standards for higher density product types.
Facilitate development proposals responsive to current and future market conditions.	**Partially.** Alternative 4 will provide incentive to develop for additional design standards for higher density product types. However, this Alternative will not maximize the amount of housing that could be provided by the Project so may not be as responsive to market conditions.
Provide safe vehicular circulation patterns for residents and safety/service providers.	**Yes.** Alternative 4 will continue to provide for safe vehicular circulation patterns by as it will be required to comply with all safety design standards.

Alternative 4 Conclusion

Alternative 4 would reduce development of the Project in comparison to the proposed Project through eliminating two parcels which could experience higher development densities. This alternative would

have reduced impacts to air quality because it would generate fewer operational VOC emissions, albeit the VOCs would not be reduced below SCAQMD's regional threshold of significance. Greenhouse gas emission would also reduce by 7.5 percent; however, emissions would still exceed the SCAQMD threshold. This alternative development would remain inconsistent with the 2016 AQMP since overall the higher densities were not included in the AQMP. Alternative 4 would also reduce impacts to traffic related noise and population because fewer dwelling units could be developed resulting in lower traffic trips and population. Alternative 4 would have the same cumulative traffic impacts as the Project because the priority and timing of road improvements through fair share contributions are not under the sole control of a project proponent.

Although Alternative 4 partially meets the Project objectives, these objectives are met to a slightly lesser degree than the proposed Project. This Alternative reduces the amount of development that could occur. However, despite meeting some of the Project objectives, Alternative 4 is not feasible since it does not maximize the housing opportunity to meet the States newly adopted residential laws slated to increase housing supply.

8.6 Comparison of Alternatives

The matrix approach to comparing the alternatives is used for ease of directly comparing the proposed Project's significant effects with those of the alternatives, per State *CEQA Guidelines* Section 15126.6(d). The potential environmental impacts of each alternative are ranked as greater, similar, or less than the proposed Project with respect to each topic discussed in the DEIR, as shown in **Table 8.0-E, Comparison of Impacts from Project Alternatives.**

Table 8.0-E, Comparison of Impacts from Project Alternatives

Environmental Issue	Alternative 1 No Development/Existing Land Use	Alternative 2 Reduced Project Size	Alternative 3 15 Dwelling Units/Acre Maximum	Alternative 4 Elimination of Parcels East of Bryan Street
Air Quality	**Less** – Lower density development that would occur within the Project sites would result in lower short-term impacts. Additionally, long term emissions related to VOC would be less than the Project. Development would be consistent with the 2016 AQMP. Therefore, air quality impacts would be less than the proposed Project.	**Less** – Because development at the Project site would be reduced by approximately 25 percent, operational emissions from mobile and area sources would also be reduced proportionally, and likely below the SCAQMD regional significance threshold for VOC. Short-term construction-related emissions would be similar to the proposed Project because similar construction equipment would be required for construction of Alternative 2. Development would be inconsistent with the 2016 AQMP.	**Less** – Because development at the Project site would cap density at 15 dwelling units per acre, which would result in fewer units, operational emissions would also be reduced, and likely be below the SCAQMD regional significance threshold for VOC. Short-term construction-related emissions would be similar to the proposed Project because similar construction equipment would be required for construction of Alternative 3. Development would be inconsistent with the 2016 AQMP.	**Less** – Because development at the Project site would be reduced by approximately 162 residential units, or 7.5 percent less dense, operational emissions would also be reduced, however, emissions would still be above SCAQMD regional significance threshold for VOC. Short-term construction-related emissions would be similar to the proposed Project because similar construction equipment would be required for construction of Alternative 4. Development would be inconsistent with the 2016 AQMP.
Greenhouse Gas Emissions	**Less** – Lower density development that would occur within the Project site would result in lower short-term impacts. Additionally, long term GHG emissions would be less. Therefore, greenhouse gas emissions would be less than	**Less** – Because development at the Project site would be reduced by approximately 25 percent, greenhouse gas emissions would also be reduced proportionally. As such, greenhouse gas emissions would be less than the proposed Project.	**Less** – Because development at the Project site would cap density at 15 dwelling units per acre, which would result in less units, greenhouse gas emissions would also be reduced. As such, greenhouse gas emissions would be less than the proposed	**Less** – Because development at the Project site would be reduced by approximately 162 residential units, greenhouse gas emissions would also be reduced. As such, greenhouse gas emissions would be less than the

