GLEN IVY SENIOR COMMUNITY

CONDITIONAL USE PERMIT NO. CUP200011

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

CEQA CASE NO: CEQ200037

LEAD AGENCY:

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May 10, 2022

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ACRONYMS AND ABBREVIATED TERMS

Abbreviation	Term
AB	Assembly Bill
ADT	Average Daily Traffic
AFSS	Alluvial Fan Sage Scrub
AFY	Acre-Feet per Year
AGR	Agriculture
AIA	Airport Influence Area
AL	Assisted Living
ALUC	Airport Land Use Commission
AM	Morning
amsl	Above Mean Sea Level
AQIA	Air Quality Impact Analysis
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
ASTM	American Society for Testing and Materials
BFSA	Brian F. Smith and Associates
Bgs	Below Ground Surface
BMP	Best Management Practice
BTU	British Thermal Unit
CA	California
CAA	Clean Air Act
CAAQS	California Ambient Air Quality Standards
CalFire	California Department of Forestry and Fire Protection
CalRecycle	California Department of Resources Recycling and Recovery
CalSTA	California State Transportation Agency
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CDC	California Department of Conservation
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CDFW	California Department of Fish and Wildlife
Cfs	Cubic Feet per Second
CH_4	Methane
CIWMP	Countywide Integrated Waste Management Plan
CMA	Congestion Management Agency

ACRONYMS AND ABBREVIATED TERMS

Abbreviation	Term
CMP	Congestion Management Program
CNEL	Community Noise Level Equivalent
CO	Carbon Monoxide
CO_2	Carbon Dioxide
COA	Condition of Approval
COMM	Commercial and Sport Fishing
Cont'd	Continued
CPEP	Clean Power and Electrification Pathway
C-P-S	Scenic Highway Commercial
CR	Commercial Retail
CRHR	California Register of Historic Resources
CSA	Community Service Area
CUP	Conditional Use Permit
CWA	Clean Water Act
cy	cubic yards
dBA	A-weighted decibels
DBESP	Determination of Biologically Equivalent or Superior Preservation
DIF	Development Impact Fee
DMA	Drainage Management Area
DMV	Department of Motor Vehicles
DOF	California Department of Finance
DTSC	Department of Toxic Substances Control
DU	dwelling units
DWR	California Department of Water Resources
E.A.	Environmental Assessment
EA	Existing Plus Ambient
EAC	Existing Plus Ambient Plus Cumulative
EAP	Existing Plus Ambient Plus Project
EAPC	Existing Plus Ambient Plus Project Plus Cumulative
EAR	Energy Analysis Report
EFZ	Elsinore Fault Zone
e.g.	exempli gratia
E.I.	Expansion Index
EIA	Energy Information Administration
EIC	Eastern Information Center
EIR	Environmental Impact Report
EMFAC	EMissions FACtor Model

ACRONYMS AND ABBREVIATED TERMS

Abbreviation	Term
E+P	Existing Plus Project
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
EST	Estuarine Habitat
F	Fahrenheit
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
FTA	Federal Transit Administration
GCC	Global Climate Change
GCPD	Gallons per Capita per Day
GHG	Greenhouse Gas
GHGA	Greenhouse Gas Analysis
GOBiz	Governor's Office of Business and Economic Development
GPA	General Plan Amendment
gpd	gallons per day
gpdc	gallons per day per capita
GSA	Groundwater Sustainability Agencies
GSI	GeoSoils, Inc.
GSP	Groundwater Sustainability Plans
GVWR	Gross Vehicle Weight Rating
GWh	Gigawatt Hour
GWR	Groundwater Recharge
HCP	Habitat Conservation Plan
HCOC	Hydrologic Conditions of Concern
Helix	Helix Environmental Planning, Inc.
HHDT	Heavy-Heavy Duty Truck
HMBEP	Hazardous Materials Business Emergency Plan
HPD	Historic Property Data
hp-hr/gal	horsepower-hour per gallon
I	Interstate
IA	Implementation Agreement
IBank	Infrastructure and Economic Development Bank
i.e.	id est
IEPR	Integrated Energy Policy Report

ACRONYMS AND ABBREVIATED TERMS

Abbreviation	Term
IL	Independent Living
in	Inches
IRP	Integrated Resource Planning
IS	Initial Study
ISTEA	Intermodal Surface Transportation Efficiency Act
ITE	Institute of Transportation Engineers
K&A	K&A Engineering, Inc.
kWh	Kilowatt Hour
LACMNH	Natural History Museum of Los Angeles County
Lbs	pounds
LDA	Light Duty Auto
LDMF	Local Development Mitigation Fee
LDT1	Light Duty Truck (less than 6,000 lbs.)
LDT2	Light Duty Truck (less than 6,000 lbs. and ETW between 3,751 lbs. and 5,750 lbs.)
L_{eq}	Equivalent Continuous Sound Pressure Level
LHDT1	Light-Heavy Duty Truck (GVWR of 8,501 to 10,000 lbs.)
LHDT2	Light-Heavy Duty Truck (GVWR of 10,001 to 14,000 lbs.)
LLWRF	Lee Lake Water Reclamation Facility
LOS	Level of Service
LST	Local Significance Threshold
MAR	Marine Habitat
MBTA	Migratory Bird Treaty Act
MC	Memory Care
MCY	Motorcycle
mgd	million gallons per day
MDT	Medium-Duty Truck
MH	Motor Home
MHDT	Medium-Heavy Duty Truck
MLD	Most Likely Descendant
MMRP	Mitigation Monitoring and Reporting Program
MND	Mitigated Negative Declaration
mpg	miles per gallon
MPO	Metropolitan Planning Organization
M-R-A	Mineral Resources & Related Manufacturing
MRZ	Mineral Resources Zone
MS4	Municipal Separate Storm Sewer System

ACRONYMS AND ABBREVIATED TERMS

Abbreviation	Term
MSHCP	Multiple Species Habitat Conservation Plan
MT	Metric Tons
$MTCO_2e$	Metric Tons of Carbon Dioxide Equivalent
MUN	Municipal
MWD	Metropolitan Water District of Southern California
N_2O	Nitrous Oxide
NAV	Navigation
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCHRP	National Cooperative Highway Research Program
ND	Negative Declaration
NEPSSA	Narrow Endemic Plan Species Survey Area
NIA	Noise Impact Analysis
NIOSH	National Institute for Occupational Safety and Health
No.	Number
NO_x	Nitrogen Oxide
NOD	Notice of Determination
NOI	Notice of Intent
NOP	Notice of Preparation
NRHP	National Register of Historic Places
NPDES	National Pollutant Discharge Elimination Permit
OBUS	Other Buses
OPR	Governor's Office of Planning and Research
OS-R	Open Space – Recreation (General Plan Land Use Designation)
PF	Public Facilities (General Plan Land Use Designation)
PM	Evening
$PM_{2.5}$	Particulate Matter (≤ 2.5 Microns)
PM_{10}	Particulate Matter (≤ 10 Microns)
ppd	Pounds Per Day
ppm	Parts Per Million
PQP	Public Quasi-Public
PRIMP	Paleontological Resource Impact Mitigation Program
R-1	One Family Dwellings
RARE	Rare, Threatened, or Endangered Species
RCA	Regional Conservation Authority

ACRONYMS AND ABBREVIATED TERMS

Abbreviation	Term
RCDEH	Riverside County Department of Environmental Health
RCDWR	Riverside County Department of Waste Resources
RCFCWCD	Riverside County Flood Control and Water Conservation District
RCIT	Riverside County Information Technology
RCTC	Riverside County Transportation Commission
RCWMD	Riverside County Waste Management Department
REC	Recognized Environmental Condition
REC1	Water Contact Recreation
REC2	Non-Contact Water Recreation
RIRO	Right In/Right Out
RivTAM	Riverside County Transportation Analysis Model
ROW	Right-of-Way
ROWD	Report of Waste Discharge
RPS	Renewable Portfolio Standard
R-R	Rural Residential
RTA	Riverside Transit Agency
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board
SAA	Streambed Alteration Agreement
SB	Senate Bill
SBCM	San Bernardino County Museum
SBUS	School Bus
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCH	State Clearinghouse
sf	square feet/square foot
SGC	Strategic Growth Council
SGMA	Sustainable Groundwater Management Act
SJFZ	San Jacinto Fault Zone
SKR	Stephen's Kangaroo Rat
SLPS	Short-Lived Climate Pollutant Strategy
SMARA	Surface Mining and Reclamation Act
SMP	Soil Management Plan
SO_2	Sulfur Dioxide
SoCal Gas	Southern California Gas Company
SP	Specific Plan

ACRONYMS AND ABBREVIATED TERMS

Abbreviation	Term
SR	State Route
SRA	State Responsibility Area
STC	Sound Transmission Class
SWP	State Water Project
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TA	Traffic Analysis
TAC	Toxic Air Contaminant
TCAP	Temescal Canyon Area Plan
TEA-21	Transportation Equity Act for the 21st Century
TIA	Traffic Impact Analysis
TOC	Toxic Organic Compound
TPD	Tons Per Day
TPM	Tentative Parcel Map
TUMF	Transportation Uniform Mitigation Fee
TVWD	Temescal Valley Water District
UBUS	Urban Bus
UCR	University of California, Riverside
U.S.	United States
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
UWIG	Urban/Wildlands Interface Guidelines
UWMP	Urban Water Management Plan
VMT	Vehicle Miles Traveled
VHFHSZ	Very High Fire Hazard Severity Zone
WMWD	Western Municipal Water District
WQMP	Water Quality Management Plan
WSA	Water Supply Assessment
yr	year

1.0 Introduction

1.1 DOCUMENT PURPOSE

This document is a Mitigated Negative Declaration (MND) prepared in accordance with the California Environmental Quality Act (CEQA), including all criteria, standards, and procedures of CEQA (California Public Resource Code §§ 21000 et seq.) and the CEQA Guidelines (California Code of Regulations, Title 14, Division 6, Chapter 3, §§ 15000 et seq.). This MND is an informational document intended for use by the County of Riverside, Trustee and Responsible agencies, and members of the general public in evaluating the physical environmental effects resulting from planning, constructing, and operating the proposed Glen Ivy Senior Community Project (hereafter, referred to as the "Project" and described in detail in Section 3.0, *Project Description*, of this MND).

This MND was compiled by Riverside County, serving as the Lead Agency for the Project pursuant to CEQA Section 21067 and CEQA Guidelines Article 4 and Section 15367. "Lead Agency" refers to the public agency that has the principal responsibility for carrying out or approving a project.

1.2 PROJECT SUMMARY

The Project site was historically undeveloped and vacant land. Under existing conditions, the Project site is vacant and undeveloped. The Project involves the development of a senior community with 109 assisted living units, 32 memory care living units (for a total of 141 assisted living units), and 75 independent living units on approximately 10 acres located at the southwestern corner of Trilogy Parkway and Temescal Canyon Road within the Temescal Valley Area of unincorporated Riverside County, California.

On-site improvements associated with the Project include internal drive aisles, utility infrastructure, landscaping, and exterior lighting. There also is an off-site drainage improvement associated with the Project. Refer to Section 3.0, Project Description, for a comprehensive description of the Project.

1.3 CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

1.3.1 CEQA Objectives

CEQA (Public Resources Code § 21000 et seq.) requires that before a public agency makes a decision to approve a project that could have one or more adverse effects on the physical environment, the agency must inform itself about the project's potential environmental impacts, give the public an opportunity to comment on the environmental issues, and take feasible measures to avoid or reduce potential harm to the physical environment. The principal objectives of CEQA 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.

1.3.2 CEQA Requirements for Environmental Setting and Baseline Conditions

CEQA Guidelines § 15125 establishes requirements for defining the environmental setting to which the environmental effects of a Project must be compared. The environmental setting is defined as "…the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time the environmental analysis is commenced...." (CEQA Guidelines § 15125[a]).

The Project Applicant filed applications for the Project to Riverside County on June 1, 2020, at which time the County determined the applications were complete and the environmental analysis commenced. Accordingly, the environmental setting for the Project is defined as the physical environmental conditions on the Project site and in the vicinity of the Project site as they existed in June 1, 2020.

1.3.3 Initial Study Findings

The Project's Initial Study (IS), which is provided herein in Section 5.0, provides substantial evidence demonstrating that the potentially significant effects associated with implementation of the Project can be avoided with revisions in the Project's plans and proposal (i.e., with implementation of mitigation measures), and that there is no substantial evidence, in light of the whole record before the County of Riverside, that the Project as revised may have a significant effect on the environment. Accordingly, the County of Riverside, acting as Lead Agency, determined that an MND is the appropriate form of CEQA-compliance document for the Project.

1.3.4 Technical Studies

The analysis herein relies on technical studies that were prepared to evaluate the environmental effects of the Project, which are attached as Technical Appendices to this IS/MND. Each of the appendices listed below are available for review at the County of Riverside Planning Department located at 4080 Lemon Street, 12th Floor, Riverside, CA 92502, and are hereby incorporated by reference pursuant to CEQA Guidelines Section 15150.

Technical Appendix A: Air Quality Impact Analysis

Technical Appendix B.1: General Biological Resources Assessment

Technical Appendix B.2: Determination of Biologically Equivalent or Superior Preservation Report

Technical Appendix B.2: Oak Tree Mitigation Plan

Technical Appendix C: Cultural Resources Report

Technical Appendix D: Energy Assessment

Technical Appendix E: Geotechnical Investigation

Technical Appendix F: Greenhouse Gas Emissions Impact Analysis

Technical Appendix G.1: Phase I Environmental Site Assessment

Technical Appendix G.2: Phase II Environmental Site Characterizations

Technical Appendix G.3: Soil Management Plan

Technical Appendix H.1: Hydrology Study

Technical Appendix H.2: Water Quality Management Plan

Technical Appendix I: Noise Study

Technical Appendix J: Paleontological Resources Assessment

Technical Appendix K.1: Traffic Analysis

Technical Appendix K.2: VMT Analysis

2.0 Environmental Setting

2.1 PROJECT SETTING

2.1.1 Project Location

Figure 2-1, *Regional Map*, and Figure 2-2, *Vicinity Map*, depict the location of the Project site. From a regional perspective, the Project site is located north of Lake Elsinore and south of the City of Corona. Interstate 15 (I-15) is located approximately 0.4 mile east of the site. From a local perspective, the Project site is located at the southwestern corner of Trilogy Parkway and Temescal Canyon Road within the Temescal Valley Area of unincorporated Riverside County, California. The Project site is approximately 10 gross acres (9.72 net acres) and encompasses Riverside County Assessor Parcel Numbers (APN) 290-190-083 and 290-190-084. The property is in Township 5 South, Range 6 West, Section 3 Northeast.

2.1.2 Surrounding Land Use

Figure 2-3, *Surrounding Land Uses and Development,* depicts the existing land uses immediately surrounding the Project site. As shown, existing surrounding land uses include vacant and undeveloped land located immediately north of the Project site, beyond which is Trilogy Parkway. Immediately west of the Project site is an RV Park. Undeveloped land is located east of the Project site, beyond which is a residential community. Immediately south of the Project site is undeveloped land.

2.2 EXISTING SITE AND AREA CHARACTERISTICS

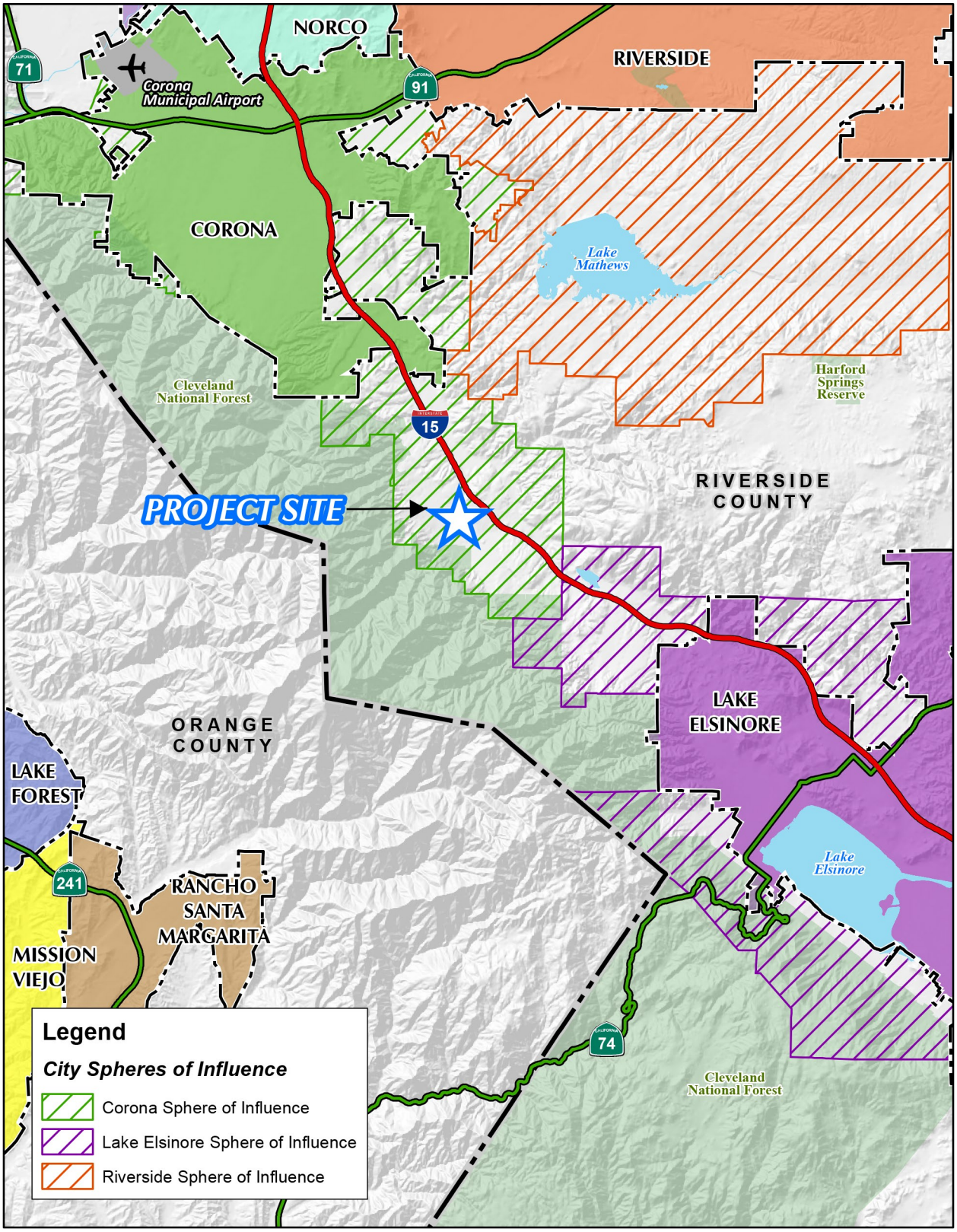
As discussed previously in Subsection 1.3.1, the environmental baseline for the Project is established as June 1, 2020 and the following subsections provide a description of the Project site's physical environmental condition as of that approximate date. Topics are presented on the following pages in no particular order of importance.

2.2.1 Land Use

Under existing conditions, as shown in Figure 2-4, *Aerial Photograph*, the Project site is vacant, disturbed, and undeveloped, with the exception of the southwestern boundary which includes an existing drainage system. The Project site was previously developed with a farmstead that included a residence, barn, and cistern. These structures were removed completely in the early 2000's (BFSA, 2021a, p. 1.0-1). It should be noted that the northwest quarter of the Project site is raised due to the deposit of spoils piles. Additionally, the Project site has informal dirt pathways throughout the site.

2.2.2 Aesthetic and Topographic Features

The Project site encompasses vacant/disturbed land with oak trees and ground covering scattered throughout the site. Elevations on the Project site range from a topographic low point of approximately 1,083 feet above mean sea level (amsl) to a high point of approximately 1,105 feet amsl (GSI, 2020a). Figure 2-5, *USGS Topographic Map,* illustrates the topographic character of the Project site. The aesthetic



Source(s): ESRI, OC Landbase (2019), RCTLMA (2020)

Figure 2-1

0 0.75 1.5 3 Miles

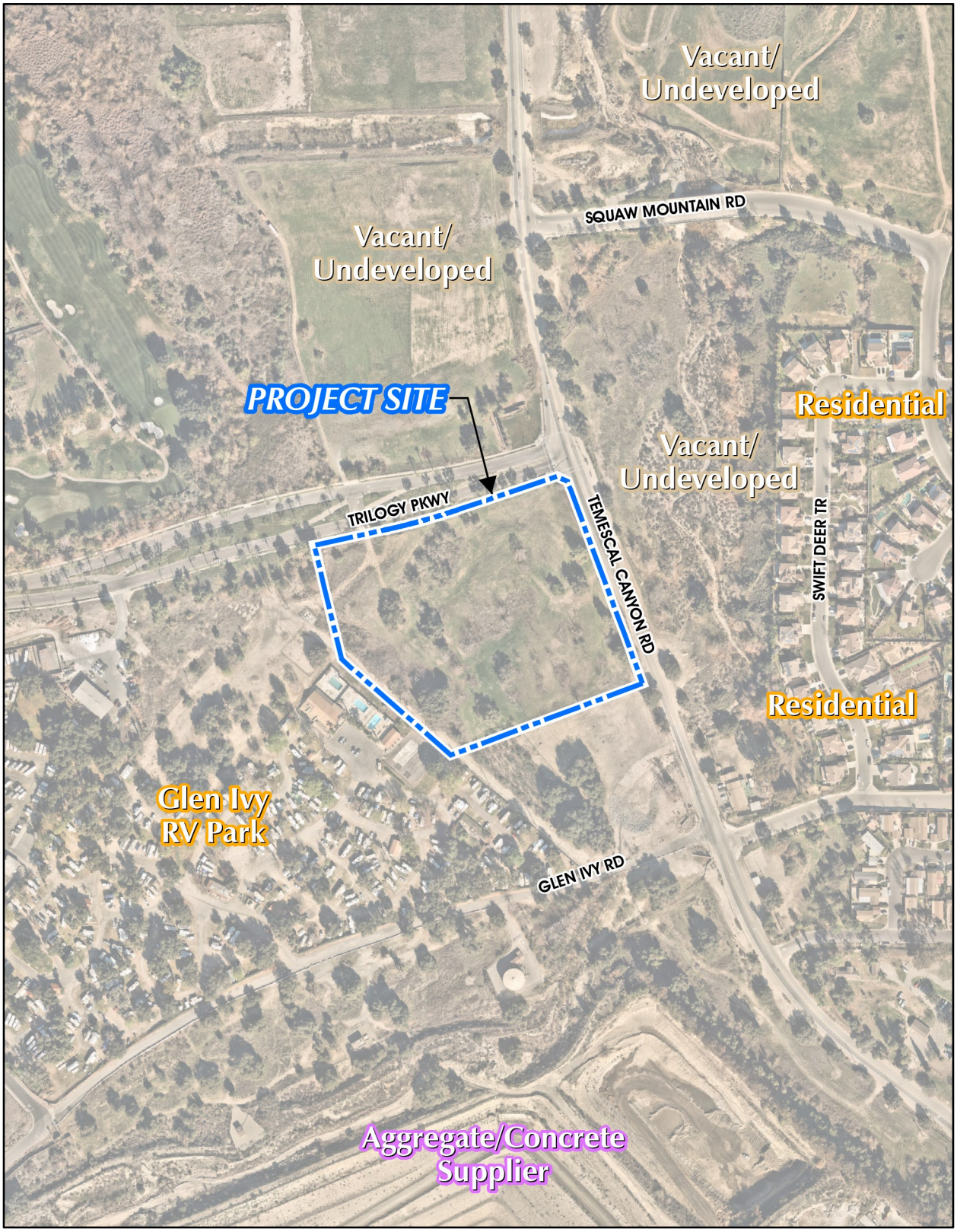
Regional Map

Source(s): ESRI, Nearmap Imagery (2020), RCTLMA (2020)

Figure 2-2

0 500 1,000 2,000 Feet

Vicinity Map



Source(s): ESRI, Nearmap Imagery (2020), RCTLMA (2020)

Figure 2-3

0 100 200 400 Feet

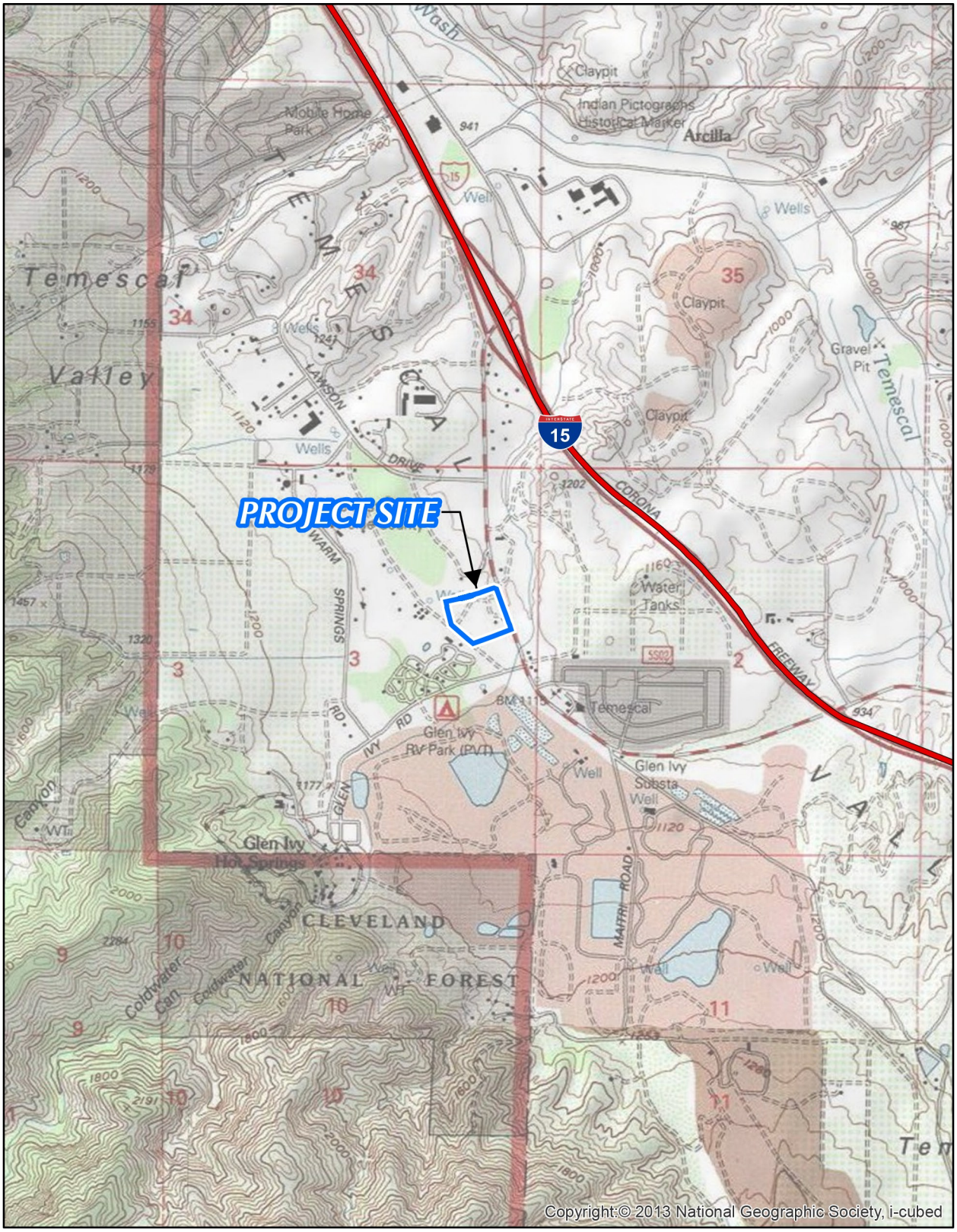
Surrounding Land Uses and Development

Source(s): ESRI, Nearmap Imagery (2020), RCTLMA (2020)

Figure 2-4

0 75 150 300 Feet

Aerial Photograph



Source(s): USGS (2013)

Figure 2-5

0 500 1,000 2,000 Feet

USGS Topographic Map

character is primarily defined by vacant/disturbed land. The Project site does not contain any unique or scenic features. Photographs of the site were taken on February 24, 2020; the viewpoint locations are identified on Figure 2-6, *Site Photograph Key Map.* The site photos, illustrated on Figure 2-7, *Views 1 and 2*, and Figure 2-8, *Views 3 and 4*, depict the existing aesthetic conditions of the Project site.

2.2.3 Site Access and Circulation

Temescal Canyon Road, a north-south oriented roadway, abuts the Project site to the east and Trilogy Parkway, an east-west oriented roadway, abuts the Project site to the north. Under existing conditions, primary access to the property is provided from Trilogy Parkway and Temescal Canyon Road.

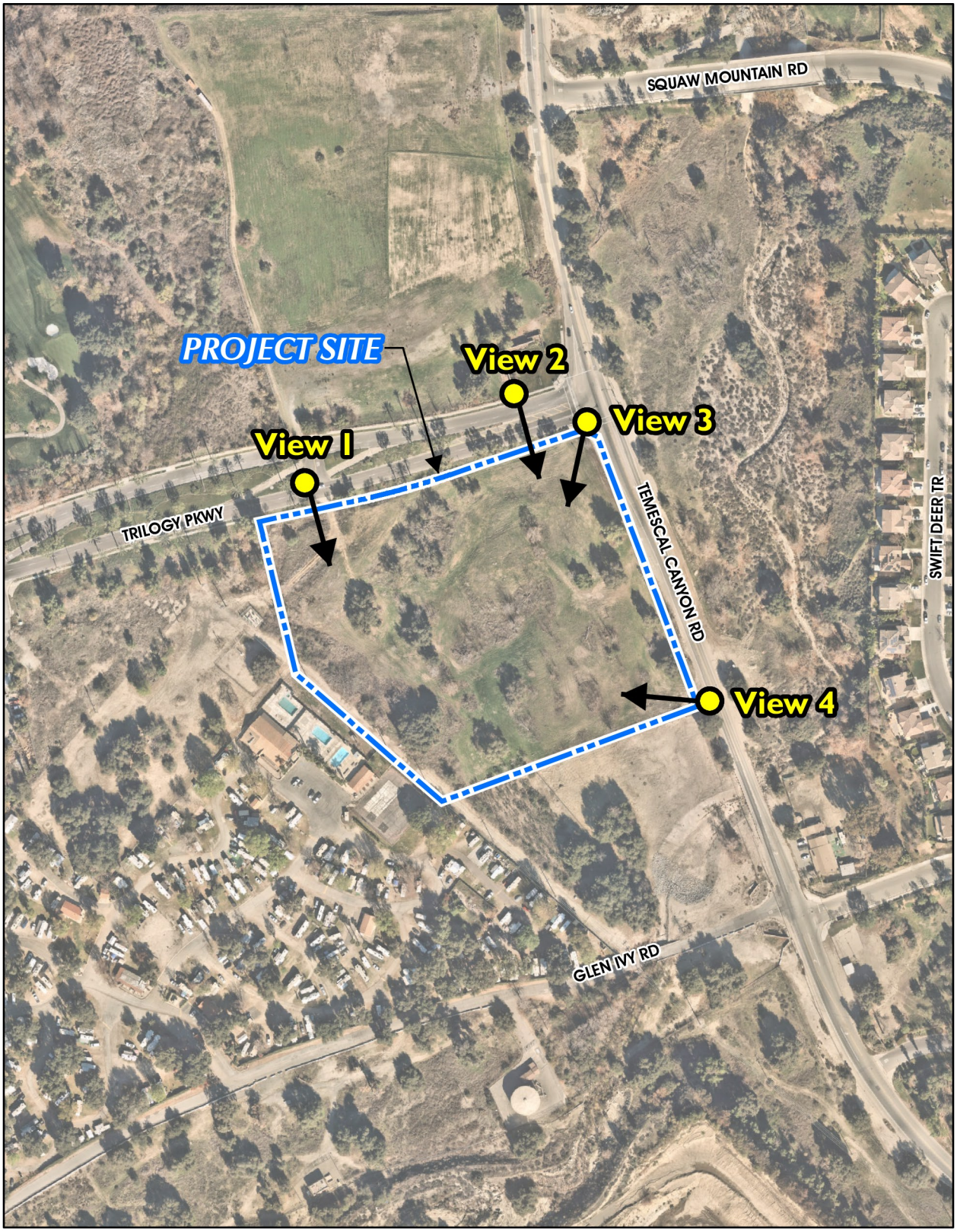
As previously discussed, the I-15, a north-south oriented freeway facility, is located approximately 0.4 mile east of the site and California State Route 74 (SR-74), an east-west oriented freeway facility, is located approximately 10 miles southeast of the site.

2.2.4 Air Quality and Climate

The Project site is in the 6,745-square-mile South Coast Air Basin (SCAB), which includes portions of Los Angeles, Riverside, and San Bernardino Counties, and all of Orange County. The SCAB is bound by the Pacific Ocean to the west, the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east, and the San Diego County Line to the south. The SCAB is within the jurisdiction of South Coast Air Quality Management District (SCAQMD), the agency charged with bringing air quality in the SCAB into conformity with federal and State air quality standards. (Urban Crossroads, 2020a, p. 8) The climate of the SCAB is characterized as semi-arid and more than 90% of the SCAB's rainfall occurs from November through April. During the dry season, which also coincides with the months of maximum photochemical smog concentrations, the wind flow is bimodal, characterized by a daytime onshore sea breeze and a nighttime offshore drainage wind. (Urban Crossroads, 2020a, p. 9)

The SCAQMD monitors levels of various criteria pollutants at 37 permanent monitoring stations and 5 single-pollutant source Pb air monitoring sites throughout the air district. On February 21, 2019, California Air Resources Board (CARB) posted the 2018 amendments to the state and national area designations. Table 2-3 of the Project's Air Quality Impact Analysis (*Technical Appendix A*) identifies the current attainment designations for the SCAB. (Urban Crossroads, 2020a, p. 20)

The SCAQMD has designated general forecast areas and air monitoring areas (referred to as Source Receptor Areas [SRA]) throughout the SCAB to provide information about air quality conditions. The Project site is within the SRA 25, the Elsinore Valley monitoring station, which is located approximately 10.6 miles southeast of the Project site. SRA 25 does not include data for particulate matter 2.5 ($PM_{2.5}$); as such, the next nearest monitoring station, SRA 23, Metropolitan Riverside County monitoring station, is used for $PM_{2.5}$ data. (Urban Crossroads, 2020a, pp. 20-21)



Source(s): ESRI, Nearmap Imagery (2020), RCTLMA (2020)

Figure 2-6

0 75 150 300 Feet

Site Photograph Key Map

View 1: Northwest of the Project site, along Trilogy Parkway, looking Southeast.

View 2: Northwest of the Project site, along Trilogy Parkway, looking Southeast.

Figure 2-7

Not to Scale

Views 1 and 2

View 3: Northeast Corner of the Project site, at the intersection of Trilogy Parkway & Temescal Canyon Road, looking Southeast.

View 4: Southeast Corner of the Project site, along Temescal Canyon Road, looking Northwest.

Figure 2-8

Not to Scale

Views 3 and 4

2.2.5 Geology

At the regional level, the Project site is within the western margin of the Perris Block of the Peninsular Ranges Geomorphic Province, which is characterized by northwest-trending, steep elongated ranges, and valleys. The Peninsular Ranges Geomorphic Province extends north to the base of the San Gabriel Mountains along the southern side of the Transverse Ranges Province and south into Baja, California. The Perris Block is a relatively stable structural block lying between the Elsinore fault zone (EFZ) and San Jacinto fault zone (SJFZ). According to the Project-specific Geotechnical Report, strands of a known active fault (Glen Ivy North fault) associated with the EFZ transect the site and portions of the Project site are included within an Alquist-Priolo Earthquake Fault Zone. (GSI, 2020a, p. 7)

At the local level, the Project site is underlain by fluvial sediments emanating from Bixby and Anderson canyons and to a lesser extent Coldwater Canyon. A relatively thin layer of younger alluvial materials locally mantle portions of the marsh deposits and the Pleistocene-age alluvial fan deposits on-site. Most of the Project site is underlain by Pleistocene-age alluvial fan deposits to the east and by Holocene-age marsh deposits to the west. Localized undocumented artificial fill and topsoil/colluvium mantle the Holocene-age marsh deposits and Pleistocene-age alluvial fan deposits are on-site. (GSI, 2020a, p. 4)

2.2.6 Soils

The geologic units on-site consist of undocumented fill, topsoil/colluvium, alluvium (younger), marsh deposits, and older alluvial fan deposits. The Project site is underlain by undocumented artificial fill, that is associated with stockpiling. Undocumented fill materials are generally light yellowish brown to brown, silty to clayey sands with gravel, cobbles, and localized boulders derived off-site from the adjoining residential tract and on-site from the underlying alluvial fan and marsh sediments. (GSI, 2020a, p. 5)

Topsoil/colluvium was observed to discontinuously mantle portions of the site and range in thickness from approximately two to three feet. The topsoil/colluvium is characterized as silty to clayey, fine- to coarse-grained sands and silts. These materials are damp to wet, generally loose/soft to medium dense/medium stiff, porous and bioturbated. (GSI, 2020a, p. 5)

The younger alluvium discontinuously mantles the older sediments on-site. The younger alluvium is characterized as silty sand, with minor to locally abundant pebbles, gravels, and cobbles, to sand with pebbles, gravel, and cobbles, to locally sandy gravels/gravelly sands with cobbles and minor boulders. Younger alluvial is generally light brown, brown, and grayish brown, dry to damp, and generally loose to medium dense with depth. The younger alluvial sediments are estimated to be Holocene-age. (GSI, 2020a, p. 5)

The on-site marsh deposits are associated with the Glen Ivy North marsh located on the western portion of the Project site. The marsh deposits are characterized as silty sands and clayey silts to clays, with some interbedded organic layers. The near surface marsh deposits are not well consolidated; however, are generally thin to medium-bedded and flay lying, except where locally affected by faulting. The on-site marsh is estimated to be late- to mid-Holocene in age. (GSI, 2020a, p. 6)

The older alluvial fan deposits underlie the eastern portions of the Project area. These materials are characterized as silty to gravely sands, to sands with pebbles gravels, cobbles, and minor boulders. The older alluvial fan deposits are pale brown to reddish yellow, dry to damp, and medium dense to dense. Additionally, older alluvial are thinly to medium bedded, and locally form grossly fining upward sequences. These materials are generally flat lying to gentle inclined to the northeast. The older alluvial fan deposits are estimated to be latest Pleistocene-age. (GSI, 2020a, p. 6)

2.2.7 Hydrology

The Project site is within the Santa Ana River Watershed; specifically, the site is within the Middle Santa Ana Sub-Watershed (K&A, 2021b, p. 1). Overall, the Santa Ana River Watershed drains an approximately 2,650 square-mile area and is the principal surface flow water body within the region. The Santa Ana River starts in the San Bernardino Mountains, approximately 40 miles east of the Project site, and flows southwesterly for approximately 96 miles across San Bernardino, Riverside, Los Angeles, and Orange counties before discharging into the Pacific Ocean.

At the local level, the Project's southeastern portion is within the Coldwater Canyon floodplain. The Coldwater Canyon Creek is a receiving water for the Project site and its tributary area. This creek runs adjacent to the Project site along the east side of Temescal Canyon Road. Under existing conditions, flows from the Project site drain to the Coldwater Canyon Creek, which drains from south to north. It should be noted that the Project site has a depression (depression sump) in the middle of the site that collects water. The on-site terrain drains into the depression sump and remaining portions of the Project site drain in a northeasterly direction towards Coldwater Canyon Creek. Additional receiving waters include Temescal Creek Reach 2, Santa Ana River Reach 3, and Santa Ana River Reach 2. (K&A, 2021a, p. 4; K&A, 2021b, p. 3)

Perched groundwater was encountered in the marsh deposits at a depth of approximately 32 feet below the ground surface (bgs) during the Project's geotechnical investigation field surveys. Groundwater levels in other nearby wells were measured at depths ranging from approximately 22 feet bgs to approximately 53 feet bgs. However, it should be noted that these wells lie within alluvial valley areas and that perched water may exist locally during and after development. Additionally, it should be noted that evidence of a relatively high long-term groundwater level was documented only within the marsh deposits on-site. No evidence for artesian/spring conditions were noted during the Project's geotechnical investigation field surveys. (GSI, 2020a, pp. 6-7)

According to the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) No. 06065C1390G, the Project site is within Zone X (white), which is an area outside the 0.2 % annual chance of flood (500-year flood event). (FEMA, 2008; K&A, 2021a, p. 6)

2.2.8 Noise

The primary sources of noise in the Project site's vicinity are generated from mobile sources traveling along Temescal Canyon Road and Trilogy Parkway. The Project site is not located within an airport land

use plan or within two miles of a public airport or private airstrip; thus, noise related to aircraft overflight does not occur in the vicinity of the Project site.

2.2.9 Utilities and Service Systems

The Project site is in the service area of the Temescal Valley Water District (TVWD), which is in the service area of the Western Municipal Water District (WMWD). WMWD's service area encompasses approximately 527 square miles, which includes the TVWD's approximately 10.5-square mile service area (TVWD, 2020), including wholesale and retail areas. WMWD's retail service area, which includes the Project site, covers approximately 104 square miles, and serves water to an estimated population of 94,107. WMWD's potable water demand is supplied from imported water from the Metropolitan Water District (MWD); imported water from the City of Riverside, Meeks, and Daley, and Riverside Highland; groundwater wells in Riverside County' groundwater from Murrieta Basin; the Arlington Desalter; and the Wester Water Recycling Facility. About one-quarter of the water WMWD purchases from MWD comes from the Colorado River Aqueduct and about three-quarters from the State Water Project (SWP), which transports water from the Sacramento-San Joaquin Bay Delta via the California Aqueduct. WMWD also has significant groundwater resources in local groundwater basins (WMWD, 2016 pp. 1-1, 3-1, 3-4, 6-25).

The Project site is within the service area of the TVWD, which provides wastewater services to the Project area. The TVWD owns and operates a regional wastewater treatment facility (Lee Lake Water Reclamation Facility) within the Wild Rose Business Park. The Reclamation Facility can treat 1.58 million gallons of wastewater per day. (TVWD, 2020)

Under existing conditions, the Project site is disturbed, undeveloped, and vacant and does not have any existing utility infrastructure. The Project Applicant would connect the Project's new utility lines to the existing connections within the surrounding roadways.

The Riverside County Waste Management Department (RCWMD) is responsible for the efficient and effective landfill disposal of non-hazardous county waste. The RCWMD operates six active landfills and administers a contract agreement for waste disposal at the private El Sobrante Landfill. Solid waste originating from anyway within Riverside County, including the Project site, may be accepted for disposal at any of the Riverside County landfill sites. However, each landfill has a service area to minimize truck traffic and vehicular emissions. The Project site is within the service area for the El Sobrante Landfill, which provides services to cities/communities within southwestern Riverside County, as well as multiple jurisdictions within the counties of Los Angeles, Orange, San Bernardino, and San Diego. The El Sobrante Landfill is located at 10910 Dawson Canyon Road, Corona, and is privately owned and operated by USA Waste Services of California, Inc. The contracted hauler for the El Sobrante Landfill is Waste Management, Inc. (Riverside County, 2015, pp. 4.17-37 - 4.17-41; CalRecylce, 2020) The El Sobrante Landfill is permitted to accept 400 tons of solid waste per day and according to the most recent data available (April 2018), the El Sobrante Landfill has a remaining capacity of 143,977,170 cubic yards (cy). The El Sobrante Landfill has a cease operation date of January 1, 2051. (CalRecylce, 2020)

2.2.10 Vegetation

Figure 2-9, *Existing Vegetation*, identifies the different vegetation communities that exist on-site and within the off-site drainage improvement area. Additionally, Table 2-1, *Existing Vegetation Communities and Land Uses*, summarizes the acreage of each vegetation community found on-site and within the off-site drainage improvement area.

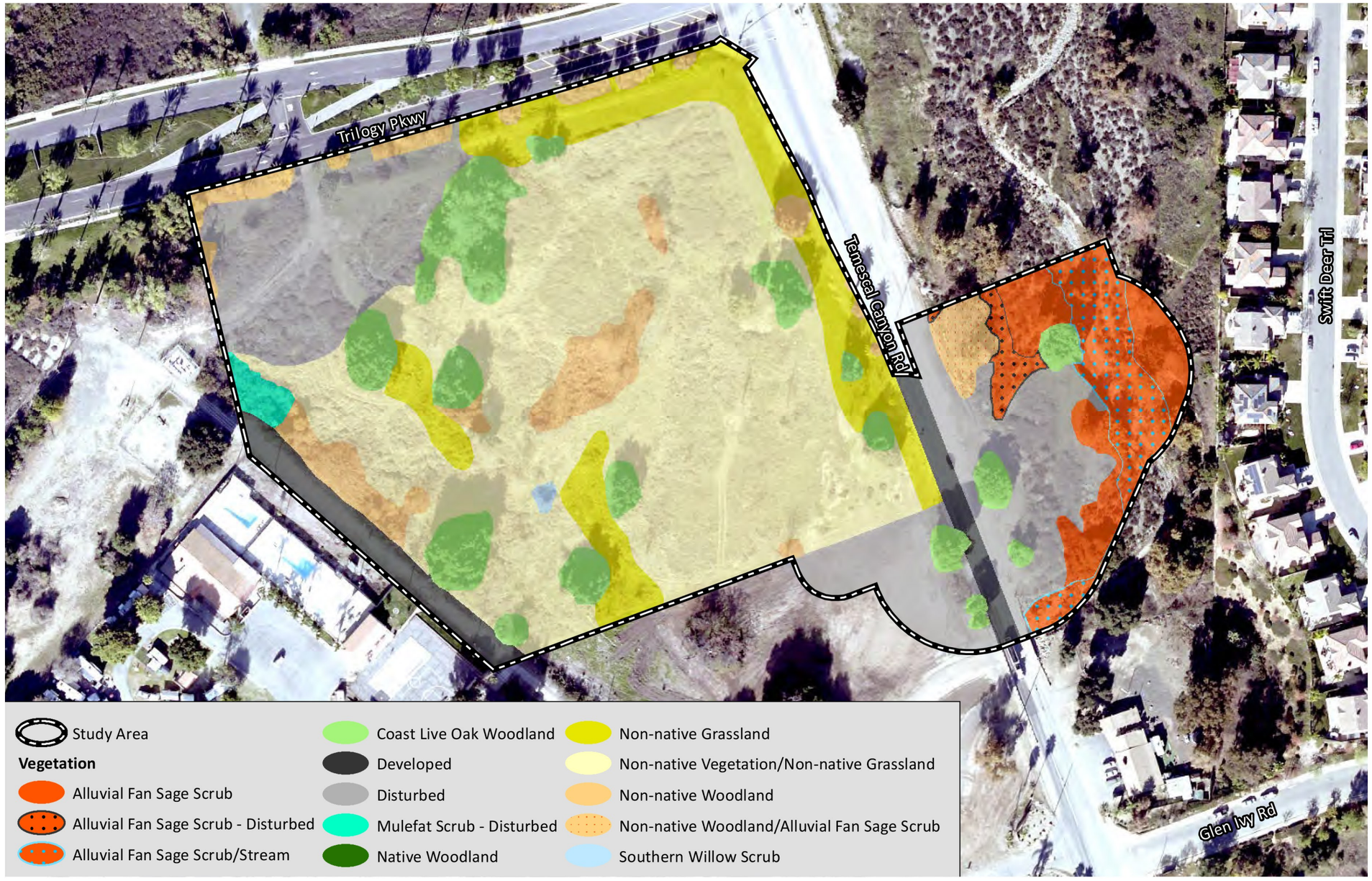
The Project site is within a Narrow Endemic Plan Species Survey Area (NEPSSA). Currently, the Project site's vegetation community is comprised of native and non-native plant species. The native plant communities found on-site consist of coast live oak woodland and disturbed mule fat scrub, which are scattered throughout the Project site. The other, non-native vegetation communities and land uses cover approximately 10 acres of the site and consists of non-native vegetation/non-native grassland, non-native woodland, disturbed land, and developed land (located along the site's southwestern boundary). A single willow tree is located near the end of the existing drainage facility; this willow tree appears to be struggling as evident by multiple dead and broken branches, and only a few branches with leaves. (Helix, 2021a, p. 5)

Due to the presence of native oak trees on-site and within the off-site improvement area (approximately 37 oak trees), the Project Applicant would be required to comply with the Riverside County oak tree management guidelines (Helix, 2021c, p. 2). All the oak trees on-site are coast live oak. Two of the trees mapped are dead and 16 of the trees are in a state of decline or have damage evident. (Helix, 2021c, p. 2)

The Project entails off-site drainage improvements that are proposed to occur within Temescal Canyon Road and within the property immediately east of Temescal Canyon Road. The property located immediately east of Temescal Canyon Road has native vegetation communities, such as costal live oak and sage brush. Additionally, The Project site and off-site improvement area include MSHCP Riparian/Riverine resources. (Helix, 2021a, pp. 20-22)

2.2.11 Wildlife

The Project site is within the Temescal Canyon Area Plan (TCAP) of the Multiple Species Habitat Conservation Plan (MSHCP); however, the Project site is not within a Cell or subunit of the MSHCP. Due to the Project site being within the MSHCP, the Project Applicant would be subject to a development fee that is adjusted annually and currently ranges from $1,127 to $2,168 per dwelling unit, depending on the density of the development. The Project site is not within a Criteria Area Species Survey Area (CASSA) and the Project site has habitat with low potential to support burrowing owl. The Project site is within the fee area for the Stephen's Kangaroo Rat (SKR); the fee is separate from the MSHCP development fee. Further, the Project site has habitat that has the potential to support nesting bird species, including raptors. It should be noted that the Migratory Bird Treaty Act (MBTA) and the California Department of Fish and Wildlife (CDFW) code both protect nesting birds. (Helix, 2021a)



Source(s): Helix (04-27-2021)

Figure 2-9

Not to Scale

Existing Vegetation

Table 2-1 Existing Vegetation Communities and Land Uses

Habitat/Land Use	MSHCP Equivalent Community	Acres[1]	
		On-Site	Off-Site
Alluvial fan sage scrub	Riversidean alluvial fan sage scrub		0.51
Alluvial fan sage scrub-disturbed	Disturbed alluvial		0.11
Non-native woodland/Alluvial fan sage scrub	Disturbed alluvial		0.15
Streambed/Alluvial fan sage scrub	Open water/alluvial fan sage scrub		0.55
Coast live oak woodland	Coast live oak woodland	1.0	0.20
Southern willow scrub	Southern willow scrub	0.02	
Upland Mule fat scrub – disturbed	Mulefat scrub (disturbed)	0.1	
Non-native vegetation/non-native grassland mosaic	Exotic	5.5	
Non-native grassland	Exotic	1.4	
Non-native woodland	Exotic	0.9	
Disturbed habitat	Disturbed/exotic	1.2	1.3
Developed land	Developed/Urban	0.4	0.2
	Total[2]	**10.52**	**3.02**

[1] Acres are rounded to nearest 0.01 acre for sensitive habitats and 0.1 acre for other habitats, except for areas less than 0.2 acre.

[2] Totals show here reflect the results of rounding. Actual on-site acreage is 10.44 acres and actual off-site acreage is 3.0 acres, for total study area of 13.44 acres.

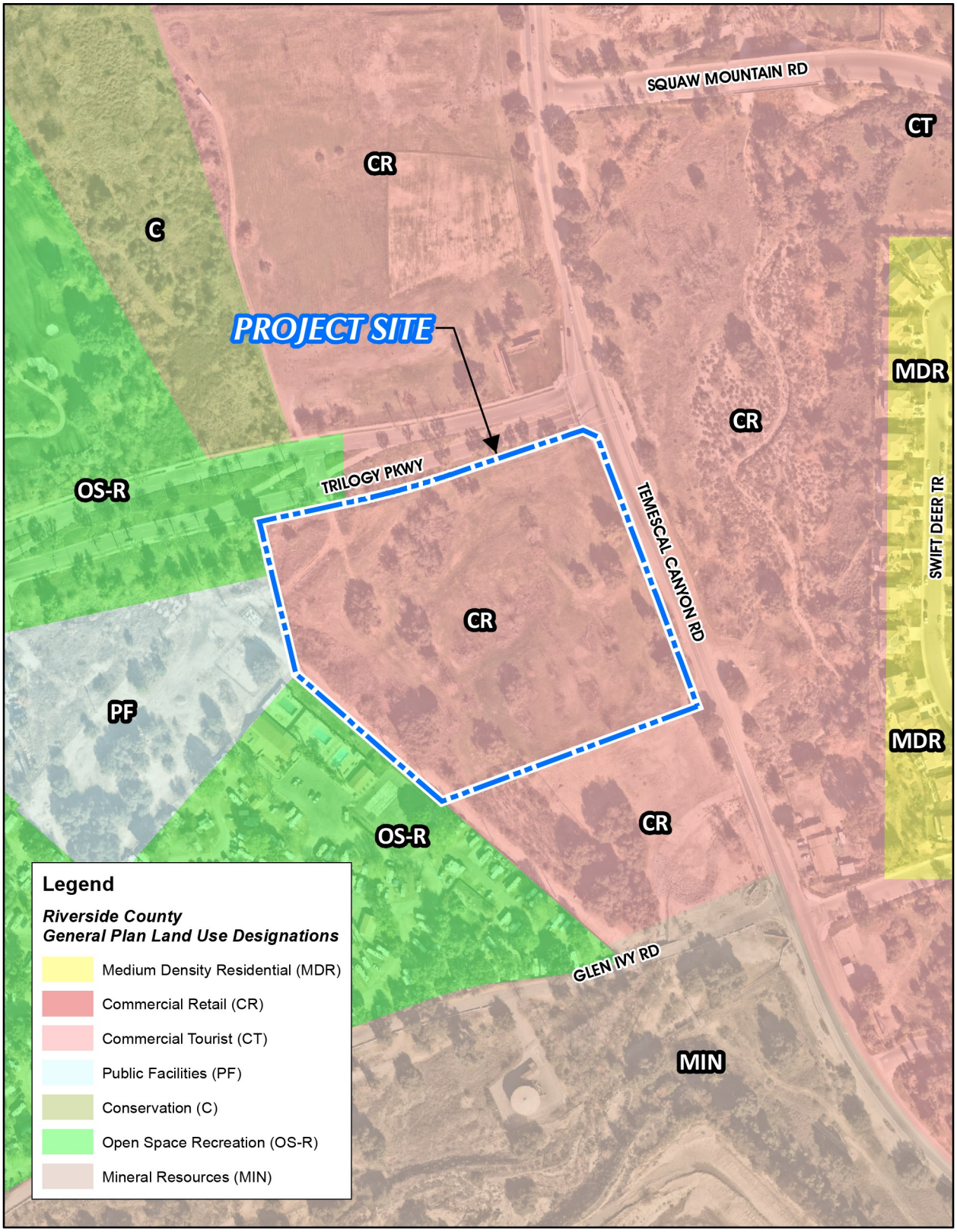
Source: (Helix, 2021a, Table 1)

2.3 PLANNING CONTEXT

2.3.1 Existing General Plan Land Use Designations & Zoning Classification

The prevailing planning documents for the Project site and its surrounding area are the Riverside County General Plan and the TCAP both of which provide the basis for the current land use designations. As shown on Figure 2-10, *Existing General Plan Land Use Designation*, the Project site is designated for "Commercial Retail (CR)." According to the Riverside County General Plan, the CR land use designation allows for the development of commercial retail uses at a neighborhood community and regional level, as well as for professional office and tourist-oriented commercial uses. CR uses are permitted based on their compatibility with surrounding land uses. (Riverside County, 2020a, p. LU-60)

Additionally, as shown on Figure 2-10, the properties immediately north of the Project site are designated as CR, Conservation, and "Open Space-Recreation (OS-R)"; the properties to the east, on the opposite side of Temescal Canyon Road are designated for CR and "Medium Density Residential;" the properties to the immediate south are designated for CR and OS-R; and the properties to the immediate west are designated for OS-R and "Public Facilities." As shown on Figure 2-11, *Existing Zoning Classification*, the Project site is zoned Scenic Highway Commercial (C-P-S).

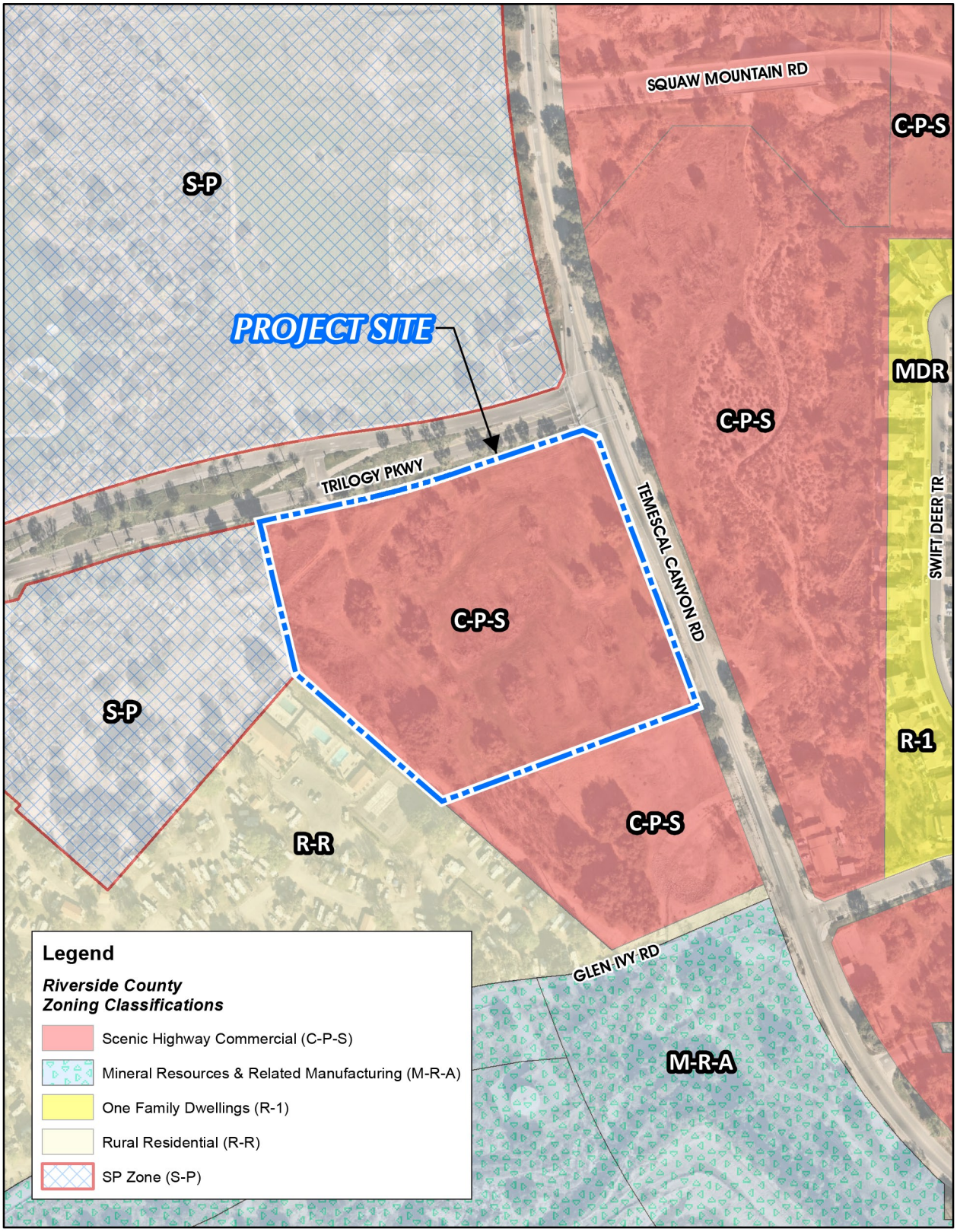


Source(s): ESRI, Nearmap Imagery (2020), RCTLMA (2020)

Figure 2-10

0 75 150 300 Feet

Existing General Plan Land Use Designation



Source(s): ESRI, Nearmap Imagery (2020), RCTLMA (2020)

Figure 2-11

0 75 150 300 Feet

Existing Zoning Classification

According to the Riverside County Planning Department, the C-P-S zoning classification allows for specific wholesale and retail commercial uses with an approved Plot Plan and limited commercial uses with an approved Conditional Use Permit (CUP) (Riverside County, 2020c). According to Section 19.101, *Community Care Facilities*, a residential facility, such as the Project, that serves seven or more person is allowed in the C-P-S classification following the approval of a CUP (Riverside County, 2020d).

2.3.2 Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)

The Western Riverside County MSHCP, a regional Habitat Conservation Plan (HCP), was adopted on June 17, 2003, and an Implementing Agreement (IA) was executed between the USFWS, CDFW, and participating entities including the County of Riverside. The intent of the Western Riverside County MSHCP is to preserve native vegetation and meet the habitat needs of multiple species, rather than focusing preservation efforts on one species at a time. As such, the Western Riverside County MSHCP is intended to streamline review of individual projects with respect to the species and habitats addressed in the Western Riverside County MSHCP and to provide for an overall Conservation Area that would be of greater benefit to biological resources than would result from a piecemeal regulatory approach. The Western Riverside County MSHCP provides coverage (including take authorization for listed species) for special-status plant and animal species, as well as mitigation for impacts to sensitive species.

Through agreements with the USFWS and the CDFW, the Western Riverside County MSHCP designates 146 special-status animal and plant species that receive some level of coverage under the plan. Of the 146 "Covered Species" designated under the Western Riverside County MSHCP, most of these species have no additional survey/conservation requirements. In addition, through compliance with the Western Riverside County MSHCP, the MSHCP provides mitigation for Project-specific impacts to Covered Species so that the impacts would be reduced to below a level of significance pursuant to CEQA.

The Project site and surrounding area are within the MSCHP; however, the Project site and surrounding area are not included in a criteria cell or cell group. The nearest lands targeted for conservation under the MSHCP occur approximately 0.60 mile east of the Project site (RCIT, 2022).

3.0 Project Description

The Project evaluated by this MND is located southwest of the intersection of Temescal Canyon Road and Trilogy Parkway within unincorporated Riverside County. The Project involves the development of the Project site with a licensed Community Care Facility, also referred to as senior living community. The Project would be developed in compliance with applicable provisions established in the Riverside County Ordinance No. 348. The Project's entitlement permit consists of a Conditional Use Permit (CUP No. 200011) to allow for future development of a Community Care Facility on an approximately 10 gross-acre site (approximately 9.72 net acres). The entitlement application for the Project is herein incorporated by reference pursuant to CEQA Guidelines Section 15150 and is available for review at the Riverside County Planning Department, located at 4080 Lemon Street, 12th Floor, Riverside, CA. A detailed description of the Project is provided in the following subsections. Additionally, discretionary and administrative actions that would be necessary to implement the Project are listed at the end of this section.

3.1 PROPOSED DISCRETIONARY APPROVALS

3.1.1 Conditional Use Permit No. 200011

Article XIXe, *Community Care Facilities*, of the Riverside County Ordinance No. 348, states that a Community Care Facility is a State licensed home, group care facility or similar facility for 24-hour nonmedical care of a persons in need of personal services, supervision, or assistance essential for sustaining the activities of daily living or the protection of an individual. A Community Care Facility that serves seven or more persons, such as the Project, is allowed in the C-P-S zoning classification with an approved Conditional Use Permit (CUP) in accordance with Section 18.28, *Conditional Use Permit*, of Ordinance No. 348. The purpose of a CUP is to provide a process for reviewing uses and associated operational characteristics that may be appropriate in the applicable zoning district, but whose effects on-site and to surrounding areas cannot be determined before being proposed for a specific site. The CUP also provides a mechanism by which the County can condition the Project to ensure compliance with applicable County ordinances, regulations, and requirements.

3.2 PROJECT TECHNICAL CHARACTERISTICS

3.2.1 Project Improvements

A. Site Plan and Building Configurations

Figure 3-1, *Conceptual Site Plan*, depicts the layout and design of the Project on the approximately 10 gross-acre site. As shown, the Project Applicant proposes to develop the site with two (2) buildings including: one 214,518 square feet (sf) two-story building (including atrium areas) and one 24,570 sf single-story building (including atrium areas). The Project site would be developed with a total of 241,244 sf of building space. The Project would include a total of up to 216 dwelling units and 256 beds. Specifically, the Project would include up to 75 units with 92 beds for Independent Living (IL), 109 units with 129 beds for Assisted Living (AL), and 32 units with 35 beds for Memory Care (MC). Associated uses on-site would include on-site amenities, administration, kitchen space, lobby, passenger vehicle parking

UNIT MIX

	Unit Name	Unit Type	Beds	Qty	Area (S...	Total (SF)
First Floor						
	AL-0A	ASSISTED LIVING - STUDIO	1	14	452	6,328
	AL-0B	ASSISTED LIVING - STUDIO	1	2	425	850
	AL-1B	ASSISTED LIVING - 1 BED	1	18	640	11,520
	AL-1C	ASSISTED LIVING - 1 BED	1	5	689	3,445
	AL-2A	ASSISTED LIVING - 2 BED	2	4	878	3,512
	AL-2A ALT-1	ASSISTED LIVING - 2 BED	2	1	1,098	1,098
	AL-2A ALT-1	ASSISTED LIVING - 2 BED	2	2	1,106	2,212
	AL-2A ALT-2	ASSISTED LIVING - 2 BED	2	2	977	1,954
	AL-2B	ASSISTED LIVING - 2 BED	2	1	1,008	1,008
	AL-2C	ASSISTED LIVING - 2 BED	2	1	1,058	1,058
	IL- 1A	INDEPENDENT LIVING - 1 BED	1	18	712	12,816
	IL- 1B	INDEPENDENT LIVING - 1 BED	1	6	702	4,212
	IL- 2A	INDEPENDENT LIVING - 2 BED	2	5	1,109	5,545
	IL- 2A ALT-1	INDEPENDENT LIVING - 2 BED	2	1	1,141	1,141
	IL-1A ALT	INDEPENDENT LIVING - 1 BED	1	1	830	830
	IL-1C	INDEPENDENT LIVING - 1 BED	1	1	808	808
	IL-1C ALT	INDEPENDENT LIVING - 1 BED	1	1	946	946
	IL-2B	INDEPENDENT LIVING - 2 BED	2	1	1,672	1,672
	IL-2D	INDEPENDENT LIVING - 2 BED	2	1	1,136	1,136
	MC-1A	MEMORY CARE - 1 BED	1	29	364	10,556
	MC-2A	MEMORY CARE - 2 BED	2	1	673	673
	MC-2B	MEMORY CARE - 2 BED	2	2	871	1,742
			139	**117**		**75,062 sq ft**
Second Floor						
	AL-0A	ASSISTED LIVING - STUDIO	1	17	452	7,684
	AL-0B	ASSISTED LIVING - STUDIO	1	1	516	516
	AL-0B	ASSISTED LIVING - STUDIO	1	2	425	850
	AL-1B	ASSISTED LIVING - 1 BED	1	24	640	15,360
	AL-1C	ASSISTED LIVING - 1 BED	1	6	689	4,134
	AL-2A	ASSISTED LIVING - 2 BED	2	4	878	3,512
	AL-2A ALT-1	ASSISTED LIVING - 2 BED	2	1	1,093	1,093
	AL-2A ALT-1	ASSISTED LIVING - 2 BED	2	2	1,106	2,212
	AL-2B	ASSISTED LIVING - 2 BED	2	1	1,008	1,008
	AL-2C	ASSISTED LIVING - 2 BED	2	1	1,058	1,058
	IL- 1A	INDEPENDENT LIVING - 1 BED	1	23	712	16,376
	IL- 1B	INDEPENDENT LIVING - 1 BED	1	6	702	4,212
	IL- 1C	INDEPENDENT LIVING - 1 BED	1	1	808	808
	IL- 2A	INDEPENDENT LIVING - 2 BED	2	6	1,109	6,654
	IL- 2A ALT-1	INDEPENDENT LIVING - 2 BED	2	1	1,141	1,141
	IL-1C ALT	INDEPENDENT LIVING - 1 BED	1	1	946	946
	IL-2B	INDEPENDENT LIVING - 2 BED	2	1	1,672	1,672
	IL-2D	INDEPENDENT LIVING - 2 BED	2	1	1,136	1,136
			117	**99**		**70,372 sq ft**
			256	**216**		**145,434 sq ft**

IL UNIT MIX BY FLOOR

	Unit Name	Beds	Qty
First Floor			
	IL- 1A	1	18
	IL- 1B	1	6
	IL- 2A	2	5
	IL- 2A ALT-1	2	1
	IL-1A ALT	1	1
	IL-1C	1	1
	IL-1C ALT	1	1
	IL-2B	2	1
	IL-2D	2	1
		43	**35**

	Unit Name	Beds	Qty
Second Floor			
	IL- 1A	1	23
	IL- 1B	1	6
	IL- 1C	1	1
	IL- 2A	2	6
	IL- 2A ALT-1	2	1
	IL-1C ALT	1	1
	IL-2B	2	1
	IL-2D	2	1
		49	**40**
		92	**75**

AL UNIT MIX BY FLOOR

	Unit Name	Beds	Qty
First Floor			
	AL-0A	1	14
	AL-0B	1	2
	AL-1B	1	18
	AL-1C	1	5
	AL-2A	2	4
	AL-2A ALT-1	2	3
	AL-2A ALT-2	2	2
	AL-2B	2	1
	AL-2C	2	1
		61	**50**
Second Floor			
	AL-0A	1	17
	AL-0B	1	3
	AL-1B	1	24
	AL-1C	1	6
	AL-2A	2	4
	AL-2A ALT-1	2	3
	AL-2B	2	1
	AL-2C	2	1
		68	**59**
		129	**109**

MC UNIT MIX BY FLOOR

	Unit Name	Beds	Qty
First Floor			
	MC-1A	1	29
	MC-2A	2	1
	MC-2B	2	2
		35	**32**

NOTE: FOR PARKING SUMMARY, SEE TABLE ON SHEET T1

SITE PLAN LEGEND

- PROPERTY LINE
- RIGHT OF WAY LINE
- EXISTING EASEMENT LINE
- PATH OF TRAVEL FROM VEHICULAR PARKING (5% MAX - 2% MAX CROSS SLOPE)
- PATH OF TRAVEL TO PUBLIC WAY (5% MAX - 2% MAX CROSS SLOPE)
- XX KEYNOTE NUMBER

SITE PLAN KEYNOTES

1. PROPOSED MONUMENT SIGN
2. EXISTING MONUMENT SIGN TO BE REMOVED
3. LINE OF EXISTING EASEMENT; SEE CIVIL PLANS
4. TYPICAL CONCRETE WALKWAY
5. EXISTING UTILITY EASEMENT, REFER TO CIVIL

Source(s): Douglas Pancake Architects (11-23-2021)

Figure 3-1

Not to Scale

Conceptual Site Plan

stalls, landscaped areas, open space, and a pool. The Project would provide a total of 192 parking stalls (120 stalls required), including 154 standard parking stalls (85 stall required) 11 electric vehicle parking stalls (11 stalls required), 7 accessible parking stalls (5 stalls required), and 20 standard parking stalls for employees (20 required). The Project design includes four driveways, two along Trilogy Parkway and two along Temescal Canyon Road, to allow access to the site.

B. Proposed Grading Plan

Earthwork and grading would occur on a total of approximately 13.1 acres, including the entire approximately 10-acre Project site, and 3.1 acres off-site. Off-site improvements would occur immediately south of the Project site for a floodwall improvement and on a property located east of the Project site on the east side of Temescal Canyon Road for drainage improvements. The Project's physical impact area is shown on Figure 3-2, *Limits of Physical Impact*. Proposed earthwork and grading activities would occur in one phase and would result in approximately 11,134 cy of cut and 49,105 cy of fill (net: 37,971 cy of fill). Approximately 38,000 cy of soil would be exported from the Project site. For the purposes of analysis herein, it is assumed that the receiving site for soil exported from the Project site would be within 20 roadway miles of the Project site.

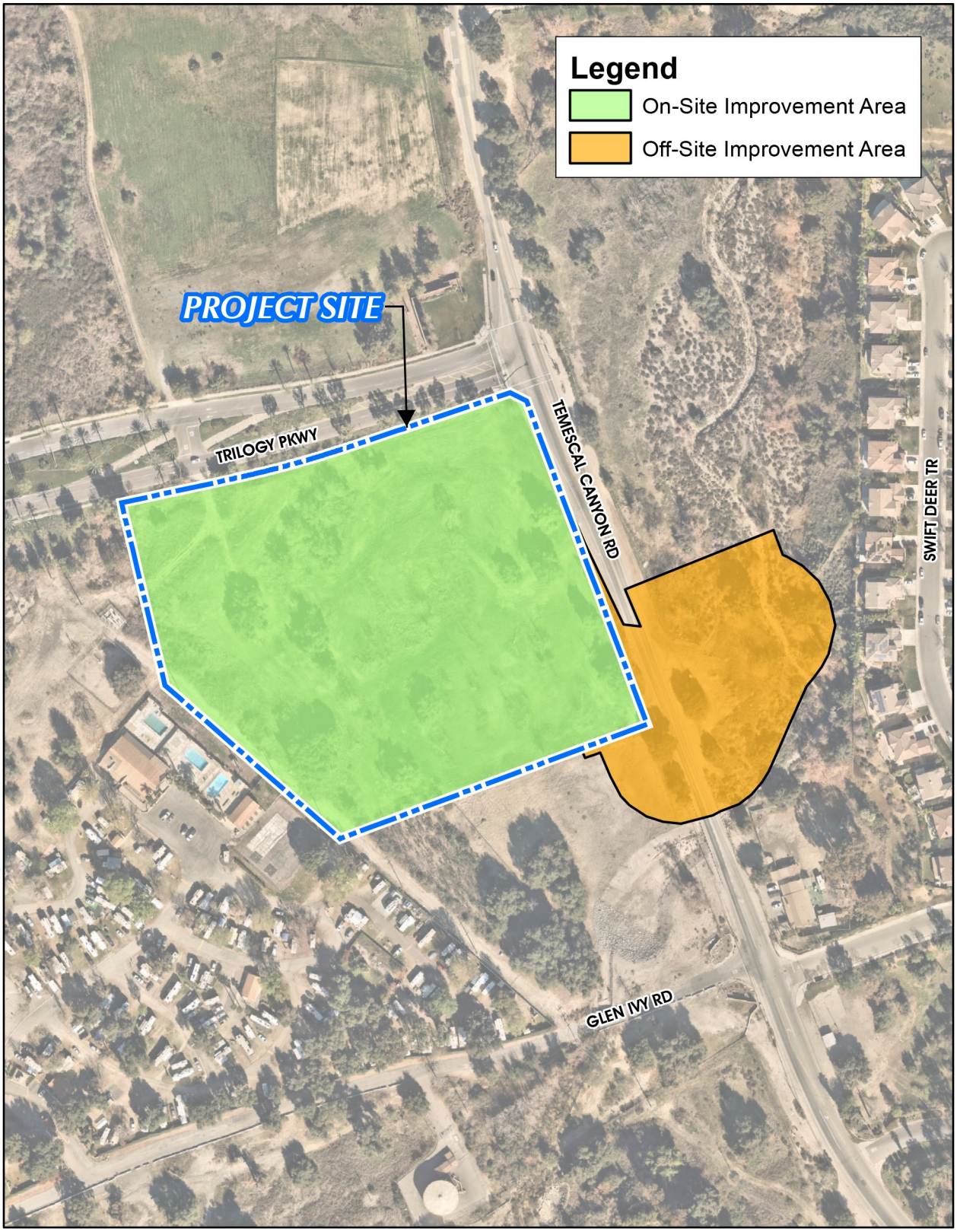
C. Architectural Design

Figure 3-3*, Building Elevations*, depicts the building elevations for the proposed buildings. As shown, the architectural design of the buildings is intended to convey a ranch style theme with primarily wood elements. The buildings would have varying roof pitches and elements, with roof height ranging from approximately 15 feet and 10 inches to 34 feet and 4 inches. Building materials for the proposed buildings would consist of wood siding with wood trim, and metal and/or concrete roofing.

D. Proposed Circulation Improvements

Vehicular access to the Project site would be provided via four driveway access points which include two driveway access points along Trilogy Parkway and two driveway access points along Temescal Canyon Drive. The Project would dedicate approximately 118 feet of right-of-way (ROW) along the site's frontage with Trilogy Parkway and Temescal Canyon Drive and proposes pavement, curb, and gutter. The Project's proposed site access improvements are discussed below.

- **Driveway 1 & Trilogy Parkway (Intersection #1)**
    - Installation of a stop control on the northbound approach.
    - Construction of a shared northbound left-through-right turn lane.
    - Construction of a westbound left turn land with a minimum of 100-feet of storage.
- **Driveway 2 & Trilogy Parkway (Intersection #2)**
    - Installation of a stop control on the eastbound approach.
    - Construction of a northbound right turn lane.
- **Temescal Canyon Road & Driveway 3 (Intersection #5)**
    - Installation of a stop control on the eastbound approach.



Source(s): ESRI, Nearmap Imagery (2020), RCTLMA (2020)

0 62.5 125 250 Feet

Figure 3-2

Limits of Physical Impact

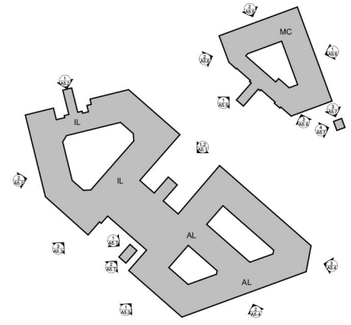
1 North East Elevation
SCALE: 1/8" = 1'-0"

2 North East Elevation
SCALE: 1/8" = 1'-0"

EXTERIOR FINISHES

ROOF SHINGLES	**RF**	MANUF: EAGLE ROOFING TYPE: BEL-AIR COLOR: 4591 - DARK GRAY RANGE ICBO NO.:
EXTERIOR WALLS		
VERTICAL SIDING	**W-1**	MANUF: JAMES HARDIE TYPE: HARDIE PANEL COLOR: RUSTIC RED ICBO NO.: ESR-1844
VERTICAL SIDING	**W-2**	MANUF: JAMES HARDIE TYPE: HARDIE PANEL COLOR: WHITE PICKET FENCE ICBO NO.: ESR-1844
VERTICAL SIDING	**W-3**	MANUF: JAMES HARDIE TYPE: HARDIE PANEL COLOR: SIMPLE ELEGANCE ICBO NO.: ESR-1844
PAINT	**P-1**	MANUF: SHERWIN-WILLIAMS TYPE: EXTERIOR PAINT COLOR: EXTRA WHITE ICBO NO.: SW 7006
PAINT	**P-2**	MANUF: SHERWIN-WILLIAMS TYPE: EXTERIOR PAINT COLOR: HALF-CAFF ICBO NO.: SW 9091
PAINT	**P-3**	MANUF: SHERWIN-WILLIAMS TYPE: EXTERIOR PAINT COLOR: PERLE NOIR ICBO NO.: SW 9154

EXTERIOR TRIM		
TRIM	**T-1**	MANUF: JAMES HARDIE TYPE: HARDIE TRIM 4/4 SMOOTH COLOR: ARCTIC WHITE ICBO NO.: _____
METAL RAILING	**D-1**	MANUF: SHERWIN-WILLIAMS TYPE: EXTERIOR PAINT COLOR: PERLE NOIR ICBO NO.: SW 9154
WINDOWS	**WD**	MANUF: MILGUARD TYPE: VINYL COLOR: ESPRESSO MUNTINS: COLOR TO MATCH FRAME



KEYPLAN

Source(s): Douglas Pancake Architects (12-08-2020)

Figure 3-3

Not to Scale

Building Elevations

- Construction of an eastbound right turn lane.
- Construction of a 2nd southbound through lane.

- **Temescal Canyon Road & Driveway 4 (Intersection #6)**
  - Installation of a stop control on the eastbound approach.
  - If the Project is developed with full access, then the Project would be constructed with a shared eastbound left-right turn lane. If the Project is developed with restricted access, then the Project would be constructed with an eastbound right turn lane.
  - Construction of a 2nd southbound through lane. The 2nd southbound through lane would be striped in the future when Temescal Canyon Road is widened to the south to accommodate the receiving lanes.
  - If the Project is developed with full access, then the Project would be constructed with a northbound left turn lane with a minimum of 100-feet of storage.

- **Temescal Canyon Road**
  - Construction of Temescal Canyon Road from Trilogy Parkway to the Project's southern boundary at its ultimate half-section width as a Major Highway (118-foot right-of-way) in compliance with the circulation recommendations found in the County of Riverside General Plan Circulation Element.

- **Trilogy Parkway**
  - Construction of Trilogy Parkway from the Project's western boundary to Temescal Canyon Road at its ultimate half-section width as a Major Highway (118-foot right-of-way) in compliance with the circulation recommendations found in the County of Riverside General Plan Circulation Element.

As previously indicated, the Project would include a total of 192 parking spaces that would include 174 standard parking stalls, 11 electric vehicle parking stalls, and 7 accessible parking stalls. The Project's total number of parking spaces meets the required 120 parking stalls established by Riverside County.

E. Landscaping

The Project's conceptual landscape plan is depicted on Figure 3-4, *Conceptual Landscape Plan*. As shown, landscaping within the Project site would consist of ornamental landscaping, including drought-tolerant trees, shrubs, ornamental grasses, groundcovers, and hardscape. The Project's plant and irrigation plans for on-site parking areas are required to comply with Section 18.12(E) of Riverside County Ordinance No. 348, *Landscaping – General Provisions*, which establishes requirements for landscape design, automatic irrigation system design, and water-use efficiency. Irrigation plans also must comply with the Riverside County Ordinance No. 859 for water efficient landscaping.

The Project would provide four atrium courtyards within the Project site that would consist of one Independent Living Courtyard located in the western portion of the site; two Assisted Living Courtyards located within the southwest area of the site; and one Memory Care Courtyard (Heritage Court) located

PLANT PALETTE
(SUNSET ZONE: 19)

Symbol	Botanical Name	Common Name	SIZE #/CONT.	WUCOLS REGION 4
TREES				
	Cercis occidentalis	Western Redbud	24" Box Standard	Low
	Citrus spp.	Citrus	24" Box Standard	Mod
	Lagerstroemia 'Seminole Pink'	Seminole Pink Crape Myrtle	24" Box Standard	Mod
	Lagerstroemia 'Natchez'	Natchez Crape Myrtle	24" Box Standard	Mod
	Olea europaea	Fruitless Olive	24" Box Standard	Low
	Platanus x acerifolia 'Bloodgood'	London Plane tree	24" Box Standard	Mod
	Platanus mexicana	Mexican Sycamore	24" Box Standard	Mod
	Quercus agrifolia	Coast Live Oak	24" Box Standard	Low
	Tristania conferta	Brisbane Box	24" Box 15-Gallon Standard	Mod
PARKWAY STREET TREES				
	Schinus molle	California Pepper Tree	24" Box Standard	Low
	Phoenix dactylifera	Date Palm		Low
	Pistacia chinensis	Chinese Pistache	24" Box Standard	Mod

SYMBOL	BOTANICAL NAME	COMMON NAME	SPACING	SIZE	WUCOLS REGION 4
SHRUBS AND GROUNDCOVERS					
MAIN ENTRY & PERIMETER					
	Aeonium cv. 'Zwartkop'	Black Rose Aeonium	24" o.c.	5 gallon	Low
	Agave Species	Agave	36" o.c.	5 gallon	Low
	Aloe Species	Aloe	36" o.c.	5 gallon	Low
	Anigozanthos flavidus	Kangaroo Paw	36" o.c.	5 gallon	Low
	Echeveria elegans	Hens and Chickens	12" o.c.	1 gallon	Low
	Lantana 'New Gold'	New Gold Lantana	48" o.c.	1 gallon	Low
	Lavandula spp.	Lavender	36" o.c.	5 gallon	Low
	Myrtus communis 'Compacta'	Dwarf Myrtle	36" o.c.	5 gallon	Low
	Salvia spp.	Sage	36" o.c.	5 gallon	Low
	Senecio s. 'Blue Chalksticks'	Blue Chalksticks	12" o.c.	from flats	Low
	Westringia fruticosa 'Blue Gem'	Blue Gem Westringia	48" o.c.	5 gallon	Low
COURTYARDS					
	Achillea M. 'Paprika'	Yarrow	12" o.c.	1 gallon	Low
	Anigozanthos flavidus	Kangaroo Paw	36" o.c.	5 gallon	Low
	Carpenteria californica	Bush Anemone	48" o.c.	5 gallon	Mod
	Clivia miniata	Kaffir Lily	24" o.c.	5 gallon	Mod
	Digitalis purpurea	Common Foxglove	24" o.c.	5 gallon	Mod
	Gardenia jasminoides 'Veitchii'	Everblooming Gardenia	36" o.c.	5 gallon	Mod
	Iris douglasiana	Douglas Iris	24" o.c.	5 gallon	Mod
	Leucophyllum f. 'Texanum'	Texas Ranger	48" o.c.	5 gallon	Low
	Lomandra l. 'Breeze'	Dwarf Mat Rush	36" o.c.	5 gallon	Mod
	Salvia clevelandii	California Blue Sage	36" o.c.	5 gallon	Low
	Stachys byzantina	Lamb's Ears	36" o.c.	5 gallon	Mod
PERIMETER/PARKING					
	Achillea m. 'paprika'	Yarrow	12" o.c.	1 gallon	Low
	Callistemon 'Little John'	Little John Bottlebrush	36" o.c.	5 gallon	Low
	Dalea gregii	Trailing Indigo Bush	48" o.c.	5 gallon	Low
	Lantana 'New Gold'	New Gold Lantana	48" o.c.	1 gallon	Low
	Leucophyllum f. 'Green Cloud'	Green Cloud Texas Ranger	48" o.c.	5 gallon	Low
	Lonicera hollandii	Japanese Honeysuckle	48" o.c.	5 gallon	Low
	Muhlenbergia c. 'Regal Mist'	Pink Muhly Grass	36" o.c.	5 gallon	Low
	Salvia spp.	Sage	36" o.c.	5 gallon	Low
	Senecio s. 'Blue Chalksticks'	Blue Chalksticks	12" o.c.	from flats	Low
	Westringia f. 'Mundi'	Coast Rosemary	36" o.c.	5 gallon	Low
WATER QUALITY PLANTS					
	Carex tumulicola	Berkeley Sedge	24" o.c.	1 gallon	Low
	Juncus patens	California Gray Rush	24" o.c.	1 gallon	Low
	Pennisetum o. 'Canyon Prince'	Canyon Prince Giant Wild Rye	36" o.c.	1 gallon	Low
	Muhlenbergia c. 'Regal Mist'	Pink Muhly Grass	36" o.c.	5 gallon	Low

NOTES:

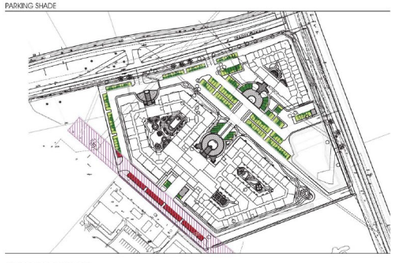
ALL LANDSCAPE PLANS AND INSTALLATIONS SHALL ADHERE TO COUNTY DESIGN GUIDELINES, CODES AND REGULATIONS.

ALL LANDSCAPE AREAS SHALL RECEIVE AUTOMATIC IRRIGATION SYSTEM.

ALL LANDSCAPE INSTALLATION SHALL BE PERMANENTLY MAINTAINED.

*NO MORE THAN 25% OF MODERATE PLANTING MATERIAL WILL BE USED ON OVERALL SITE. IF LOW WATER USE PLANTS ARE MIXED WITH MODERATE WATER USE PLANTS IN THE SAME HYDROZONE, THE MODERATE WATER USE FACTOR IS USED FOR WATER USE CALCULATIONS. NO HIGH WATER USE PLANTS WILL BE USED.

PARKING SHADE



LANDSCAPE TABULATION:

TOTAL LANDSCAPE AREA (EXCLUDING BASIN): 112,057 SF

TOTAL BASIN AREA: 14,513 SF

TOTAL PARKING AREA: 28,707 SF

EXCLUDED PARKING AREA DUE TO EASEMENT AREA: 9,422 SF

LANDSCAPE SHADING PROVIDED: 14,600SF (51%)
(MIN. 50% EXCLUDING EIGHT-FOOT-WIDE AND COVERED PARKING SPACES)
SHADE CALCULATION BASED ON 15 YEAR MATURITY PER RIVERSIDE COUNTY ORDINANCE 348

EXISTING EASEMENT TO REMAIN IN PLACE PER COVER PLANE

REQUIRED LANDSCAPE IN PARKING AREA
PROVIDED 21,182 SF 73%
(REQUIRED MINIMUM 72%)

TREE MITIGATION

TOTAL Quercus agrifolia TO BE REMOVED: 20
(RIPLACEMENT RATIO – 1:3)

TOTAL REPLACEMENT PROVIDED: 63

(SEE PROVIDED TREE MITIGATION EXHIBIT.)

R/W RESPONSIBILITIES

RIGHT-OF-WAY MAINTENANCE
RESPONSIBILITIES WILL BE SOLELY ON THE COUNTY OF RIVERSIDE

Source(s): Douglas Pancake Architects (12-13-2021)

Figure 3-4

Not to Scale

Conceptual Landscape Plan

within the northern portion of the site. The Independent Living Courtyard would include a pool, an event lawn with croquet, a putting green, enhanced patio paving, lounge seating area with outdoor fireplace, a water feature, overhead trellis, barbeque, tables and chairs for outdoor living, evergreen trees, and accent trees. The remaining courtyards would increase features such as shade structures, benches, water features, community dining tables and chairs, vegetable/herb garden, evergreen accent trees, and small accent trees.

The Project would include a garden (Orchard Garden) located at the southeastern corner of the Assisted Living/Independent Living building. The Orchard Garden would provide boulders, low spreading groundcover, citrus grove, nostalgic focal point water well hand pump, meandering pedestrian pathway, accent planting, and a bench.

Additionally, the Project would provide landscaping and hardscaping at the Project's entry points for the Independent Living and Assisted Living areas of the development. The Independent Living entry point at Trilogy Parkway would include a porte cochere, planter pots with accent shrubs, flowering accent trees, a focal point at the center of the entry, enhanced driveway paving, and a lounge seating area at the porte cochere. The Project would include an entry point in the central portion of the Project site at the Independent Living/Assisted Living building that would include entry plasters with stone veneer, enhanced paving walkway, a pedestrian plaza, a bio-basin with native grasses, a bridge, split rail fencing, accent planting in concrete pots, small accent tree in a planter with low stone wall with signage in the center of the entry point, small accent trees at the entrance at the entryway, and evergreen trees along the perimeter of the entry point.