Table 8.0-E, Comparison of Impacts from Project Alternatives

Environmental Issue	Alternative 1 No Development/Existing Land Use	Alternative 2 Reduced Project Size	Alternative 3 15 Dwelling Units/Acre Maximum	Alternative 4 Elimination of Parcels East of Bryan Street
	the proposed Project.	However, greenhouse gas emissions would still likely exceed SCAQMD threshold.	Project.	proposed Project.
Noise	**Less** – Cumulative impacts would remain similar to the proposed Project. However, due to lower density development, fewer vehicular trips would be generated resulting in reduced traffic related noise. Therefore, noise would be less than the proposed Project.	**Less** – Cumulative impacts would remain similar to the proposed Project. However, due to lower density development, fewer vehicular trips would be generated resulting in reduced traffic related noise. Therefore, noise would be less than the proposed Project.	**Less** – Cumulative impacts would remain similar to the proposed Project. However, due to lower density development, fewer vehicular trips would be generated resulting in reduced traffic related noise. Therefore, noise would be less than the proposed Project.	**Less** – Cumulative impacts would remain similar to the proposed Project. However, due to lower density development, fewer vehicular trips would be generated resulting in reduced traffic related noise. Therefore, noise would be less than the proposed Project.
Population and Housing	**Less** – Lower density development would occur within the Project sites resulting in lower population projections. Therefore, population and housing would be less than the proposed Project	**Less** – Lower density development would occur within the Project sites resulting in lower population projections. Therefore, population and housing would be less than the proposed Project	**Less** – Lower density development would occur within the Project sites resulting in lower population projections. Therefore, population and housing would be less than the proposed Project	**Less** – Lower density development would occur within the Project sites resulting in lower population projections. Therefore, population and housing would be less than the proposed Project
Transportation and Traffic	**Similar** – There would be less traffic originating to and from the Project area and lower VMT if the Project site is developed under the existing land use designation and however, cumulative impacts would remain similar to the proposed Project.	**Similar** – There would be less traffic originating to and from the Project area and lower VMT if the Project site is developed under the existing land use designation and however, cumulative impacts would remain similar to the proposed Project.	**Similar** – There would be less traffic originating to and from the Project area and lower VMT if the Project site is developed under the existing land use designation and however, cumulative impacts would remain similar to the proposed Project.	**Similar** – There would be less traffic originating to and from the Project area and lower VMT if the Project site is developed under the existing land use designation and however, cumulative impacts would remain similar to the proposed Project.

Table 8.0-E, Comparison of Impacts from Project Alternatives

Environmental Issue	Alternative 1 No Development/Existing Land Use	Alternative 2 Reduced Project Size	Alternative 3 15 Dwelling Units/Acre Maximum	Alternative 4 Elimination of Parcels East of Bryan Street
Environmentally Superior to Proposed Project?	**Yes**	**Yes**	**Yes**	**Yes**
Meets Most of the Project Objectives?	**No**	**Yes, but to a lesser degree**	**Yes, but to a lesser degree**	**Yes, but to a lesser degree**

8.6.1 Environmentally Superior Alternative

The State *CEQA Guidelines*, Section 15126.6(e)(2), requires the identification of the environmentally superior alternative. Of the alternatives evaluated above, the No Project alternative is the environmentally superior alternative with respect to reducing impacts created by the proposed Project. The State *CEQA Guidelines* also require the identification of another environmentally superior alternative if the No Project alternative is selected as the environmentally superior alternative.

Of the remaining alternatives, although they all have generally less impacts than the Project and all partially meet the Project Objectives, Alternative 4, Elimination of Parcels East of Bryant Street Scenario, is the most environmentally superior alternative to the proposed Project. Alternative 4 would reduce the density of future development projects and as such, when compared to the proposed Project, implementation of this Alternative would result in lesser impacts to air quality and greenhouse gas emissions, noise (as a result of permanent increase in roadway noise), and population/housing. Cumulative impacts related to traffic noise, population/housing and transportation and traffic would be similar to the proposed Project. The main reason for this reduction is less people would reside at these future projects and also have less resultant vehicle trips. The City of Calimesa has examined a reasonable range of alternatives to the proposed Project site, one of which both meets some of the Project objectives and is environmentally superior to the proposed Project.

While Alternative 4 would partially meet the basic Project Objectives found in Section 3.0 – Project Description, it does not optimize the potential of the full realization of the RIPAOZ being able to increase housing units overall within the City to meet State Housing laws. Additionally, although Alternative 4 would reduce some impacts compared to the Project, it would still result in significant and unavoidable impacts similar to the Project with the same mitigation offered by the Project.

Therefore, none of the Alternatives will effectively lessen or avoid significant impacts that otherwise result from the proposed Project.

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