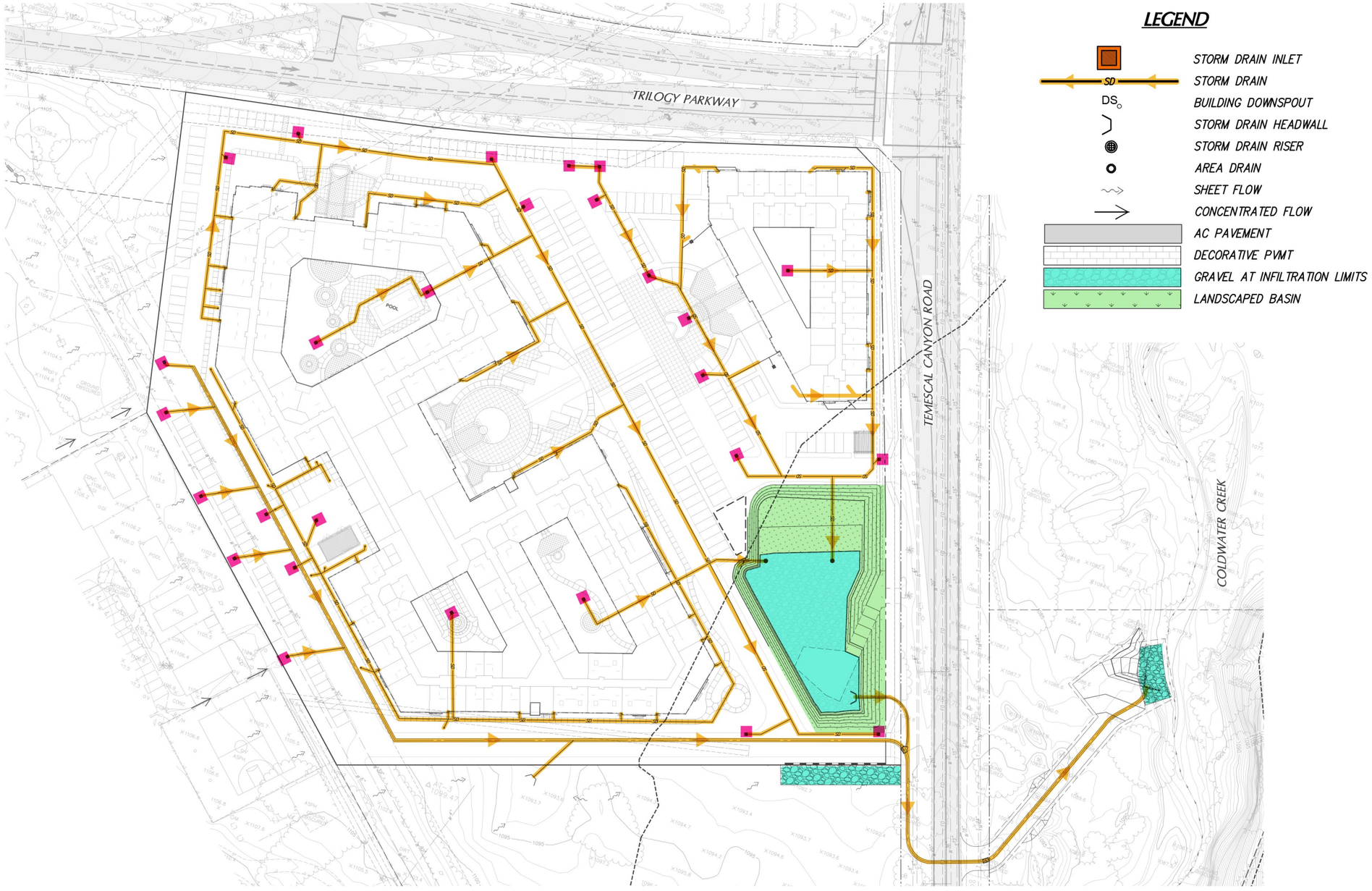
F. Proposed Drainage and Water Quality Improvements

Under developed conditions, the Project site would consist of one drainage area (Drainage Area A) that would be divided into ten (10) sub-areas (A-1 through A-10). The drainage subareas would originate from the same tributary drainage area as existing conditions and will generally remain the same as compared to the existing condition. Additionally, the Project would install an approximately 0.4-acre (16,621 sf) water quality control basin in the Project site's eastern corner.

Drainage Area A (on-site) consists of subdrainage areas A-6 through A-10 and includes approximately 9.76 acres. Flows from this area would drain into the Project's proposed water quality control basin (Detention basin A) to mitigate the post-construction water quality and hydrologic conditions of concern (HCOC). The Project would include the installation of on-site storm drain pipes. Figure 3-5, *Proposed Strom Drain System*, illustrates the Project's proposed storm drain system.

G. Proposed Water and Wastewater Utility Improvements

Water services to the Project site would be provided by the Western Municipal Water District (WMWD). Under existing conditions, there is an existing 14-inch water line and 6-inch water line that run diagonally across the northwest corner of the Project site. The Project Applicant proposes to remove the existing 14-inch water line and 6-inch water line beneath the Project site and relocate the water lines along the



Source(s): K&A Engineering, Inc. (12-13-2021)

Figure 3-5

Not to Scale

Proposed Storm Drain System

western boundary of the site. Potable water to the Project site would be provided via existing water mains within Temescal Canyon Road and Trilogy Parkway, as illustrated in Figure 3-6, *Proposed Sewer and Water System*. The relocated 14-inch water line and 6-inch water line would be routed through new water lines within Trilogy Parkway that would connect to the existing 14-inch water line and 6-inch water line that run diagonally across Trilogy Parkway. Additionally, a water line would be constructed between the existing 16-inch water main within Trilogy Parkway and the proposed on-site water main within the north central portion of the Project site. Additionally, a water line would be constructed between the existing 20-inch water main within Temescal Canyon Road and the proposed on-site water main within Project site's southeast boundary. These connection lines would provide potable water service to the Project's buildings. All water service connections would be installed in accordance with applicable County and WMWD requirements.

Wastewater services would be provided by TVWD. The Project's wastewater would be conveyed through the existing 12-inch sewer main within Trilogy Parkway. The Project would construct a sewer line between the existing 12-inch sewer main within Trilogy Parkway and the proposed sewer main within the north central portion of the Project site. This connection line would provide wastewater services to the Project's buildings. The Project's wastewater service connection would be installed in accordance with applicable County and TVWD requirements.

3.2.2 Construction Characteristics

The Project would be under construction from January 2023 until December 2023 (approximately 11 months). The duration for each stage of construction is estimated in Table 3-1, *Construction Duration*. The number and types of equipment to be used would vary daily based on the stage of construction; however, typical construction equipment would be used (e.g., dozers, tractors/loaders/backhoes, graders, excavators, cranes, forklifts, welders, cement and mortar mixers, pavers and paving equipment, rollers, and air compressors).

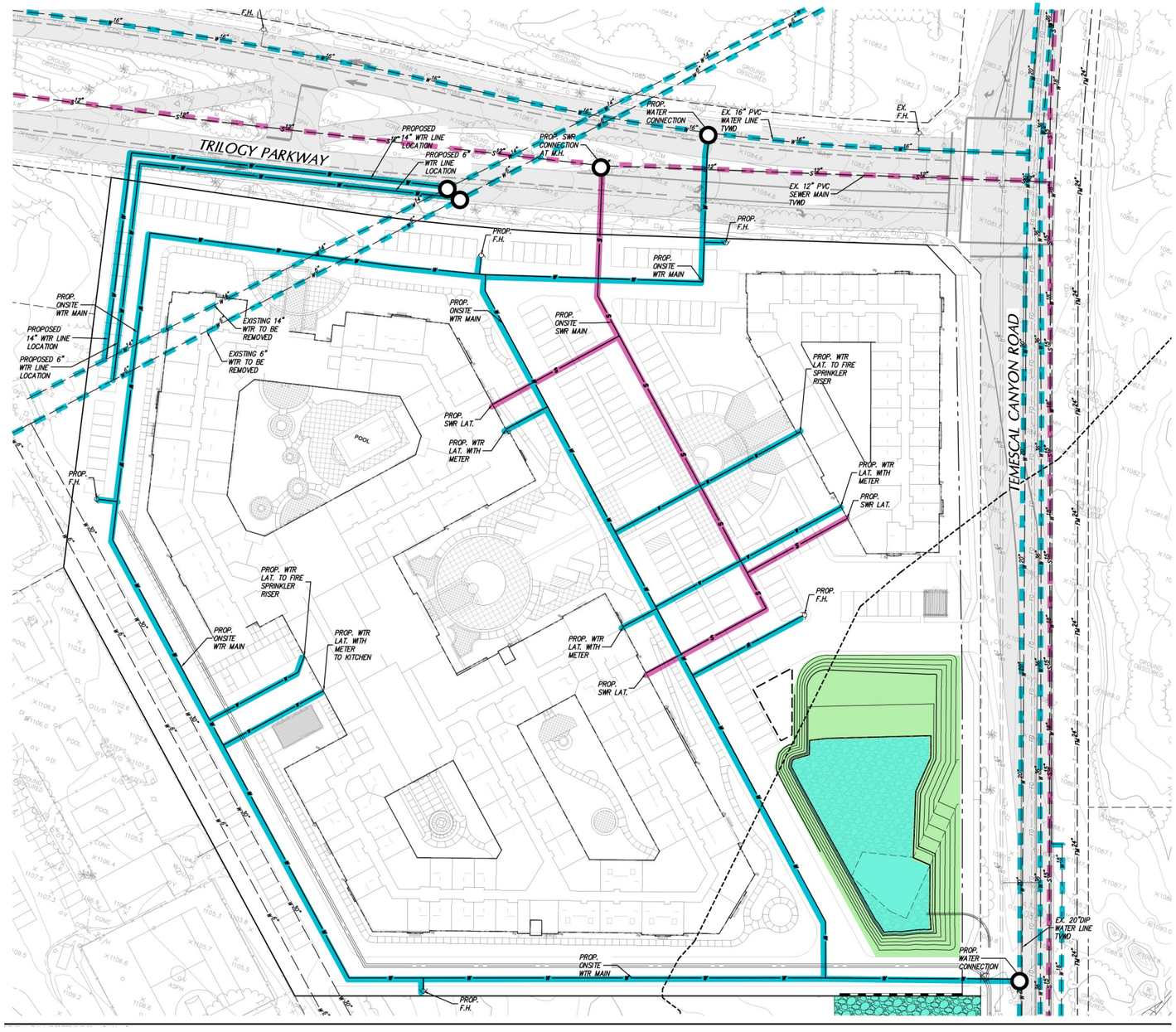
Table 3-1 Construction Duration

Phase Name	Start date	End Date	Duration (days)
Site Preparation	01/01/2023	01/13/2023	10
Grading	01/14/2023	02/10/2023	20
Building Construction	02/11/2023	12/29/2023	230
Paving	12/02/2023	12/29/2023	20
Architectural Coating	11/05/2023	12/29/2023	40

(Urban Crossroads, 2020c, Table 3-2)

The Project would require excavation of approximately 11,134 cy of cut and 49,105 cy of fill (net: 37,971 cy of fill). The depth of excavation would extend up to 20 feet below ground surface.

Additionally, the off-site area north of the Project site, on the opposite side of Temescal Canyon Road, would be physically disturbed for drainage improvements. Construction staging and laydown areas would



LEGEND

- PROPOSED SEWER
- PROPOSED WATER
- PROPOSED FIRE HYDRANT
- EXISTING FIRE HYDRANT
- EXISTING UTILITY
- AC PAVEMENT
- DECORATIVE PVMT
- GRAVEL AT INFILTRATION LIMITS
- LANDSCAPED BASIN

SEWER AND WATER PURVEYOR

THIS DEVELOPMENT WILL BE SERVED WITH SEWER AND WATER BY THE TEMESCAL VALLEY WATER DISTRICT

Source(s): K&A Engineering, Inc. (12-13-2021)

Figure 3-6

Not to Scale

Proposed Sewer and Water

occur within the Project site. The Project site would be fenced during construction and access for construction vehicles would be provided along Trilogy Parkway.

3.2.3 Operational Characteristics

A. Overview of Operational Characteristics

For purposes of this evaluation in this IS/MND, it is anticipated that the Project would be operational in the year 2023. The Project would operate 24 hours per day, seven days per week, with exterior parking areas illuminated at night. Lighting would be subject to compliance with Riverside County Code Chapter 8.80, *Outdoor Lighting*, which provides minimum requirements for outdoor lighting to reduce light trespass, and to protect the health, property and well-being or residents in unincorporated areas of Riverside County. The Project would be developed in accordance with the 2019 CCR Title 24, Part 6: California's Energy Efficiency Standards for Residential and Nonresidential Buildings, and CCR Title 24, Part 11: California Green Building Standards Code (CALGreen), which became effective January 1, 2020.

As previously identified, the Project would include amenities, such as courtyards, outdoor lounge areas, a garden, and pool. A variable staffing model would be used based on resident acuity. The Project would employ an estimated total of 180 employees, with an estimated 60 employees per shift. Employees would work 3 shifts per day (day/afternoon/night), and would include full- and part-time positions. During every 24-hour period, seven days per week, there would be up to 60 trained wellness and care staff providing supportive living and general monitoring.

B. Future Residents

The Project would provide a total of 216 dwelling units and 256 beds. Throughout this MND, the number of residents is conservatively assumed to be 439 elderly individuals. This represents a conservative analysis because it is higher than the number of beds in the proposed facility. The number of residents is assumed to be 439 elderly individuals to be consistent with population assumptions utilized in the Project's Vehicle Miles Travelled (VMT) analysis *(Technical Appendix K.2)*. As noted in the VMT analysis, the County's General Plan land use to socio-economic data conversion factors do not identify a modified household size for senior housing, the standard average household size of 3.60 persons per household was used as it provides a more conservative analysis. Furthermore, it is assumed that the Project would employ residents from the surrounding area.

C. Future Traffic

As previously indicated, the Project site is at the southwest corner of the Trilogy Parkway/Temescal Canyon Road intersection. During long-term operating conditions, the Project is calculated to generate an approximately net total of 658 trip ends per day with 42 morning (AM) peak hour trips and 57 evening (PM) peak hour trips.

3.3 IMPLEMENTATION PROCESS

Subsequent to the approval of CUP No. 200011, additional discretionary and/or ministerial actions may be necessary to implement the Project. These include, but are not limited to grading permits, encroachment permits/road improvements, drainage infrastructure improvements, water infrastructure improvements, storm water permit(s) pursuant to the National Pollutant Discharge Elimination System (NPDES). Table 3-2, *Matrix of Project Approvals/Permits*, provides a summary of the agencies responsible for subsequent discretionary approvals associated with the Project.

Table 3-2 Matrix of Project Approvals/Permits

Public Agency	Approvals and Decisions
Riverside County	
Project – Riverside County Discretionary Approvals	
Riverside County Planning Commission	• Approve or deny Conditional Use Permit No. 200011 • Reject or adopt this MND along with the appropriate CEQA Findings.
Subsequent Riverside County Ministerial Approvals	
Riverside County Implementing Approvals	• Issue Grading Permits. • Issue Building Permits. • Issue Occupancy Permits. • Approve Road Improvement Plans. • Approve Utility Infrastructure Improvement Plans. • Accept public-right-of way dedications.
Other Agencies – Subsequent Approvals and Permits	
California Department of Fish and Wildlife (CDFW)	• Streambed Alternation Agreement
United States Army Corp of Engineers (ACOE)	• Nationwide 7 or Nationwide 18 Permit
Regional Water Quality Control Board (RWQCB)	• Section 401 Permit or Report of Waste Discharge
Western Municipal Water District (WMWD)	• Administrative approvals for the design of water and sewer infrastructure.
Santa Ana Regional Water Quality Control Board (RWQCB)	• Issuance of a Construction Activity General Construction Permit. • Issuance of a National Pollutant Discharge Elimination System (NPDES) Permit.
Riverside County Flood Control and Water Conservation District (RCFCWCD)	• Approval for construction of the proposed detention basin.

4.0 Environmental Assessment

4.1 PROJECT INFORMATION

Environmental Assessment (E.A.) Number: Environmental Assessment No. CEQ200037
Project Case Type(s) and Number(s): CUP No. 200011
Lead Agency Name: County of Riverside Planning Department
Address: P.O. Box 1409, Riverside, CA 92502-1409
Contact Person: Russell Brady
Telephone Number: (951) 955-3025
Applicant's Name: Glen Ivey Properties, LLC
Contact Person: Benjamin Day
Applicant's Address: 34145 Pacific Coast Highway, Suite 621, Dana Point, CA 92629

A. Project Description: The Project consists of a Conditional Use Permit (CUP No. 200011). Approval of this application would allow for the development of the Project site with a Community Care Facility consisting of two buildings totaling 241,244 sf. Refer to Section 3.0, *Project Description*, for a complete description of the Project.

B. Type of Project: Site Specific ☒ Countywide ☐ Community ☐ Policy ☐

C. Total Project Area Assessor's Parcel No(s): 10 net acres (9.72 gross acres)
Assessor's Parcel No(s): 290-190-083 & 290-190-084

D. Street References: Temescal Canyon Road and Trilogy Parkway

E. Section, Township & Range Description or reference/attach a Legal Description: Section 3, Township 5 South, Range 6 West, San Bernardino Base Meridian

F. Brief description of the existing environmental setting of the project site and its surroundings: The Project site's topography varies in elevation. The Project site has a high point of 1,105 feet amsl and a low point of 1,083 feet amsl. Most of the Project site is undeveloped and disturbed and covered with native and non-native vegetation. Trilogy Parkway is immediately north of the Project site and Temescal Canyon Road is immediately east of the Project site. The properties immediately west of the Project site include the Glen Ivy Recreational Vehicle Park and a public facility. The property north of the Project site on the opposite side of Trilogy Parkway is undeveloped and disturbed and the property to the east, on the opposite side of Temescal Canyon Road is disturbed and undeveloped. The property to the south of the Project is disturbed and undeveloped.

4.2 APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

1. **Land Use:** The Project site is located within the Temescal Canyon Area Plan (TCAP) of the County of Riverside's General Plan. The General Plan and TCAP designate the site for "Commercial Retail." The CR land use designation allows for the development of commercial retail uses at a neighborhood community and regional level, as well as for professional office and tourist-oriented commercial uses. A community care facility is conditionally permitted in the property's zoning designation. (RCIT, 2022)

2. **Circulation:** The Project was reviewed for conformance with County Ordinance No. 461 by the Riverside County Transportation Department. Adequate circulation facilities exist and are proposed to serve the Project. The project meets all applicable circulation policies of the General Plan.

3. **Multipurpose Open Space:** No natural open space land is required to be preserved within the boundaries of the Project site. The Project would be consistent with or otherwise would not conflict with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The Project meets with all other applicable Multipurpose Open Space Element Policies.

4. **Safety:** The Project allows for sufficient provision of emergency response services to the existing and future users of the Project through the Project's design. The Project meets with all other applicable Safety Element policies.

5. **Noise:** The Project meets with all applicable Noise Element policies. The Project would not exceed Riverside County noise standards.

6. **Housing:** Under existing conditions, the Project site does not contain any residential structures nor does the Project site serve as a connection between existing communities. As such, the development of the Project would not result in the displacement of people or housing. The Project entails a Community Care Facility that would include up to 256 beds within 216 units.

7. **Air Quality:** The Project's construction contractors would be required to control fugitive dust emissions during grading and construction activities and to reduce air pollutant emissions to the greatest feasible extent in accordance with the SCAQMD requirements. Long-term operation of the Project does not have the potential to violate SCAQMD thresholds of significance for daily air pollutant emissions.

8. **Healthy Communities:** The Project includes pedestrian amenities and entails and Community Care Facility that would provide additional housing opportunities for elderly residents. The Project meets all applicable Health Community policies.

B. General Plan Area Plan(s): Temescal Canyon Area Plan

C. Foundation Component(s): Community Development

D. Land Use Designation(s): Commercial Retail

E. Overlay(s), if any: None

F. Policy Area(s), if any: Design Theme Policy Area

G. Adjacent and Surrounding:

1. **Area Plan(s):** Temescal Canyon Area Plan

2. **Foundation Component(s):** Lands to the north, northeast, east, and southeast of the Project site are within the Community Development component. Lands to the northwest, west, and southwest are within the Open Space and Community Development component.

3. **Land Use Designation(s):** Lands to the north, northeast, east, and south of the Project site are designated for CR land uses. Lands to the northwest, west, and southwest are designated for Conservation, Open Space Recreation, and Public Facilities land uses.

4. **Overlay(s):** None

5. **Policy Area(s):** None

H. Adopted Specific Plan Information

1. **Name and Number of Specific Plan, if any:** None

2. **Specific Plan Planning Area, and Policies, if any:** None

I. Existing Zoning: Scenic Highway Commercial (C-P-S)

J. Proposed Zoning, if any: None

K. Adjacent and Surrounding Zoning: Lands to the north and west are classified as Specific Plan Zone within the Mountain Springs Specific Plan (SP Zone); lands to the northeast, east, and southeast are classified as C-P-S; and lands to the southwest are zoned Rural Residential (R-R)

4.3 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors below (x) would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" or "Less than Significant with Mitigation Incorporated" as indicated by the checklist on the following pages.

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

4.4 DETERMINATION

On the basis of this initial evaluation:

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED:

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

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

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

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED:

☐ I find that although the Project could have a significant effect on the environment, NO NEW ENVIRONMENTAL DOCUMENTATION IS REQUIRED because (a) all potentially significant effects of the Project have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, (b) all potentially significant effects of the Project have been avoided or mitigated pursuant to that earlier EIR or Negative Declaration, (c) the Project will not result in any new significant environmental effects not identified in the earlier EIR or Negative Declaration, (d) the Project will not substantially increase the severity of the environmental effects identified in the earlier EIR or Negative Declaration, (e) no considerably different mitigation measures have been identified and (f) no mitigation measures found infeasible have become feasible.

☐ I find that although all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, some changes or additions are

necessary but none of the conditions described in California Code of Regulations, Section 15162 exist. An ADDENDUM to a previously-certified EIR or Negative Declaration has been prepared and will be considered by the approving body or bodies.

☐ I find that at least one of the conditions described in California Code of Regulations, Section 15162 exist, but I further find that only minor additions or changes are necessary to make the previous EIR adequately apply to the project in the changed situation; therefore, a SUPPLEMENT TO THE ENVIRONMENTAL IMPACT REPORT is required that need only contain the information necessary to make the previous EIR adequate for the project as revised.

☐ I find that at least one of the following conditions described in California Code of Regulations, Section 15162, exist and a SUBSEQUENT ENVIRONMENTAL IMPACT REPORT is required: (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) Substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any the following: (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration; (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR or negative declaration; (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or negative declaration would substantially reduce one or more significant effects of the project on the environment, but the project proponents decline to adopt the mitigation measures or alternatives.

Signature: _____ Date: 5/16/22

Printed Name: Russell Brady For John Hildebrand, Planning Director

5.0 Environmental Analysis

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000-21178.1), this Initial Study was prepared to analyze the Project to determine any potential significant impacts upon the environment that would result from construction and implementation of the project. In accordance with California Code of Regulations, Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency, the County of Riverside, in consultation with other jurisdictional agencies, to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report is required for the Project. The purpose of this Initial Study is to inform the decision-makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the Project.

5.1 ENVIRONMENTAL ISSUES ASSESSMENT

5.1.1 Aesthetics

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the Project:				
I. Scenic Resources a. Have a substantial effect upon a scenic highway corridor within which it is located?	☐	☐	☐	☒
b. Substantially damage scenic resources, including, but not limited to trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view?	☐	☐	☒	☐
c. In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☒	☐

Source: Caltrans State Eligible Scenic Highway; Riverside GIS database (RCIT); Riverside County General Plan; Google Earth Pro; Temescal Canyon Area Plan

a) Would the Project have a substantial effect upon a scenic highway corridor within which it is located?

Findings of Fact: According to the Temescal Canyon Area Plan (TCAP), there are no officially-designated State "Scenic Highways" in the Project vicinity, nor are there any County-designated scenic highways. The nearest officially-designated State Scenic Highway is the State Route 74 (SR-74) located approximately 8.8 miles southeast of the Project site. The Project site is located approximately 0.5 mile west of I-15, which is a State Eligible Scenic Highway. (Caltrans, 2020) Due to distance, topography, and development, buildings proposed by the Project would not be visible from SR-74; thus, the Project would not result in any impacts to State scenic highways. Additionally, the buildings proposed by the Project would not be visible from I-15, and I-15 is not officially designated as a scenic highway corridor. Riverside County reviewed the Project's design elements for conformance with the development standards and design guidelines applicable to the Project, and determined that all Project components are consistent with Riverside County. As the Riverside County development code was prepared to prevent aesthetically offensive conditions, the Project would not result in a significant adverse effect on views available from nearby segments of I-15 or SR-74. Accordingly, no impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

b) Would the Project substantially damage scenic resources, including, but not limited to trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view?

Findings of Fact: According to the Open Space Element of the Riverside County General Plan, scenic resources are areas that are visible to the public and considered visually attractive. Scenic resources include natural landmarks and prominent or unusual features of the landscape. Scenic backdrops such as hillsides and ridges that rise above urban or rural areas or highways are also considered scenic resources. The Riverside County General Plan defines scenic vistas as points, accessible to the public that provide a view of the countryside. (Riverside County, 2015, p. OS-52) According to the County's definition of scenic resources, the Santa Ana Mountains, approximately 1.0 mile west of the Project site, Estelle Mountain, approximately 1.4 miles east of the Project site, and the San Bernardino Mountains, approximately 29 miles north of the Project site, are scenic resources. Trilogy Parkway and Temescal Canyon Road provide scenic vistas to these mountains.

The Project site is at the southwest corner of the Trilogy Parkway/Temescal Canyon Road intersection. Trilogy Parkway is an east-west oriented roadway and Temescal Canyon Road is a north-south oriented roadway. Currently, partial and unobstructed views to the Santa Ana Mountains and foothills are provided from Trilogy Parkway and Temescal Canyon Road looking west and partial views to the San Bernardino Mountains are provided from Trilogy Parkway and Temescal Canyon Road looking north. Views to Estelle Mountain are not visible from Temescal Canyon Road due to the site's distance and intervening topography; however, partial and obstructed views of Estelle Mountain are provided from Trilogy Parkway looking east. The development of the Project site with the proposed buildings would

result in the partial obstruction of the Santa Ana Mountains from public viewsheds along Trilogy Parkway and Temescal Canyon Road; however, the Project's proposed maximum building height is 33 feet and 4 inches. As such, the Project's proposed buildings would not fully obstruct views to the Santa Ana Mountains, which have an elevation of approximately 5,687 feet. Additionally, partial and unobstructed views to the Santa Ana Mountains are provided from Trilogy Parkway. The Project's proposed buildings would not obstruct views to the San Bernardino Mountains or Estelle Mountain due to the Project site's orientation and the configuration of the Project's proposed buildings, as shown in Figure 3-1. With the implementation of the Project, partial and unobstructed views to the San Bernardino Mountains and Estelle Mountain would continue to be available to the public from Temescal Canyon Road and Trilogy Parkway, respectively. Therefore, the Project's potential impacts on scenic vistas would be less than significant.

Under existing conditions, the Project site contains native and non-native vegetation which would be removed from the site upon Project development. The Project site has 30 coast live oak trees (dead and alive), including 18 oak trees that were dead or in a state of decline (Helix, 2021c, p. 2). The coast live oaks are not scenic resources within a public viewing area. Additionally, the Project site does not have any rock outcroppings or unique or landmark features (Google Earth, 2022). Due to the limited aesthetic value of the site's existing oak trees and the lack of rock outcroppings or unique or landmark features on-site, the implementation of the Project would result in a less-than-significant impacts on scenic resources.

The Project site is within the TCAP Design Theme Policy Area and, as such, the Project would be required to comply with the policies established within the Policy Area. The design theme policies are intended to build on the theme and character of the area established by the existing retail development west of I-15 at Temescal Canyon Road; this area's existing theme and character is early American (Riverside County, 2018). The Project's proposed buildings reflect an early American ranch style that would be consistent with the Project area's existing theme and character. Therefore, the Project would not result in a development that is aesthetically offensive and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Findings of Fact: The Project site is within a non-urbanized area of unincorporated western Riverside County. As such, the Project's impacts to the existing visual character or quality of public views of the site and its surroundings will be evaluated.

Under existing conditions, as shown in Figure 2-7 though Figure 2-8, the Project site is undeveloped, vacant, and disturbed. Public views of the site are provided from Temescal Canyon Road, Glen Ivy Road, and Trilogy Parkway. Additionally, the Project site is covered in native and non-native groundcover and

native and non-native trees and shrubs. As previously discussed, the Project site is within the Design Theme Policy Area of the TCAP. The properties within the immediate surrounding of the Project area that are within the Design Theme Policy Area include the Project site, the property to the immediate southeast of the Project site, the portion of the existing Glen Ivy RV Park that abuts Glen Ivy Road, Temescal Canyon Road, and the properties to the east of the Project site on the opposite side of Temescal Canyon Road. Overall, this area of the TCAP has an early American theme and character.

A description of the surrounding properties' existing visual character and quality is provided below:

North: The properties generally north of the Project site include undeveloped, undisturbed, and developed land. The properties generally north of the Project site are not within the TCAP Design Theme Policy Area. The property at the northwest corner of the Trilogy Parkway/Temescal Canyon Road intersection is undeveloped and disturbed. This site does not have existing visual features that warrant high scenic quality. The southeast corner of this property contains ornamental landscaping, groundcover, walls and monumentation for the Glen Ivy Golf Club. The property to the immediate west of this site is undeveloped and undisturbed. This property has a rural visual character. The property west of the conservation area is part of the Glen Ivy Golf Club course. This property contains ornamental groundcover and trees and paved pedestrian pathways. This portion of the Glen Ivy Golf Club course has a manicured and resort style visual character.

South: The properties generally south of the Project site included undeveloped, disturbed, and developed land. Specifically, the property to the immediate southeast of the Project site is undeveloped and undisturbed. This site has native and non-native vegetation communities. This site does not have existing visual features that warrant high scenic quality. As previously identified, this site is within the TCAP Design Theme Policy Area and, when developed, will be required to comply with the existing theme of the area. Additionally, the property immediately southwest of the Project site is the Glen Ivy RV Park, which is also within the TCAP Design Theme Policy Area. The Glen Ivy RV Park property has ornamental trees scattered throughout the site. This site does not have existing visual features that warrant high scenic quality. The property located on the opposite side of Glen Ivy Road is disturbed and occupied by Chandler Aggregates, Inc., an aggregate supplier. The Chandler Aggregates, Inc. site is not within the TCAP Design Theme Policy Area. This site does not have existing visual features that warrant high scenic quality.

East: The properties generally east of the Project site include undeveloped and developed land. The properties generally located east are within the TCAP Design Theme Policy Area. The properties located on the opposite side of Temescal Canyon Road are undeveloped except for the property at northwest corner of the Glen Ivy Road/Temescal Canyon Road intersection, which contains a non-conforming single-family residence. The remainder of the property has native and non-native vegetation. The sites do not have existing visual features that warrant high scenic quality. Further east of Temescal Canyon Road, there is an existing single-family residential community. The existing residential neighborhood does not have any visual features that warrant high scenic quality.

West: The properties generally west of the Project site include developed and disturbed land. Specifically, the property to the immediate west of the Project site near the northwest corner of the Project site is

developed with a public facility maintenance building. The property to the immediate west of the Project site near the central and southwest corner of the Project site is developed with the Glen Ivy RV Park. As previously identified, this property is within the TCAP Design Theme Policy area. The sites do not have existing visual features that warrant high scenic quality.

The implementation of the Project would result in a change in the site's existing visual character as the Project would change the site's visual character from undeveloped to developed. The Project Applicant would develop the Project site with two Community Care Facility buildings and other associated improvements. Although the Project Applicant would change the visual character of the Project site, the Project's proposed buildings would complement the existing character found in the surrounding area. Additionally, because the Project site is within the Deign Theme Policy Area, the Project would be required to comply with the policies established in the Policy Area. Therefore, the implementation of the Project would not degrade of the Project site's and surrounding area's visual quality or character. The Project's impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	***Less than Significant with Mitigation Incorporated***	***Less than Significant Impact***	***No Impact***
Would the Project:				
2. Mt. Palomar Observatory a. Interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655?	☐	☐	☐	☒

Source: Riverside County GIS database (RCIT)

a) Would the Project interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655?

Findings of Fact: Riverside County Ordinance No. 655 (*Light Pollution*) was adopted to ensure that development within Riverside County does not interfere with the nighttime use of the Observatory. Ordinance No. 655 applies only to lands within a 45-mile radius of the Observatory. The Project site is located approximately 45.5 miles northwest of the Observatory and is not within the County General Plan's Mt. Palomar Nighttime Lighting Policy Area (RCIT, 2022). Ordinance No. 655 does not apply to lands located further than 45 miles of the Observatory because land uses beyond 45 miles do not have the potential to cause or substantially contribute to interferences with the nighttime use of the observatory.

As such, the Project has no potential to conflict with Riverside County Ordinance No. 655 and would not result in adverse lighting impacts to the Mt. Palomar Observatory. No impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the Project:				
3. Other Lighting Issues a. Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐
b. Expose residential property to unacceptable light levels?	☐	☐	☒	☐

Source: Riverside County Ordinance No. 915; Riverside County Ordinance No. 461; Riverside County Ordinance No. 348

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

Findings of Fact: Under existing conditions, the Project site is undeveloped and does not contain any artificial light sources or sources of light or glare. The Project Applicant would develop the entire Project site with a Community Care Facility, which would include exterior lighting. The Project would be subject to compliance with the requirements of Riverside County Ordinance No. 915 (*Outdoor Lighting*), which regulates light trespass and protects the health, property, and well-being of residents residing in the unincorporated areas of Riverside County. Section 5 of Ordinance No. 915 requires that all outdoor lighting be located, adequately shielded, and directed such that no direct light falls outside the parcel of origin, or onto the public right-of-way. In addition, Ordinance No. 915 requires that outdoor lighting shall not blink, flash, or rotate (Riverside County, 2012). Moreover, any street lighting required along the Project's frontage with Trilogy Parkway and Temescal Canyon Road would be subject to the requirements of Section 22 of Ordinance No. 461, which has been designed to preclude light and glare impacts associated with street lighting throughout the County (Riverside County, 2007). Mandatory compliance with Riverside County Ordinance Nos. 461 and 915 would ensure that the Project artificial lighting sources would not adversely affect day or nighttime views in the area. Additionally, building materials associated with the Project would not include any highly-reflective materials. As such, Project building elements

would not result in a substantial amount of glare that could adversely affect day or nighttime views in the local area. Therefore, impacts due to light and glare would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

b) Would the Project expose residential property to unacceptable light levels?

Findings of Fact: The nearest sensitive residential property to the Project site are the residents at the Glen Ivy RV Park located immediately southwest of the Project site. It should be noted that the Glen Ivy RV Park amenities buildings, which feature exterior lighting, abut the southwestern boundary of the Project site. The closest RV parking stall is located approximately 67 feet south of the Project's southern boundary. The Project Applicant proposes to develop the entire Project site with a Community Care Facility consisting of two buildings and associated parking. The Project would be required to comply with Riverside County Ordinance No. 915 (Outdoor Lighting), which generally would preclude significant lighting impacts to surrounding properties, including the Glen Ivy RV Park (Riverside County, 2020d). The Project's mandatory compliance with the County's lighting requirements would ensure that the Project would not expose residents or residential properties to unacceptable light levels, and a less-than-significant impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

5.1.2 Agriculture and Forest Systems

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the Project:				
4. Agriculture a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b. Conflict with existing agricultural zoning, agricultural use or with land subject to a	☐	☐	☐	☒

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Williamson Act contract or land within a Riverside County Agricultural Preserve?				
c. Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm")?	☐	☐	☐	☒
d. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	☐	☐	☐	☒

Source: Riverside County General Plan; California Department of Conservation Farmland Mapping and Monitoring Program; Riverside GIS database;

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

Findings of Fact: According to mapping information from the California Department of Conservation (CDC) Farmland Mapping and Monitoring Program (FMMP) the Project site is classified as "Other Land." According to the CDC, "Other Land" is land not included in any other mapping category. Examples of "Other Land" include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry, or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as "Other Land." Areas surrounding the Project site are classified as "Other Land" and "Urban and Built-Up Land." According to the CDC, "Urban and Built-Up Land" is land that is occupied by structures with a building density of at least 1 unit to 1.5 acres or approximately 6 structures to a 10-acre parcel. Examples of "Urban and Built-Up Land" include residential, industrial commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures. (CDC, 2016) Thus, the Project site and surrounding areas do not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), and the Project would have no potential to directly or indirectly convert Farmland to non-agricultural use. As such, no impact to Farmland would occur as a result of the Project.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

b) Would the Project conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve?

Findings of Fact: According to information available from the CDC, there are no agricultural lands subject to a Williamson Act Contract within the surrounding area. Additionally, the Project site is currently zoned C-P-S. The Project has no potential to conflict with existing zoning for agricultural use, or a Williamson Act Contract. No impact would occur and mitigation is not required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

c) Would the Project cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm")?

Findings of Fact: Surrounding zoning classifications consists of SP Zone to the north and west; R-R to the southwest; C-P-S to the south and east; "Mineral Resources & Related Manufacturing (M-R-A)" further south, on the opposite side of Glen Ivy Road; and "One Family Dwellings (R-1)" further east. The R-R zone allows for limited and small-scale agricultural uses; however, agriculture is not a permitted primary use (Riverside County, 2020d).

According to the RCIT, there are no existing properties zoned for agriculture as the primary use (RCIT, 2022). As such, there are no lands within 300 feet of the Project site that are zoned for agricultural uses, as defined by Riverside County Ordinance No. 625. Therefore, implementation of the Project would not result in the development of non-agricultural uses within 300 feet of agriculturally-zoned land and the Project would not be subject to Riverside County Ordinance No. 625. Therefore, no impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

d) Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

Findings of Fact: "Farmland" is defined in Section II.a of Appendix G to the State CEQA Guidelines to mean Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. As described under Threshold a), above, there are no areas of Farmland within the Project vicinity. As such, there are no components of the Project that would result in changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use, and no impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the Project:				
5. Forest a. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g))?	☐	☐	☐	☒
b. Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
c. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?	☐	☐	☐	☒

Source: Riverside County GIS database (RCIT)

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

b) Would the Project result in the loss of forest land or conversion of forest land to non-forest use?

c) Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?

Findings of Fact: No lands within the Project vicinity are zoned for forest land, timberland, or Timberland Production, nor are any lands within the Project vicinity used for timber production (RCIT, 2022). The Project, therefore, would have no potential to conflict with timberland or forest land zoning designations, nor would the Project result in the loss of forest land or conversion of forest land to non-forest use. There are no components of the Project that would result in changes to the existing environment which could result in the conversion of forest land to non-forest use. No impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

5.1.3 Air Quality

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the Project:				
6. Air Quality Impacts a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☒	☐
c. Expose sensitive receptors, which are located within one (1) mile of the project site, to substantial pollutant concentrations?	☐	☐	☒	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Source: Urban Crossroads

Urban Crossroads prepared a Project-specific Air Quality Impact Analysis (AQIA) dated November 25, 2020 to identify the Project potential impacts on air quality. The Project's AQIA is included as *Technical Appendix A* to this MND and its findings are incorporated into the analysis presented herein. Refer to the AQIA for a description of the regulatory setting, the existing air quality environment, and the methods and procedures used to evaluate the Project air quality impacts.

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

Findings of Fact: The Project site is within the South Coast Air Basin (SCAB), which is characterized by relatively poor air quality. The Southern California Air Quality Management District (SCAQMD) has jurisdiction over an approximately 10,743 square-mile area consisting of the four-county air basin (Basin) and the Los Angeles County and Riverside County portions of what was formerly referred to as the Southeast Desert Air Basin. In these areas, the SCAQMD is principally responsible for air pollution control and works directly with the Southern California Association of Governments (SCAG), county transportation commission, local governments, as well as State and federal agencies to reduce emissions from stationary, mobile, and indirect sources to meet State and federal ambient air quality standards. (Urban Crossroads, 2020a, p. 42)

Currently, these State and federal air quality standards are exceeded in most parts of the SCAB. In response, the SCAQMD has adopted a series of AQMPs to meet the State and federal ambient air quality standards. AQMPs are updated regularly to more effectively reduce emissions, accommodate growth, and to minimize any negative fiscal impacts of air pollution control on the economy. (Urban Crossroads, 2020a, p. 43)

In March 2017, the AQMD released the Final 2016 AQMP, which continues to evaluate current integrated strategies and control measures to meet the National Ambient Air Quality Standards (NAAQS) and explores new and innovative methods to reach its goals. Some of these approaches include utilizing incentive programs, recognizing existing co-benefit programs from other sectors, and developing a strategy with fair-share reductions at the federal, State, and local levels. Similar to the 2012 AQMP, the 2016 AQMP incorporates scientific and technological information and planning assumptions. The Project's consistency with the AQMP is determined using the 2016 AQMP as discussed below. (Urban Crossroads, 2020a, p. 43)

Criteria for determining consistency with the AQMP are defined in Chapter 12, Section12.2 and Section 12.3 of the SCAQMD's CEQA Air Quality Handbook (1993). These indicators are discussed below:

- ***Consistency Criterion No. 1. The Project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay the timely attainment of air quality standards or the interim emissions reduction specified in the AQMP.***

  The violations that Consistency Criterion No.1 refers to are the California Ambient Air Quality Standards (CAAQS) and NAAQS. CAAQS and NAAQS violations would occur if regional or localized significance thresholds were exceeded. (Urban Crossroads, 2020a, p. 43)

  Construction Impact

  Consistency Criterion No. 1 refers to violations of the CAAQS and NAAQS. CAAQS and NAAQS violations would occur if localized significance thresholds (LSTs) or regional significance thresholds were exceeded. As evaluated, the Project's regional and localized construction -source emissions would not exceed applicable regional significance threshold and LSTs. Therefore, the Project would not conflict with the AQMP according to this criterion. (Urban Crossroads, 2020a, p. 43)

  Operational Impact

  As evaluated under the analysis for Threshold 6.b), below, the Project's operational emissions would not exceed the applicable regional significance thresholds and LSTs for operational activity. Therefore, the Project would not conflict with the AQMP according to this criterion. (Urban Crossroads, 2020a, p. 43)

  Based on the foregoing analysis, the Project is determined to be consistent with the first criterion.

- ***Consistency Criterion No. 2. The Project will not exceed the assumptions in the AQMP based on the years of Project build out phase.***

  The 2016 AQMP demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the district are provided to the SCAG, which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. Development consistent with the growth projections in County of Riverside General Plan is consistent with the AQMP. (Urban Crossroads, 2020a, p. 44)

  Construction Impact

  Peak day emissions generated by construction activities are largely independent of land use assignments, but rather are a function of development scope and maximum area of disturbance. Irrespective of the site's land use designation, development of the site to its maximum potential would likely occur, with disturbance of the entire site occurring during construction activities. (Urban Crossroads, 2020a, p. 44)

  Operational Impact

  The Project site is located within an unincorporated portion of the County of Riverside. As per the General Plan, the unincorporated portions of the County are divided into 19 area plans. These area plans provide more detailed land use and policy direction regarding local issues such as land use, circulation, open space, and other topical areas. As per the General Plan, the Project is located within the Temescal Canyon Area Plan and is designated as CR. The CR land use designation, which is reflected in the 2016 AQMP, would allow for development of "commercial retail uses at a neighborhood, community and regional level, as well as for professional office and tourist-oriented commercial uses. CR uses will be permitted based on their compatibility with surrounding land uses, and based on the amount of CR acreage already developed within County of Riverside unincorporated territory." As previously stated, the Project would include a total of up to 216 dwelling units and 256 beds, which specifically includes 75 units with 92 beds for Independent Living (IL), 109 units with 129 beds for Assisted Living (AL), and 32 units with 35 beds for Memory Care (MC). For purposes of analysis, the AQIA evaluated 130 beds of AL use (one bed greater than the Project) and 35 MC beds (consistent with the Project) for standard assisted living plus 76 senior adult housing attached units (one unit greater than the Project). Thus, the AQIA provides slightly overstates the amount of air quality emissions that would result from the Project. Thus, the discussion herein provides a conservative or "worst-case" analysis of the Project's anticipated air quality emissions. (Urban Crossroads, 2020a, p. 44)

  The Project's proposed land use and development is consistent with the land use designation stated in the General Plan. Additionally, since the Project's construction and operational regional and localized emissions do not exceed the thresholds of significance, the Project would not cause an exceedance of an air quality violation. (Urban Crossroads, 2020a, p. 44)

Based on the foregoing analysis, the Project is determined to be consistent with the second criterion.

The Project would not result in or cause NAAQS or CAAQS violations. Construction and operational-source impact would not exceed the applicable SCAQMD regional and localized thresholds. (Urban Crossroads, 2020a, p. 45) As such, the Project would be consistent with the AQMP and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Findings of Fact: Provided below is an assessment of the Project's potential to result in cumulatively-considerable net increase of criteria pollutants for which the region is non-attainment under applicable State or federal standards. Refer to the Project-specific AQIA, included as IS/MND *Technical Appendix A*, for a discussion of the existing air quality setting, regulations applicable to the issue of air quality, and for a discussion of the methodologies used to calculate and evaluate the Project's air quality emissions.

Standards of Significance

The SCAQMD has developed regional significance thresholds for other regulated pollutants, as summarized in Table 5-1, *Maximum Daily Regional Emissions Thresholds*. The SCAQMD's CEQA Air Quality Significance Thresholds (April 2019) indicate that any projects in the SCAB with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact. (Urban Crossroads, 2020a, p. 27)

With respect to LSTs, and as described in more detail in Subsection 3.6 of the Project's AQIA (*Technical Appendix A*), Urban Crossroads calculated the estimated acreage that would be disturbed daily during construction of the Project. As a conservative measure, it is estimated that a maximum of 10 acres per 8-hour day will be actively disturbed. (Urban Crossroads, 2020a, p. 35)

Although the Project would disturb more than 5 acres per day for site preparation and grading activities, the SCAQMD's LST impacts can still be conservatively evaluated using the LST look-up tables for a 5-acre disturbance area. Use of the 5-acre disturbance area thresholds can be used to show that even if daily emissions from all construction activity were emitted within a 5-acre area, and therefore concentrated over a smaller area than the 10-acre Project site, which would result in greater site adjacent concentrations, the impacts would still be less than significant. The thresholds presented in Table 5-2, *Maximum Daily Localized Emissions Thresholds*, were calculated by interpolating the threshold values

Table 5-1 Maximum Daily Regional Emissions Thresholds

Pollutant	Regional Construction Thresholds	Regional Operational Thresholds
NO_x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
SO_x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Pb	3 lbs/day	3 lbs/day

lbs/day = pounds per day
(Urban Crossroads, 2020a, Table 3-1)

Table 5-2 Maximum Daily Localized Emissions Thresholds

Pollutant	Construction Localized Threshold
NO_X	371 lbs/day
CO	1,965 lbs/day
PM_{10}	13 lbs/day
$PM_{2.5}$	8 lbs/day

lbs/day= pounds per day
(Urban Crossroads, 2020a, Table 3-6)

from SCAQMD's Final LST Methodology for a 5-acre site and 401-meter distance for localized PM_{10} and $PM_{2.5}$ evaluation and 59-meter receptor distance for localized NO_X and CO evaluation. (Urban Crossroads, 2020a, p. 38)

Construction-Related Emissions

Construction activities associated with the Project will result in emissions of VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$. Construction-related emissions are expected from the following construction activities:

- Site Preparation
- Grading
- Building Construction
- Paving
- Architectural Coating

Dust is typically a major concern during grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions." Fugitive dust emissions rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). CalEEMod was utilized to calculate fugitive dust emissions resulting from this phase of activity. Based on information provided by the Project

Applicant, the Project would require 38,000 cubic yards of export. For purposes of analysis, the CalEEMod default hauling trip length of 20 miles will be utilized. Construction emissions for construction worker vehicles traveling to and from the Project site, as well as vendor trips (construction materials delivered to the Project site) were estimated based on information from CalEEMod model defaults. (Urban Crossroads, 2020a, p. 29)

CalEEMod calculates maximum daily emissions for summer and winter periods. As such, the estimated maximum daily construction emissions without mitigation for both summer and winter periods are summarized on Table 5-3, *Project Construction Emissions Summary – Without Mitigation*. Detailed construction model outputs are presented in Appendix 3.1 of *Technical Appendix A*. Under the assumed scenarios, emissions resulting from the Project construction would not exceed criteria pollutant thresholds established by the SCAQMD for emissions of any criteria pollutant. (Urban Crossroads, 2020a, p. 30) As such, impacts would be less than significant regarding regional thresholds.

Table 5-3 Project Construction Emissions Summary – Without Mitigation

Year	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
2023	43.99	71.52	44.64	0.24	13.15	5.99
Winter						
2023	43.98	71.33	42.91	0.24	13.15	5.99
Maximum Daily Emissions	**43.99**	**71.52**	**44.64**	**0.24**	**13.15**	**5.99**
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

(Urban Crossroads, 2020a, Table 3-4)

To estimate on-site emission from each building area, the total on-site construction emissions were weighted based on the ratio of each building area relative to the entire Project site. Table 5-4, *Project Localized Construction Emissions – Without Mitigation*, identifies the localized impacts at the nearest receptor location (Receptor Locations R3 and R4, which represent the Glen Ivy RV Park) in the vicinity of the Project. Without mitigation, localized construction emissions would not exceed the applicable SCAQMD LSTs for emissions of any criteria pollutant. As such, impacts would be less than significant regarding LSTs.

Operation-Related Emissions

As noted in 3.0, Project Description, the Project proposes development of 216 dwelling units. The Project's AQIA analyzes development of the Project site with a total of 219 units, including 144 assisted living dwelling units (112 standard assisted living dwelling units and 32 memory care dwelling units) and 75 senior adulting housing attached assisted dwelling units. Thus, because the Project's AQIA analyzed

Table 5-4 Project Localized Construction Emissions – Without Mitigation

On-Site Emissions	Emissions (lbs/day)			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Site Preparation				
Maximum Daily Emissions	**41.88**	**18.29**	**12.94**	**5.94**
SCAQMD Localized Threshold	371	1,965	13	8
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**
Grading				
Maximum Daily Emissions	**41.69**	**28.08**	**8.25**	**3.29**
SCAQMD Localized Threshold	371	1,965	13	8
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**
Building Construction				
Maximum Daily Emissions	**15.44**	**17.31**	**0.75**	**0.70**
SCAQMD Localized Threshold	371	1,965	13	8
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**
Paving				
Maximum Daily Emissions	**10.19**	**14.58**	**0.51**	**0.47**
SCAQMD Localized Threshold	371	1,965	13	8
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**
Architectural Coating				
Maximum Daily Emissions	**1.74**	**2.41**	**0.09**	**0.09**
SCAQMD Localized Threshold	371	1,965	13	8
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**

(Urban Crossroads, 2020a, Table 3-7)

development of a total of 219 units, the AQIA slightly overstates the amount of transportation that would result from the Project. Thus, the discussion herein provides a conservative or "worst-case" analysis of the Project's anticipated operational air quality impacts.

Operational activities associated with the Project will result in emissions of VOCs, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$. Operational emissions would be expected from the following primary sources:

- Area Source Emissions
- Energy Source Emissions
- Mobile Source Emissions

As previously stated, CalEEMod utilizes summer and winter EMFAC2017 emission factors to derive vehicle emissions associated with Project operational activities, which vary by season. The estimated operational-source emissions are summarized on Table 5-5, *Summary of Peak Operational Emissions – Without Mitigation*. Detailed operation model outputs for the Project are presented in Appendix 3.2 of *Technical Appendix A*. As shown on Table 5-5, the Project's daily regional emissions from on-going operations will not exceed any of the thresholds of significance. As such, impacts would be less than significant regarding regional thresholds.

Table 5-5 Summary of Peak Operational Emissions – Without Mitigation

Source	Emissions (lbs/day)					
	VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Summer						
Area Source	6.25	3.86	19.74	0.02	0.40	0.40
Energy Source	0.08	0.64	0.27	4.11E-03	0.05	0.05
Mobile Source	1.84	5.02	18.24	0.07	5.89	1.62
Total Maximum Daily Emissions	**8.17**	**9.52**	**38.25**	**0.09**	**6.34**	**2.06**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**
Winter						
Area Source	6.25	3.86	19.74	0.02	0.40	0.40
Energy Source	0.08	0.64	0.27	4.11E-03	0.05	0.05
Mobile Source	1.76	5.27	16.37	0.06	5.89	1.62
Total Maximum Daily Emissions	**8.08**	**9.77**	**36.39**	**0.09**	**6.34**	**2.06**
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	**NO**	**NO**	**NO**	**NO**	**NO**	**NO**

(Urban Crossroads, 2020a, Table 3-5)

According to SCAQMD LST methodology, LSTs would apply to the operational phase of a Project, if the Project includes stationary sources, or attracts mobile sources that may spend long periods queuing and idling at the site (e.g., transfer facilities and warehouse buildings). The Project does not include such uses, and thus, due to the lack of significant stationary source emissions, no long-term localized significance threshold analysis is needed. As such, no impacts would occur regarding LSTs. (Urban Crossroads, 2020a, pp. 39-40)

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

c) Would the Project expose sensitive receptors, which are located within one (1) mile of the project site, to substantial pollutant concentrations?

Findings of Fact: Sensitive groups are defined as groups of people, which include children, elderly, individuals with pre-existing respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise, who are especially sensitive to air pollution. Structures that house sensitive groups or places where they gather to are defined as "sensitive receptors." These structures typically include residences, hospitals, long-term health care facilities, rehabilitation centers, retirement homes, schools, playgrounds, childcare centers, and athletic facilities as they are also known to be locations where an individual could remain for 24 hours. Consistent with the LST Methodology, the nearest land use where an individual could remain for 24 hours, as shown in Figure 5-1, *Sensitive Receptors*, to the Project site (in this case the nearest residential land use [R3] is the Glen Ivy RV Park located approximately 70 feet south) was used to determine construction and operational air quality impacts for emissions of PM_{10} and $PM_{2.5}$, since PM_{10} and $PM_{2.5}$ thresholds are based on a 24-hour averaging time. (Urban Crossroads, 2020a, p. 35)

Results of the LST analysis indicate that the Project will not exceed the SCAQMD localized significance thresholds during construction. Therefore, sensitive receptors would not be exposed to substantial pollutant concentrations during Project construction. Additionally, the Project will not exceed the SCAQMD localized significance thresholds during operational activity. As such, the Project's impacts would be less than significant. (Urban Crossroads, 2020a, p. 45)

CO "Hot Spot" Analysis

The Project would not result in potentially adverse CO concentrations or "hot spots." An adverse hot spot would occur if an exceedance of the State one-hour standard of 20 parts per million (ppm) or the eight-hour standard of 9 ppm were to occur. It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last twenty years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentration in the SCAB is now designated as attainment. (Urban Crossroads, 2020a, p. 40)

The highest trips on a Project study area roadway segment are 34,700 vehicles per day on Temescal Canyon Road and Trilogy Parkway. The Project would not produce the traffic volume required to generate a CO "hot spot." As explained in the AQIA, even busy intersections in Los Angeles do not generate CO emissions in high enough quantity to create a "hot spot." Therefore, CO "hot spots" are not an environmental impact of concern for the Project. Localized air quality impacts related to mobile-source emissions would therefore be less than significant. (Urban Crossroads, 2020a, p. 41)

Source(s): Urban Crossroads (11-25-2020)

Figure 5-1

Not to Scale

Sensitive Receptors

Friant Ranch Case

In December 2018, in the case of Sierra Club v. County of Fresno (2018) 6 Cal.5th 502, the California Supreme Court held that an Environmental Impact Report's (EIR) air quality analysis must meaningfully connect the identified air quality impacts to the human health consequences of those impacts, or meaningfully explain why that analysis cannot be provided. (Urban Crossroads, 2020a, p. 45)

As discussed in briefs filed in the Friant Ranch case, correlating a project's criteria air pollutant emissions to specific health impacts is challenging. Health effects caused by criteria pollutant emissions are dependent on a variety of interrelated variables. Particularly, ozone precursors (NO_X and VOCs) affect air quality on a regional scale. The SCAQMD, which has among the most sophisticated air quality modeling and health impact evaluation capability of any of the air districts in the State, and thus it is uniquely situated to express an opinion on how lead agencies should correlate air quality impacts with specific health outcomes noted that it may be "difficult to quantify health impacts for criteria pollutants." (Urban Crossroads, 2020a, p. 45)

Health effects related to ozone are the product of emissions generated by numerous sources throughout a region. SCAQMD's Brief of Amicus Curiae (Brief) goes on to state that "it takes a large amount of additional precursor emissions (NO_x and VOCs) to cause a modeled increase in ambient ozone levels over an entire region." The SCAQMD states that based on their own modeling in the SCAQMD's 2012 AQMP, a reduction of "NO_X by 432 tons per day (157,680 tons/year) and reducing VOC by 187 tons per day (68,255 tons/year) would reduce ozone levels at the SCAQMD's monitor site with the highest levels by only 9 parts per billion." As such, the SCAQMD concludes that it is not currently possible "to accurately quantify ozone-related health impacts caused by NO_X or VOC emissions from relatively small projects." (Urban Crossroads, 2020a, p. 46)

Notwithstanding, the Project's AQIA evaluated the Project's localized impact to air quality for emissions of CO, NO_X, PM_{10}, and $PM_{2.5}$ by comparing the Project's on-site emissions to the SCAQMD's applicable LST thresholds. The LST analysis above determined that the Project would not result in emissions exceeding SCAQMD's LSTs. Therefore, the Project would not be expected to exceed the most stringent applicable federal or state ambient air quality standards for emissions of CO, NO_X, PM_{10}, and $PM_{2.5}$. (Urban Crossroads, 2020a, p. 46)

As the Project's emissions will comply with federal, State, and local air quality standards, the Project's emissions are not sufficiently high enough to use a regional modeling program to correlate health effects on a basin-wide level, and would not provide a reliable indicator of health effects if modeled. (Urban Crossroads, 2020a, p. 46)

Based on the foregoing analysis, sensitive receptors would not be exposed to substantial pollutant concentrations as the result of Project operations.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Findings of Fact: Land uses generally associated with odor complaints include agricultural uses (livestock and farming), wastewater treatment plants, food processing plants, chemical plants, composting operations, refineries, landfills, dairies, and fiberglass molding facilities (Urban Crossroads, 2020a, p. 40). The Project does not propose land uses typically associated with emitting objectionable odors. Potential odor sources associated with the Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities and the temporary storage of typical solid waste (refuse) associated with the Project's (long-term operational) uses. Standard construction requirements would minimize odor impacts from construction. The construction odor emissions would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction and is considered less than significant. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with the County's solid waste regulations. The Project also would be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances. Therefore, odors associated with the Project construction and operations would be less than significant and no mitigation is required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

5.1.4 Biological Resources

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the Project:				
7. Wildlife & Vegetation a. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?	☐	☒	☐	☐
b. Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title	☐	☒	☐	☐

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
50, Code of Federal Regulations (Sections 17.11 or 17.12)?				
c. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Wildlife Service?	☐	☒	☐	☐
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e. 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 U. S. Fish and Wildlife Service?	☐	☒	☐	☐
f. 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?	☐	☒	☐	☐
g. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐

Source: Riverside County GIS database (RCIT), Helix

Helix Environmental Planning, Inc. (Helix) prepared a General Biological Resource Assessment and Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis Report (General Biological Resources Assessment), dated November 3, 2021. The Biological Resources Report is included as *Technical Appendix B.1*. The General Biological Resources Assessment analyzed an approximately 13.63-acre study area, including the Project's on-site area and off-site improvement area with an additional study area buffer. Specifically, the biology study area includes the Project site's APNs, undeveloped land between the APN property line and adjacent roadways, land south of the APN where

recent grading was done by Riverside Flood Control, and one APN on the east side of Temescal Canyon Road adjacent to Coldwater Creek. Additionally, Helix prepared a Determination of Biologically Equivalent or Superior Preservation (DBESP) Report, dated October 8, 2021. The DBESP is included a *Technical Appendix B.2.* Furthermore, Helix prepared an Oak Tree Mitigation Plan, dated November 2021. The Oak Tree Mitigation Plan is included as *Technical Appendix B.3*.

a) Would the Project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or State conservation plan?

Findings of Fact: The Project site is within the Western Riverside County MSHCP; however, the Project site is not within a cell group or criteria cell (RCIT, 2022). The Western Riverside County MSHCP is a comprehensive habitat conservation/planning program for Western Riverside County that is intended to preserve native vegetation and meet the habitat needs of multiple species, rather than focusing preservation efforts on one species at a time. The Western Riverside County MSHCP provides coverage for special-status species and associated native habitats that are covered within the Western Riverside County MSHCP. As previously identified, the Project site is within the Western Riverside County MSHCP; however, the site is not within a cell group or criteria cell and, therefore, the Project is not targeted for conservation under the Western Riverside County MSHCP. The nearest criteria cell is located approximately 3,000 feet east of study area and is separated from the study area by residential development. The nearby Coldwater Creek enters the MSHCP Conservation area approximately 4,000 feet to the north. (Helix, 2021a, p. 17)

The Project study area does not occur on or adjacent to public quasi-public (PQP) land. Therefore, no impacts to PQP lands are proposed. (Helix, 2021a, p. 18)

It should be noted that projects within the MSHCP plan area are subject to the MSHCP Local Development Mitigation Fee (LDMF). The current fee for residential development is $1,161 for more than 14 units per acre. (Helix, 2021a, p. 18)

The Project site is within the Stephen's Kangaroo Rat Habitat Conservation Plan (SKRHCP) area. As such, the Project Applicant is required to pay a Stephen's Kangaroo Rat mitigation in accordance with the SKRHCP. The standard fee is $500 per acre. (Helix, 2021a, p. 18)

Project Compliance with MSHCP Section 6.1.2

The MSHCP requires that all projects be assessed for Section 6.1.2 resources, including riparian/riverine resources, vernal pools, fairy shrimp, and riparian birds. The goal is to protect resources used by MSHCP covered species, as well as existing and future downstream conservation areas.

Riparian/Riverine

The MSHCP has a separate definition for "riparian" and for "riverine." Riverine features include those that are natural in origin as well as part natural features that have been modified and/or redirected and can include features indirectly created through manipulation of the landscape, including channelization of a

historic riverine feature. Riverine features are typically unvegetated or include vegetation similar to surrounding uplands. Riparian features are those with vegetation dependent upon a water source such as a stream, drainage, pond, or similar. (Helix, 2021a, p. 19) Table 12, *Existing Habitats Evaluated For Riparian/Riverine Potential*, of *Technical Appendix B.1*, summarizes the existing Riparian/Riverine habitat located within the study area. According to Table 12 of *Technical Appendix B.1*, the on-site portion of the study area contains a total of 0.05 acre of Riparian/Riverine habitat and the off-site portion of the study area contains a total of 1.64 acres of Riparian/Riverine habitat. (Helix, 2021a, p. 21)

Riparian habitat on-site within the study area is comprised of a single Gooding's black willow. The single willow is in poor health, as evident by multiple broken branches and a split trunk with a limit number of live branches producing leaves. This single willow occurs near but is not connected to the east end of Drainage 1 and does not have the potential to support animals associated with the MSHCP Riparian/Riverine habitat. The willow comprises 0.02 acre of southern willow scrub habitat that is an MSHCP Riparian resource. (Helix, 2021a, p. 20)

Additional Riparian/Riverine habitat occurs in the off-site portion of the study area located east of Temescal Canyon Road. The off-site area includes coast live oak woodland and alluvial fan sage scrub (AFSS) in four forms (AFSS, AFSS disturbed, non-native woodland/AFSS, and streambed with AFSS). The streambed/AFSS occurs within Coldwater Creek (Drainage 3) and the other riparian habitats all occur within the floodplain associated with Coldwater Creek. These habitats provide habitat for a variety of plants and animals and have a connection to downstream resources in the MSHCP conservation area. These habitats are considered MSHCP Riparian habitats. The off-site area also includes a small drainage (Drainage 2) that originates as road runoff from Temescal Canyon Road and traverses the various AFSS habitats and connects to Coldwater Creek. Drainage 2 is an MSHCP Riverine habitat. (Helix, 2021a, p. 21)

The Project proposes temporary impacts to 0.01 acre of AFSS, 0.003 acre of AFSS-disturbed, 0.05 acre of streambed/AFSS, and 0.011 acre of coast live oak woodland. Permanent impacts are comprised of 0.02 acre of southern willow scrub, 0.005 acre of coast live oak woodland, 0.006 acre of AFSS, and 0.03 of acre streambed/AFSS. Most of the impacts are related to the construction of the pipeline and outfall structure. As such, a DBESP is required, which represents a potentially significant impact.

In compliance with MSHCP *Section 6.1.2*, a DBESP has been prepared for the Project's impacts to riparian/riverine areas, which is contained as *Technical Appendix B.2*. The DBESP identified a minimum 2:1 mitigation ratio for permanent impacts and 1:1 ratio for temporary impacts through off-site mitigation, targeting in-lieu fee mitigation with a local Resource Conservation District (RCD), or other approved mitigation bank, which would reduce impacts to less-than-significant levels. The Project Applicant proposes to implement mitigation measure MM BIO-1, which requires the Project Applicant to purchase in-lieu fee credits at Riverpark Mitigation Bank. Mitigation for permanent impacts to 0.061-acre Riparian/Riverine habitat and temporary impact to an additional 0.074-acre of impacts to Riparian/Riverine habitat is proposed to consist of the purchase of 0.06-acre re-establishment credits and 0.14-acre restoration credits at the Riverpark Mitigation Bank. While this mitigation ratio would mitigate for impacts to the MSHCP, as discussed further under Thresholds e and f, Project-related habitat impacts would also encompass jurisdictional features which have different mitigation ratio requirements. Thus,

while mitigation for MSHCP-related impacts requires mitigation purchase of 0.06-acre re-establishment credits and 0.14-acre restoration credits at the Riverpark Mitigation Bank, MM BIO-1 reflects the ratio and mitigation purchase for overall jurisdictional impacts, which would be for a total of 0.28 acre. The Project Applicant shall be required to provide for the purchase of 0.08 acre of re-establishment credits and 0.20 acre of rehabilitation credits at the Riverpark Mitigation Bank, which exceeds the MSHCP-required mitigation. With the implementation of MM BIO-1 and BMPs, the Project's significant impact Riparian/Riverine habitat would be mitigated to less than significant. With implementation of MM BIO-1, impacts would be mitigated to below a level of significance.

The Project's design includes best management practices (BMPs) to avoid potential indirect impacts to downstream resources. Without the implementation of BMPs, runoff from the Project has the potential to impact downstream resources such as Coldwater Creek, which occurs south and east of the study area. The Project's storm drain system will capture on-site runoff into a first flush treatment basin within the east side of the Project. The basin will have an outfall structure on the east side of Temescal Canyon Road that is proposed to be constructed in upland habitats. The overflow from the basin will be directed to this outfall structure. Flows from the outfall structure will connect to Coldwater Creek. (Helix, 2021a, p. 22)

Vernal Pools

The study area was surveyed for signs of vernal pools, ephemeral ponds, or similar habitat. Vernal pool indicators include standing water, cracked soil, presence of certain plant species, and changes in soil or vegetation characteristics. (Helix, 2021a, p. 22) The vernal pool assessment revealed that the on-site portion of the study area includes two large road ruts in the northwest corner of the site. The ruts occur along the driveway that starts at Trilogy Parkway and ends at the fencing for the off-site back flow valve. These areas around the rut were used as a dumping ground for spoil piles and landscaping debris as evident by the piles of cut vegetation on both sides of the driveway in which the ruts occur. The road rut retained water; however, the road rut holds water for less than 10 days. The road ruts lack vegetation and do not have wetland soils. Additionally, the soils mapped at the location of the ruts are Cortina gravelly coarse sandy loam, which is not typical soil type for vernal pools. The soils are also highly disturbed in this area from previous deposition of spoils. The road ruts do not meet the MSHCP definition of vernal pools since they lack two (soils and vegetation) of the three criteria. No other potential pools occur in the study area. As such the Project would not result in an impact to vernal pools; no impacts would occur. (Helix, 2021a, p. 23)

Fairy Shrimp

Based on the vernal pool analysis, the road ruts do not hold water for at least 10 days and as a result, they are not considered potential habitat for sensitive fairy shrimp species. No potential fairy shrimp habitat occurs within the study area. (Helix, 2021a, p. 23)

Riparian Birds

According to the General Biological Resources Assessment, the single willow tree located on-site does not comprise potential habitat for MSHCP riparian bird species. The riparian habitats present in the off-site study are primarily consist of AFSS habitats and small patches of coast live oak woodland. These habitats do not constitute potential habitat for MSHCP riparian bird species and no impacts would occur. (Helix, 2021a, p. 23)

Plants

According to the Project-specific General Biological Resources Assessment, there are 23 sensitive plant species that have the potential to occur in Riparian/Riverine and Vernal Pool habitats (refer to Section 6.5.1 of the General Biological Resources Assessment for the list of sensitive plant species). On March 24, 2020, a focused plant survey was conducted, which concluded that the study area has limited habitat with potential to support Riparian/Riverine and Vernal Pool plant species. The plant species associated with Riparian/Riverine and Vernal Pool habitats were confirmed to be absent from the study area. None of the 23 sensitive plant species were observed in the study area and none are expected to occur within the study area. Based on the foregoing analysis, the study area does not have habitat suitable to support any of the 23 sensitive plant species and no impacts would occur. (Helix, 2021a, pp. 25-26)

Other Section 6.1.2 Species

The Santa Ana sucker is restricted to the Santa Ana River watershed with year-round flows. This species generally lives in small shallow streams less than seven meters wide with various current strengths. Habitat for this species is not present in the study area; thus, this species is not expected to occur. No impacts would occur.

The MSHCP Section 6.1.2 includes the protection of three amphibian species, which include the arroyo toad, mountain yellow legged frog, and California red-legged frog. Habitat for these species does not occur within the study area; thus, none of the MSHCP sensitive amphibian species are expected to occur. No impacts would occur. (Helix, 2021a, p. 26)

Project Compliance with MSHCP Section 6.1.3

On January 28,2020 Helix conducted a general survey of the Project study area and conducted a habitat assessment for potential sensitive species to occur. The off-site portion of the study area was assessed on April 13, 2020. The habitat assessments indicated that the study area has potential to support some of the NEPSSA. However, the potential was determined to be low due to the prior disturbance of the study area and dense abundance of non-native grasses and mustards. No NEPSSA plant species occur in the study area; therefore, no impacts would occur. (Helix, 2021a, p. 27)

Project Compliance with MSHCP Section 6.1.4

Proposed projects within the MSHCP plan area are required to address indirect effects to the MSHCP Conservation area when the project is in proximity to a conservation area. MSHCP conservation, public quasi-public, or other conservation land does not occur on or adjacent to the study area. The nearest MSHCP conservation area occurs approximately 3,000 feet east of the Project site and is separated by the study area by residential development and I-15. Coldwater Creek crosses the eastern portion of the off-site portion of the study area and flows north where it enters an MSHCP conservation area approximately 4,000 feet to the north. (Helix, 2021a, p. 31)

The Project study area is not adjacent to an MSHCP conservation area and is not subject to the Urban/Wildlands Interface Guidelines (UWIG). However, the Project does include an outfall structure in Coldwater Creek that connects to an MSHCP conservation area. The applicable provisions of the UWIG that are related to the outfall are invasive plants, drainage, and toxics, which are discussed below. (Helix, 2021a, pp. 31-32)

Invasive Species

The UWIG includes a list of Invasive plants that should be avoided in landscaping for projects adjacent to MSHCP conservation area. It is recommended that all projects avoid the use of invasive plant species, specifically those listed in Table 6-2 of the MSHCP. (Helix, 2021a, p. 32) The Project's landscape plan does not include these species.

Drainage and Toxics

All Project runoff will be directed to an onsite water quality basin. In the event of high storm flows the basin overflow would be directed to Coldwater Creek. The Project will incorporate measures to prevent runoff from entering Coldwater Creek during construction. The Project would implement BMPs. These measures will include:

- Use of drip pans under equipment being maintained or parked overnight.
- No storage of petroleum products, chemicals, or similar pollutants within 50 feet of Coldwater Creek.
- No parking equipment within 50 feet of Coldwater Creek.
- No use of equipment in Coldwater Creek when flows are present.
- Concrete washout stations will be employed.
- No direct untreated discharges adjacent to, or directly into Coldwater Creek.
- Erodible materials shall not be deposited into Coldwater Creek.

Refer to Section 11 of the Project's General Biological Resources Assessment for a list of best management practices (BMPs) the Project will implement. (Helix, 2021a, p. 32) With implementation of the BMPs listed above, impacts would be less than significant.

Project Compliance with MSHCP Section 6.3.2

The study area is within the MSHCP Burrowing Owl survey area. As illustrated in Figure 5-2, *Potential Burrowing Owl Burrows*, the study area includes a limited area with potential to support burrowing owl. No burrowing owl or sign of burrowing owl occupation was observed. Additionally, no burrowing owl occur in or adjacent to the study area. As such, the implementation of the Project would not result in impacts to burrowing owls. Notwithstanding this conclusion, the Project Applicant will implement mitigation measure MM BIO-2, which requires a preconstruction survey. The study area has very low potential to be used by burrowing owls. However, if one or more burrowing owls are observed in the study area during the preconstruction survey, the Project is required to avoid impacts to burrowing owls; the Project Applicant would implement mitigation measure MM BIO-2. Due to the small size of the study area total avoidance of an active burrowing owl burrow is not feasible. As such the Project Applicant would be required, through mitigation measure MM BIO-2, to prepare a Burrowing Owl Protection and Relocation Plan to be approved by the Regional Conservation Authority (RCA) and/or the wildlife agencies. The plan also would require notification and approval of the State banding permit office and Federal Migratory Bird Treaty Act (MBTA) office if active relocation is needed. With the implementation of MM BIO-2, impacts to burrowing owls would be less than significant. (Helix, 2021a, p. 29)

Conclusion of Project Consistency with the MSHCP

Based on the preceding analysis, with mitigation measures to address impacts to MSHCP Riverine resources and the burrowing owl, the Project would be fully consistent with all applicable provisions of the MSHCP. Accordingly, with implementation of mitigation measures MM BIO-1 and MM BIO-2, Project impacts due to a conflict with the MSHCP would be reduced to below a level of significance.

Mitigation:

MM BIO-1 To mitigate for permanent impacts to 0.28 acre (276 linear feet) of ephemeral drainage feature on the Project site, the Project Applicant shall purchase compensatory mitigation credits at a 1:1 mitigation-to-impact ratio for impacts to on-site ephemeral streambed, 3:1 for southern willow scrub, and off-site permanent impacts to Coldwater Creek and associated habitat, and 1:1 for temporary impacts. Evidence of fee payment shall be supplied to the Riverside County Environmental Programs Department (EPD) prior to the issuance of a grading permit. The Project Applicant shall be required to provide for the purchase of 0.08 acre of re-establishment credits and 0.20 acre of rehabilitation credits at the Riverpark Mitigation Bank.

Source(s): Helix (04-27-2021)

Not to Scale

Figure 5-3

Vegetation Impacts

MM BIO-2 Within 30 days prior to initiating ground-disturbing activities, the Project Applicant shall retain a qualified biologist to complete a pre-construction avoidance survey for burrowing owl, in accordance with the MSHCP guidelines. If the pre-construction survey is negative and the burrowing owl is confirmed absent, then ground-disturbing activities shall be allowed to commence.

However, if one or more burrowing owl are observed in the study area during the Project Applicant is required to avoid impacts to the burrowing owl. The Project Applicant shall immediately inform the County, RCA, and the wildlife agencies (CDFW and USFWS) of the presence of a burrowing owl within the study area. No disturbance should occur within 300 feet of an active burrow during the breeding season (March 1 through August 31) except for the purpose of relocation according to an approved Burrowing Owl Protection and Relocation Plan. No disturbance should occur within 150 feet of an active Burrowing Owl burrow during the non-breeding season (September 1 through February 28).

In the event one or more burrowing owls are observed in the study area during the pre-construction avoidance survey, the Project Applicant would be required to prepare a Burrowing Owl Protection and Relocation Plan to be approved by the RCA and/or the wildlife agencies. The plan would also require notification and approval of the State banding permit office and Federal Migratory Bird Treaty Act office if active relocation is required. The plan would include details of a Burrowing Owl capture and relocation to include monitoring of the relocated Burrowing Owl. The preferred timing for Burrowing Owl relocation is early in the breeding season, prior to the laying of eggs. Additionally, the Project Applicant would be required to prepare a Determination of Biologically Equivalent or Superior Preservation.

Monitoring: Monitoring shall occur as specified by Mitigation Measures MM BIO-1 through MM BIO-2.

b) Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?

c) 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 Wildlife or U.S. Wildlife Service?

Findings of Fact:

Habitat Modification

The proposed Project entails impacts all the on-site habitat. Off-site impacts are primarily related to the installation of the pipeline and outfall structure from the water quality basin. The Project's impacts are

illustrated on Figure 5-3, *Vegetation Impacts*. The Project's impacts would entail total impacts of 11.08 acres, which is comprised of 10.8 acres of permanent impacts and 0.31-acre of temporary impacts. Permanent impacts are comprised of 1.03 acres coast live oak woodland, 0.02 acre of southern willow scrub, 0.02 acre of AFSS/streambed, 0.006 acre of AFSS, 0.09 acre of upland mule fat scrub, 5.5 acres of non-native vegetation/non-native grassland mosaic, 1.4 acres of non-native grassland, 0.9 acre of non-native woodland, 1.4 acres of disturbed habitat, and 0.4 acre of developed land. Proposed temporary impacts include 0.06 acre of coast live oak woodland, 0.01 acre of AFSS, 0.003 acre of AFSS-disturbed, 0.04 of AFSS/streambed, 0.18 acre of disturbed habitat, and 0.02 acre of developed habitat. Upland mule fat scrub, native vegetation/non-native grassland mosaic, non-native grassland, non-native woodland, disturbed habitat, and developed land habitat types are not considered to be special-status vegetation communities. Impacts to the coast live oak woodland, southern willow scrub, AFSS/streambed, and AFSS would be mitigated to below a level of significance with implementation Mitigation Measure MM BIO-1. Accordingly, impacts to special-status vegetation communities be less than significant. (Helix, 2021a, pp. 6-7)

Impacts to Special-Status Plants

The study area was evaluated for the potential for sensitive plant species to occur. A total of 39 sensitive plant species known to occur in the general vicinity of the study were evaluated. None of the 39 species was observed in the study area. Twelve of the species evaluated are listed at either the federal or State level, with eight of the twelve listed at both the federal and State level. Three of the listed species have low potential to occur but were not observed. An additional seven sensitive, but not listed, species also have low potential to occur in the study area. Although these seven species were assessed as having low potential to occur, they were not observed during the rare plant surveys and were presumed absent. As such, the implementation of the Project would not impact special-status plant and impacts would be less than significant. (Helix, 2021a, p. 30)

The County of Riverside has an oak tree ordinance (Ordinance No. 559) that requires that impacts to oak trees be avoided if possible. An oak tree is impacted if the project results in ground disturbance within the drip line of the tree, or if the branches of the tree require tree trimming as part of the project design. An oak tree inventory and mitigation plan was completed by Helix for the study area. The oak tree inventory noted a total of 37 coast live oak trees, 28 of which occur on-site and nine within the off-site portion of the study area. The Project would impact 30 oak trees. As such, the Project Applicant would implement mitigation measure MM BIO-3, which requires a minimum of 65 oak trees to be planted in the Project landscaping to mitigate for oak tree impacts in accordance with the Oak Tree Mitigation Plan. (Helix, 2021c, p. 4)

Impacts to Special-Status Wildlife

The study area was evaluated for the potential for sensitive animal species to occur. There is one species with moderate potential to occur and 17 species with low potential to occur. The one species with the moderate potential to occur within the study area is the loggerhead shrike (lanius ludovicianus). Refer to Appendix C of *Technical Appendix B.1* for a complete list of special status species that have the potential

Source(s): Helix (04-27-2021)

Not to Scale

Figure 5-3

Vegetation Impacts

to occur on-site. (Helix, 2021a, p. 31) Impacts to these species would be considered less than significant under CEQA due to the disturbed nature of the site and the relatively small size of the impacts.

Impacts to Nesting Birds

Nesting birds are protected under the MBTA and under California Department of Fish and Wildlife (CDFW) code. To avoid impacts to nesting birds the Project Applicant would implement mitigation measure BIO-4, which requires vegetation be cleared between September 1 and February 14 or the conduct of a survey to verify that no nesting birds are present. As discussed under Threshold 7.a, the Project would also implement MM BIO-2 to ensure that impacts to nesting birds, including the Burrowing Owl, would be less than significant. (Helix, 2021a, p. 31)

Conclusion

Based on the preceding analysis, and with implementation of mitigation measures MM BIO-1 through MM BIO-4, the Project would not have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12), and impacts would be less than significant.

Mitigation:

MM BIO-3 Prior to the issuance of the certificate of occupancy, the Project Applicant shall provide evidence to the Riverside County Planning Department that 65 oak trees were incorporated into the Project's landscaping in accordance with the mitigation requirements provided in the Project's Oak Tree Mitigation Plan prepared by Helix Environmental Planning, dated November 2021.

MM BIO-4 Vegetation clearing shall be constructed outside of the nesting season (September 1 through February 14). If avoidance of the nesting season (February 15 through August 31) is not feasible, then a nesting bird survey will be required. The nesting bird survey shall be submitted to the Riverside County Planning Department for review and approval prior to any vegetation clearing and ground disturbing activities during nesting season. If active nests of native species are identified, the biologist shall establish suitable buffers around the nests, and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests. Typically established buffers are greater for raptors than songbirds and depend upon the species, the nesting stage, and type of construction activity proposed. Standard buffers distances are 100 feet for common songbirds, 300 feet for sensitive bird species, and 500 feet for raptors and listed bird species.

Monitoring: Monitoring shall occur as specified by Mitigation Measures MM BIO-3 through MM BIO-4.

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

Findings of Fact:

The Project site lacks migratory wildlife corridors and wildlife nursery sites. The Project site does not occur within MSHCP Cores or Linkages. The Project would not interfere or impact the movement of native resident or migratory fish or wildlife species or established native resident or migratory wildlife corridors and would not impede the use of native wildlife nursery sites. No impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

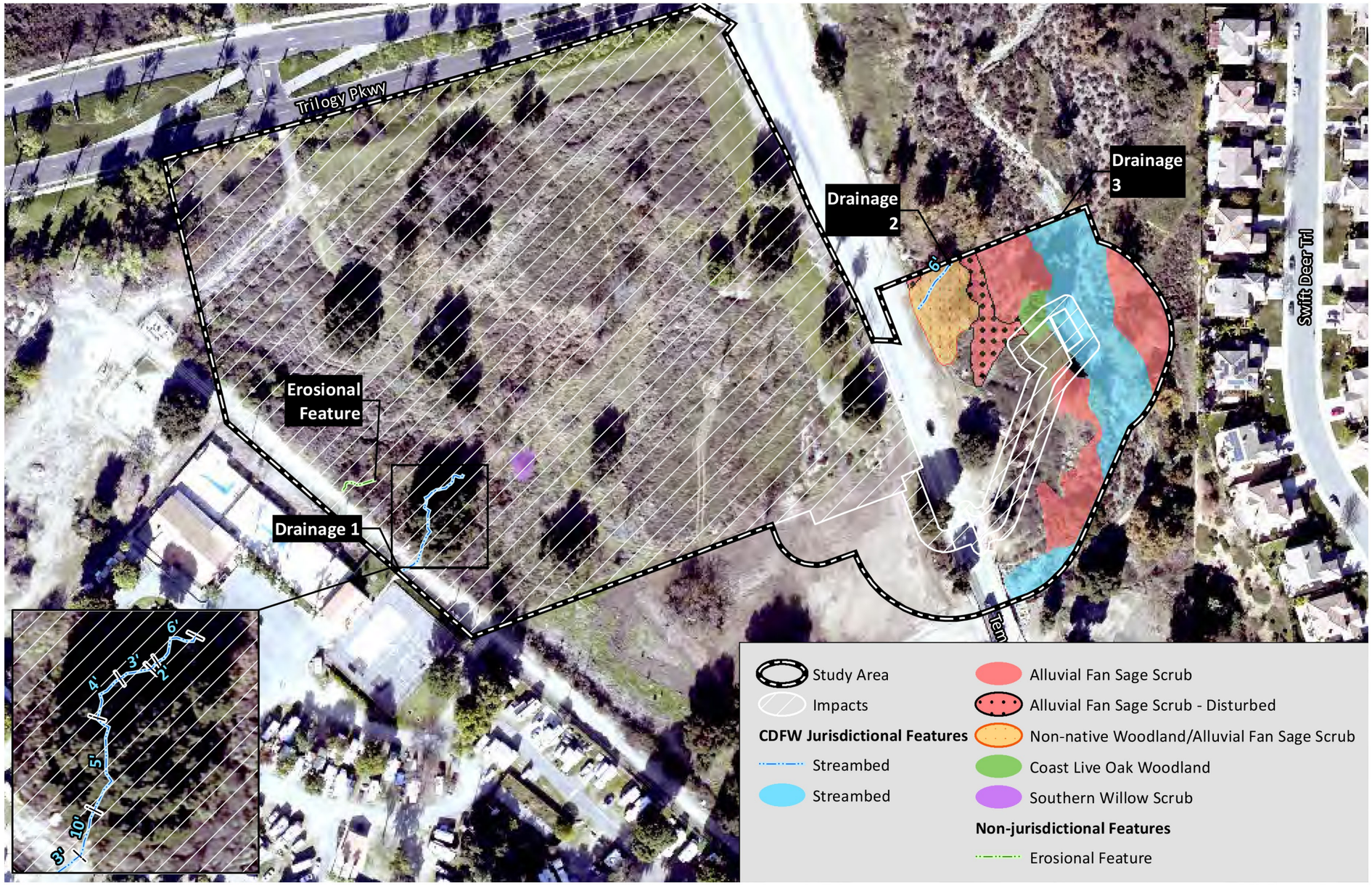
e) Would the Project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?

f) 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?

Findings of Fact: According to the General Biological Resources Assessment and the DBESP, a single drainage occurs on-site, with additional habitat occurring off-site. The off-site habitat consists of Coldwater Creek and associated AFSS. The Riverside County Flood Control facility is located south of the Project site has reduced or eliminated the flood potential required for AFSS to persist on the east side of Temescal Canyon Road. (Helix, 2021a, p. 9; Helix, 2021b, p. 6) Figure 5-4, *CDFW/MSHCP Jurisdictional Resources Impacts*, illustrates the Project's impacts to CDFW and MSHCP jurisdictional resources.

CDFW Impacts

The Project entails impacts to the on-site waters (Drainage 1) along with minor impacts to Coldwater Creek (Drainage 3) and associated AFSS. Specifically, the Project would impact on-site Drainage 1, along with the southern willow scrub that is comprised of a single willow tree. The proposed CDFW impacts total 0.155 acre consisting of 0.81 acre of permanent impacts and 0.074 acre of temporary impacts. The permanent impacts include 0.02 acre of ephemeral streambed, 0.02 acre of southern willow scrub (single tree), 0.005 acre of coast live oak woodland, 0.006 acre of AFSS, and 0.03 acre of intermittent drainage. The temporary impacts are comprised of 0.01 acre of AFSS, 0.003 acre of AFSS-disturbed, 0.05 acre of streambed/AFSS, and 0.011 acre of coast live oak woodland. The coast live oak woodland, AFSS, AFSS disturbed, and intermittent streambed impacts are would occur as a result of the off-site improvement for the installation of the pipeline, outfall structure, and associated maintenance road for the water quality basin. The Project would require application for a Streambed Alteration Agreement (SAA) from the CDFW. (Helix, 2021a, p. 12)



Source(s): Helix (04-27-2021)

Figure 5-4

Not to Scale

CDFW/MSHCP Jurisdictional Resources Impacts

Permanent impacts to Coldwater Creek and AFSS are minimal and related to the installation of a single outfall structure, with temporary impacts to AFSS occurring from the pipeline installation and related construction activities. Mitigation is proposed to occur as purchase of credits within the Riverpark Mitigation Bank (MM BIO-1). The Project Applicant is required to purchase 0.28-acre, which would consist of 0.08-acre of re-establishment credits and 0.20-acre of rehabilitation credits at the Riverpark Mitigation Bank. (Helix, 2021a, p. 14) As such, with the implementation of MM BIO-1, the Project's impacts to CDFW resources would be less than significant.

USACE Impacts

As shown in Figure 5-4, the Project would cause temporary impacts to 0.04-acre of non-wetland waters of the United States (U.S.) located along Coldwater Creek (Drainage 3). The impacts are comprised of temporary impacts to 0.01 acre of permanent impacts and 0.03 acre of temporary impacts to non-wetland intermittent streambed that is sparsely vegetated with AFSS. The Project is anticipated to utilize Nationwide Permit (NWP) 7 (Outfall structures and associated intake structures) or 18 (Minor discharges). NWP 18 allows discharges not to exceed 0.1 acre of waters of the U.S., fill of no more than 25 cubic yards, and that the discharge is not placed for the purpose of stream diversion. NWP 7 does not have impact limits but does require compliance with Nationwide Pollutant Discharge Elimination Discharge System (NPDES). Drainage 1 would also be impacted but was determined by the Project Biologist to not be jurisdictional to the USACE. This would require confirmation from the USACE. (Helix, 2021a, pp. 13-14) The Project's temporary impacts would be mitigated through mitigation measure MM BIO-5, which would require the Project Applicant to restore these resources to pre-project contours. As such, with the implementation of MM BIO-6, the Project's impacts to USACE resources would be less than significant. (Helix, 2021a, p. 14)

RWQCB Impacts

The Project includes impacts to the on-site waters in addition to minor impacts to Coldwater Creek. The project includes 0.116 acre of impacts to the RWQCB aquatic resources in the Project study area. The Regional Water Quality Control Board (RWQCB) impacts total 0.055 acre of permanent impacts comprised of 0.02 acre of impact to ephemeral streambed (Drainage 1), 0.03 acre of intermittent streambed (Drainage 3, Coldwater Creek), and 0.005 acre of coast live oak woodland associated with Drainage 3. The proposed RWQCB 0.061 acre of temporary impacts are comprised of 0.05 acre of intermittent streambed and 0.011 acre of coast live oak woodland. The Project would require the issuance of Clean Water Act (CWA) Section 401 Water Quality Certification or Report of Waste Discharge (ROWD) from the RWQCB. (Helix, 2021a, p. 14)

The Project would implement mitigation measure MM BIO-1. The Project Applicant would purchase 0.08-acre of re-establishment credits and 0.20-acre of rehabilitation credits at the Riverpark Mitigation Bank. (Helix, 2021a, p. 14). With the implementation of MM BIO-1, the Project's impacts to RWQCB resources would be less than significant.

MSHCP Riparian/Riverine Habitat

As previously stated, the a DBESP was prepared for the Project's impacts to riparian/riverine areas. The Project would result in temporary impacts to 0.07 acre of riparian/riverine areas and 0.06 acre of permanent impacts (a total of 0.135 acre of impacts). Impacts to riparian/riverine habitat would be mitigated to less than significant with implementation of Mitigation Measure MM BIO-1 which requires the purchase of in-lieu fee credits at Riverpark Mitigation Bank or a similar approved mitigation bank. Mitigation for permanent impacts to 0.06 acre (rounded from 0.061 acre) Riparian/Riverine habitat is proposed to occur at a 2:1 ratio consisting of 1:1 re-establishment and 1:1 restoration credits. Temporary impacts to an additional 0.07 acre (rounded from 0.074 acre) are proposed to occur at 1:1 and consist of restoration credits. This would result in a mitigation credit purchase of 0.06-acre re-establishment credits and 0.14-acre restoration credits at the Riverpark Mitigation Bank or a similar bank. (Helix, 2021b)

Mitigation: Mitigation Measure MM BIO-1 shall apply.

MM BIO-5 Prior to the issuance of a building permit, the Project Applicant shall provide proof to the Riverside County Planning Department that the Project's temporary impacts to USACE resources have been restored to pre-project contours.

Monitoring: Monitoring shall occur as specified by Mitigation Measures MM BIO-1 and MM BIO-5.

g) Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Findings of Fact: The Project would be subject to Riverside County's Oak Tree Management Guidelines. As discussed under Threshold 7.b, the Project site contains oak trees that would be removed upon implementation of the Project and would be replaced with 65 oak trees in accordance with the Project's Oak Tree Mitigation Plan. As such, with implementation of MM BIO-3, the Project would comply with the County's Oak Tree Management Guidelines and impacts would be less than significant.

Mitigation: Mitigation measure MM BIO-3 shall apply.

Monitoring: Monitoring MM BIO-3 shall apply.

5.1.5 Cultural Resources

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the Project:				
8. Historic Resources a. Alter or destroy a historic site?	☐	☐	☒	☐

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
b. Cause a substantial adverse change in the significance of a historical resource, pursuant to California Code of Regulations, Section 15064.5?	☐	☒	☐	☐

Source: BFSA

Brian F. Smith and Associates (BFSA) prepared a Phase I Cultural Resources Assessment (Cultural Resources Report) for the Project, dated April 28, 2021. The Phase I Cultural Resources Assessment is included as *Technical Appendix C* to this IS/MND.

a) Would the Project alter or destroy a historic site?

b) Would the Project cause a substantial adverse change in the significance of a historical resource, pursuant to California Code of Regulations, Section 15064.5?

Findings of Fact:

A Phase I Cultural Resources Report was prepared for the Project site by Brian F. Smith and Associates (BFSA, 2021a). The archaeological survey was conducted on January 28, 2020 and the survey for the off-site area was conducted on April 19, 2021. The Cultural Resources Report included a records search for the Project site and an intensive survey of the Project site. The search entailed the review of all previously-recorded historic sites on or within a one-mile radius of the Project site. The records search identified one previously-recorded historic resource within the Project boundaries. Also, a previously unrecorded historic cistern (P-33-029048) was located during the field survey. The feature measures approximately six feet in diameter and possesses a metal ladder allowing access to the interior. Currently, the cistern is filled with soil and no historic artifacts were observed within the vicinity. A 1938 aerial photograph indicates that the cistern was likely part of the farmstead (residence and barn) located within the parcel. The residence, barn, and associated road were removed in the early 2000s. Although the cistern is associated with the farmstead that was constructed on the property after 1927, there is no indication that the cistern is directly associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage, nor has any specific event occurred within the location of Site P-33-029048. The cistern is not known to be associated with any specific persons or events, is not representative of a specific style or type of construction, and is unlikely to yield any additional information regarding the history of the area. Although it retains integrity of location, design, materials, and workmanship, due to the loss of its setting, feeling, and association it does not retain enough original integrity to be considered significant under any CRHR eligibility criteria. The Project would remove the cistern (P-33-029048), which would be a less than significant impact. (BFSA, 2021a, p. 5.0-1)

During the field study performed for the Project's Cultural Resources Report, two previously unrecorded prehistoric isolates were identified on the Project site. The two prehistoric isolates include a metate fragment (P-33-029049) and a mano fragment (P-33-029050). The isolates, and isolates in general, are not considered significant resources under CEQA.

During Project construction, there is a potential for the activities to unearth historic resources. The Project Applicant would incorporate mitigation measures MM CR-1 through MM CR-10 to ensure that the Project's potential impacts to historic resources would be reduced to less than significant levels. Therefore, with the implementation of mitigation measures MM CR-1 through MM CR-10, impacts to historic resources would be less than significant.

Mitigation:

MM CR-1 Prior to the issuance of a grading permit, the Applicant shall provide written verification that a certified archaeologist has been retained to implement the monitoring program. This verification shall be presented in a letter from the Project Archaeologist.

MM CR-2 Prior to the issuance of grading permits, the developer/permit applicant shall enter into an agreement with the consulting tribe(s) for a Native American Monitor.

In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) shall attend the pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all construction personnel. In addition, the Native American Monitor(s) shall be on-site during all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources.

The developer/permit applicant shall submit a fully executed copy of the agreement to the County Archaeologist to ensure compliance with this condition of approval. Upon verification, the Archaeologist shall clear this condition.

This agreement shall not modify any condition of approval or mitigation measure.

MM CR-3 Prior to the issuance of a grading permit, the certified archaeologist shall attend pre-grading meeting with the contractors to explain and coordinate the requirement of the monitoring program.

MM CR-4 During the original cutting or previously undisturbed deposits, the archaeological monitor(s) and tribal representative shall be on-site, as determined by the consulting archaeologist, to perform periodic inspections of the excavations. The frequency of inspections will depend upon the rate of excavation, the materials excavated, and the

presence and abundance of artifacts and features. The consulting archaeologist shall have the authority to modify the monitoring program if the potential for cultural resources appears to eb less than anticipated.

MM CR-5 During the mechanical excavation and removal of the cistern (P-33-029048), the archaeological monitor shall be onsite to observe. Should historic artifacts be encountered, the archaeologist shall have the authority to halt excavations in the area until the artifacts can be collected. At that time, the archaeologist may make the determination in the field whether controlled mechanical excavation or hand excavation should be employed in order to preserve the provenience of any artifacts encountered.

MM CR-6 During ground-disturbing activities, isolates and clearly non-significant deposits shall be minimally documented in the field by the archeological monitor.

MM CR-7 The developer/permit holder or any successor in interest shall comply with the following for the life of this permit. If during ground disturbance activities, unanticipated cultural resources* are discovered, the following procedures shall be followed:

All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted and the applicant shall call the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the developer, the Project Archaeologist**, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resource. Resource evaluations shall be limited to nondestructive analysis.

Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished.

* A cultural resource site is defined, for this condition, as being a feature and/or three or more artifacts in close association with each other.
** If not already employed by the Project developer, a County approved archaeologist shall be employed by the project developer to assess the significance of the cultural resource, attend the meeting described above, and continue monitoring of all future site grading activities as necessary.

MM CR-8 Before construction activities are allowed to resume in the affected area, the artifacts shall be recovered and features recorded using professional archaeological methods. The Project Archaeologist shall determine the amount of material to be recovered for an adequate artifact sample for analysis.

MM CR-9 Prior to the issuance of a building permit, all cultural material collected during the grading monitoring program shall be processed and curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to an appropriate curation facility, to be accompanied by payment of the fess necessary for permanent curation.

MM CR-10 Prior to the issuance of a building permit, a report documenting the field and analysis results and interpreting the artifact and research data within the research context shall be competed and submitted to the satisfaction of the lead agency prior to the issuance of any building permits. The report will include DPR Primary and Archaeological Site Forms.

Monitoring:

M CR-1 During ground-disturbing activities, monitoring by a qualified archaeologist is required to ensure that if buried features (i.e., human remains, hearths, or cultural deposits) are present, they will be handled in a timely and proper manner.

M CR-2 Native American Monitoring is required and shall be conducted by a representative from the consulting tribe(s).

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the Project:				
9. Archaeological Resources a. Alter or destroy an archeological site?	☐	☒	☐	☐
b. Cause a substantial adverse change in the significance of an archeological resource, pursuant to California Code of Regulations, Section 15064.5?	☐	☒	☐	☐
c. Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

Source: BFSA

a) Would the Project alter or destroy an archeological site?

b) Would the Project cause a substantial adverse change in the significance of an archeological resource, pursuant to California Code of Regulations, Section 15064.5?

Findings of Fact: A Phase I Cultural Resources Report was prepared for the Project by Brian F. Smith and Associates (BFSA, 2021a). The search entailed the review of all previously-recorded prehistoric sites on or

within a one-mile radius of the Project site. The archaeological investigation of the Project site included a review of an archaeological records search performed by BFSA at the Eastern information Center (EIC) at the University of California, Riverside (UCR) to assess previous archaeological studies and identify any previously recorded sites within the Project boundaries, or in the immediate vicinity. Results from the records search identified three previously recorded sites, P-33-011183, located approximately 21.9 meters from the Project site; P-33-011184, located approximately 32.9 meters from the Project site; and RIV-101/H, located approximately 60.9 meters from the Project site. P-33-011183 and P-33-011184 consist of an isolated mano and metate, respectively, while RIV-101/H consists of a multi-component cultural resource containing historic human burials and prehistoric artifacts. The archaeological study concluded that no potential impacts to significant cultural resources are associated with the proposed development of the Project site. However, due to the Project site's proximity to recorded cultural resources, there is a potential for archaeological deposits to be present beneath the ground surface of the Project site. Therefore, with the absence of mitigation, the Project has the potential to significantly impact archaeological resources. The Project Applicant would incorporate mitigation measures MM CR-1 through MM CR-10 to ensure that if ~~any buried features are encountered, they will be handled in a timely and proper manner. As~~ such, with the incorporation of mitigation measures MM CR-1 through MM CR-10 impacts on archaeological resources would be less than significant.

Mitigation: Mitigation measures MM CR-1 through MM CR-10 shall apply

Monitoring: Monitoring M CR-1 shall apply.

c) Would the Project disturb any human remains, including those interred outside of formal cemeteries?

Findings of Fact: The Project site does not contain a cemetery and no known formal cemeteries are located within the immediate site vicinity. Nevertheless, the remote potential exists that human remains may be unearthed during grading and excavation activities associated with Project construction. In the event that human remains are discovered during Project grading or other ground disturbing activities, the Project's construction contractors would be required to comply with the applicable provisions of California Health and Safety Code § 7050.5 as well as Public Resources Code § 5097 et. seq. California Health and Safety Code § 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Pursuant to California Public Resources Code § 5097.98(b), remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made by the Coroner. If the Coroner determines the remains to be Native American, the California Native American Heritage Commission (NAHC) must be contacted and the NAHC must then immediately notify the "most likely descendant(s)" of receiving notification of the discovery. The most likely descendant(s) shall then make recommendations within 48 hours, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code Section 5097.98. Assuming mandatory compliance with State law, implementation of the Project would not result in any adverse impacts to any human remains. Based on the foregoing analysis, implementation of the Project would not result in any significant impacts.

Mitigation:

MM CR-11 If Human Remains Found
If human remains are found on this site, the developer/permit holder or any successor in interest shall comply with State Health and Safety Code Section 7050.5.

Monitoring: Monitoring shall be required if human remains are found pursuant to California Public Resources Code Section 5097.98.

5.1.6 Energy

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the Project:				
10. Energy Impacts a. Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☒	☐
b. Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Source: Urban Crossroads

Urban Crossroads prepared a Project-specific Energy Assessment dated November 25, 2020 to analyze the Project's consumption of energy. The Project's Energy Assessment is included as *Technical Appendix D* to this IS/MND.

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

Findings of Fact:

Construction Energy Demands

The 2020 National Construction Estimator identifies a typical power cost per 1,000 sf of construction per month of $2.38, which was used to calculate the Project's total construction power cost. The total power cost of the on-site electricity usage during the construction of the Project is estimated to be approximately $11,404.01. (Urban Crossroads, 2020b, p. 24)

As Southern California Edison (SCE) would provide electricity the Project site, SCE's domestic service rate (Schedule D) was used to determine the Project's electrical usage. As of October 1, 2020, SCE's general service rate is $0.12 per kilowatt hour (kWh) of electricity for residential services. The total electricity usage from on-site Project construction related activities is estimated to be approximately 95,511 kWh. (Urban Crossroads, 2020b, p. 24)

Construction Fuel Demands

Fuel consumed by construction equipment would be the primary energy resource expended over the course of Project construction. The aggregate fuel consumption rate for all equipment is estimated at 18.5 horsepower hour per gallon (hp-hr-gal.), obtained from CARB 2018 Emissions Factors Tables and cited fuel consumption rate factors presented in Table D-24 of the Moyer guidelines. For this analysis, the calculations are based on all construction equipment being diesel-powered which is consistent with industry standards. Diesel fuel would be supplied by existing commercial fuel providers serving the County and region. Project construction activities would consume an estimated 43,902 gallons of diesel fuel. Project construction would represent a "single-event" diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources for this purpose. (Urban Crossroads, 2020b, p. 27) Construction equipment use of fuel would not be atypical for the type of construction proposed because there are no aspects of the Project's proposed construction process that are unusual or energy-intensive, and Project construction equipment would conform to the applicable CARB emissions standards, acting to promote equipment fuel efficiencies.

It should be noted that the Project would be required to comply with CCR Title 13, *Motor Vehicles*, Section 2449(d)(3), *Idling*, which limits idling times of construction vehicles to no more than 5 minutes, thereby precluding unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. BACMs inform construction equipment operators of this requirement. Enforcement of idling limitations is realized through periodic site inspections conducted by County building officials, and/or in response to citizen complaints. (Urban Crossroads, 2020b, p. 38)

Construction Worker Fuel Estimates

With respect to estimated VMT for the Project, the construction worker trips would generate an estimated 853,041 VMT during the 11 months of construction. Based on CalEEMod methodology, it is assumed that 50% of all vendor trips are from light-duty-auto vehicles (LDA), 25% are from light-duty-trucks (LDT1), and 25% are from light-duty-trucks (LDT2). The EMFAC2017 aggregated fuel economy of LDA ranging from model year 1974 to model year 2023 is estimated to have a fuel efficiency of 28.38 miles per gallon (mpg). It is estimated that 12,622 gallons of fuel will be consumed related to construction worker trips during full construction of the Project. The EMFAC2017 aggregated fuel economy of LDT1s ranging from model year 1974 to model year 2023 is estimated to have a fuel efficiency of 28.38 mpg. It is estimated that 7,515 gallons of fuel will be consumed related to construction worker trips during full construction of the Project. The EMFAC2017 aggregated fuel economy of LDT2s ranging from model year 1974 to model year 2023 is estimated to have a fuel efficiency of 27.02 mpg. It is estimated that 7,894 gallons of fuel will be consumed related to construction worker trips during full construction of the Project. (Urban Crossroads,

2020b, pp. 27-29) In total, construction worker trips for full construction of the Project would result in the estimated fuel consumption of approximately 28,031 gallons of fuel. (Urban Crossroads, 2020b, p. 38)

Construction Vendor Fuel Estimates

With respect to estimated VMT, the construction vendor trips (vehicles that deliver materials to the site during construction) would generate an estimated 187,936 VMT along area roadways for the Project over the duration of construction activity. It is assumed that 50% of all vendor trips are from medium-heavy duty trucks (MHDT) and 50% are from heavy-heavy duty trucks (HHDT). As generated by EMFAC2017, an aggregated fuel economy of MHDTs ranging from model year 1974 to model year 2023 is estimated to have a fuel efficiency of 10.77 mpg. It is estimated that 4,303 gallons of fuel will be consumed related to construction vendor trips (MHDTs) during full construction of the Project. As generated by EMFAC2017, an aggregated fuel economy of HHDTs ranging from model year 1974 to model year 2023 is estimated to have a fuel efficiency of 7.44 mpg. Fuel consumption from construction vendor and hauling trips (HHDTs) will total approximately 19,039 gallons. (Urban Crossroads, 2020b, p. 29) In total, fuel consumption from construction vendor trips (MHDT and HHDTs) will total approximately 23,342 gallons. (Urban Crossroads, 2020b, p. 38)

Conclusion

Diesel fuel would be supplied by County and regional commercial vendors. Indirectly, construction energy efficiencies and energy conservation would be achieved using bulk purchases, transport and use of construction materials. The 2019 IEPR released by the CEC has shown that fuel efficiencies are getting better within on and off-road vehicle engines due to more stringent government requirements. As supported by the preceding discussions, Project construction energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary and impacts would be less than significant. (Urban Crossroads, 2020b, p. 38)

Operational Energy Demands

Energy consumption in support of or related to Project operations would include transportation energy demands (energy consumed by passenger car and truck vehicles accessing the Project site) and facilities energy demands (energy consumed by building operations and site maintenance activities). (Urban Crossroads, 2020b, p. 31)

Transportation Energy Demands

Energy that would be consumed by Project-generated traffic is a function of total VMT and estimated vehicle fuel economies of vehicles accessing the Project site. As summarized in Table 5-6, *Total Project-General Traffic Annual Fuel Consumption (All Vehicles)*, the Project will result in 2,463,916 annual VMT and an estimated fuel consumption of 105,595 gallons of fuel. (Urban Crossroads, 2020b, p. 36)

Fuel would be provided by current and future commercial vendors. Trip generation and VMT generated by the Project are consistent with other residential uses of similar scale and configuration, as reflected respectively in the Institute of Transportation Engineers (ITE) Trip Generation Manual (10th Ed., 2017); and CalEEMod. As such, Project operations would not result in excessive and wasteful vehicle trips and VMT, nor excess and wasteful vehicle energy consumption compared to other residential land uses. (Urban Crossroads, 2020b, p. 38)

It should be noted that enhanced fuel economies realized pursuant to federal and state regulatory actions, and related transition of vehicles to alternative energy sources (e.g., electricity, natural gas, biofuels, hydrogen cells) would likely decrease future gasoline fuel demands per VMT. Location of the Project proximate to regional and local roadway systems tends to reduce VMT within the region, acting to reduce regional vehicle energy demands. The Project would implement sidewalks, facilitating and encouraging pedestrian access. Facilitating pedestrian and bicycle access would reduce VMT and associated energy consumption.

As supported by the preceding discussions, Project transportation energy consumption would not be considered inefficient, wasteful, or otherwise unnecessary. (Urban Crossroads, 2020b, p. 38)

Facility Energy Demands

The latest version of CalEEMod has been used to determine the Project's facility energy demands. Outputs for the annual operational model runs are provided in Appendix 4.2 of *Technical Appendix D*. As shown in Table 5-7, *Project Annual Operational Energy Demand Summary*, the Project's operational energy demands are estimated at 2,550,950 kilo-British Thermal Units (BTU) per year of natural gas and 929,984 kilowatt hours per year of electricity. Natural gas would be supplied to the Project by Southern California Gas Company (SoCalGas) and electricity would be supplied by Southern California Edison (SCE). The proposed Project includes conventional residential uses reflecting contemporary energy efficient/energy conserving designs and operational programs. The Project does not propose uses that are inherently energy intensive and the energy demands in total would be comparable to other residential land use projects of similar scale and configuration. (Urban Crossroads, 2020b, p. 39)

Lastly, the Project will comply with the applicable Title 24 standards. Compliance itself with applicable Title 24 standards will ensure that the Project energy demands would not be inefficient, wasteful, or otherwise unnecessary. (Urban Crossroads, 2020b, p. 39)

Conclusion

As supported by the preceding analyses, a Project construction and operations would not result in the inefficient, wasteful, or unnecessary consumption of energy. The Project would therefore not cause or result in the need for additional energy producing or transmission facilities. The Project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservations goals within the State of California and impacts would be less than significant. (Urban Crossroads, 2020b, p. 39)

Table 5-6 Total Project-General Traffic Annual Fuel Consumption (All Vehicles)

Vehicle Type	Annual VMT	Estimated Annual Fuel Consumption (Gallons)
LDA	1,351,704	40,008
LDT1	89,317	3,147
LDT2	460,501	17,042
MDV	277,299	12,925
LHDT1	35,195	2,414
LHDT2	11,842	776
MHDT	43,375	4,026
HHDT	172,804	23,240
OBUS	3,472	515
UBUS	2,826	569
MCY	11,107	293
SBUS	2,262	281
MH	2,213	359
Total (All Vehicles)	**2,463,916**	**105,595**

LDA= light-duty auto; LDT1= light-duty truck; LDT2= light-duty truck; MDV= medium-duty truck; LHDT1= light-heavy duty truck; LHDT2= light-heavy duty truck; MHDT= medium-heavy duty truck; HHDT= heavy-heavy duty truck; OBUS= other buses; UBUS= urban buses; MCY= motorcycles; SBUS= school buses; MH= motor homes
(Urban Crossroads, 2020b, Table 4-25)

Table 5-7 Project Annual Operational Energy Demand Summary

Natural Gas Demand	kBTU/year
Other Asphalt Surfaces	0
Parking Lot	0
Assisted Living	1,751,740
Memory Care	799,210
Total Project Natural Gas Demand	**2,550,950**
Electricity Demand	**kWh/year**
Other Asphalt Surfaces	0
Parking Lot	29,400
Assisted Living	592,363
Memory Care	308,221
Total Project Electricity Demand	**929,984**

kBTU = kilo-British Thermal Units; kWh = kilowatt hour
(Urban Crossroads, 2020b, Table 4-26)

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

b) Would the Project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Findings of Fact: The Project's consistency with the applicable State and local plans is discussed below.

Intermodal Surface Transportation Efficiency Act (ISTEA)

Transportation and access to the Project site is provided by the local and regional roadway systems. The Project would not interfere with, nor otherwise obstruct intermodal transportation plans or projects that may be realized pursuant to the ISTEA because Southern California Association of Governments (SCAG) is not planning for intermodal facilities on or through the Project site. (Urban Crossroads, 2020b, pp. 39-40)

Transportation Efficiency Act 21 (TEA-21)

The Project site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the Project facilitates access, acts to reduce VMT and takes advantage of existing infrastructure systems. As such, the Project supports the strong planning processes emphasized under TEA-21. The Project is therefore consistent with, and would not otherwise interfere with, nor obstruct implementation of TEA-21. (Urban Crossroads, 2020b, p. 40)

Integrated Energy Policy Report (IEPR)

Electricity would be provided to the Project by SCE. SCE's Clean Power and Electrification Pathway (CPEP) white paper builds on existing state programs and policies. As such, the Project is consistent with, and would not otherwise interfere with, nor obstruct implementation the goals presented in the 2019 IEPR. (Urban Crossroads, 2020b, p. 40)

State of California Energy Plan

The Project site is located along major transportation corridors with proximate access to the Interstate freeway system. The site selected for the Project facilitates access and takes advantage of existing infrastructure systems. The Project therefore supports urban design and planning processes identified under the State of California Energy Plan, is consistent with, and would not otherwise interfere with, nor obstruct implementation of the State of California Energy Plan. (Urban Crossroads, 2020b, p. 40)

California Code Title 24, Part 6, Energy Efficiency Standards

The 2019 version of Title 24 was adopted by the California Energy Commission (CEC) and became effective on January 1, 2020. It should be noted that the analysis herein assumes compliance with the 2019 Title 24 Standards. The Project would be consistent with the 2019 Title 24 standards and would not otherwise interfere with, nor obstruct implementation of Title 24, Part 6, Energy Efficiency Standards. (Urban Crossroads, 2020b, p. 40)

Assembly Bill 1493 (AB 1493)

AB 1493 is not applicable to the Project as it is a statewide measure establishing vehicle emissions standards. No feature of the Project would interfere with implementation of the requirements under AB 1493. (Urban Crossroads, 2020b, p. 40)

Renewable Portfolio Standard (RPS)

California's Renewable Portfolio Standard is not applicable to the Project as it is a statewide measure that establishes a renewable energy mix. No feature of the Project would interfere with implementation of the requirements under RPS. (Urban Crossroads, 2020b, p. 41)

Senate Bill 530 (SB 350)

The Project would use energy from SCE, which has committed to diversify their portfolio of energy sources by increasing energy from wind and solar sources. No feature of the Project would interfere with implementation of SB 350. Additionally, the Project would be designed and constructed to implement the energy efficiency measures for new residential developments and would include several measures designed to reduce energy consumption. (Urban Crossroads, 2020b, p. 41)

Conclusion

The Project would not conflict with any of the State or local plans. As such, a less than significant impact would occur.

Mitigation: Mitigation measure MM GHG-1 shall apply.

Monitoring: Monitoring shall occur as specified by Mitigation Measure MM GHG-1.

5.1.7 Geology and Soils

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the Project directly or indirectly:				
I I. Alquist-Priolo Earthquake Fault Zone or County Fault Hazards Zones a. Be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by	☐	☐	☒	☐

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
the State Geologist for the area or based on other substantial evidence of a known fault?				

Source: GSI

GeoSoils, Inc. (GSI) prepared a Project-specific *Preliminary Geotechnical Investigation* (Geotechnical Investigation) (*Technical Appendix E*) dated March 16, 2020 to identify potential geological impacts that may affect the Project (GSI, 2020a).

a) Be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?

Findings of Fact: Seismic ground shaking is a possibility at the site and is considered similar to the Southern California region. The Project site is within an area of active as well as potentially-active faults. A known earthquake fault transects through the central portion of the Project site. The known earthquake fault is a strand of the Elsinore Fault Zone, which are delineated on the Alquist-Priolo Earthquake Fault Zoning Map, transect the central portion of the site through the proposed parking lot area. No habitable structures would be constructed within the area of the known earthquake fault. Additionally, all habitable structures on-site would be setback from the fault. (GSI, 2020a, p. 7) Therefore, because the Project does not propose habitable structures within the earthquake fault delineated on the Alquist-Priolo Earthquake Fault Zoning Map and because the on-site structures would be setback from the known earthquake fault, impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
12. Liquefaction Potential Zone a. Be subject to seismic-related ground failure, including liquefaction?	☐	☐	☒	☐

Source: GSI

a) Would the Project be subject to seismic-related ground failure, including liquefaction?

Findings of Fact: Seismically-induced liquefaction is a phenomenon in which cyclic stresses, produced by earthquake-induced ground motion, creates excess pore pressure in soils, which may cause a high degree of mobility and lead to later movement, sliding, sand, boils, consolidation and settlement of loose sediments, and other damaging deformations. Liquefaction only occurs below the water table, but after liquefaction has developed, the water table can propagate upward into overlying non-saturated soils as excess pore water dissipates. (GSI, 2020a, p. 10)

According to the Geotechnical Investigation, the Project site is within an area designated as having a "moderate" potential for liquefaction (GSI, 2020a, p. 10). Specifically, the Project's Geotechnical Investigation indicated that the Project site contained Pleistocene-age alluvial fan deposits, which are considered to have a low liquefaction potential and Holocene-age marsh deposits, which are considered to have a moderate liquefaction potential. During the field investigation, some paleoliquefaction features (i.e., sand boils, soft sediment deformation, etc.) were noted on-site; however, these features can be reasonably mitigated using appropriate remedial grading, building setbacks, and/or other foundation engineering design. The Project site's conditions would be improved through the removal and recompaction of low density near-surface soils. The Project would be required by Section 5.C of Riverside County Ordinance No. 457 to implement the recommendations from the Project's Geotechnical Investigation. Therefore, with the implementation of the recommendations within the Geotechnical Investigation, the Project's potential to experience seismic-related ground failure, including liquefaction would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	***Less than Significant with Mitigation Incorporated***	***Less than Significant Impact***	***No Impact***
Would the project:				
13. Ground-shaking Zone a. Be subject to strong seismic ground shaking?	☐	☐	☒	☐

Source: GSI

a) Would the Project be subject to strong seismic ground shaking?

Findings of Fact: As the is the case with most locations in Southern California, the Project site is within a region that is characterized by moderate to high seismic activity. The Project site and vicinity have experienced strong ground shaking due to earthquakes on several occasions in historic time. Strands of the EFZ, an Alquist-Priolo Fault, transect the Project site; however, the potential damage to structures due to strong seismic ground shaking would be no greater than that for other existing structure and improvements in the immediate vicinity. As such, with mandatory compliance to the 2019 California Building Code requirements, or applicable building code at the time of Project construction, future Project residents, employees, and structures would not be exposed to substantial adverse ground-shaking effects associated with Alquist-Priolo Earthquake Fault Zones or County Fault Hazard Zones. Accordingly, impacts would be less than significant.
Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
14. Landslide Risk a. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, collapse, or rockfall hazards?	☐	☐	☒	☐

Source: GSI

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

Findings of Fact: The Project site does not have any hillsides, slopes, or rock outcroppings, indicating that the Project stie would not be subject to rockfall hazards. As previously identified, the Project site is underlain by undocumented artificial fill, topsoil/colluvium, alluvium (younger) marsh deposits, and older alluvial fan deposits. As stated in the Geotechnical Investigation, these geologic soil units, under existing conditions, are not suitable to support the Project's proposed buildings and would be required to be removed and recompacted. In accordance with Section 5.C of Riverside Ordinance No. 457, which incorporates Section 107.1 and R106.1 of the California Building Code, the Project Applicant would be required to incorporate the recommendations of the Geotechnical Investigation, such as removing and recompacting near surface density soils, to attenuate risks associated with unstable soil hazards. According to the Geotechnical Investigation, other than the presence of active faulting, the Project site

does have any adverse geologic features (e.g., landslides, collapsible soils, etc.) that would preclude Project feasibility (GSI, 2020a, p. 5). Therefore, with the implementation of the recommendations from the Geotechnical Investigation, the Project's potential to be located on a geologic unit or soil that is unstable or would become unstable would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
15. Ground Subsidence a. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in ground subsidence?	☐	☐	☒	☐

Source: Riverside County GIS database (RCIT); GSI

b) Would the Project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in ground subsidence?

Findings of Fact: According to the RCIT, the Project site is within an area that is susceptible to subsidence (RCIT, 2022). As indicated in the Project's Geotechnical Investigation, subsidence occurs at the transition/slope condition between materials of substantially different engineering properties (i.e., bedrock vs. alluvium), or along active fault zones (GSI, 2020a, p. 11). There is a potential for subsidence to occur on-site due to the active faults located on-site. However, in accordance with Section 5.C of Riverside Ordinance No. 457, which incorporates Section 107.1 and R106.1 of the California Building Code, the Project Applicant would be required to incorporate the recommendations of the Geotechnical Investigation, such as removing and recompacting near surface density soils, to attenuate risks associated with ground subsidence hazards. Therefore, with mandatory compliance with Riverside County Ordinance No. 457, impacts due to ground subsidence would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
16. Other Geologic Hazards a. Be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?	☐	☐	☒	☐

Source: Google Earth Pro, GSI

a) Would the Project be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?

Findings of Fact: There are no known volcanoes within the Project area; therefore, the Project would not be subject to hazards associated with volcanoes and no impacts would occur. A seiche is a standing wave in an enclosed or partially enclosed body of water that is observed on lakes reservoirs, swimming pools, bays, harbors, and seas. The nearest enclosed body of water to the Project site is located approximately 0.2 mile south at the Chandler Aggregates, Inc. quarry (Google Earth, 2022). The Project site and the Chandler Aggregates, Inc. quarry are physically divided by Glen Ivy Road. Additionally, the Project site and the quarry are at different elevations with the Project site's elevations ranging from 1,083 feet amsl to 1,105 feet amsl and the quarry's elevations ranging from 824 feet amsl to 1,154 feet amsl (GSI, 2020a, p. 3; Google Earth, 2022). The water contained at the quarry pools in the quarry's lower elevation point. Therefore, due to the Project site's distance, elevation, and topography, the Project's proposed buildings would not be subject to hazards related to seiches and no impacts would occur. Additionally, the Project site does not have hillsides and the Project site is not located within proximity to a hillside; therefore, the Project would not be subject to hazards related to mudflow. The nearest hillside to the Project site is the foothill to the Santa Ana Mountains located approximately 0.7 mile west of the site. Furthermore, there are no components of the Project that would cause or exacerbate mudflow hazards and impacts related to mudflow would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
17. Slopes a. Change topography or ground surface relief features?	☐	☐	☒	☐
b. Create cut or fill slopes greater than 2:1 or higher than 10 feet?	☐	☐	☒	☐
c. Result in grading that affects or negates subsurface sewage disposal systems?	☐	☐	☐	☒

Source: GSI

a) Would the Project change topography or ground surface relief features?

Findings of Fact: Under existing conditions, the Project site is relatively flat to gently sloping with elevations that range from a low of 1,083 feet amsl to a high of 1,105 feet amsl (GSI, 2020a, p. 3). Implementation of the Project would require grading activities throughout the entire site to allow for the development of the proposed Community Care Facility. Although the Project would result in a change in the site's topography, the changes would be minimal and would not result in adverse effects to the environment beyond what is already evaluated and disclosed throughout this IS/MND. Accordingly, impacts due to changes to the site's topography and ground surface relief features would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

b) Would the Project create cut or fill slopes greater than 2:1 or higher than 10 feet?

Findings of Fact: Due to the Project site's relatively flat-lying nature, no slopes higher than a 2:1 or higher than 10 feet are proposed. Any proposed fill slopes constructed using on-site materials, would be stable provided that the Project Applicant implements the recommendations identified in the Project's Geotechnical Investigation. The Project would be required by Section 5.C of Riverside County Ordinance No. 457 to implement the recommendations from the Project's Geotechnical Investigation. All slopes would be designed and constructed in accordance with the minimum requirements of the 2019 CBC, County Code guidelines, and the recommendations of the Geotechnical Investigation.

Therefore, with mandatory compliance with the 2019 CBC, County Code guidelines, and the recommendations of the Geotechnical Investigation, impacts due to manufactured slopes constructed at a gradient steeper than 2:1 or higher than 10 feet in height would be less-than-significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

c) Would the Project result in grading that affects or negates subsurface sewage disposal systems?

Findings of Fact: Under existing conditions, the Project site is vacant and undeveloped. It should be noted that the Project site was previously developed with a farmstead that included a single-family residence and barn. However, there are no existing subsurface sewage disposal systems within the Project site. As part of the Project, the Project would connect the on-site sewer system to the existing 12-inch sewer main beneath Trilogy Parkway. The Project's grading would occur within the limits of the Project site and within the off-site improvement area. As such, the Project's grading would not affect or negate subsurface sewage disposal systems and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	***Less than Significant with Mitigation Incorporated***	***Less than Significant Impact***	***No Impact***
Would the project:				
18. Soils a. Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
b. Be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2019), creating substantial risks to life or property?	☐	☐	☒	☐
c. Have soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

Source: GSI, Riverside County Ordinance No. 457,

a) Would the Project result in substantial soil erosion or the loss of topsoil?

Findings of Fact: Proposed grading activities would temporarily expose underlying soils to water and air, which would increase erosion susceptibility while the soils are exposed. Exposed soils would be subject to erosion during rainfall events or high winds due to the removal or stabilizing vegetation and exposure of these erodible materials to wind and water. Erosion by water would be greatest during the first rainy

season after grading and before the Project's structure foundations are established and paving and landscaping occur. Erosion by wind would be highest during period of high wind speeds when soils are exposed.

Pursuant to the requirements of the State Water Resources Control Board, the Project Applicant is required to obtain a NPDES permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavations that disturb at least one acre of total land area. Additionally, during grading and other construction activities involving soil exposure of the transport of earth materials, Riverside County Ordinance No. 457 would apply, which establishes, in part, requirements for the control of dust and erosion during construction, would apply to the Project (Riverside County, 2020e). The Project Applicant would be required pursuant to Section 8.F of Ordinance No. 457 to prepare and erosion control plan that would address construction fencing, sand bags, and other erosion-control features that would be implemented during the construction phase to reduce the site's potential for soil erosion or the loss of topsoil. Requirements for the reduction of particulate matter in the air also would apply, pursuant to SCAQMD Rule 403. Mandatory compliance with the Project's NPDES permit and these regulatory requirements would ensure that water and wind erosion impacts during construction would be less than significant.

Following construction, wind and water erosion on the Project site would be minimized, as the areas disturbed during construction would be landscaped or covered with impervious surfaces. Only nominal areas of exposed soils, if any, would occur in the site's landscaped area. The only potential for erosion effects to occur during Project operation would be indirect effects from stormwater discharged from the property. As detailed in the Project-specific Drainage Report prepared by K&A (*Technical Appendix H.1*), the Project would install and approximately 0.4-acre water quality control basin in the northeast portion of the site, which would capture on-site storm water flows. The Project also would install an off-site drainage system that would capture flows from the property located generally northeast of the Project site. The proposed storm water drainage would by-pass the on-site water quality control basin and discharge directly to Coldwater Creek. Based on the analysis presented in the Project's Drainage Study, the post development runoff rate discharging from the site would increase during 100-year storm events. Although the implementation of the Project would result in an increase in the rate of runoff, the Project's proposed storm drain system is designed to accommodate 100-year flows. As further discussed in the Hydrology and Water Quality Section of this IS/MND the Project is calculated to increase the runoff flow rate by 10 cubic feet per second (cfs). This increase in runoff rate would not increase erosion hazards as the Project would decrease the amount of exposed soils on site. Accordingly, the implementation of the Project would not substantially increase erosion hazards as compared to existing conditions.

In addition, the Project Applicant is required to prepare and submit to the County for approval of a Project-specific Storm Water Pollution Prevention Plan (SWPPP) and Water Quality Management Plan (WQMP) (*Technical Appendix H.2*). The SWPPP and WQMP must identify and implement an effective combination of erosion control and sediment control measures to reduce or eliminate discharge to surface water from storm water and non-storm water discharges. Adherence to the requirements noted in the Project's WQMP and site-specific SWPPP would further ensure that potential erosion and sedimentation effects would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

b) Would the Project be located on expansive soil, as defined in Section 1803.5.3 of the California Building Code (2019), creating substantial risks to life or property?

Findings of Fact: According to the Project-specific Geotechnical Investigation, expansion index (E.I.) tests were performed on a representative sample of on-site earth materials. The E.I. testing indicated that the near-surface on-site soils have a "very low" expansion potential. However, the Geotechnical Investigation recommends that additional E.I. testing should be conducted at the conclusion of site grading to further evaluate the preliminary test results obtained. (GSI, 2020a, p. 4) The Project would be required by Section 5.C of Riverside County Ordinance No. 457 to incorporate the recommendations within the Geotechnical Investigation to ensure that any expansive soils that may be present are property addressed. With mandatory compliance with Riverside County Ordinance No. 457 and applicable State building codes, impacts due to expansive soils would be reduced to less-than-significant levels.

Mitigation: No mitigation is required.
Monitoring: No monitoring is required.

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

Findings of Fact: The Project does not propose to install or utilize septic tanks or alternative waste water disposal systems. Accordingly, no impacts due to soils incapable of supporting such systems would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the project:				
19. Wind Erosion and Blowsand from project either on or off site. a. Be impacted by or result in an increase in wind erosion and blowsand, either on or off site?	☐	☐	☒	☐

Source: Riverside County General Plan,

a) Would the Project be impacted by or result in an increase in wind erosion and blowsand, either on or off site?

Findings of Fact: Proposed grading activities would expose underlying soils at the Project site, which would increase erosion susceptibility during grading and construction activities. Exposed soils would be subject to erosion due to the removal of stabilizing vegetation and exposure of these erodible material to wind. Erosion by wind would be highest during periods of high-wind speeds.

According to Figure S-8, *Wind Erosion Susceptibility Areas*, of the County General Plan, the Project site is considered to have a "moderate" susceptibility to wind erosion (Riverside County, 2019). During construction activities involving soil exposure or the transport of earth materials, significant short-term impacts associated with wind erosion would be precluded with mandatory compliance to the Project's SWPPP and Riverside County Ordinance No. 484.2, which establishes requirements for the control of blowing sand. In addition, the Project would be required to comply with South Coast Air Quality Management District (SCAQMD) Rule 403, which addressed the reduction of airborne particulate matter with mandatory compliance to these regulatory requirements. Wind erosion impacts would be less than significant during construction.

Following construction, wind erosion on the Project site would be negligible as the disturbed areas would be landscaped or covered with impervious surfaces. Therefore, implementation of the Project would not significantly increase the risk of long-term wind erosion on- or off-site, and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

5.1.8 Greenhouse Gas Emissions

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the Project:				
20. Greenhouse Gas Emissions a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Source: Urban Crossroads, County of Riverside Climate Action Plan, December 2019

Urban Crossroads prepared a Project-specific Greenhouse Gas Analysis dated November 25, 2020 to analyze the Project impacts related to greenhouse gas (GHG) emissions. The Greenhouse Gas Analysis is included as *Technical Appendix F* to this IS/MND.

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

Findings of Fact: The purpose of the Riverside County Climate Action Plan (CAP) Update is to provide guidance on how to analyze GHG emissions and determine significance during the CEQA review of proposed development projects within the County. To address the state's requirement to reduce GHG emissions, the County prepared its CAP Update with the goal of reducing GHG emissions within the County by 49% below "existing" 2008 levels by the year 2030. The County's target is consistent with the AB 32 target and ensures that the County will be providing GHG reductions locally that will complement state efforts to reduce GHG emissions. The County's target is also consistent with the SB 32 target that expands on AB 32 to reduce GHG emissions to 40% below the 1990 levels by 2030. Because the County's CAP Update addresses GHG emissions reductions and is consistent with the requirements of AB 32, SB 32, and international efforts to reduce GHG emissions, compliance with the CAP Update fulfills the description of mitigation found in the State CEQA Guidelines. (Urban Crossroads, 2020c, pp. 47-48)

The CAP Update identifies a two-step approach in evaluating GHG emissions. First, a screening threshold of 3,000 $MTCO_2e$/year (yr) is used to determine if additional analysis is required. (Urban Crossroads, 2020c, p. 48)

Construction-Related GHG Emissions

For construction phase Project emissions, GHGs are quantified and amortized over the life of the Project. To amortize the emissions over the life of the Project, the SCAQMD recommends calculating the total GHG emissions for the construction activities, dividing it by a 30-year project life then adding that number to the annual operational phase GHG emissions. As such, construction emissions were amortized over a 30-year period and added to the annual operational phase GHG emissions. The amortized construction emissions are presented in Table 5-8, *Project Amortized Annual Construction Emissions*. (Urban Crossroads, 2020c, p. 45) The Project's amortized construction emissions would not exceed the 3,000 $MTCO_2e$/yr screening threshold. As such, impacts would be less than significant.

Table 5-8 Project Amortized Annual Construction Emissions

Year	Emissions (MT/yr)			
	CO_2	CH_4	N_2O	Total CO_2e
2023	957.69	0.13	0.00	960.86
Total	957.69	0.13	0.00	960.86
Amortized Construction Emissions ($MTCO_2e$)	**31.92**	**0.00**	**0.00**	**32.03**

MT/yr = metric tons per year

(Urban Crossroads, 2020c, Table 3-3)

Operation-Related GHG Emissions

As noted in 3.0, Project Description, the Project proposes development of 216 dwelling units. The Project's GHG Analysis analyzes development of the Project site with a total of 219 units, including 144 assisted living dwelling units (112 standard assisted living dwelling units and 32 memory care dwelling units) and 75 senior adulting housing attached assisted dwelling units. Thus, because the Project's GHG Analysis analyzed development of a total of 219 units, the GHG Analysis slightly overstates the amount of transportation that would result from the Project. Thus, the discussion herein provides a conservative or "worst-case" analysis of the Project's anticipated operational GHG impacts.

The annual GHG emissions associated with the operation of the Project are estimated to be 1,618.85 $MTCO_2e$/yr as summarized in Table 5-9, *Project GHG Emissions*. As such, the Project would not exceed the County's screening threshold of 3,000 $MTCO_2e$/yr and Project-related emissions would not have a significant direct or indirect impact of GHG and climate change. The Project's impacts would be less than significant. (Urban Crossroads, 2020c, p. 48)

Table 5-9 Project GHG Emissions

Emission Source	Emissions (MT/yr)			
	CO_2	CH_4	N_2O	Total CO_2e
Annual construction-related emissions (amortized)	31.92	0.00	0.00	32.03
Area Source	56.54	4.60E-03	9.70E-04	56.95
Energy Source	373.18	0.01	4.52E-03	374.84
Mobile Source	959.18	0.04	0.00	960.09
Waste	33.77	2.00	0.00	83.66
Water Usage	96.00	0.47	0.01	111.29
Total CO_2e (All Sources)	**1,618.85**			

(Urban Crossroads, 2020c, Table 3-4)

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Findings of Fact: Pursuant to Section 15604.4 of the CEQA Guidelines, a lead agency may rely on qualitative analysis or performance-based standards to determine the significance of impacts from GHG emissions. The Project's consistency with Senate Bill 32 (SB 32) and the County's CAP is evaluated below.

SB 32 (2017 Scoping Plan Update)

In November 2017, CARB released the Final 2017 Scoping Plan Update, which identifies the State's post-2020 reduction strategy. As the Project buildout would occur in 2023, consistency with SB 32 is discussed below.

The 2017 Scoping Plan Update reflects the 2030 target of a 40% reduction below 1990 levels, set by Executive Order B-30-15 and codified by SB 32. Table 5-10, *2017 Scoping Plan Consistency Summary*, summarizes the project's consistency with the 2017 Scoping Plan. As summarized, the Project will not conflict with any of the provisions of the Scoping Plan and supports seven of the action categories.

Table 5-10 2017 Scoping Plan Consistency Summary

Action	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, CARB	No Conflict. The Project would use energy 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.		No Conflict. Although this measure is directed towards policymakers, the Project would be designed consistent with CAP measure R2-CE1, which requires renewable energy use to meet or exceed 20% of energy demand for Community Care Facility development.
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.		No Conflict. Although this measure is directed towards policymakers, the Project would be designed consistent with CAP measure R2-CE1, which requires renewable energy use to meet or exceed 20% of energy demand for Community Care Facility development.
Implement Mobile Source Strategy (Cleaner Technology and Fuels)		
At least 1.5 million zero emission and plugin hybrid light-duty EV by 2025.		No Conflict. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty EV 2025 targets. As this is a CARB enforced standard, vehicles that access the Project are required

Action	Responsible Parties	Consistency
	CARB, California State Transportation Agency (CalSTA), Strategic Growth Council (SGC), California Department of Transportation (Caltrans), CEC, OPR, Local Agencies	to comply with the standards and will therefore comply with the strategy.
At least 4.2 million zero emission and plugin hybrid light-duty EV by 2030.		No Conflict. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB zero emission and plug-in hybrid light-duty EV 2030 targets. As this is a CARB enforced standard, vehicles that access the Project are required to comply with the standards and will therefore comply with the strategy.
Further increase GHG stringency on all light-duty vehicles beyond existing Advanced Clean cars regulations.		No Conflict. This is a CARB Mobile Source Strategy. The 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. As this is a CARB enforced standard, vehicles that access the Project are required to comply with the standards and will therefore comply with the strategy.
Medium- and Heavy-Duty GHG Phase 2.		No Conflict. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to implement Medium- and Heavy-Duty GHG Phase 2. As this is a CARB enforced standard, vehicles that access the Project are required to comply with the standards and will therefore comply with the strategy.
Innovative Clean Transit: Transition to a suite of to-be-determined innovative clean transit options. Assumed 20% of new urban buses 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		No Conflict. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts improve transit-source emissions.

Action	Responsible Parties	Consistency
the optional heavy-duty low-NO_X standard.		
Last Mile Delivery: New regulation that would result in the use of low NOX or cleaner engines and the deployment of increasing numbers of zero-emission trucks primarily for class 3-7 last mile delivery trucks in California. This measure assumes ZEVs comprise 2.5% of new Class 3–7 truck sales in local fleets starting in 2020, increasing to 10% in 2025 and remaining flat through 2030.		No Conflict. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to improve last mile delivery emissions.
Further reduce vehicle miles traveled (VMT) through continued implementation of SB 375 and regional Sustainable Communities Strategies; forthcoming statewide implementation of SB 743; and potential additional VMT reduction strategies not specified in the Mobile Source Strategy but included in the document "Potential VMT Reduction Strategies for Discussion."		No Conflict. Based on the Glen Ivy Senior Community Vehicle Miles Traveled (VMT) Analysis (*Technical Appendix K2)*, the Project would not exceed the County threshold of 15.2 VMT per capital and, therefore, the potential impact to VMT would be less than significant.
Increase stringency of SB 375 Sustainable Communities Strategy (2035 targets).	CARB	No Conflict. This is a CARB Mobile Source Strategy. The Project would not obstruct or interfere with CARB efforts to Increase stringency 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 of Business and Economic Development (GOBiz), California Infrastructure and Economic Development Bank (IBank), Department of Finance (DOF),	No Conflict. Although this is directed towards CARB and Caltrans, the Project would be designed to promote and support pedestrian activity on-site and in the Project Site area. The Project includes the construction of sidewalks and incorporates bicycle facilities that would facilitate pedestrian and bicycle travel. Additionally, the study area is currently served by the Riverside Transit Authority, a public transit agency serving

Action	Responsible Parties	Consistency
	California Transportation Commission (CTC), Caltrans	various jurisdictions within the unincorporated Riverside County region. There are currently no existing bus routes that serve the roadways within the study area in close proximity to the Project. Transit service is reviewed and updated by RTA periodically to address ridership, budget, and community demand needs. Changes in land use can affect these periodic adjustments which may lead to either enhanced or reduced service where appropriate.
By 2019, develop pricing policies to support low-GHG transportation (e.g., low-emission vehicle zones for heavy duty, road user, parking pricing, transit discounts).	CalSTA, Caltrans, CTC, OPR, SGC, CARB	No Conflict. The Project would not obstruct or interfere with agency efforts to develop pricing policies to support low- GHG transportation.
Implement California Sustainable Freight Action Plan		
Improve freight system efficiency.	CalSTA, CalEPA, CNRA, CARB, Caltrans, CEC, GO-Biz	No Conflict. This measure would apply to all trucks accessing the Project site. Access to the Project site would be provided via the following driveways: Driveway 1 & Trilogy Parkway, Driveway 2 & Trilogy Parkway (Right-in/right-out access only), Temescal Canyon Road & Driveway 3 (Right-in/right-out access only), Temescal Canyon Road & Driveway 4 (evaluated both with right-in/right-out access only and full access). Regional access to the Project site is available from the I-15 Freeway via Temescal Canyon Road approximately 0.40 mile east of the Project site. The Project includes various roadway improvements, as detailed in the TA which would accommodate access to the Project site.

Action	Responsible Parties	Consistency
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.		No Conflict. The 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 a Carbon Intensity reduction of 18%.	CARB	No Conflict. When adopted by CARB, this measure would apply to all fuel purchased and used by the Project in the state. The Project would not obstruct or interfere with agency efforts to adopt a Low Carbon Fuel Standard with a Carbon Intensity reduction of 18%.
Implement the Short-Lived Climate Pollutant Strategy (SLPS) by 2030		
40% reduction in methane and hydrofluorocarbon emissions below 2013 levels. 50% reduction in black carbon emissions below 2013 levels.	CARB, CalRecycle, CDFA, SWRCB, Local Air Districts	No Conflict. The Project would not obstruct or interfere with agency efforts to reduce methane, hydrofluorocarbon, and black carbon emissions below 2013 levels. The Project would not obstruct or interfere agency efforts to reduce SLPS emissions.
By 2019, develop regulations and programs to support organic waste landfill reduction goals in the SLCP and SB 1383.	CARB, CalRecycle, CDFA SWRCB, Local Air Districts	No Conflict. The Project would implement waste reduction and recycling measures consistent with State and County mandatory requirements. The 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-Trade Program with declining annual caps.	CARB	No Conflict. The Project would not obstruct or interfere agency efforts to implement the post-2020 Cap-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 through conservation easements and other incentives.	CNRA, Departments Within CDFA, CalEPA,	No Conflict. The Project would not obstruct or interfere agency efforts to protect land from conversion through conservation easements and other incentives. As discussed

Action	Responsible Parties	Consistency
	CARB	under Section 5.1.4, *Biological Resources*, Threshold a, the western Riverside County MSHCP does not target the site for open space conservation.
Increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity.		No Conflict. The Project site is vacant disturbed property and does not comprise an area that would effectively provide for carbon sequestration. 37 trees would be removed but approximately 60 trees would be planted, which would aid in sequestration through vegetation plantings. The Project would not obstruct or interfere agency efforts to increase the long-term resilience of carbon storage in the land base and enhance sequestration capacity.
Utilize wood and agricultural products to increase the amount of carbon stored in the natural and built environments.		No Conflict. Where appropriate, Project designs will incorporate wood or wood products. The Project would not obstruct or interfere with agency efforts to encourage use of wood and agricultural products to increase the amount of carbon stored in the natural and built environments.
Establish scenario projections to serve as the foundation for the Implementation Plan.		No Conflict. The Project would not obstruct or interfere agency efforts to establish scenario projections to serve as the foundation for the Implementation Plan.
Establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018.	CARB	No Conflict. The Project would not obstruct or interfere agency efforts to establish a carbon accounting framework for natural and working lands as described in SB 859 by 2018.
Implement Forest Carbon Plan.	CNRA, California Department of Forestry and Fire Protection (CalFire), CalEPA and	No Conflict. The Project would not obstruct or interfere agency efforts to implement the Forest Carbon Plan.

Action	Responsible Parties	Consistency
	Departments Within	
Identify and expand funding and financing mechanisms to support GHG reductions across all sectors.	State Agencies & Local Agencies	No Conflict. The Project would not obstruct or interfere agency efforts to identify and expand funding and financing mechanisms to support GHG reductions across all sectors.

(Urban Crossroads, 2020c, Table 3-4)

As shown above, the Project would not conflict with any of the 2017 Scoping Plan elements as any regulations adopted would apply directly or indirectly to the Project. Further, recent studies show that the State's existing and proposed regulatory framework will allow the State to reduce its GHG emissions level to 40% below 1990 levels by 2030. (Urban Crossroads, 2020c, p. 54)

County of Riverside CAP

The County of Riverside adopted the CAP in December 8, 2015 and the CAP was updated on December 17, 2019. The CAP was designed under the premise that the County of Riverside, and the community it represents, is uniquely capable of addressing emissions associated with sources under Riverside County's jurisdiction, and that Riverside County's emission reduction efforts should coordinate with the state strategies of reducing emissions to accomplish these reductions in an efficient and cost-effective manner.

As previously stated, the Project will result in approximately 1,618.85 $MTCO_2e$/yr; the Project would not exceed the County's screening threshold of 3,000 $MTCO_2e$/yr. Thus, Project-related emissions would not have a significant direct or indirect impact on GHG and climate change and would not require additional analysis. The Project would be designed consistent with CAP measure R2-CE1, which requires renewable energy use to meet or exceed 20% of energy demand for Community Care Facility development, applied to the Project as Mitigation Measure MM GHG-1. Although impacts would be less than significant, the Project would incorporate mitigation measure MM GHG-1 to further ensure that the Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases. Overall, the Project would not conflict with the County's CAP and impacts would be less than significant.

Mitigation: Although impacts would be less than significant, the Project would incorporate mitigation measure MM GHG-1 to further ensure that the Project would not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

MM GHG-1 Prior to issuance of each building permit, the Project Applicant shall provide documentation to the County of Riverside Building Department demonstrating implementation of CAP measure R2-CE1, which includes on-site renewable energy production. This measure is required for any tentative tract map, plot plan, or conditional use permit that proposes development or one or more new buildings totaling more than 75 dwelling units (DU) or 100,000 gross square feet (sf) of Community Care

Facility development to offset its energy demand. For Community Care Facility developments, measure R2-CE1 requires a 20% offset in energy demand.

Monitoring: No monitoring is required.

5.1.9 Hazards and Hazardous Materials

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the Project:				
21. Hazards and Hazardous Materials a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c. Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?	☐	☐	☐	☒
d. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter (1/4) mile of an existing or proposed school?	☐	☐	☐	☒
e. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒

Source: GSI, Riverside County GIS database (RCIT), Google Earth

GSI prepared a Phase I Environmental Site Assessment (Phase I ESA) for the Project dated December 18, 2020. GSA prepared a Phase II Environmental Site Characterization (Pesticides, Herbicides, and Heavy Metals) for the Project dated November 15, 2021 and a Phase II Environmental Site Characterization (Pesticides Only) for the Project dated March 15, 2022. GSA also prepared a Soil Management Plan (SMP)

on September 8 ,2021. The Phase I ESA is included as *Technical Appendix G.1*, the Phase II ESAs are combined and included as *Technical Appendix G.2*, and the SMP is included as *Technical Appendix G.3* of this IS/MND.

The Phase I ESA was prepared for the purpose of assessing, to the extent practical, the potential of recognized environmental conditions (RECs) from past or present uses at the Project site. A REC is defined by American Society for Testing and Materials (ASTM) Standard E 1527-13 as:

> *The presence or likely presence, of any hazardous substances or petroleum products in, on, or at a property: 1) due to any release to the environment; 2) under conditions indicative of a release to the environment; 3) under conditions that pose a material threat of a future release to the environment. De minimis conditions are not recognized environmental conditions.* (GSI, 2020b, p. 1)

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

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

Findings of Fact:

Impact Analysis for Existing Conditions

On November 1, 2020, GSI conducted a site visit to assess current site utilization and observe for signs of possible contamination. During the site visit, the only environmental concern that was identified included undocumented soil materials located in the northern-central portion of the site, from an unknown source (GSI, 2020b, p. 4). As such, on October 22, 2021, GSA conducted environmental testing. The site testing revealed that concentrations of Organochlorine Pesticides (OCPs) were detected above the laboratory reporting limited in one of the eight samples analyzed from the Project site. The OCP test results concentrations obtained in the one (1) sample was below the California Regional Water Quality Control Board (RWQCB) summary of soil environmental screening levels for residential shallow soil exposure and commercial/industrial shallow soil exposure and was not considered a recognized environmental condition (REC). Concentrations of other pesticides and herbicides were not detected at the laboratory reporting limits and were not considered a REC. As a result, on February 24, 2022, GSI conducted additional environmental testing at eight additional locations on-site. The additional testing revealed that concentrations of Organochlorine Pesticides (OCPs) were not-detected at the laboratory reporting limits (i.e., were non-detect) in all samples obtained. (GSI, 2021a; GSI, 2020b; GSI, 2022)

Many of the CA Title 22 CAM18 metals were detected at concentrations above laboratory reporting limits; however, were below the environmental screening levels for residential soils, except for Arsenic and Vanadium. Arsenic was detected at levels below regional background levels of 12.0 mg/kg (milligram/kilogram). Vanadium was well under the environmental screening level of 390 mg/kg

(residential), and construction worker health hazard risk for any land use/soil depth environmental screening level of 470 mg/kg. The Arsenic and Vanadium detected is most likely due to natural regional background levels. Therefore, the CA Title 22 metals concentration on-site are not considered RECs. GSI concluded that based on observations and the environmental sampling conducted within the Project site, the laboratory analytical testing conducted for the study, and their analysis, the undocumented artificial fill materials on-site appeared suitable for residential and commercial use applications and were not considered an REC. (GSI, 2021a; GSI, 2022)

Due to the presence of the undocumented soil materials, the Phase I ESA recommended that a soil management plan (SMP) be prepared(GSI, 2020b, p. 25). A SMP dated September 8, 2021, was prepared for the Project by GSI *(Technical Appendix G.3)*. Compliance with the SMP is required by Mitigation Measure MM HAZ-1. With the implementation of Mitigation Measure MM HAZ-1, the Project's potential to create a significant hazard to the public or environment through routine transport, use, or disposal of hazardous materials would be less than significant. It should be noted that an old cistern is present in the northwest portion of the site. Although the cistern is not a REC, the cistern is required to be properly abandoned in accordance with the State and Riverside County Department of Environmental Health requirements prior to redevelopment.

Impact Analysis for Construction Activities

Heavy equipment (e.g., dozers, excavators, tractors) would be operated on the Project site during construction of the Project. This heavy equipment would likely be fueled and maintained by petroleum-based substances such as diesel fuel, gasoline, oil, and hydraulic fluid, which is considered hazardous if improperly stored or handled. In addition, materials such as paints, adhesives, solvents, and other substances typically used in building construction would be located on the Project site during construction. Improper use, storage, or transportation of hazardous materials can result in accidental releases or spills, potentially posing health risks to workers, the public, and the environment. This is a standard risk on all construction sites, and there would be no greater risk for improper handling, transportation, or spills associated with the Project than would occur on any other similar construction site. Construction contractors would be required to comply with all applicable federal, State, and local laws and regulations regarding the transport, use, and storage of hazardous construction-related materials, including but not limited requirements imposed by the EPA, California Department of Toxic Substances Control (DTSC), SCAQMD, Santa Ana Regional Water Quality Control Board (RWQCB), and/or RCDEH. Because compliance with these regulatory requirements by construction contractors is mandatory, impacts due to hazardous materials used, transported, and/or stored during construction would be less than significant.

Impact Analysis for Operational Activities

The Project involves the construction and operation of a Community Care Facility that is consists of two 250,000 sf two-story buildings and one 32,000 sf single-story building. Each building would include atriums. The Project also would include surface parking. The Project would include a total of up to 216 dwelling units and 256. Specifically, the Project includes up to 75 units with 92 beds for IL, 109 units with

129 beds for AL, and 32 units with 35 beds for MC. Once constructed, the Project would use hazardous materials primarily for maintenance activities, including for maintenance of the proposed buildings, pool, and other site improvements. Community Care Facilities typically do not present a hazard associated with the accidental release of hazardous substances into the environment because the community residents are not anticipated to use, store, dispose, or transport large volumes of hazardous materials such as cleansers, solvents, pesticides, pool cleaning supplies, paint, fertilizers, and similar materials. Additionally, some medicines and medical supplies would also be used on-site, of limited type and quantity.

No manufacturing, industrial, or other uses utilizing large amounts of hazardous materials would occur within the Project site. Typical use of household hazardous materials and medical supplies would not generally result in the transport, disposal, or release of hazardous materials in an amount that would create a significant hazard to the public or environment. With adherence to applicable regulations, operation of the Project would result in a less than significant impact related to a significant risk to the public or the environment through the potential routine transport, use, or disposal of hazardous materials. No mitigation is required.

Mitigation:

MM HAZ-1 The Project Contractor shall adhere to the protocols stipulated in the Soil Management Plan (SMP). Contractors working at the site are also required to follow all applicable Cal/OSHA regulations for construction safety. If potentially-contaminated soil is encountered on-site, a Completion Report shall be prepared at the conclusion of grading activities. The report would document field monitoring activities and visual observations made during grading/excavations, as well as soil sampling locations and results. The report shall include a description of the location of undocumented materials encountered, actions taken to characterize and mitigate impacts, confirmation soil sampling results, and disposition of any excavated soil. The report shall be reviewed and approved by the Riverside County Planning Department, prior to issuance of building permits.

Monitoring: Monitoring shall occur as specified by Mitigation Measure MM HAZ-1.

c) Would the Project impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?

Findings of Fact: The Project site does not contain any emergency facilities nor does the Project site serve as an emergency evacuation route. According to the TCAP, I-15 serves as the evacuation route during an emergency (Riverside County, 2018, p. 4). Under operational conditions, the Project would be required to maintain adequate emergency access for emergency vehicles on-site, as required by the County. The Project does not include any features that would physically impair or otherwise conflict with an emergency response plan or emergency evacuation plan. Further, during construction, travel lanes along Trilogy Parkway and Temescal Canyon Road would be maintained, and construction materials and equipment would be staged on-site. It should be noted that the proposed Project includes improvements to widen Trilogy Parkway and Temescal Canyon Road to their ultimate half-section width as Major

Highways (118-foot ROW), in compliance with the circulation recommendations within the Riverside County General Plan Circulation Element. The Project would not result in a substantial alteration to the design or capacity of any existing public road that would impair or interfere with an adopted emergency response or evacuation plan and no impacts would occur.
Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

d) Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter (1/4) mile of an existing or proposed school?

Findings of Fact: The nearest school to the Project site is Todd Academy School (elementary school), located at 25105 Mayhew Canyon Road, Corona, CA 92883 approximately 1.19 miles southeast (Google Earth, 2022). According to the RCIT, the property located immediately west of the Project site is designated for PF land uses, which would permit civic uses such as Riverside County administrative buildings and schools (RCIT, 2022). This property is developed with a maintenance building. Accordingly, because there are no existing or proposed schools within one-quarter mile of the Project site, the Project would have no potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, or waste within one-quarter mile of an existing or proposed school. No impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Findings of Fact: The Project's Phase I ESA (*Technical Appendix G.1*) included a review of federal, tribal, and State government databases to determine whether the Project site is identified as a hazardous materials site pursuant to Government Code Section 65962.5. As a result of the analysis, the Phase I ESA determined that the Project site is not included on a list of hazardous materials site compiled pursuant to Government Code Section 65962.5, and no impact would occur (GSI, 2020b, pp. 17-21).

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the Project:				
22. Airports a. Result in an inconsistency with an Airport Master Plan?	☐	☐	☐	☒
b. Require review by the Airport Land Use Commission?	☐	☐	☐	☒
c. For a project located within an airport land use plan, or where such a plan has not been adopted, within two (2) miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
d. For a project within the vicinity of a private airstrip, or heliport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒

Source: Riverside County GIS database (RCIT)

a) Would the Project result in an inconsistency with an Airport Master Plan?

Findings of Fact: The nearest airport to the Project site is the Perris Valley Airport located approximately 15.2 miles east. According to the RCIT database, the Project site is not within any Airport Influence Area (AIA) or Airport Safety Zone (RCIT, 2022). Therefore, the Project site is not within an area that is subject to any Airport Master Plan or Airport Land use Compatibility Plan. Accordingly, the implementation of the Project would not result in an inconsistency within an Airport Master Plan. No impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

b) Would the Project require review by the Airport Land Use Commission?

Findings of Fact: Refer to the discussion within Threshold 22.a) above. As previously discussed, the Project site is not within an AIA for any airport; thus, the Project would not require Airport Land Use Commission (ALUC) review and no impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

c) For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

Findings of Fact: Refer to the discussion within Threshold 22.a) above. The Project site is not located within an airport land use plan or within two miles of a public airport or public use airport, and as such the Project would not result in a safety hazard for people residing or working in the Project area. No impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

d) For a project within the vicinity of a private airstrip, or heliport, would the project result in a safety hazard for people residing or working in the project area ?

Findings of Fact: There are no private airstrips or heliports in the Project site's vicinity. As such, the Project would not result in a safety hazard for people residing or working in the Project area and no impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

5.1.10 Hydrology and Water Quality

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the Project:				
23. Water Quality Impacts a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces?	☐	☐	☒	☐
d. Result in substantial erosion or siltation on-site or off-site?	☐	☐	☒	☐
e. Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site?	☐	☐	☒	☐
f. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
g. Impede or redirect flood flows?	☐	☐	☐	☒
h. In flood hazard, tsunami, or seiche zones, risk the release of pollutants due to project inundation?	☐	☐	☒	☐
i. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐

Source: K&A, RWQCB, Riverside County Ordinance No. 754, FEMA, WMWD, Riverside County General Plan, California Department of Water Resources (DWR)

A *Preliminary Drainage Report* and *Preliminary Specific Water Quality Management Plan* (WQMP) were prepared for the Project by K&A Engineering, Inc. (K&A). The *Preliminary Drainage Report* identifies drainage patterns of off-site flow tributary to the Project stie and evaluates post-development runoff conditions. The purpose of the WQMP is to help identify pollutants of concern, establish Best Management Practices (BMPs) for the Project, and to establish long-term maintenance responsibilities for the Project. These reports are included as *Technical Appendix H.1* and *H.2*, respectively, to this IS/MND and their findings are incorporated into the analysis presented herein.

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

Findings of Fact: The California Porter-Cologne Water Quality Control Act (Section 1300 ["Water Quality"] et seq., of the California Water Code), and the Federal Water Pollution Control Act Amendment of 1972 (also referred to as the Clean Water Act [CWA]) require that comprehensive water quality control plans be developed for all waters within the State of California. The Project site is located within the jurisdiction of the Santa Ana Regional Water Control Board (RWQCB). Water quality information for the Santa Ana River and other major water bodies within the Santa Ana Basin is contained in the Santa Ana RWQCB's Water Quality Control Plan for the Santa Ana Basin (updated June 2019). (RWQCB, 2019)

The CWA requires all states to conduct water quality assessments for their water resources to identify water bodies that do not meet water quality standards. Water bodies that do not meet water quality standards are placed on a list of impaired waters pursuant to the requirements of Section 303(d) of the CWA. The Project site is located within the Santa Ana River Watershed. Receiving waters for the Project site's drainage include: Coldwater Canyon Creek, Temescal Creek Reach 2, Santa Ana River Reach 3 (HU #801.21) and Santa Ana River Reach 2 (HU #801.13) (K&A, 2021b). Table 5-11, *Receiving Waters – Impairments and Beneficial Uses*, provides a summary of the Section 303(d) impairments for receiving water for the Project site, along with the list of beneficial uses for receiving waters (K&A, 2021b).

A specific provision of the CWA applicable to the Project is CWA Section 402, which authorizes the NPDES permit program that covers point source pollution discharging to a water body. The NPDES program also requires operators of construction site one acre or larger to prepare a storm water pollution prevention plan (SWPPP) and obtain authorization to discharge storm water under an NPDES construction storm water permit. A discussion of the Project's potential to result in water quality impacts during construction and long-term operation is presented below.

Table 5-11 Receiving Waters – Impairments and Beneficial Uses

Receiving Waters	EPA Approved 303(d) List Impairments	Designated Beneficial Uses	Proximity to RARE Beneficial Use
Coldwater Canyon Creek	None	--	None
Temescal Canyon Creek Reach 2	Bacteria	MUN, REC1, REC2, WARM, WILD, AGR, RARE, GWR, IND.	7 miles
Santa Ana River Reach 3 (HU #801.21)	Copper, Lead, Pathogens	AGR, GWR, REC1, REC2, WARM, WILD, RARE, SPWN	18 miles
Santa Ana River Reach 2 (HU #801.13)	Indicator Bacteria	AGR, GWR, REC1, REC2, WARM, WILD, RARE, MUN, SPWN	20 miles

Notes: AGR = Agricultural Supply; COMM = Commercial and Sport Fishing; EST = Estuarine Habitat; GWR = Ground Water Recharge; MAR = Marine Habitat; MUN = Municipal, NAV = Navigation; RARE = Rare, Threatened, or Endangered Species; REC1 = Water Contact Recreation; REC2 = Non-Contact Water Recreation; SPWN = Spawning, Reproduction, and/or Early Development; WARM = Warm Freshwater Habitat; WILD = Wildlife Habitat.
Source: (K&A, 2021b)

Temporary Construction-Related Activities

Construction of the Project would involve clearing, grading, paving, utility installation, building construction, and landscaping activities. Construction activities would result in the generation of potential water quality pollution such as silt, debris, chemicals, paints, solvents, and other chemicals with the potential to adversely affect water quality. As such, short-term water quality impacts have the potential to occur during construction of the Project in the absence of any protective or avoidance measures.

Pursuant to the requirements of the Santa Ana RWQCB and the County of Riverside (Riverside County Ordinance No. 754, Storm water Drainage System Protection Regulations), the Project would be required to obtain a NPDES Municipal Storm Water Permit for construction activities (Riverside County, 2006). The NPDES permit is required for all projects that include construction activities, such as clearing, soil stockpiling, grading, and/or excavation that disturb at least one acre of total land area. In addition, the Project would be required to comply with the Santa Ana RWQCB's Santa Ana River Basin Water Quality Control Program. Compliance with the NPDES Permit and the Santa Ana River Basin Water Quality Control Program involves the preparation and implementation of a SWPPP for construction-related activities, including grading. The SWPPP would specify the BMPs that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. Mandatory compliance with the SWPPP would ensure that the Project does not violate any water quality standards or waste discharge requirements during construction activities. Therefore, water quality impacts associated with construction activities would be less than significant.

Post-Development Water Quality Impacts

Storm water pollutants that may be generated on-site based on the proposed use include bacterial indicators, metals, nutrients, possible pesticides – fertilizers from landscape maintenance activities, toxic organic compounds (TOCs), sediments, trash and debris, and oil and grease (K&A, 2021b).

Pursuant to the County of Riverside Ordinance No. 754, the Project Applicant would be required to implement a WQMP to demonstrate compliance with the County NPDES Permit and to minimize the release of potential waterborne pollutants, including pollutants of concern for downstream receiving waters (Riverside County, 2006). The WQMP is a site-specific post-construction water quality management program designed to address the pollutants of concern associated with development Projects via BMPs, implementation of which ensures the on-going protection of the watershed basin. The Project's Preliminary WQMP, prepared by K&A, is included as *Technical Appendix H.2* to this IS/MND. As identified in *Technical Appendix H.2*, the Project is designed to include on-site, structural source control BMPs (e.g., on-site storm drain inlets, storm drain markers, infiltration/detention basin, etc.) as well as operational source controls (e.g., drain system maintenance, signage and stenciling, limited use of pesticides etc.) to minimize, prevent, and/or otherwise appropriately treat storm water runoff flows before they are discharged from the site. The Project's WQMP also outlines the long-term funding mechanisms and obligations for the operation and maintenance of the Project water quality features. The on-site water quality features would be managed by the property owner (GSI, 2020a).

Adherence to statutory requirements and long-term maintenance of BMPs would ensure that water quality and waste discharge requirements are not violated. Therefore, long-term operation of the Project would not result in substantial impacts to water quality, water quality standards, or waste discharge requirements associated with long-term operational activities, and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Findings of Fact: The Project does not propose the installation or use of potable groundwater wells. WMWD would provide the Project with potable water. The WMWD water supply consists primarily of purchased or imported water. Most of this waster is purchased from the Metropolitan Water District of Southern California (MWD) (WMWD, 2016). The WMWD's Urban Water Management Plan (UWMP) demonstrates that it has sufficient available water resources to adequately serve the Project in addition to past, present, and future commitments to supply water. Therefore, implementation of the Project would not substantially deplete groundwater supplies and the Project's impacts to groundwater supplies would be less than significant.

Development of the Project would increase the imperious surface coverage on site; however, the runoff would be controlled by the Project's proposed storm drain system that includes an infiltration/detention basin and an underground infiltration system would detain and treat runoff originating from the developed portions of the Project site. Additionally, water captured by the Project's proposed infiltration basin and landscaped areas would allow captured storm water to percolate into the ground. Although runoff rates would be increased overall as compared to existing pre-development conditions, the total amount of runoff leaving the site would not substantially change. Runoff originating off-site from the existing Glen Ivy RV Park would effectively bypass the Project site and would reach the discharge location through the Project's proposed storm drain pipe. The Project would install an approximately 42-inch storm drain pipe beneath Temescal Canyon Road. Under Project conditions, runoff would flow in a similar manner as compared to existing conditions. Therefore, although the Project would result in changes in the absorption rate or the rate and amount of surface runoff, such changes would not substantially affect groundwater supplies or recharge and impacts would be less than significant.

Based on the foregoing analysis, the Project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

c) Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces?

Findings of Fact: The implementation of the Project would result in the development of the entire site with two buildings and associated improvements. The Project would increase the amount of impervious surfaces on the Project site as compared to existing conditions. The Project's storm drain system is designed to generally maintain the site's existing drainage pattern and discharge locations (K&A, 2021a) Following the development of the Project, runoff generated from the developed portions of the site would continue to flow in a northeasterly direction and be directed to through a system of curbs and gutters, an infiltration/detention basin, and underground infiltration system to the site's existing discharge location, Coldwater Canyon Creek. Therefore, although the Project would alter the site's existing topography and introduce impervious surface, the Project would not substantially alter the existing drainage pattern and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

d) Would the Project result in substantial erosion or siltation on-site or off-site?

Findings of Fact: Under Project conditions, most of the Project site would be covered with impervious surfaces and, therefore, the amount of exposed soils on the Project site would be minimal as compared to existing conditions. Additionally, the Project would construct an integrated storm drain system on-site in conjunction with the BMPs to minimize the amount of water-borne pollutants carried from the Project site. The Project's proposed BMPs, which would be enforced as part of the Project's Preliminary WQMP, are highly effective at removing sediment from storm water runoff flows. Therefore, storm water runoff flows leaving the Project site would not carry substantial amounts of sediment. Runoff would be discharged to Coldwater Canyon Creek. Because there would be no exposed soils under post-development conditions at the Project site's discharge point, the Project's stormwater runoff does not have a reasonable potential to result in erosion as it leaves the Project site. Accordingly, the Project would not result in substantial erosion or siltation on-or off-site and a less-than-significant impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

e) Would the Project substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site?

Findings of Fact: According to the floodplain map from the Federal Emergency Management Agency (FEMA), the Project site is identified as being within Flood Zone X (white), which is an area outside the 0.2 % annual chance of flood (500-year flood event) (K&A, 2021b). As such, the Project has no reasonable potential to result in flood hazards on site. The Project would increase the storm water flow rate by approximately 10 cfs; however, this increase in flow rate would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. Therefore, the Project

would not increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site and impacts would be less than significant.

Existing Conditions

Under existing conditions, there are no flowing streams or rivers located on the Project site. Additionally, the entire Project site is covered with pervious surfaces and storm water runoff flows across the site towards a depression located in the middle of the site. Terrain mostly drains into the depression and the remaining portions of the site drain in a northeasterly direction towards Coldwater Canyon Creek. Under pre-developed conditions, the Project site consists of two drainage areas: Drainage Area A, which includes three sub-drainage areas (A-1, A-2a, and A-2b), and Drainage Area B-1. Drainage Area A encompasses a total of 19.7 acres (A-1: 5.2 acres, A-2a: 8.51 acres, A-2b: 5.99 acres) and Drainage Area B-1 encompasses 1.02 acres. Drainage Area A includes the western portion of the Project site (A-2b) and extends west beyond the Project boundaries and includes portions of the Glen Ivy RV Park (A-1 and A-2a). Drainage Area B-1 includes the northwest corner of the Project site. Storm water flows entering Drainage Area A drain in a northeasterly direction towards the middle of the Project site and pool in the site's depression sump; storm water flows entering Drainage Area B drain in a northeasterly direction and discharges into Trilogy Parkway. Table 5-12, *100-Year Storm Peak Flow Rate for Existing Conditions*, below, identifies the 100-year flow rate of the Project site under existing conditions. As shown in Table 5-12, the Project site's drainage area encompasses a total of 20.72 acres. Under existing conditions, on-site storm water flows at a rate of 17.59 (14.68 cfs + 2.91 cfs) cubic feet per second (cfs) and off-site storm water flows at a rate of 35.64 (13.89 cfs + 21.75 cfs) cfs.

Table 5-12 100-Year Storm Peak Flow Rate for Existing Conditions

Drainage Area	Area in Acres	100-Year Flow Rate (cfs)	100-Year Confluence (cfs)
A-1	5.20	13.89	--
A-2a	8.51	21.75	35.64
A-2b	5.99	14.68	50.31
B-1	1.02	2.91	--
Total	**20.72**	**53.23**	**85.95**

Source: (K&A, 2021a)

Post-Development Conditions

The Project Applicant would develop the site with two buildings and associated improvements, which would alter the site's existing ground contours and modify the site's existing internal drainage patterns. Although the Project would modify the site's internal drainage patterns the site's discharge locations would remain the same as compared to existing conditions. Under Project conditions, the Project site would consist of one drainage area (Drainage Area A); however, Drainage A would include ten sub-drainage areas (Sub-Drainage Areas A-1 – A10). Sub-Drainage Areas A-1 through A-5 encompasses approximately 14.49 acres that are tributary to the existing Glen Ivy RV Park. Storm water flows entering Sub-Drainage Areas A-1 through A-5 would be conveyed through the Project's proposed storm drain, which would by-pass the Project's proposed buildings and infiltration/detention basin and discharge into

Coldwater Canyon Creek. Strom water flows entering Sub-Drainage Areas A-6 through A-10 encompasses approximately 9.76 acres tributary to the Project. Strom water flows would drain into the Project's proposed Infiltration/Detention Basin A to mitigate the post water quality and HCOC mitigation.

Table 5-13, *100-Year Storm Peak Flow Rate for Project Conditions*, identifies the 100-year flow rates under Project conditions. As shown in Table 5-13, under developed conditions, the Project would result in an increase in drainage area acreage and an increase in the storm water flow rate. Although the Project would result in an increase in flow rate, the Project's proposed storm drain infrastructure is designed to adequately convey 100-year storm water flows (K&A, 2021a). As such, there is not reasonable potential for the Project to result in a substantial increase in the rate or amount of surface runoff that would result in on- or off-site flooding; therefore, impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Table 5-13 100-Year Storm Peak Flow Rate for Project Conditions

Drainage Area	Area in Acres	100-Year Flow Rate (cfs)	100-Year Confluence (cfs)
Off-Site:			
A-1	2.17	5.96	--
A-2	2.30	6.09	12.05
A-3	2.97	7.67	19.72
A-4	5.47	14.01	33.73
A-5	1.58	4.06	37.80
Total	**14.49**	**37.79**	**103.3**
On-Site:			
A-6	0.86	2.65	--
A-7	2.76	8.22	10.88
A-8	3.44	9.82	20.69
A-9	2.14	6.08	26.77
A-10	0.56	1.53	28.31
Total	**9.76**	**28.3**	**86.65**

Source: (K&A, 2021a)

f) Would the Project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Findings of Fact: As discussed under Threshold 23.e) above, the Project's proposed storm drain system would fully accommodate 100-year storm event flows from the Project. The Project's storm drain system is designed to safely intercept design capture volume and convey on-site development storm flows to the proposed infiltration/detention basin. Additionally, the Project Applicant would implement the Project-specific WQMP that was prepared for the Project (refer to *Technical Appendix H.2)* and identifies specific BMPs that would mitigate water quality impacts. The Project would be required to meet extensive

federal, State, and local regulations developed to reduce potential runoff impacts during construction and operation of new development. The Project's potential impacts related to drainage and water quality would be mitigated in accordance with Riverside County's municipal separate storm sewer system (MS4) permit requirements. The Project would be required to develop and Project-level Storm Water Pollution Prevention Plan (SWPPP) prior to the commencement of construction. These measures would reduce the potential for off-site runoff associated with the project and would ensure that enforceable measures are implement to reduce erosion and sedimentation surrounding the Project site.

Conformance with the existing regulations and requirement for a Project-specific WQMP and SWPPP would ensure that the Project would have a less than significant impact on storm water drainage systems and surface runoff water quality.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

g) Would the Project impede or redirect flood flows?

Findings of Fact: According to FEMA FIRM No. 06065C1390G the Project site is within Zone X (white), which is an area outside the 0.2 % annual chance of flood (500-year flood event) (FEMA, 2008). As such, under existing conditions, the Project site does not convey any flood flows. Therefore, the implementation of the Project would not result in the impediment or redirection of flood flows and no impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Findings of Fact: According to Riverside County General Plan Figure S-9, *Special Flood Hazard Areas,* and FEMA FIRM No. 06065C1390G, the Project site is not within a flood hazard zone (Riverside County, 2019; FEMA, 2008). As previously discussed under Threshold 16.a) the nearest enclosed body of water to the Project site is located approximately 0.2 mile south at the Chandler Aggregates, Inc. quarry. Additionally, the Project site and the quarry are located at different elevations with the Project site's elevations ranging from 1,083 feet amsl to 1,105 feet amsl and the quarry's elevations ranging from 824 feet amsl to 1,154 feet amsl. Moreover, the Project site and the quarry are physically divided by Glen Ivy Road. Due to the Project area's topography and the Project site's elevation, the Project would not be subject to impacts related to seiches generated at the quarry. The Project site is located approximately 24 miles northeast of the Pacific Ocean. Therefore, due to distance, the Project site would not be subjected to tsunami hazards. Based on the foregoing, the Project would not result in the release of pollutants due to Project inundation and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

i) Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Findings of Fact: California's Porter-Cologne Act requires adoption of water quality control plans that contain the guiding policies of water pollution management in California; regional water quality control plans (known as a Basin Plans) have been adopted by each of the Regional Water Boards. As previously identified, the Project site is in the Santa Ana Region and the Santa Ana RWQCB developed a Basin Plan for the Santa Ana River Basin, which was adopted in January 1995 and contains amendments through June 14, 2019. The Basin Plan is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. Specifically, the Basin Plan recognizes and reflects regional differences in existing water quality, the beneficial uses of the region's ground and surface waters, and local water quality conditions and problems (RWQCB, 2019).

The Project has the potential to generate pollutants and impact water quality during construction and operation. Construction of the Project would involve clearing, grading, paving, utility installation, building construction, and landscaping activities, which would result in the generation of potential water quality pollutants such as silt, debris, chemicals, paint, and other solvents with the potential to adversely affect water quality. As such, short-term water quality impacts have the potential to occur during construction of the Project in the absence of any protective or avoidance measures.

Pursuant to the requirements of the Santa Ana RWQCB and the County of Riverside, the Project Applicant would be required to obtain a NPDES Municipal Stormwater Permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area. In addition, the Project would be required to comply with the RWQCB's Water Quality Control Plan for the Santa Ana River Basin ("Basin Plan"). Compliance with the NPDES permit and the Basin Plan involves the preparation and implementation of a SWPPP for construction-related activities. The SWPPP is required to specify the Best Management Practices (BMPs) that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the subject property. Mandatory compliance with the SWPPP would ensure that the Project does not violate any water quality standards or waste discharge requirements during construction activities. Therefore, with mandatory adherence to the future required SWPPP, runoff associated with Project-related construction activities would not conflict with the Santa Ana Region Basin Plan requirements, and impacts would be less than significant.

As previously discussed, a Project-specific WQMP was prepared for the Project (*Technical Appendix H.2*). The WQMP identified the receiving water from the Project which include Coldwater Canyon Creek, Temescal Creek Reach 2, Santa Ana River Reach 3, and Santa Ana River Reach 2. Table 5-11, summarizes the 303(d) impairments for receiving waters. To meet NPDES requirements, the Project's proposed storm drain system is designed to route first flush runoff to the infiltration/detention basin and underground

infiltration system to treat runoff generated within the developed areas of the Project site. The drainage system is designed to detain runoff and provide water quality treatment, which would be effective in reducing pollutants of concern in runoff leaving the Project site. Runoff from the Project site would not contribute substantially to existing downstream impairments and the Project, therefore, would not conflict with the Santa Ana Region Basin Plan; thus, impacts would be less than significant.

Furthermore, the Project would be required to implement a WQMP, pursuant to the requirements of the applicable NPDES permit. The WQMP is a post-construction management program that ensures the on-going protection of the watershed basin by requiring structural and programmatic controls. The Project's Preliminary WQMP is included as *Technical Appendix H.2*. The Preliminary WQMP identifies structural source control BMPs as well as operational source control BMPs. The structural and operational source control measures would minimize, prevent, and/or otherwise appropriately treat storm water runoff flows before they are discharged from the site. Thus, mandatory compliance with the WQMP would ensure that the Project does not conflict with the Santa Ana Region Basin Plan, and impacts would be less than significant.

The 2014 Sustainable Groundwater Management Act (SGMA) requires local public agencies and Groundwater Sustainability Agencies (GSAs) in "high"- and "medium"-priority basins to develop and implement Groundwater Sustainability Plans (GSPs) or Alternatives to GSPs (DWR, 2020a). GSPs are detailed road maps for how groundwater basins will reach long term sustainability. According to the Department of Water Resources' Sustainable Groundwater Management Act (SGMA) Basin Prioritization Dashboard, the Project site is within the Elsinore – Bedford Coldwater Basin (8-004.02). The Elsinore – Bedford Coldwater Basin is identified as a "Very-Low" priority basin; therefore, the Elsinore – Bedford Coldwater Basin is not subject to the requirements of the SGMA (DWR, 2020b). Accordingly, the Project would not conflict with or obstruct implementation of a sustainable groundwater management plan.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

5.1.11 Land Use and Planning

	Potentially Significant Impact	***Less than Significant with Mitigation Incorporated***	***Less than Significant Impact***	***No Impact***
Would the Project:				
24. Land Use a. 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?	☐	☐	☒	☐

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
b. Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	☐	☐	☐	☒

Source: Riverside County General Plan, Riverside County Ordinance No. 348

a) 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?

Findings of Fact: Currently, the Project site is disturbed, undeveloped, and vacant. The Project site is designated for CR uses. The entire Project site zoned C-P-S. The Project would be consistent with the CR land use designation. The CR land use designation allows for the development of commercial retail uses at a neighborhood community and regional level, as well as for professional office and tourist-oriented commercial uses (Riverside County, 2020a). The C-P-S zone classification allows for specific wholesale and retail commercial uses with an approved Plot Plan and limited commercial uses with an approved CUP (Riverside County, 2020d).

The Project Applicant proposes CUP No. CUP200011 to develop the Project site with a Community Care Facility consisting of two buildings and associated improvements. According to the Riverside County Ordinance No. 348, Section 18.28, *Conditional Use Permit*, a Community Care Facility that serves seven or more persons, such as the Project is allowed in the C-P-S zoning classification with an approved CUP. The Project Applicant's proposed land use would be consistent with the site's existing zoning classification. Therefore, the Project Applicant's proposed CUP No. CUP200011 would not result in a significant environmental impact that has not already been addressed under the appropriate subject heading throughout this IS/MND. As such, the Project would result in a less than significant impact.

Additionally, as part of their review of the Project, Riverside County evaluated the Project for consistency with applicable General Plan and TCAP policies. The County found that the Project would not conflict with any applicable General Plan or TCAP polices adopted for the purpose of avoiding or mitigating an environmental effect. Thus, impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

b) Would the Project disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?

Findings of Fact: The Project site is disturbed, undeveloped, and vacant. The Project site does not contain any residential structures nor does the Project site serve as a connection to an existing community. The nearest established community to the Project site is the Glen Ivy RV Park, located immediately west. The development of the Project would not physically disrupt or divide the arrangement of an established community. The Project would not entail any modifications to Trilogy Parkway or Glen Ivy Road that would restrict access to the existing Glen Ivy RV Park. There are no components of the Project that would physically divide an established residential neighborhood within the Project's vicinity. Accordingly, no impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

5.1.12 Mineral Resources

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the Project:				
25. Mineral Resources a. Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?	☐	☐	☐	☒
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒
c. Potentially expose people or property to hazards from proposed, existing, or abandoned quarries or mines?	☐	☐	☒	☐

Source: SMARA

a) Would the Project result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?

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

Findings of Fact: Based on available information, the Project site has never been the location of mineral resource extraction activity and no mines are located on the property under existing conditions. The Project site is designated within Mineral Resource Zone 3 (MRZ-3) pursuant to the Surface Mining and Reclamation Act of 1975 (SMARA) (SMARA, 2020). MRZ-3 is defined by the State of California Department of Conservation SMARA Mineral Land Classification Project as "Areas where the available geologic information indicates that mineral deposits are likely to exist, however, the significance of the deposit is undetermined." Thus, the Project site does not contain any known mineral resources that would be of value to the region or residents of the State. Furthermore, the Project site is not identified as an important mineral resource recovery site by the Riverside County General Plan. Accordingly, the Project would not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State, nor would the Project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan, and no impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

c) Would the Project potentially expose people or property to hazards from proposed, existing, or abandoned quarries or mines?

Findings of Fact: The area surrounding the Project site is not classified as an important mineral resource area, however an existing surface mining operation is located approximately 0.17 mile south of the Project site(SMARA, 2020). Existing mining operations are subject to the regulations of Riverside County and the Surface Mining and Reclamation Act (SMARA.) All active mines are subject conditions of approval that address potential hazards and other adverse effects to surrounding uses, including existing surrounding residential uses and uses proposed by the Project. Traffic generated by the existing mine consists of haul truck trips along Temescal Canyon Road that may pass the Project site. Haul trips generated by the existing off-site mine would not conflict with existing traffic along Temescal Canyon Road and would not represent a hazard to the Project site. Accordingly, given that the Project site is not a mine and that operations associated with the existing mine located 0.17 mile south of the site would not expose people or property to any hazards, impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required

5.1.13 Noise

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the Project result in:				
26. Airport Noise a. For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
b. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Source: Google Earth, Riverside County GIS database (RCIT)

a) For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport would the Project expose people residing or working in the Project area to excessive noise levels?

b) For a project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels?

Findings of Fact: The Project site is not within an airport land use plan or within two miles of a public airport of public use airport. The nearest airport to the Project site is the Perris Valley Airport located approximately 15.2 miles east (Google Earth, 2022). Due to the site's distance to the nearest airport, the Project site is not within an AIA or Airport Safety Zone for any public airports (RCIT, 2022). Additionally, there are no private airstrips located in proximity to the Project site. Accordingly, the Project's future residents and employees would not be exposed to excessive airport-related noise levels, and there are no components of the Project that would increase or exacerbate aircraft-related noise. Therefore, the implementation of the Project would not expose people residing or working in the Project area to excessive noise levels related to airport uses. No impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the Project result in:				
27. Noise Effects by the Project a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b. Generation of excessive ground-borne vibration or ground-borne noise levels?	☐	☐	☒	☐

Urban Crossroads prepared a Project-specific noise impact analysis, dated December 15, 2020. The noise impact analysis is included as *Technical Appendix I* to this MND and its findings are incorporated herein. On Wednesday November 11, 2020, Urban Crossroads collected noise level measurements at five (5) noise measurement locations, which are presented in Figure 5-5, *Noise Measurement Locations*. Refer to *Technical Appendix I* for a detailed description of noise fundamentals, the regulatory setting, the existing noise environment, and the methods and procedures used to evaluate the Project's noise impacts.

a) Would the Project result in the generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies?

Findings of Fact:

To assess the potential for long-term operational and short-term construction noise impacts, the following sensitive receiver locations, as shown in Figure 5-6, *Sensitive Receiver Locations*, were identified as representative locations for analysis. Sensitive receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Noise sensitive land uses are generally considered to include schools, hospitals, single-family dwellings, mobile home parks, churches, libraries, and recreation areas. (Urban Crossroads, 2020d, p. 49)

To describe the potential off-site Project noise levels, four receiver locations in the vicinity of the Project site were identified. All distances are measured from the Project site boundary to the outdoor living areas (e.g., private backyards) or at the building façade, whichever is closer to the Project site. Below is a description of each sensitive receiver location. (Urban Crossroads, 2020d, p. 49)

- R1: Location R1 represents the existing residential property at 24120 Warm Spring Drive, approximately 1,004 feet west of the Project site. R1 is placed in the private outdoor living areas

Source(s): Urban Crossroads (12-15-2020)

Figure 5-5

Not to Scale

Noise Measurement Locations

(backyard) facing the Project site. A 24-hour noise measurement near this location, L1, is used to describe the existing ambient noise environment.

- R2: Location R2 represents the existing residential property located 396 feet east of Temescal Canyon Road at 24423 Swift Deer Trail. R2 is placed in the private outdoor living areas (backyard) facing the Project site. A 24-hour noise measurement was taken near this location, L3, to describe the existing ambient noise environment.
- R3: Location R3 represents the Glen Ivy RV Park located 89 feet south of the Project site at 24601 Glen Ivy Road. Since there are no private outdoor living areas (backyards) facing the Project site, receiver R3 is placed at the nearest RV parking stall. A 24-hour noise measurement near this location, L4, is used to describe the existing ambient noise environment.
- R4: Location R4 represents the Glen Ivy RV Park outdoor pool area located 92 feet west of the Project site. Receiver R4 is placed on the pool deck. A 24-hour noise measurement near this location, L5, is used to describe the existing ambient noise environment. (Urban Crossroads, 2020d, p. 49)

Construction-Related Impacts

The Project has the potential to cause temporary or periodic increases in ambient noise levels during construction activities. Noise generated by the Project construction would include a combination of trucks, power tools, concrete mixers, and portable generators. Exhibit 10-A, *Typical Construction Noise Source Locations*, of *Technical Appendix I* shows the construction noise source locations in relation to the nearby sensitive receiver locations. The results of the analysis are presented below.

Threshold of Significance

The County of Riverside has established limits to the hours of construction operation. Section 9.52.020 of the County's Noise Regulation ordinance indicates that noise associated with any private construction activity within one-quarter mile of an inhabited dwelling is considered exempt between the hours of 6:00 a.m. and 6:00 p.m., during the months of June through September and 7:00 a.m. and 6:00 p.m. during the months of October through May. However, to evaluate whether the Project will generate potentially significant short-term noise levels at nearest receiver locations, a construction noise level threshold of 80 A-weighted decibel (dBA) equivalent continuous (average) sound level (L_{eq}) is used as a reasonable threshold to assess the daytime construction noise level impacts (Urban Crossroads, 2020d, p. 18).

Construction Analysis

Noise generated by the Project construction equipment will include a combination of trucks, power tools, concrete mixers, and portable generators.

To assess the worst-case construction noise levels, the Project construction noise analysis relies on the highest noise level impacts when the equipment with the highest reference noise level is operating at the

Source(s): Urban Crossroads (12-15-2020)

Figure 5-6

Not to Scale

Sensitive Receiver Locations

closest point from the edge of primary construction activity to each receiver location. As shown in Table 5-14, *Construction Equipment Noise Level Summary*, the construction noise levels are expected to range from 51.8 dBA L_{eq} to 72.4 dBA L_{eq}, and the highest construction levels are expected to range from 61.9 dBA L_{eq} to 72.4 dBA L_{eq} at the nearby receiver locations. As shown in Table 5-14, the Project's construction activities would not exceed the 80 dBA L_{eq} daytime threshold and impacts would be less than significant at all receiver locations.

Table 5-14 Construction Equipment Noise Level Summary

Receiver Location	Construction Noise Levels (dBA L_{eq})					
	Site Preparation	Grading	Building Construction	Paving	Architectural Coating	Highest Levels[1]
R1	61.9	60.1	58.2	57.8	51.8	61.9
R2	66.7	64.9	63.0	62.6	56.6	66.7
R3	72.4	70.6	68.7	68.3	62.3	72.4
R4	72.4	70.6	68.7	68.3	62.3	72.4

Source: (Urban Crossroads, 2020d, Table 10-2)

It should be noted that while the Project's construction noise levels will satisfy the reasonable daytime 80 dBA L_{eq} significance threshold during Project construction activities, the construction noise generated during peak activities and single-event noise sources during Project construction will still be heard at the adjacent sensitive residential homes. Therefore, to further reduce Project construction noise levels at the adjacent sensitive receiver locations construction noise abatement measures shall be required by Mitigation Measure MM NOI-1.

Long-Term Operational Impacts

Threshold of Significance

To assess the existing noise level environment, 24-hour noise level measurements were taken at five (5) locations in the Project study area, shown on Figure 5-5. Long-term noise level measurements were positioned as close to the nearest sensitive receiver locations (R1, R2, R3, and R4) as possible to assess the existing ambient hourly noise levels surrounding the Project site. Table 5-15, *24-Hour Ambient Noise Level Measurements*, provides the noise levels used to describe the daytime (7:00 a.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) ambient conditions. The background ambient noise levels in the Project study area are dominated by the transportation-related noise associated with surface streets. (Urban Crossroads, 2020d, pp. 23-24)

The primary source of transportation noise affecting the Project site would be from Temescal Canyon Road and Trilogy Parkway. The Project would also be exposed to background traffic noise from the I-15. However, due to distance, topography and intervening structure, traffic noise from I-15 will not make a substantive contribution to the existing ambient noise conditions. To ensure that the Project provides an acceptable interior noise environment, the County of Riverside's 45 dBA Community Noise Equivalent

Table 5-15 24-Hour Ambient Noise Level Measurements

Location[1]	Description	Energy Average Noise Level (dBA L_{eq})[2]		CNEL
		Daytime	Nighttime	
L1	Located northwest of the Project site on Warm Springs Drive at 24120 Warm Springs Drive.	50.3	51.3	57.7
L2	Located north of the Project site on Trilogy Parkway and Temescal Canyon Road in existing vacant lot.	65.7	62.7	69.8
L3	Located east of the Project site on Swift Deer Trail near existing single-family residential home at 24327 Swift Deer Trail.	52.3	51.7	58.4
L4	Located south of the Project site on Glen Ivy Road near the Glen Ivy RV Park at 24601 Glen Ivy Road.	57.9	55.9	62.9
L5	Located by the west side of the Project site near the Glen Ivy RV Park at 24601 Glen Ivy Road.	57.9	55.9	62.9

[1] See Exhibit 5-A of *Technical Appendix X* for the noise level measurement locations.
[2] Energy (logarithmic) average levels. The long-term 24-hour measurement worksheets are included in Appendix 5.2.
"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.
CNEL = Community Noise Equivalent Level
Source: (Urban Crossroads, 2020d, Table 5-1)

Level (CNEL) interior noise limit for new construction is used in this analysis. (Urban Crossroads, 2020d, p. 46)

Noise impacts shall be considered significant if any of the following occur as a direct result of the proposed development. Table 5-16, *Operational Noise Significance* Criteria Summary, shows the significance criteria summary matrix that includes the allowable criteria used to identify potentially significant incremental noise level increases. (Urban Crossroads, 2020d, p. 21)

Operational Noise Analysis

Noise impacts would be considered significant if any of the following would occur as a direct result of the proposed Project.

- If Project-related operational (stationary-source) noise levels exceed the exterior 65 dBA Leq daytime or 45 dBA Leq nighttime noise level standards at nearby sensitive receiver locations (County of Riverside General Plan Noise Element, Table N-2).

Table 5-16 Operational Noise Significance Criteria Summary

Analysis	Receiving Land Use	Condition(s)	Significance Criteria	
			Daytime	Nighttime
Off-Site Traffic	Noise-Sensitive[1]	If ambient is < 60 dBA CNEL	≥ 5 dBA CNEL Project increase	
		If ambient is 60 - 65 dBA CNEL	≥ 3 dBA CNEL Project increase	
		If ambient is > 65 dBA CNEL	≥ 1.5 dBA CNEL Project increase	
	Non-Noise-Sensitive[1,2]	If ambient is < 70 dBA CNEL	≥ 5 dBA CNEL Project increase	
		If ambient is > 70 dBA CNEL	≥ 3 dBA CNEL Project increase	
On-Site Traffic	Residential[3]	Exterior Noise Level Criteria	65 dBA CNEL	
		Interior Noise Level Standard	45 dBA CNEL	
Construction	Noise-Sensitive	Noise Level Threshold[4]	80 dBA L_{eq}	
		Vibration Level Threshold[5]	0.01 in/sec RMS	

[1] FICON, 1992.
[2] County of Riverside General Plan Noise Element, Table N-1.
[3] County of Riverside General Plan Municipal Code, Section 9.52.040.
[4] Federal Transit Administration, Transit Noise and Vibration Impact Assessment Manual.
[5] County of Riverside General Plan Noise Element, Policy N 16.3.
"Daytime" = 7:00 a.m. to 10:00 p.m.; "Nighttime" = 10:00 p.m. to 7:00 a.m.
Source: (Urban Crossroads, 2020d, Table 4-2)

- If the existing ambient noise levels at the nearby noise-sensitive receivers near the Project site:
  - are less than 60 dBA Leq and the Project creates a readily perceptible 5 dBA Leq or greater Project-related noise level increase; or
  - range from 60 to 65 dBA Leq and the Project creates a barely perceptible 3 dBA Leq or greater Project-related noise level increase; or
  - already exceed 65 dBA Leq and the Project creates a community noise level increase of
  - greater than 1.5 dBA Leq (FICON, 1992).

Exterior Noise Analysis

Using the FHWA traffic noise prediction model, and the parameters outlined in Section 6 of *Technical Appendix I*, the expected future exterior noise levels at the first-floor building facades of the Project were calculated. According to *Technical Appendix I*, unmitigated exterior noise levels will range from 67.5 dBA CNEL to 75 dBA CNEL. According to *Technical Appendix I* and as summarized in Table 5-17, *Unmitigated Exterior Traffic Noise Levels*, the land use for nursing homes is considered conditionally acceptable as noise approaches 40 dBA CNEL and normally unacceptable up to 80 dBA CNEL. For normally unacceptable conditions, a detailed analysis of the noise reduction requirements must be made with needed noise insulation features included in the design and outdoor areas must be shielded. It should be noted that the Project does not include any exposed outdoor areas facing Temescal Canyon Road and Trilogy Parkway. Therefore, exterior noise level impacts would be less than significant. (Urban Crossroads, 2020d, p. 45)

Table 5-17 Unmitigated Exterior Traffic Noise Levels

Receiver Location	Roadway	Unmitigated Exterior Noise Level (dBA CNEL)	Land Use Compatibility[1]
Memory Care	Temescal Cyn. Rd.	75.0	*Normally Unacceptable*
Assisted Living	Temescal Cyn. Rd.	69.2	*Conditionally Acceptable*
Memory Care	Trilogy Pkwy.	74.2	*Normally Unacceptable*
Independent Living	Trilogy Pkwy.	71.7	*Normally Unacceptable*

[1] Based on the General Plan land use compatibility standards for Nursing Homes as shown on Exhibit 3-A of *Technical Appendix I*.
Source: (Urban Crossroads, 2020d, Table 8-1)

Interior Noise Analysis

The Project would not include any specific type of operational noise (stationary source) levels beyond the typical noise sources associated with typical residential land use in the Project study area, such as people moving around the site, parking lot vehicle movements, roof-top air conditioning units, trash enclosure, etc. and is considered a noise-sensitive receiving land use. Therefore, no potential operational noise impacts for the residential land use were analyzed in the Project noise study and no impacts would occur related to stationary noise sources. (Urban Crossroads, 2020d, p. 1)

On-Site Transportation Noise Impacts

Table 5-18, *Interior Traffic Noise Levels*, shows that the future unmitigated exterior noise levels at the building facades are expected to range from 69.2 dBA CNEL to 75.0 dBA CNEL, requiring an interior noise level reduction ranging from 24.2 dBA CNEL to 30.0 dBA CNEL. Therefore, a windows-closed condition requiring a means of mechanical ventilation (e.g., air conditioning), upgrading windows and glass doors with a minimum sound transmission class (STC) rating of 34 are required for windows and door facing Temescal Canyon Road and Trilogy Parkway, as shown in Exhibit 8-A, *On-Site Interior Noise Recommendations*, of *Technical Appendix I*. As shown in Table 5-18, with the implementation of upgraded windows, the interior noise level will range from 37.2 dBA CNEL to 43.7 dBA CNEL. The interior noise level assessment demonstrates that the Project will satisfy the County of Riverside 45 dBA CNEL interior noise level requirements with the upgraded windows. Impacts would be less than significant. (Urban Crossroads, 2020d, p. 46)

Off-Site Transportation Noise Impacts

The following analyzes off-site transportation noise impacts under each transportation noise scenario. Table 7-1, *Existing Without Project Contours*, of *Technical Appendix I*, presents a summary of the existing exterior traffic noise levels. As shown in Table 7-1, the Existing without Project exterior noise levels are expected to range from 69.4 dBA CNEL to 71.1 dBA CNEL, without accounting for any noise attenuation features such as noise barrier or topography. (Urban Crossroads, 2020d, p. 33)

Table 5-18 Interior Traffic Noise Levels

Receiver Location	Roadway	Noise Level at Façade[1]	Required Interior NR[2]	Estimated Interior NR[3]	Upgraded Windows[4]	Interior Noise Level[5]
Memory Care	Temescal Cyn. Rd.	75.0	30.0	32.0	Yes	43.0
Assisted Living	Temescal Cyn. Rd.	69.2	24.2	32.0	Yes	37.2
Memory Care	Trilogy Pkwy.	74.2	29.2	32.0	Yes	42.2
Independent Living	Trilogy Pkwy.	71.7	26.7	32.0	No	39.7

[1] Exterior noise level at the facade with a windows closed condition requiring a means of mechanical ventilation (e.g., air conditioning).
[2] Noise reduction required to satisfy the 45 dBA CNEL interior noise limits.
[3] Minimum noise reduction based on approximately 2 dBA less than the upgraded STC rating for all windows/glass doors.
[4] Does the required interior noise reduction trigger upgraded windows with a minimum STC rating of greater than 27?
[5] Estimated interior noise level with minimum STC rating for all windows.
Source: (Urban Crossroads, 2020d, Table 8-2)

Existing Plus Ambient Growth (EA) 2023 Project RIRO at Driveway 4 Traffic Noise Level Increases

As shown in Table 7-4, *EA 2023 Without Project Contours*, of *Technical Appendix I*, the exterior noise levels are expected to range from 69.7 dBA CNEL to 72.0 dBA CNEL without accounting for any noise attenuation features as noise barriers or topography. As shown in Table 7-5, *EA 2023 With Project RIRO At Driveway 4 Contours*, of *Technical Appendix I*, the Project's exterior noise levels are expected to range from 69.8 dBA CNEL to 72.1 dBA CNEL. As shown in Table 7-15, *EA 2023 With Project RIRO At Driveway 4 Noise Level Increases*, of *Technical Appendix I*, the Project's off-site traffic noise level increases will range from 0.1 to 0.3 dBA CNEL. Based on the significance criteria for off-site traffic noise, land uses adjacent to the study area roadway segments would experience less than significant noise level increases due to unmitigated Project-related traffic noise level. (Urban Crossroads, 2020d, p. 38)

Existing Plus Ambient Growth (EA) 2023 Project Full Access at Driveway 4 Traffic Noise

As shown in Table 7-4, of *Technical Appendix I*, the exterior noise levels are expected to range from 69.7 dBA CNEL to 72.0 dBA CNEL without accounting for any noise attenuation features as noise barriers or topography. As shown in table 7-6, *EA 2023 With Project Full Access At Driveway 4 Contours*, of *Technical Appendix I*, the Project's exterior noise levels are expected to range from 69.9 dBA CNEL to 72.1 dBA CNEL. As shown in Table 7-16, *EA 2023 With Project Full Access At Driveway 4 Traffic Noise Level Increases*, of *Technical Appendix I*, the Project's off-site traffic noise level increases will range from 0.1 dBA CNEL to 0.2 dBA CNEL. Based on the significance criteria for off-site traffic noise identified in Table 5-16, land uses adjacent to the study area roadway segments would experience less than significant noise level increases due to unmitigated Project-related traffic noise levels. (Urban Crossroads, 2020d, p. 38)

Existing Plus Ambient Growth (EA) Plus Cumulative Projects (EAC) RIRO At Driveway 4 Traffic Noise Level Increases

As shown in Table 7-7, *EAC 2023 Without Project Contours*, of *Technical Appendix I*, the Project's exterior noise levels are expected to range from 71.1 dBA CNEL to 74.7 dBA CNEL, without accounting for any noise

attenuation features as noise barriers or topography. As shown in Table 7-8, *EAC With Project RIRO At Driveway 4 Contours*, of *Technical Appendix I*, the Project's exterior noise levels are expected to range from 71.1 dBA CNEL to 74.7 dBA CNEL. As shown in Table 7-17, *EAC 2023 With Project RIRO At Driveway 4 Traffic Noise Level Increases*, of *Technical Appendix I*, the Project's off-site traffic noise increases will range from 0.0 dBA CNEL to 0.2 dBA CNEL. Based on the significance criteria for off-site traffic noise identified in Table 5-16, land uses adjacent to the study area roadway segments would experience less than significant noise level increases due to unmitigated Project-related traffic noise levels. (Urban Crossroads, 2020d, pp. 38-39)

Existing Plus Ambient Growth (EA) Plus Cumulative Projects (EAC) Full Access at Driveway 4 Traffic Noise Level Increases

As shown in Table 7-7, *EAC 2023 Without Project Contours*, of *Technical Appendix I*, the Project's exterior noise levels are expected to range from 71.1 dBA CNEL to 74.7 dBA CNEL, without accounting for any noise attenuation features as noise barriers or topography. As shown in Table 7-9, *EAC 2023 With Project Full Access At Driveway 4 Contours*, of *Technical Appendix I*, the Project's exterior noise level are expected to range from 71.1 dBA CNEL to 74.7 dBA CNEL. As shown in Table 7-18, *EAC 2023 With Project Full Access At Driveway 4 Traffic Noise Level Increases*, of *Technical Appendix I*, the Project's off-site traffic noise increases will range from 0.0 dBA CNEL to 0.01 dBA CNEL. Based on the significance criteria for off-site traffic noise identified in Table 5-16, land uses adjacent to the study area roadway segments would experience less than significant noise level increases due to unmitigated Project-related traffic noise levels. (Urban Crossroads, 2020d, p. 39)

Horizon Year 2040 Project RIRO at Driveway 4 Traffic Noise Level Increases

As shown in Table 7-10, *HY 2040 Without Project Contours*, of *Technical Appendix I*, the Project's exterior noise levels are expected to range from 72.0 dBA CNEL to 75.3 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. As shown in Table 7-11, *HY 2040 With Project RIRO At Driveway 4 Contours*, of *Technical Appendix I*, the Project's exterior noise levels are expected to range from 72.1 dBA CNEL to 75.4 dBA CNEL. As shown in Table 7-19, *HY 2040 With Project RIRO At Driveway 4 Traffic Noise Level Increases*, of *Technical Appendix I*, the Project's off-site traffic noise level increases will range from 0.0 to 0.2 dBA CNEL. Based on the significance criteria for off-site traffic noise identified in Table 5-16, land uses adjacent to the study area roadway segments would experience less than significant noise level increases due to unmitigated Project-related traffic noise levels. (Urban Crossroads, 2020d, p. 39)

Horizon Year 2040 Project Full Access at Driveway 4 Traffic Noise Level Increases

As shown in Table 7-10, of *Technical Appendix I*, the Project's exterior noise levels are expected to range from 72.0 dBA CNEL to 75.3 dBA CNEL, without accounting for any noise attenuation features such as noise barriers or topography. As shown in Table 7-12, *HY 2040 With Project Full Access At Driveway 4 Contours*, of *Technical Appendix I*, the Project exterior noise levels are expected to range from 72.1 dBA CNEL to 75.4 dBA CNEL. As shown in Table 7-20, *HY 2040 With Project Full Access at Driveway 4 Traffic*

Noise Level Increases, of *Technical Appendix I*, the Project off-site traffic noise level increases will range from 0.0 to 0.1 dBA CNEL. Based on the significance criteria for off-site traffic noise identified in Table 5-16, land uses adjacent to the study area roadway segments would experience less than significant noise level increases due to unmitigated Project-related traffic noise levels. (Urban Crossroads, 2020d, p. 39)

Conclusion

Based on the foregoing analysis, the Project's construction phase and operational phase would not result in a substantial temporary or permanent increase in ambient noise levels. Therefore, impacts would be less than significant with mitigation incorporated.

Mitigation:

MM NOI-1: Prior to approval of grading plans and/or issuance of building permits, Riverside County shall review grading and building plans to ensure the following notes are included on the plans. Project contractors shall be required to comply with these notes and maintain written records of such compliance that can be inspected by Riverside County upon request.

1. Project construction activities and truck deliveries shall be limited to the hours between 6:00 a.m. and 6:00 p.m., during the months of June through September, and 7:00 a.m. and 6:00 p.m., during the months of October through May. (County of Riverside Municipal Code, Section 9.48.020 (I)).
2. During all Project site construction, the construction contractor shall equip all construction equipment, mobile or stationary, with properly operating and maintained mufflers, consistent with manufacturers' standards.
3. The construction contractor shall locate/stage all stationary equipment such that the location will create the greatest physical distance between construction-related noise sources and noise-sensitive receivers nearest the Project site during all Project construction activities.
4. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise-sensitive receivers nearest the Project site.
5. The construction contractor shall post a publicly visible sign with the telephone number and designated person to contact regarding noise complaints. The construction contractor, within 48 hours of receipt of a noise complaint, shall either take corrective actions or, if immediate action is not feasible, provide a plan or corrective action to address the source of the noise complaint.
6. Electrically powered air compressors and similar power tools shall be used, when feasible, in place of diesel equipment.

7. No music or electronically reinforced speech from construction workers shall be allowed within the Project site.

Monitoring: Monitoring shall occur as specified by Mitigation Measures MM NOI-1.

b) Would the Project result in the generation of excessive ground-borne vibration or ground-borne noise levels?

Findings of Fact: The Project would not result in operational vibration. Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. It is expected that ground-borne vibration from Project construction activities would cause only intermittent, localized intrusion. Ground-borne vibration levels resulting from typical construction activities occurring within the Project site were estimated by data published by the Federal Transit Administration (FTA). While vehicular traffic is rarely perceptible, construction has the potential to result in varying degrees of temporary ground vibration, depending on the specific construction activities and equipment used. Ground vibration levels associated with various types of construction equipment are summarized in *Technical Appendix I.*

Table 5-19, *Project Construction Vibration Levels*, presents the expected Project related vibration levels at the nearby receiver locations. At distances ranging from 89 to 1,004 feet from Project construction activities, construction vibration velocity levels are estimated to range from 0.000 to 0.009 in/sec RMS and will remain below the County of Riverside threshold of 0.01 in/sec RMS at all receiver locations, as shown on Table 5-19. Therefore, the Project-related vibration impacts are considered less than significant during the construction activities at the Project site. (Urban Crossroads, 2020d, p. 56)

Table 5-19 Project Construction Vibration Levels

Receiver[1]	Distance to Const. Activity (Feet)	Receiver Levels (in/sec) RMS[2]					Threshold (in/sec) RMS[4]	Threshold Exceeded?[5]
		Small Bulldozer	Jack-hammer	Loaded Trucks	Large Bulldozer	Peak Vibration		
R1	1,004'	0.000	0.000	0.000	0.000	0.000	0.01	No
R2	396'	0.000	0.000	0.001	0.001	0.001	0.01	No
R3	89'	0.000	0.004	0.008	0.009	0.009	0.01	No
R4	92'	0.000	0.004	0.008	0.009	0.009	0.01	No

1 Receiver locations are shown on Exhibit 10-A.

2 Based on the Vibration Source Levels of Construction Equipment included on Table 6-8. Vibration levels in PPV are converted to RMS velocity using a 0.71 conversion factor identified in the Caltrans Transportation and Construction Vibration Guidance Manual, September 2013.

3 Source: County of Riverside General Plan Noise Element, Policy N 16.3.

4 Does the vibration level exceed the maximum acceptable vibration threshold?

Source: (Urban Crossroads, 2020d, Table 10-5)

Moreover, the impacts at the site of the nearest sensitive receiver locations are unlikely to be sustained during the entire construction period but will occur rather only during the times that heavy construction equipment is operating adjacent to the Project site perimeter. (Urban Crossroads, 2020d, p. 56)

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

5.1.14 Paleontological Resources

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant*	*No Impact*
Would the Project:				
28. Paleontological Resources a. Directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature?	☐	☒	☐	☐

Source: Riverside County General Plan, BFSA

BFSA prepared a Project-specific *Draft Paleontological Resources Impact Monitoring Program* (PRIMP) (*Technical Appendix J*) dated April 20,2021 to identify the Project's potential to impact paleontological resources.

a) Would the Project directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature?

Findings of Fact: The Project site lies on the western edge of the Perris Block, a structural block bounded on the west by the Elsinore fault zone and on the east by the San Jacinto fault zone. The Project site is situated over Quaternary young alluvial valley deposits. (BFSA, 2021b, p. 3)

Paleontological resources are the remains of prehistoric life that have been preserved in geologic strata. These remains are called fossils and include bones, shells, teeth, and plant remains in the sedimentary matrix, as well as trace fossils such as footprints and burrows. Fossils are considered older than 5,000 years of age but may include younger remains when viewed in the context of local extinction of the organism or habitat. (BFSA, 2021b, p. 4)

Lands with high, low, or undetermined potential for finding paleontological resources have been mapped and are included in Figure OS-8 of the Riverside County General Plan (as well as the Riverside County GIS database [RCIT]). According to Figure OS-8 and the Riverside County GIS database (RCIT), the Project site

and area are identified as having a low paleontological sensitivity (Riverside County, 2015; RCIT, 2022). However, according to the draft PRIMP, the Project site has a "Low" paleontological potential/sensitivity (BFSA, 2021b, p. 6). It should be noted that the Project site is in proximity to a development project encompassing the hills along the east side of I-15, which contained a fossil horse tooth of the Pleistocene genus, mixed with plant fossils, located approximately 0.5 mile east of the Project. Although the Project site is identified as having a "Low" paleontological potential/sensitivity, there is a potential for the Project site to contain paleontological resources due to the Project site's proximity to recorded fossil localities. As such, in the absence of mitigation, the Project has the potential to result in significant impacts to paleontological resources if such resources are located beneath the surface of the site. With the implementation of mitigation measures MM PR-1 through MM PR-4, the Project's potential impacts to paleontological resources would be reduced to less-than-significant levels.

Mitigation:

MM PR-1: Prior to the issuance of a grading permit, the Project Applicant shall retain and enter a monitoring and mitigation service contract with a qualified paleontologist for mitigation monitoring services and to prepare and implement a Paleontological Resource Impact Mitigation Program (PRIMP). The Paleontological Monitor shall be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediment that are likely to contain the remains of small fossil invertebrates and vertebrates. The monitor shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced in the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by qualified paleontological personnel to have low potential to contain or yield fossil resources.

MM PR-2: If a significant paleontological resource(s) is discovered, the qualified paleontological personnel must be able prepare the recovered specimen to a point of identification and permanent preservation, including screen-washing of sediments to recover small invertebrates and vertebrates if appropriate. Preparation of individual vertebrate fossils is often more time consuming than accumulation of invertebrate fossils.

MM PR-3: Prior to final building inspection, the Project Applicant shall provide evidence to the County that all paleontological materials recovered during the paleontological investigation were identified and curated into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage. Pursuant to the County of Riverside's "SABER Policy" for recovered fossils, they fossils should, by preference, be directed (deposited at) the Western Science Center Museum on Searl Parkway in Hemet, Riverside County, California. The paleontological program should include a written repository agreement prior to the initiation of mitigation activities.

MM PR-4: Prior to the final building inspection, a qualified paleontologist must prepare a final monitoring and mitigation report of findings and significance, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location. The report, when submitted to the appropriate Lead Agency, will signify satisfactory completion of the project program to mitigate impacts to any paleontological resources.

Monitoring:

M PR-1: Prior to the issuance of a grading permit, the Project Applicant shall submit a Paleontological Resource Impact Mitigation Program (PRIMP) to the Riverside County Planning Department for review and approval. In conjunction with the PRIMP, the Project Applicant shall provide evidence that a qualified professional has been retained to conduct on-site monitoring during grading and ground-disturbing activities.

M PR-2 During grading and ground-disturbing activities, a qualified paleontological monitor shall conduct periodic "spot check" monitoring that shall consist of approximately one to two scheduled visits per week.

M PR-3 Prior to final building inspection, the Riverside County Planning Department shall verify that any paleontological resources have been appropriately curated and/or recorded and conveyed to the Western Science Museum.

M PR-4 Prior to final building inspection, the qualified professional shall prepare and the Riverside County Planning Department shall review and approve a final monitoring and mitigation report of findings of significance.

5.1.15 Population and Housing

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the Project:				
29. Housing a. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
b. Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?	☐	☐	☒	☐

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
c. 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)?	☐	☐	☒	☐

Source: Project Application Materials

a) Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Findings of Fact: Under existing conditions, the Project site is comprised of vacant undeveloped land with no residential structures. The Project entails development of the site with up to 75 IL units with 92 beds, 109 AL units with 129 beds, and 32 MC units with 35 beds, (a total of up to 216 dwelling units and 256 beds) which would provide new opportunities for senior housing in the County. Accordingly, development of the Project would not displace any housing or displace any people and thus would not necessitate the construction of replacement housing elsewhere.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

b) Would the Project create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?

Findings of Fact: The Project is a proposed development of a senior community consisting of 141 assisted living dwelling units (32 MC units and 109 AL unit) and 75 IL units for approximately 439 elderly individuals. It should be noted that the number of residents evaluated throughout this MND represents a conservative analysis because it is higher than the number of beds in the proposed facility. The Project would provide for new housing opportunities on-site, which would help meet the current population growth trends in western Riverside County and need for senior care. The residential dwelling units proposed as part of the Project are for the purpose of senior care and as such would not result in an increased demand for affordable housing. Therefore, the Project would not create a demand for additional housing, including housing affordable to households earning 80% or less of the County's median income, and no impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

c) 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)?

Findings of Fact: The Project would provide housing for approximately 439 elderly individuals (216 dwelling units and 256 beds). It is likely residents would already reside in Riverside County and the number of new residents to the County would be much less than the 439 residents that would live at the proposed facility. Additionally, it should be noted that the number of residents evaluated throughout this MND represents a conservative analysis because it is higher than the number of beds in the proposed facility. For purposes of analysis, it is conservatively assumed that the 439 residents are new residents in Riverside County. An increase of 439 residents in the County would represent a negligible increase (approximately 0.02 percent) in the existing population in the County, and would also represent approximately 0.01 percent of the City's projected 2045 population as presented in the jurisdictional growth forecasts in SCAG's 2020-2045 RTP/SCS (estimated to be 3,252,200 individuals) (SCAG, 2020).
The Project does not involve any components that could indirectly result in substantial population growth; therefore, impacts would be less than significant. Additionally, implementation of the Project would not result in any new impacts indirectly.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

5.1.16 Public Services

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
30. Fire Services Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection services?	☐	☐	☒	☐

Source: Temescal Canyon Area Plan, Riverside County, Google Earth, CA Legislative Info

a) Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in

order to maintain acceptable service ratios, response times or other performance objectives for fire protection services?

Findings of Fact: The Riverside County Fire Department provides fire protection services to the Project area. Pursuant to the Temescal Canyon Area Plan Fire Hazard Severity Zones (FHSZ), the Project would be classified as 'Very High FHSZ' under the Fire Hazard Classification (Ord. 787); which requires a fire station to be within three (3) roadway miles of the Project and a full first alarm assignment team operating on the scene within 15 minutes of dispatch. (Riverside County, 2018) The Project would be primarily served by the Riverside County Fire Station (Station No. 64), located at 25310 Campbell Ranch Rd, Corona, CA 92883, or approximately 2.8 roadway miles from the site, which would meet the Category II – Urban level of service criteria established by the Riverside County Fire Department

To offset the increased demand for fire protection services, the Project would be conditioned by the County to provide a minimum of fire safety and support fire suppression activities, including compliance with State and local fire codes, fire sprinklers, a fire hydrant system, paved access, and secondary access routes. Furthermore, the Project Applicant would be required to comply with the provisions of the County's Development Impact Fee (DIF) Ordinance (Ordinance No. 659), which requires a fee payment to assist the County in providing for public services, including fire protection services. Payment of the DIF fee would ensure that the Project provides fair share funds for the provision of additional public services, including fire protection services, which may be applied to fire facilities and/or equipment, to offset the incremental increase in the demand for fire protection services that would be created by the Project. (Riverside County, 2020b) Based on the foregoing analysis, implementation of the Project would not result in the need for new or physically altered fire protection facilities, and would not exceed applicable service ratios or response times for fire protections services. Impacts would be less than significant and mitigation is not required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	*Less than Significant with Mitigated Incorporated*	*Less than Significant Impact*	*No Impacts*
31. Sheriff Services Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for sheriff services?	☐	☐	☒	☐

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

Findings of Fact: The Riverside County Sheriff's Department provides community policing to the Project area via the Lake Elsinore Sheriff's Station located at 333 W Limited Ave in the City of Lake Elsinore, or approximately 14.5 roadway miles from the Project site (Google Earth, 2022). The Riverside County Sheriff's Department has set a minimum level of service standard of 1.0 deputy per 1,000 people.

The Project would introduce up to 439 new elderly individuals (216 dwelling units and 256 beds) on the Project site. It should be noted that the number of residents evaluated throughout this MND represents a conservative analysis because it is higher than the number of beds in the proposed facility. Furthermore, it should also be noted that there is not a direct correlation between population growth, the number of crimes committed, and the number of Sheriff's Department personnel needed to respond to these increases. As the population and use of an area increases, however, additional financing of equipment and manpower needs are required to meet the increased demand. The Project would result in an increase in the cumulative demand for services from the Riverside Sheriff's Department. To maintain the desirable level of service, buildout of the Project would contribute to the demand for one additional deputy. The Project would not, however, result in the need for new or expanded physical sheriff facilities because the addition of one new deputy would not necessitate the construction of new or modified sheriff facilities. The Project's demand on sheriff protection services would not be significant because the Project would not create the need to construct a new Sheriff station or physically alter an existing station.

The Project Applicant would be required to comply with the provisions of the County's DIF Ordinance, which requires a fee payment to assist the County in providing for public services, including police protection services. Payment of the DIF fee would ensure that the Project provides fair share funds for the provision of additional police protection services, which may be applied to sheriff facilities and/or equipment, to offset the incremental increase in the demand that would be created by the Project. The Project's incremental demand for sheriff protection services would be less than significant with required payment of DIF fees.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
32. Schools Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for school services?	☐	☐	☒	☐

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

Findings of Fact: The construction of a Community Care Facility as proposed by the Project would increase the population in the local area; however, it will not place a greater demand on the existing public-school system since the population of the Project would be restricted to senior citizens. Nonetheless, the Project Applicant would be required to contribute fees to the Corona-Norco Unified School District in compliance with California Senate Bill 50 (SB 50), California Government Code Sections 65995.5 to 65998, which allows school districts to collect fees from new developments to offset the costs associated with increasing school capacity needs. The payment of school mitigation impact fees authorized by SB 50 is deemed to provide "full and complete mitigation of impacts" on school facilities from the development of real property (California Government Code § 65995). (CA Legislative Info, 1998) Implementation of mandatory payment of school impact fees would reduce the Project's impacts to school facilities to a level below significance.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
33. Libraries Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for library services?	☐	☐	☒	☐

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

Findings of Fact: Implementation of the Project would result in an increase in the population in the Project area but would not generate the need for the physical construction of new or expanded libraries. There are no library facilities or expansion of library facilities proposed as part of the Project.

The Project Applicant would be required to comply with the provisions of the County's DIF Ordinance, which requires a fee payment to assist the County in providing public services, including library services. Payment of the DIF fee would ensure that the Project provides fair share funds for the provision of library services, and these funds may be applied to the acquisition and/or construction of public services and/or equipment (including library books). Mandatory payment of DIF fees would ensure that Project-related impacts to public services would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
34. Health Services Would the Project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for health services?	☐	☐	☒	☐

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

Findings of Fact: The Project would increase the regional population and would thereby result in an increased demand for public health services. New development, such as the Project, would not have a significant direct effect on public health services because the increase in the County's tax base would provide additional funding for public health services and facilities. Furthermore, the Project would be required to comply with the provisions of the County's DIF Ordinance, which requires a fee payment to assist the County in providing public services. Payment of the DIF fee would ensure that the Project provides fair share funds for the provision of additional public services, and these funds may be applied to the acquisition and/or construction of public services and/or equipment. Mandatory payment of DIF fees would ensure that Project-related impacts to public services would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

5.1.17 Recreation

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the Project:				
35. Parks and Recreation a. Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐
b. Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
c. Be located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?	☐	☐	☒	☐

Source: Riverside County GIS database (RCIT)

a) Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

Findings of Fact: The Project does not propose to expand any existing recreational facilities. The Project would include four atrium courtyards and a garden (Orchard Garden) for the exclusive use of Project residents. The courtyards would be provided at the ground level; specifically, within the western, northern, and southeast portions of the site.

The physical impacts resulting from the construction of these facilities have been addressed through the analysis presented throughout this IS/MND and would be less than significant. No additional impacts would occur and no additional mitigation is required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

b) Would the Project increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

Findings of Fact: The implementation of the Project would include a future population of up to 439 senior citizen residents (216 dwelling units and 256 beds) (the majority of which already live in the area), would not substantially increase the demand for park and recreational facilities. Additionally, it should be noted that the number of residents evaluated throughout this MND represents a conservative analysis because it is higher than the number of beds in the proposed facility. Similarly, the Project would not increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facilities would occur or be accelerated. This impact is less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

c) Would the Project be located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?

Findings of Fact: According to Riverside County GIS, the Project site is not within a Community Service Area (RCIT, 2022). The nearest CSA is CSA Temescal 134 located immediately north of the Project site. Additionally, as shown in Figure 4.16.1, *Parks, Forests, and Recreation Areas in Riverside County*, of the Riverside County General Plan the Project site is not within a park or forest area. Therefore, the Project has no potential to conflict with the requirements established within a CSA or recreation and park district with a Community Parks and Recreation Plan. Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the Project:				
36. Recreational Trails a. Include the construction or expansion of a trial?	☐	☐	☒	☐

a) Would the Project include the construction or expansion of a trail system?

Findings of Fact: The Project does not propose the construction or expansion of a trail system. There are no existing trails located on-site. The Project's design includes sidewalks along the site's frontage with Trilogy Parkway and Temescal Canyon Road. Impacts associated with these on-site have been evaluated

throughout this IS/MND and impacts were determined to be less than significant or would be reduced to less-than-significant levels with mitigation. There are no impacts associated with construction of these improvements that have not already been evaluated herein. Therefore, the implementation of the Project would not result in any significant impacts to the environment that are not already discussed and, as such, a less-than-significant impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

5.1.18 Transportation

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the Project:				
37. Transportation a. Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☒	☐	☐
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	☐	☐	☒	☐
d. Cause an effect upon, or a need for new or altered maintenance of roads?	☐	☐	☒	☐
e. Cause an effect upon circulation during the project's construction?	☐	☐	☒	☐
f. Result in inadequate emergency access or access to nearby uses?	☐	☐	☒	☐

Source: Urban Crossroads

Urban Crossroads prepared a Traffic Analysis and VMT Analysis for the Project dated January 5, 2021 and April 13, 2021, respectively. The Traffic Analysis and VMT Analysis are included as *Technical Appendix K.1* and *K.2*, respectively.

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

Findings of Fact: On December 28, 2018, updates to the CEQA Guidelines were approved by the Office of Administrative Law (OAL). As part of the updates to the CEQA Guidelines, thresholds of significant for evaluation of impacts to transportation have changed. As required by California SB 743, new Threshold b. of the CEQA Guidelines for Transportation requires an evaluation of impacts due to Vehicle Miles Traveled (VMT), which replaced the LOS criteria (i.e., automobile delay) and CMP consistency criteria that have been utilized in the past to evaluate potential effects to transportation under CEQA. Accordingly, pursuant to CEQA Guidelines Section 15064.3(a), "…a project's effect on automobile delay shall not constitute a significant environmental impact."

Notwithstanding, and in order to address County of Riverside General Plan requirements, a Traffic Analysis (TA) was prepared by Urban Crossroads, Inc. the results of which are presented in *Technical Appendix K.1*. This technical report was prepared to evaluate the Project's potential effects to the circulation system, and to identify improvements needed to meet the applicable Level of Service (LOS) standards. As documented in the Project's TA, the proposed Project would result in the generation of approximately 712 daily trips including 46 AM peak hours trips and 63 PM peak hour trips. (Urban Crossroads, 2021, p. 35)

Pursuant to standard Riverside County requirements, the proposed Project would be conditioned to contribute fair share fees to Riverside County and Caltrans towards improvements required to achieve an acceptable LOS, as summarized in Section 1.6 of the Project's Traffic Assessment (*Technical Appendix K.1*). Implementation of the improvements listed in Section 1.6 of the Project's TA would provide for an acceptable LOS at all study area facilities. With implementation of standard Riverside County conditions of approval, the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, and impacts would be less than significant.

Mitigation:
The following are applicable regulations and design requirements within Riverside County. Although these requirements technically do not meet CEQA's definition for mitigation, they are imposed herein to ensure Project compliance with applicable County regulations and design requirements.

- Prior to issuance of building permits, the Project Applicant shall pay appropriate Development Impact Fee Program (DIF) fees at the rates then in effect in accordance with Riverside County Ordinance No. 659.

- Prior to final building inspection, the Project Applicant shall pay appropriate Western Riverside County Transportation Uniform Mitigation Fee Program Ordinance (TUMF) fees at the rates then in effect in accordance with Riverside County Ordinance No. 824.

Mandatory compliance with the above-listed requirements would ensure that the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. Because mandatory compliance with the above-listed requirements would be assured through conditions of approval imposed on the Project, mitigation measures are not required.

Monitoring: No monitoring is required.

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

CEQA Guidelines § 15064.3(b) includes specific considerations for evaluating a project's transportation impacts using a VMT measure, instead of evaluating impacts based on LOS criteria, as required by California Senate Bill (SB) 743. LOS has been used as the basis for determining the significance of traffic impacts as standard practice in CEQA documents for decades. In 2013, SB 743 was passed, which is intended to balance the need for LOS for traffic planning with the need to build infill housing and mixed-use commercial developments within walking distance of mass transit facilities, downtowns, and town centers, and to provide greater flexibility to local governments to balance these sometimes-competing needs. In January 2019, the Natural Resources Agency finalized updates to the CEQA Guidelines including the incorporation of the SB 743 modifications. The Guidelines changes were approved by the Office of Administrative Law and are now in effect. As such, as of July 1, 2020, LOS can no longer be the basis for determining an environmental effect under CEQA, and the analysis of impacts to transportation is now based on VMTs.

In order to evaluate the proposed Project's potential impacts to VMTs, a Project-specific VMT analysis (herein, "VMTA") has been prepared and is included as *Technical Appendix K.2* to this MND. The VMTA has been prepared in accordance with the Governor's Office of Planning and Research (OPR) document entitled, Technical Advisory on Evaluating Transportation Impacts in CEQA (December 2018; herein, "Technical Advisory"), and Riverside County's Transportation Analysis Preparation Guide ("County Guidelines"). The newly adopted County Guidelines were used to prepare this evaluation. A summary of the results of the VMTA is provided below.

Project VMT Screening

Consistent with County Guidelines, projects should evaluate available screening criteria based on their location and project type to determine if a presumption of a less than significant transportation impact can be made. The following project screening thresholds were selected for review based on their applicability to the proposed Project: (Urban Crossroads, 2021, p. 2)

- Transit Priority Area (TPA) Screening
- Local-Serving retail
- Map-Based Screening

A land use project need only meet one of the above screening criteria to result in a less than significant impact.

Transit Priority Area Screening

Consistent with guidance identified in County Guidelines, projects located within a Transit Priority Area (TPA) (i.e., within ½ mile of an existing "major transit stop" or an existing stop along a "high-quality transit corridor" may be presumed to have a less than significant impact absent substantial evidence to the contrary.

The Project is not located within ½ mile of an existing major transit stop, or along a high-quality transit corridor. As such, the Project does not meet this screening criterion. (Urban Crossroads, 2021, p. 2)

Local-Serving Retail

The County Guidelines identify that local serving retail with buildings less than 50,000 square feet or other local serving essential services (e.g., day care centers, public schools, medical/dental office buildings, etc.) are presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, small projects anticipated to generate low traffic volumes and by association low greenhouse gas (GHG) emissions are also assumed to cause a less than significant impact. The County's small project and local essential service threshold does not currently include assisted living or senior housing. As such, the Project does not meet this screening criterion. (Urban Crossroads, 2021, p. 2)

Map-Based Screening

The Technical Advisory notes that "residential and office projects located within a low VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary." County Guidelines also note that the use of map-based screening for low VMT generating areas is also applicable for other residential uses such as the Project. Urban Crossroads has obtained a map from County staff that identifies VMT for the traffic analysis zone (TAZ) that contains the Project. The map utilizes the sub-regional Riverside Transportation Analysis Model (RIVTAM) to measure current VMT performance within individual TAZ's and compares them to the applicable impact threshold (e.g., VMT per employee for office or industrial land uses and VMT per capita for residential land uses). As shown in Attachment A of *Technical Appendix K.2*, the Project is not located within a TAZ that currently generates lower VMT than the County's threshold of 15.2 VMT per capita. As such, the Project does not meet this screening criterion. (Urban Crossroads, 2021, p. 3)

Project Generated VMT

Projects that do not meet VMT screening criteria are required to prepare a project level VMT analysis. RIVTAM is a useful tool to estimate VMT as it considers interaction between different land uses based on socio-economic data such as population, households, and employment. RIVTAM is a travel forecasting model that represents a sub-area (Riverside County) of the Southern California Association of Governments (SCAG) regional traffic model. RIVTAM was designed to provide a greater level of detail and sensitivity in the Riverside County area as compared to the regional SCAG model. County Guidelines identifies RIVTAM as the appropriate tool for conducting VMT modeling for land use projects within the County of Riverside. (Urban Crossroads, 2021, p. 3)

Project generated VMT was calculated using the most current version of RIVTAM. Adjustments in socio-economic data (SED) (i.e., population) for the Project were made to a separate TAZ within the model to

isolate vehicle trips to/from the Project. As the County's General Plan land use to SED conversion factors do not identify a modified household size for senior housing, the standard average household size of 3.60 persons per household was used as it provides a more conservative analysis. Table 5-20, *Population Density Factors*, summarizes the population density factors and capita estimates for the Project.

Table 5-20 Population Density Factors

	Project	
Units	165 beds	76 dwelling units
Average Household Size Factor[5]	1 persons/1 bed	3.60 persons/1 household
Capita	165 persons	274 persons
Total Capita	439 persons	

(Urban Crossroads, 2021, Table 1)

As shown in Table 5-21, *Project VMT Per Capita*, the Project generated VMT per capita is 10.41.

Table 5-21 Project VMT Per Capita

	Project
Home-based Residential VMT	4,572
Capita	439
VMT per Capita	10.41

(Urban Crossroads, 2021, Table 2)

Findings of Fact: The County Guidelines identifies a threshold of 15.2 VMT per capita for residential uses. The Project would not exceed the County threshold of 15.2 VMT per capita, therefore, the potential impact to VMT is less than significant. As such, the Project would not conflict with or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Findings of Fact: The Community Care Facility use proposed as part of the Project would be compatible with the site's existing land use designation and zoning classification with an approved CUP. The Project Applicant does not propose any roads that have design feature hazards such as sharp curves or dangerous intersections. The Project Applicant only would be responsible for improving the Project site's frontage with Trilogy Parkway and Temescal Canyon Road to add pavement, curb, gutter, and sidewalk. Such improvements would not result in increased hazards due to a geometric design feature. Furthermore, the Project's proposed improvements to Trilogy Parkway and Temescal Canyon Road would be consistent

with Riverside County Ordinance No. 461, which codifies standards for road design, construction, and maintenance. Therefore, impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

d) Would the Project cause an effect upon, or a need for new or altered maintenance of roads?

Findings of Fact: The Project does not propose any physical construction of new roadways. The implementation of the Project would result in the widening of Trilogy Parkway and Temescal Canyon Road to their ultimate half-section width as Major Highways in compliance with the circulation recommendations found in the County of Riverside General Plan Circulation Element (Urban Crossroads, 2021, p. 13). Impacts associated with the physical construction improvements to Trilogy Parkway and Temescal Canyon Road were evaluated in appropriate sections of this IS/MND, and any identified significant impacts are mitigated to below a level of significance. The Project would contribute traffic to off-site public roadways; however, public roads require periodic maintenance as part of their inherent operational activities, and such maintenance would not result in substantial impacts to the environment. Public roadway maintenance would be funded through the Project developer's payment of DIF and payment of property tax. Maintenance of roadways would not result in any new impacts to the environment beyond that which is already disclosed and mitigated by this IS/MND, and impact would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

e) Would the Project cause an effect upon circulation during the project's construction?

Findings of Fact: The Project would not adversely affect any roadways in the vicinity of the site during construction. The Project's construction-related traffic is not expected to exceed traffic volumes calculated Project buildout and, as such, the surrounding roadways are anticipated to have sufficient capacity to accommodate the Project's construction vehicle traffic traveling to and from the site. Additionally, the Project's proposed improvements to Trilogy Parkway and Temescal Canyon Road would involve construction of pavement along the site's frontage to these roadways. While short-term traffic controls would be required during improvements to Trilogy Parkway and Temescal Canyon Road, implementation of traffic control measures as required by Riverside County would ensure that the Project does not have an adverse effect during the Project's construction phase. Accordingly, impacts to the circulation network during construction would be less than significant.
Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

f) Would the Project result in inadequate emergency access or access to nearby uses?

Findings of Fact: The Project Applicant would be required by Riverside County to implement traffic control measures to preclude impacts to operations of Trilogy Parkway and Temescal Canyon Road during the construction of frontage improvements. Additionally, the Project would be required to comply with Riverside County Ordinance Nos. 460 and 461, which regulate access road provisions. The requirement to provide adequate paved access to the Project site would be required as a condition of Project approval. Additionally, the Project would not affect any roadways that provide emergency access under existing conditions. With required adherence to County requirements for emergency access, impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the Project:				
38. Bike Trails a. Include the construction or expansion of a bike system or bike lanes?	☐	☐	☐	☒

Source: Temescal Canyon Area Plan, Urban Crossroads

a) Would the Project include the construction or expansion of a bike system or bike lanes?

Findings of Fact: According to Figure 8, *Temescal Canyon Area Plan Trials and Bikeway System*, and the Section 3.3, *Bicycle & Pedestrian Facilities*, of the Project's TA, there are no bike trails in proximity to the Project site (Riverside County, 2018; Urban Crossroads, 2021, p. 27). Additionally, the Project does not directly involve the construction or expansion of a bike system or bike lanes; therefore, no impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

5.1.19 Tribal Cultural Resources

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
39. Tribal Cultural Resources Would the Project cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:				
a. Listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?	☐	☒	☐	☐
b. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? (In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe).	☐	☒	☐	☐

Source: Native American Consultation

a) Would the Project cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is listed or eligible for listing in the California Register of Historical Resources or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?

b) Would the Project cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? (In applying the criteria

set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe).

Findings of Fact: Changes in CEQA, effective July 2015, require that the County address a new category of cultural resources – tribal cultural resources – not previously included within the law's purview. Tribal Cultural Resources are those resources with inherent tribal values that are difficult to identify through the same means as archaeological resources. These resources can be identified and understood through direct consultation with the tribes who attach tribal value to the resource. Tribal cultural resources may include Native American archaeological sites, but they may also include other types of resources such as cultural landscapes or sacred places. The appropriate treatment of tribal cultural resources is determined through consultation with tribes.

In compliance with Assembly Bill 52 (AB52), notices regarding this Project were mailed to all requesting tribes on August 27, 2020. No response was received from Cahuilla Band of Indians, Colorado River Indian Tribes (CRIT) or the Morongo Band of Mission Indians. The Fort Yuma-Quechan Tribe deferred to closer tribes.

Consultations were requested by the Rincon Band of Luiseño Indians (Rincon), Soboba Band of Luiseño Indians (Soboba), the Pala Band of Mission Indians (Pala) and the Pechanga Band of Luiseño Indians (Pechanga).

Consultation with was initiated with Rincon on September 11, 2020 and the cultural report was provided to the tribe on November 03, 2020. Rincon responded in an email dated December 02, 2020 agreeing with the conditions of approval and consultation was concluded.

Consultation was initiated with Soboba on September 23, 2020. The cultural report was provided to the tribe on November 09, 2020 and the conditions of approval on December 09, 2020. Consultation was concluded with Soboba on December 09, 2020.

Consultation was initiated with Pala on October 09, 2020. Project documents were sent to the tribe on November 03, 2020 and December 07, 2020. Pala agreed with the proposed conditions of approval and consultation was concluded via email from the tribe on December 09, 2020.

Consultation was initiated with Pechanga on September 24, 2020. Project documents were provided to the tribe on November 03, 2020 and December 07, 2020. Another meeting was held on December 18, 2020. Pechanga provided information to Planning that the Project was within a formally recorded Traditional Cultural Place. No specific impacts were identified, but all of the consulting tribes expressed concern that the Project may impact previously unidentified subsurface resources during grading activities. As such, the Project has been conditioned for a Tribal Monitor from the consulting Tribe(s) to be present during grading activities so that any Tribal Cultural Resources found during Project construction activities will be handled in a culturally appropriate manner. In addition, conditions of approval that dictate the procedures to be followed should any unanticipated cultural resources or human remains be identified during ground disturbing activities has been placed on this Project.

With the inclusion of these Conditions of Approval/ Mitigation Measures, impacts to any previously unidentified Tribal Cultural Resources would be less than significant.
Mitigation: Mitigation Measure MM CR-2 requires Native American monitoring. Mitigation Measure MM CR-7 is required in the event unanticipated cultural resources are discovered on-site. Mitigation Measures MM CR-11 is required to ensure proper adherence to State laws regarding discovery of human remains. Implementation would ensure that any potential impacts are reduced to less-than significant levels. Refer to MM CR-2, MM CR-7, and MM CR-11 above under Thresholds 8.a., 8.b, 9.a, 9.b, and 9.c.

Monitoring: Monitoring is required. Refer to MM CR-2, MM CR-7, and MM CR-11 above under Thresholds 8.a., 8.b, 9.a, 9.b, and 9.c.

5.1.20 Utilities and Service Systems

	Potentially Significant Impact	***Less than Significant with Mitigation Incorporated***	***Less than Significant Impact***	***No Impact***
Would the Project:				
40. Water a. Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage systems, whereby the construction or relocation would cause significant environmental effects?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐

Source: WMWD

a) Would the Project require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage systems, whereby the construction or relocation would cause significant environmental effects?

Findings of Fact:

Water and Wastewater

Water service to the Project site would be provided by the Western Municipal Water District (WMWD). As shown in Figure 3-6, potable water to the Project site would be provided via an on-site relocated 14-

inch water line and 6-inch water line which would be routed through new water lines within Trilogy Parkway that would connect to the existing 14-inch water line and 6-inch water line that run diagonally across Trilogy Parkway. Additionally, a water line would be constructed between the existing 16-inch water main within Trilogy Parkway and the proposed on-site water main within the north central portion of the Project site. Additionally, a water line would be constructed between the existing 20-inch water main within Temescal Canyon Road and the proposed on-site water main within Project site's southeast boundary. Construction of these on-site and site-adjacent improvements is inherent to the Project's construction phase, and impacts associated with the Project's construction phase is evaluated throughout this IS/MND. As concluded herein, impacts associated with the Project's construction phase would be less than significant or would be mitigated to less-than-significant levels with the mitigation measures identified herein. Accordingly, impacts associated with the Project's on-site and site-adjacent water connections would be less than significant.

As further discussed under Threshold 40.b below, the Project would result in a demand for 154,528 gallons per day (gpd) of potable water, which would be supplied by WMWD. The Urban Water Management Plan (UWMP) prepared for the WMWD demonstrates that the WMWD can meet its long-term commitments to supply potable water to existing and planned developments. The supply and demand projections in the UWMP is based on the buildout of the Riverside County General Plan and the general plans of cities within the WMWD's service area. Under existing conditions, the Project site is designated for CR land uses. The Project Applicant proposes to develop the Project site with a use that is permitted under the CR land use designation following the approval of a CUP. The Project Applicant would develop the Project site in accordance with the Project site's existing land use designation. As such, the Project would not result in or require WMWD to expand any existing water facilities and impacts would be less than significant.

Sewer services to the Project site would be provided by Temescal Valley Water District (TVWD), which is within the service area of the WMWD. As shown in Figure 3-6, the Project would connect to an existing 12-inch sewer line within Trilogy Parkway. According to WMWD's Sewer Master Plan, the Project is estimated to generate approximately 43,000 gpd (216 DUs x 200 gpd) (48.2 AFY) of wastewater (WMWD, 2014, p. 3-1). According to the TVWD's UWMP, approximately 1,007 AF (898,991 gpd) of water was collected in 2015, the most current data available, and treated at the Lee Lake Water Reclamation Facility (LLWRF), which has a treatment capacity of 1.58 million gallons per day (MGD). The Project Applicant would develop the Project site in accordance with the Project site's existing land use designation. As such, the Project's estimated wastewater generation rates would not require the expansion of existing sewer lines and impacts would be less than significant.

Storm Drain

Currently, storm water flows drain in a northeast direction and collects in a depression sump located in the central portion of the Project site. Flows from the Project site discharge to the Coldwater Canyon Creek. The implementation of the Project would result in the installation of an on-site storm drain system and an off-site storm drain pipe beneath Temescal Canyon Road. The Project's storm drain system would continue to discharge flows to Coldwater Canyon Creek. As further discussed in the Hydrology and Water

Quality Section of this IS/MND, the Project would result in an increase in stormwater flow rates; however, the Project's proposed storm drain infrastructure is designed to adequately convey 100-year storm water flows. The Project's stormwater flows would not exceed the capacity of Coldwater Canyon Creek; therefore, impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Findings of Fact: As discussed under Threshold 40.a, WMWD is responsible for supplying potable water to the Project site. The Project Applicant proposes to develop the vacant Project site with a Community Care Facility that would include 256 beds within 216 dwelling units.

As discussed under Threshold 40.a), the WMWD is responsible for supplying potable water to the Project site and its service area. As discussed in the WMWD's 2015 UWMP, adequate water supplies are projected to be available to meet the WMWD's estimated water demand through the year 2040 under normal, historic single-dry year, and historic multiple-dry year conditions (WMWD, 2016, p. 7-4 - 7-8). The WMWD's projected water demand is based on the adopted land use designations contained within the general plans for respective cities and unincorporated areas of Riverside County contained within the WMWD's service area. The Project Applicant would develop the Project site in accordance with the Project site's existing land use designation. The WMWD UWMP establishes a target water use of 352 Gallons per Capita per Day (GCPD) for 2020 (WMWD, 2016, p. 5-5). Accordingly, the Project is calculated to result in a demand for 154,528 gpd (173 acre-feet per year [AFY]) of potable water. Thus, the Project would not result in an increase in demand above what was anticipated by the UWMP for the Project site. It should be noted that the demands in WMWD's service area are likely to decrease or be reduced due to ongoing conservation programs. As discussed in the WMWD's UWMP, WMWD has adequate water supplies that are available to meet WMWD's estimated water demand through the year 2040 under normal, historic single-dry year, and historic multiple-dry year conditions (WMWD, 2016, p. 7-4 - 7-8) Therefore, the Project's estimated water demand would not require WMWD to construct or expand any water facilities and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the Project:				
41. Sewer a. Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects?	☐	☐	☒	☐
b. Result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐

a) Would the Project require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects?

Findings of Fact: Under existing conditions, there is an existing 12-inch sewer main beneath Trilogy Parkway (refer to Figure 3-6). The Project would connect the proposed on-site sewer main to the existing 12-inch sewer main beneath Trilogy Parkway. The installation of the Project's proposed infrastructure is inherent to the Project's construction phase, the impacts of which are analyzed throughout this IS/MND. The Project's proposed on-site sewer main and connection lines would be installed in accordance with the TVWD standards. Additionally, the Project proposed wastewater generation rates would not result an upgrade in the existing sewer main beneath Trilogy Parkway. As such, the Project would not require or result in the construction of new wastewater treatment facilities or the expansion of existing facilities and impacts would be less than significant. Moreover, the Project does not propose the use of septic systems. As such, the Project would result in no impacts on septic systems.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Findings of Fact: As discussed under Threshold 40.b, the Project would generate 43,000 gpd of wastewater requiring treatment. The LLWRF has a treatment capacity of 1.58 MGD and in 2015 approximately 1,007 AF or 898,991 gpd of wastewater were treated, which represents approximately 56

% of the LLWRF's treatment capacity (TVWD, 2017, pp. 6-8 - 6-9). The Project's wastewater generation rate represents approximately 3% of the LLWRF's treatment capacity. The LLWRF has adequate capacity to treat existing demands and future demands in conjunction with the Project's demands. As such, the Project would not require or result in the construction of new wastewater treatment facilities or the expansion of existing facilities and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
Would the Project:				
42. Solid Waste a. 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?	☐	☐	☒	☐
b. Comply with federal, state, and local management and reduction statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?	☐	☐	☒	☐

Source: CalRecycle, EPA, RCDWR

a) 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?

Findings of Fact: The implementation of the Project would generate an incremental increase in solid waste volumes requiring off-site disposal during short-term construction and long-term operational activities. Per the Riverside Countywide Integrated Waste Management Plan (CIWMP), which applies to the Project, up to 50 % of the Project's solid waste would be required to be diverted from area landfills. In conformance with the CIWMP, the Project Applicant is required to work with future contract refuse haulers to implement recycling and waste reduction programs for solid wastes. Solid waste generated by the Project would be disposed at the El Sobrante Landfill. Existing capacity at El Sobrante Landfill is discussed below.

The El Sobrante Landfill is located at 10910 Dawson Canyon Road in Corona and is privately owned and operated by USA Waste Services of California, Inc. According to the California Department of Resources

Recycling and Recovery (CalRecycle) the El Sobrante Landfill accepts tires, mixed municipal waste, contaminated soil, and construction/demolition waste. The El Sobrante Landfill is permitted to accept 16,054 tons per day (tpd), as of April 2018 has a remaining capacity of 143,977,170 cubic yards (cy), and has a cease operation date of January 1, 2051. (CalRecylce, 2020) According to the Riverside County Department of Waste Resources (RCDWR), based on 309 working days, the landfill received 8,586 tons of solid waste in 2016 (most current data available), which is approximately 53 % of the landfill's maximum daily capacity (RCDWR, 2018).

Project-Related Construction Impact Analysis

Solid waste requiring disposal would be generated during the construction process, primarily consisting of discarded demolition materials and packaging. Based on the size of the Project (241,244 sf total building square footage) and the United States Environmental Protection Agency's (EPA) residential construction generation rate of 4.39 pounds per square foot (lbs/sf) (EPA, 2003), the Project would generate approximately 530 ([241,244 sf x 4.39 lbs/sf] ÷ 2,000 lbs/ton = ~ 530 tons) tons of solid waste. California Assembly Bill 939 (AB 939) requires that a minimum of 50 % of all solid waste be diverted from landfills (by recycling, reusing, and other waste reduction strategies); therefore, approximately 584 tons of solid waste would require disposal at a landfill (CA Legislative Information, 2018). The duration of the Project's construction phase is estimated to be approximately 11 months (approximately 334 days); thus, the Project is calculated to generate approximately 1.6 tons of solid waste per day. Additionally, non-recyclable construction waste generated by the Project would be disposed of at the El Sobrante Landfill.

As described above, the El Sobrante Landfill receives a disposal intake below its maximum permitted daily disposal volume; therefore, the relatively minimal construction waste generated by the Project would not cause the El Sobrante Landfill to exceed its maximum permitted daily disposal volume. The El Sobrante Landfill has sufficient daily capacity to accept solid waste generated by the Project's construction activities. Thus, impacts to landfill capacity associated with the Project's near-term construction activities would be less than significant.

Project-Related Operational Impact Analysis

Based on solid waste generate rates[1] published by CalRecycle, the Project is estimated to generate 2,147 pounds per day (ppd) or 1.07 tons of solid waste. The Project's solid waste production would represent only a nominal amount of the remaining daily permitted capacity at the El Sobrante Landfill. Additionally, pursuant to AB 939, at least 50 % of the Project's solid waste is required to be diverted from landfills; therefore, the Project would generate a maximum of approximately .54 tons (1,073 lbs) of solid waste per day requiring disposal at a landfill.

Non-recyclable solid waste generated during long-term operation of the Project also would be disposed of at the El Sobrante landfill. As previously discussed, the El Sobrante Landfill receives a disposal intake

[1] Solid waste generation factors used: 8.6 ppd for each unit (216 units). 0.005 lbs/sf/day for restaurant (dining), and 6 ppd per 1,000 sf of office and amenity uses.

that is below the maximum permitted daily disposal volume. Therefore, the Project's operational-related solid waste would not cause the El Sobrante Landfill to exceed its maximum permitted daily disposal volume. The Project's impacts to regional landfill facilities under long-term operational conditions would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

b) Would the Project comply with federal, state, and local management and reduction statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?

Findings of Fact: Federal, State, and local statutes and regulations regarding solid waste generation, transport, and disposal are intended to decrease solid waste generation through mandatory reductions in solid waste quantities (e.g., through recycling and composting of green waste) and the safe and efficient transport of solid waste.

Refuse generated by the Project would be conveyed to landfills and transfer facilities that are regulated by the Riverside County Integrated Waste Management Plan (CIWMP) that was adopted by Riverside County in September 1996. The CIWMP outlines goals, policies, and programs Riverside County and its cities would implement to create an integrated and cost-effective waste management system that complies with the provisions of AB 939 and its diversion mandates. Additionally, AB 341 made a legislative declaration that it is the policy goal of the State that not less than 75% of solid waste generated be source reduced, recycled, or composted by the year 2020. The Project would be required to comply with the CIWMP's requirements to divert up to 50% of its solid waste from landfills. In conformance with the CIWMP, the Project Applicant is required to work with future contract refuse haulers to implement recycling and waste reduction programs for solid wastes. Implementation of a waste disposal strategy for the Project would assist Riverside County in achieving the mandated goals of the Integrated Waste Management Act by developing feasible waste programs that encourage source reduction, recycling, and composting.

In 2018 (the last year data was approved), the County implemented 46 programs to reduce solid waste generation and achieve the increased solid waste diversion required. The County had an average disposal rate of 6.0 ppd per resident and 30.6 ppd per employee. The County's per resident disposal rate target is 6.2 ppd and the County's per employee disposal rate target is 32.5 ppd. (CalRecycle, 2018). The County's ppd per resident and ppd per employee in 2018 were less than the target rates; therefore, the County is in compliance with AB 939 goals.

With mandatory compliance with AB 939, AB 341, and the CIWMP's policies, the Project would result in less-than-significant impacts due to non-compliance with regulations related to solid waste

Mitigation: No mitigation is required.

Monitoring: No monitoring is required

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
43. Utilities Would the Project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects?				
a. Electricity?	☐	☐	☒	☐
b. Natural gas?	☐	☐	☒	☐
c. Communications systems?	☐	☐	☒	☐
d. Street lighting?	☐	☐	☒	☐
e. Maintenance of public facilities, including roads?	☐	☐	☒	☐
f. Other governmental services?	☐	☐	☐	☒

Source: Project Materials

a) Would the Project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects?

Findings of Fact:

Electricity

Southern California Edison (SCE) provides electrical service to the Project area. Connections to existing electrical networks are available in the area and any off-site improvements would occur within improved rights-of-way, which are inherent to the Project's construction phase and are evaluated throughout this IS/MND. Where necessary, mitigation measures are identified to reduce identified impacts to a level below significance. There would not be any capacity restrictions which would limit the ability of SCE to provide service to the Project. Therefore, the implementation of the Project would not require or result in the construction of new electrical facilities or the expansion of existing facilities, the construction of which would result in significant environmental effects, and impacts would be less than significant.

Natural Gas

Southern California Gas Company (SoCalGas) provides natural gas service to the Project area. Connections to existing gas networks are available in the area and any off-site improvements would occur within improved rights-of-way, which are inherent to the Project's construction phase and are evaluated throughout this Is/MND. Where necessary, mitigation measures are identified to reduce identified impacts to a level below significance. There would not be any capacity restrictions which could limit the ability of SoCalGas to provide service to the Project. Therefore, the implementation of the Project would not require or result in the construction of new gas facilities or the expansion of existing facilities, the construction of which would result in significant environmental effects, and impacts would be less than significant.

Communications Systems

AT&T provides communication systems and Charter Communications provides cable systems to the Project area. Connections to existing communications and cable networks are available in the area and any off-site improvements would occur within improved rights-of-way, which are inherent to the Project's construction phase and are evaluated throughout this IS/MND. Where necessary, mitigation measures are identified to reduce identified impacts to a level below significance. There would not be any capacity restrictions which could limit the ability of AT&T and Charter Communications to provide service to the Project. Therefore, implementation of the Project would not require or result in the construction of new communication facilities or the expansion of existing facilities, the construction of which would result in significant environmental effects, and impacts would be less than significant.

Street Lighting

Under existing conditions, there are four street lights located north of the Project site's northern corner at the Temescal Canyon Road/Trilogy Parkway intersection. The Project would provide street lighting at the Project's frontage along Trilogy Parkway and Temescal Canyon Road. Impacts associated with the installation of street lights are inherent to the Project construction phase and are evaluated throughout this IS/MND. Where necessary, mitigation measures are identified to reduce the Project's impacts to a level below significance. As such, no further mitigation would be required and impacts would be less than significant.

Maintenance of Public Facilities, Including Roads

The implementation of the Project would result in the widening of Trilogy Parkway and Temescal Canyon Road, which would nominally increase the area of roadways requiring maintenance by Riverside County. Maintenance of the widened Trilogy Parkway and Temescal Canyon Road would not result in any significant impacts to the environment. The Project would contribute traffic to off-site public roadways; however, public roads require periodic maintenance as part of their inherent operational activities, and such maintenance would not result in substantial impacts to the environment. Public roadway maintenance would be funded through the Project developer's payment of Development Impact Fees

(DIF) and property tax. Maintenance of roadways would not result in any new impacts to the environment beyond that which is already disclosed and mitigated by this IS/MND and impacts would be less than significant.

Other Governmental Services

No known other governmental services or facilities would be required due to the implementation of the Project. As such, no impacts would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

5.1.21 Wildfire

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
If located in or near a State Responsibility Area ("SRA"), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, would the Project:				
44. Wildfire Impacts a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
e. Expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	☐	☐	☒	☐

Source: CalFire

If located in or near a State Responsibility Area ("SRA"), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, would the Project:

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

Findings of Fact: Under existing conditions, the Project site does not contain any emergency facilities, nor does it serve as an emergency evacuation route. Furthermore, the Project would not result in impacts or delays to the highway facilities in the vicinity during construction activities. During construction and long-term operation, the proposed Project would be required to maintain adequate emergency access for emergency vehicles as required by Riverside County regulations and requirements. Therefore, implementation of the Project would not result in the interference with implementing an adopted emergency response or evacuation plan and, as such, no impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Findings of Fact: According to the California Department of Forestry and Fire Protection (CalFire) the entirety of the Project site is identified as being within a Very High Fire Hazard Severity Zone (VHFHSZ) in an SRA (CalFire, 2021). The Project site and areas surrounding the Project site do not contain any steep slopes, and manufactured slopes proposed by the Project Applicant would be landscaped and irrigated, thereby precluding the potential for wildfire hazards. The Project site would be surrounded by improved roadways which would provide buffer area from fire hazards. Temescal Canyon Road would provide 118 feet of buffer area within the ROW. Trilogy Parkway would provide varying buffer of 118 feet within the ROW. These roads would reduce the site's potential for fire hazards. Additionally, the Project site is surrounded to the southwest and east by existing developments, and is separated from open space areas to the northeast by Temescal Canyon Road; thus, the risk of fires on site or in the surrounding areas is substantially decreased. As such, the Project would not result in any components that could exacerbate wildfire risks, and the Project would not expose Project occupants to pollutant concentrations from a

wildfire or the uncontrolled spread of a wildfire. Impacts would be less than significant. Therefore, implementation of the Project would not result in any new impacts.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Findings of Fact: All utility connections required of the Project are available in the immediate area, and there are no components of the Project's utility connections that could result in or exacerbate fire hazards. As previously noted, the entirety of the Project site is identified as being within a VHFHSZ. The Project site would be surrounded by improved roadways which would provide buffer area from fire hazards. Temescal Canyon Road would provide 118 feet of buffer area within the ROW. Trilogy Parkway would provide buffer of 118 feet within the ROW. These roads would reduce the site's potential for fire hazards. Additionally, the Project site is surrounded by developments to the west, north, and east, and is separated from open space to the south by Trilogy Parkway. As such, the Project would not require any fuel breaks or fuel management zones. As such, impacts would be less than significant. Therefore, implementation of the Project would not result in any new impacts.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Findings of Fact: The Project site occurs in a portion of Riverside County that does not contain prominent hillforms or other topographic features that could subject the Project site or surrounding areas to risks associated with flooding or landslides caused by wildfires. As previously noted, the entirety of the Project site is identified as being within a VHFHSZ. The Project site would be surrounded by improved roadways which would provide buffer area from fire hazards. Temescal Canyon Road would provide 118 feet of buffer area within the ROW. Trilogy Parkway would provide varying buffer of 118 feet within the ROW. These roads would reduce the site's potential for fire hazards. Additionally, as discussed previously in Threshold 23(c) and Threshold 23(e), the Project would not substantially alter the site's existing drainage pattern, and the site's existing infrastructure would have the capacity to accommodate the Project's total runoff flow to prevent the potential of flooding hazards downstream. Accordingly, there are no components of the Project that could contribute to or cause significant risks to people or structures as a result of fire related flooding or landslides resulting from runoff, post-fire slope instability, or drainage changes. As such, impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

e) Would the Project expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

Findings of Fact: According to Riverside County General Plan, the Project site is located within a VHFHSZ in an SRA for fire protection. The Project site would be surrounded by improved roadways which would provide buffer area from fire hazards. Temescal Canyon Road would provide 118 feet of buffer area within the ROW. Trilogy Parkway would provide a buffer of 118 feet within the ROW. These roads would reduce the site's potential for fire hazards. As such, the Project would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

5.1.22 Mandatory Findings of Significance

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
45. Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐

Findings of Fact: As indicated throughout the analysis in this IS/MND, assuming the incorporation of the mitigation measures identified herein, the implementation of the Project would not substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Therefore, with the incorporation of mitigation, the Project's impacts would be less than significant.

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
46. Does the Project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, other current projects and probable future projects)?	☐	☒	☐	☐

Findings of Fact: Cumulative effects that would result from the implementation of the Project are evaluated throughout this IS/MND, which concludes that such impacts would not occur, would be less than significant, or would be reduced to below a level of significance with the incorporation of the mitigation measures identified herein and included in the Project's conditions of approval.

	Potentially Significant Impact	*Less than Significant with Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
47. Does the Project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Findings of Fact: Refer to the impact analysis for each Threshold herein. As indicated under the analysis of Air Quality, the Project would not result in air quality emissions that could adversely affect surrounding sensitive receptors. There are no components of the Project's design that could result in significant impacts due to geological hazards affecting surrounding properties. With mandatory compliance with State and federal laws, the Project has no potential to result in the storage, handling, or transport of hazardous materials that could adversely affect human beings. The Project would not increase the risk of flood hazards for downstream properties. Additionally, noise levels associated with the Project would not be substantial compared to existing conditions, with the implementation of mitigation measures. Furthermore, the Project would not adversely affect public services, such as police and fire, in a manner that could have adverse impacts to humans. Therefore, the Project has no reasonable potential to cause substantial adverse effects on human beings, either directly or indirectly. Impacts would be less than significant with implementation of the mitigation measures identified throughout this IS/MND.

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7.0 Mitigation Monitoring and Reporting Program

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
5.1.1 Aesthetics				
Threshold 1.a): Because the Project site is not located within or adjacent to a scenic highway corridor and is not visible from a designated or eligible corridor, the proposed Project would not have a substantial effect upon a scenic highway corridor. **Threshold 1.b):** Due to the lack of public viewing locations on the Project site as well as the design elements incorporated as part of the Project, the Project would not damage scenic resources or obstruct any prominent scenic vista or view open to the public or result in the creation of an aesthetically offensive site open to public view. **Threshold 1.c):** The proposed Project would be required to comply with the development standards of the zoning designations on the site; therefore; with compliance with the zoning development standards and regulations; the Project's potential to result in a conflict with applicable zoning and other regulations governing scenic quality would be less than significant. **Threshold 2.a):** The Project would be required to comply with Ordinance No. 655; thus, the Project's potential to interfere with the nighttime use of the Mt. Palomar observatory would be less than significant. **Thresholds 3.a and 3.b):** The proposed Project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area or expose residential property to unacceptable light levels, and impacts would be less than significant	No Impact Less than Significant Less than Significant Less than Significant Less than Significant	**CRDR 5.1.1-1** The Project is required to comply with Riverside County Ordinance No. 655, which is intended to restrict the permitted use of certain light fixtures emitting light into the night sky which could have a detrimental effect on astronomical observation and research. Ordinance No. 655 sets forth requirements for lamp sources and shielding of light emissions for outdoor fixtures to reduce "skyglow" or light pollution that affects day or nighttime views from Mt. Palomar Observatory (located approximately 40 miles southeast of the Project site in northern San Diego County). **CRDR 5.1.1-2** The Project is required to comply with Riverside County Ordinance No. 915, which is intended to provide minimum requirements for outdoor lighting in order to reduce light trespass. Ordinance No. 915 provides regulations on adequate lighting shielding, glare, and light trespass in order to ensure all development in Riverside County installs lighting in a way that does not jeopardize the health, safety, or general welfare of Riverside County residents and degrade their quality of life.	N/A	**N/A**

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
5.1.2 Agriculture and Forest Resources				
Threshold 4.a): Because the Project site does not contain land designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), the Project has no potential to convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to a non-agricultural use.	No Impact	N/A	N/A	N/A
Threshold 4.b): The Project would not conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve.	No Impact			
Threshold 4.c): Because the Project site is not located within 300 feet of agriculturally zoned property, the proposed Project has no potential to cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm").	No Impact			
Threshold 4.d): There are no components of the proposed Project that would result in changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use, no impact would occur as a result of development of the proposed Project.	No Impact			
Thresholds 5.a, 5.b, and 5.c): Implementation of the proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production, and because the Project would not result in the loss of forest land or conversion of forest land to non-forest use, no impact would occur as a result of	No Impact			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
development of the proposed Project.				
5.1.3 Air Quality				
Threshold 6.a): The Project would not result in or cause NAAQS or CAAQS violations. The proposed Project is consistent with the land use and growth intensities reflected in the adopted General Plan. Furthermore, the Project would not exceed any applicable regional or local thresholds. Therefore, the Project is considered to be consistent with the AQMP. Impacts would be less than significant and no mitigation is required. **Threshold 6.b):** The Project would not exceed any applicable thresholds that are designed to assist the region in attaining the applicable national air quality standards. Therefore, the Project's air pollutant emissions would be less than cumulatively considerable and would not contribute to the non-attainment of applicable State and federal standard. Impacts would be less than significant and no mitigation is required. **Threshold 6.c):** The Project would not create or contribute to a CO hotspot and the SCAQMD localized threshold would not be exceeded; therefore, impacts would be less than significant and no mitigation is required. **Threshold 6.d):** The Project would not create objectionable odors affecting a substantial number of people during construction or operation. Impacts would be less than significant and no mitigation is required.	Less than Significant Less than Significant Less than Significant Less than Significant	**CRDR 5.1.3-1** The Project is required to comply with the provisions of the SCAQMD Rule 403 "Fugitive Dust." Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving, grading, and construction equipment travel on unpaved roads. To comply with Rule 403, and prior to grading permit issuance, the County of Riverside shall verify that notes are specified on the Project's grading plans requiring Rule 403 compliance. Project construction contractors would be required to ensure compliance with the notes and permit periodic inspection of the construction site by County of Riverside staff or its designee to confirm compliance. To comply with Rule 403: • In order to limit fugitive dust emissions, all clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour (mph) per SCAQMD guidelines. • The construction contractor(s) shall ensure that all distributed unpaved roads and disturbed areas within the Project site are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three (3) times a day, preferably in the mid-morning, afternoon, and after work is done for the day. • The construction contractor(s) shall ensure that traffic speeds on unpaved roads and the Project site area are reduced to 15 miles per hour or less. **CRDR 5.1.3-2** The Project is required to comply with the provisions of the SCAQMD Rule 402, "Nuisance" which requires that a person shall not discharge air contaminants or other materials that would cause health or safety hazards to any	N/A	N/A

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
		considerable number of persons or the public.		
5.1.4 Biological Resources				
Threshold 7.a): Prior to mitigation, the proposed Project has the potential to result in a conflict with the MSHCP due to potential impacts to riparian/riverine resources and the burrowing owl. Refer to Biological Resources MM BIO-1 and MM BIO-2. **Thresholds 7.b) and 7.c):** The Project would impact sensitive biological resources, including sensitive habitat and the burrowing owl. Mitigation is thus required. Refer to Biological Resources MM BIO-1 through MM BIO-4. **Threshold 7.d):** No impacts to wildlife movement corridors or native wildlife nurseries would occur. However, the Project has the potential to impact nesting birds if vegetation is removed during the nesting season (February 1 through August 31). Refer to MM BIO-4. **Threshold 7.e):** The Project would not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service **Threshold 7.f):** The Project would not 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. **Threshold 7.g):** The Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance, and no impact would	Less than Significant with Mitigation Incorporated Less than Significant with Mitigation Incorporated Less than Significant with Mitigation Incorporated No Impact No Impact No Impact	**MM BIO-1** To mitigate for permanent impacts to 0.28 acre (276 linear feet) of ephemeral drainage feature on the Project site, the Project Applicant shall purchase compensatory mitigation credits at a 1:1 mitigation-to-impact ratio for impacts to on-site ephemeral streambed, 3:1 for southern willow scrub, and off-site permanent impacts to Coldwater Creek and associated habitat, and 1:1 for temporary impacts. Evidence of fee payment shall be supplied to the Riverside County Environmental Programs Department (EPD) prior to the issuance of a grading permit. The Project Applicant shall be required to provide for the purchase of 0.08 acre of re-establishment credits and 0.20 acre of rehabilitation credits at the Riverpark Mitigation Bank. **MM BIO-2** Within 30 days prior to initiating ground-disturbing activities, the Project Applicant shall retain a qualified biologist to complete a pre-construction avoidance survey for burrowing owl, in accordance with the MSHCP guidelines. If the pre-construction survey is negative and the burrowing owl is confirmed absent, then ground-disturbing activities shall be allowed to commence. However, if one or more burrowing owl are observed in the study area during the Project Applicant is required to avoid impacts to the burrowing owl. The Project Applicant shall immediately inform the County, RCA, and the wildlife agencies (CDFW and USFWS) of the presence of a burrowing owl within the study area. No disturbance should occur within 300 feet of an active burrow during the breeding season (March 1 through August 31) except for the purpose of relocation according to an approved Burrowing Owl Protection and Relocation Plan. No disturbance should occur within 150 feet of an active Burrowing Owl burrow	Project Applicant, Project Biologist/ Riverside County Building& Safety Department, County Biologist, Riverside County Environmental Programs Department (EPD) Project Applicant, Project Biologist/ County Planning Department, County EPD	Prior to the issuance of grading permits Within 30 days prior to ground-disturbing activities

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
occur as a result of implementation of the Project as proposed on the Project site.		during the non-breeding season (September 1 through February 28). In the event one or more burrowing owls are observed in the study area during the pre-construction avoidance survey, the Project Applicant would be required to prepare a Burrowing Owl Protection and Relocation Plan to be approved by the RCA and/or the wildlife agencies. The plan would also require notification and approval of the State banding permit office and Federal Migratory Bird Treaty Act office if active relocation is required. The plan would include details of a Burrowing Owl capture and relocation to include monitoring of the relocated Burrowing Owl. The preferred timing for Burrowing Owl relocation is early in the breeding season, prior to the laying of eggs. Additionally, the Project Applicant would be required to prepare a Determination of Biologically Equivalent or Superior Preservation. **MM BIO-3** Prior to the issuance of the certificate of occupancy, the Project Applicant shall provide evidence to the Riverside County Planning Department that 65 oak trees were incorporated into the Project landscaping in accordance with the mitigation requirements provided in the Project's Oak Tree Mitigation Plan prepared by Helix Environmental Planning, dated November 2021. **MM BIO-4** Vegetation clearing shall be constructed outside of the nesting season (September 1 through February 14). If avoidance of the nesting season (February 15 through August 31) is not feasible, then a nesting bird survey will be required. The nesting bird survey shall be submitted to the Riverside County Planning Department for review and approval prior to any vegetation clearing and ground disturbing activities during nesting season. If active nests of native species are identified, the biologist shall establish suitable buffers around the	Project Applicant, Project Biologist/ County Planning Department, County EPD Project Applicant, Project Biologist/ County Planning Department, County EPD	Prior to issuance of certificate of occupancy Ground disturbing activities from February 15 through August 31

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
		nests, and the buffer areas shall be avoided until the nests are no longer occupied and the juvenile birds can survive independently from the nests. Typically established buffers are greater for raptors than songbirds and depend upon the species, the nesting stage, and type of construction activity proposed. Standard buffers distances are 100 feet for common songbirds, 300 feet for sensitive bird species, and 500 feet for raptors and listed bird species. **MM BIO-5** Prior to the issuance of a building permit, the Project Applicant shall provide proof to the Riverside County Planning Department that the Project's temporary impacts to USACE resources have been restored to pre-project contours.	Project Applicant, Project Biologist/ County Planning Department, County EPD	Prior to issuance of a building permit
5.1.5 Cultural Resources				
Thresholds 8.a) and 8.b): No properties listed in the National Register of Historic Places (NRHP), the Office of Historic Preservation (OHP), Archaeological Determinations of Eligibility (ADOE) or the Directory of Properties in the Historic Property Data File (HPD) are located within the boundaries of the Project site. No impact would occur. The Project includes the removal of historic resources; however, impacts would be less than significant with incorporation of mitigation. **Thresholds 9.a) and 9.b):** During BFSA's survey of the Project site, three less than significant archaeological resources were identified. However, because previously undiscovered significant resources may be uncovered by the Project's ground-disturbing construction activities, the potential exists that previously uncovered undiscovered archaeological resources may be exposed during the Project's ground-disturbing activities. If significant resources are uncovered and are not appropriately treated, impacts would be significant.	Less than Significant with Mitigation Incorporated Less than Significant with Mitigation Incorporated	**MM CR-1** Prior to the issuance of a grading permit, the Applicant shall provide written verification that a certified archaeologist has been retained to implement the monitoring program. This verification shall be presented in a letter from the Project Archaeologist. **MM CR-2** During ground-disturbing activities, the Project Applicant shall provide Native American monitoring. The Native American monitor shall work in concert with the archaeological monitor to observe above ground disturbances and search for cultural materials. Prior to the issuance of grading permits, the developer/permit applicant shall enter into an agreement with the consulting tribe(s) for a Native American Monitor. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) shall attend the pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all construction personnel. In addition, the Native American Monitor(s) shall be on-site during all initial ground disturbing	Project Proponent; Project Archaeologist, County Archaeologist Consulting Native American Tribe	Prior to issuance of a grading permit During ground disturbing activities

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
Threshold 9.c): There is a remote potential that human remains may be unearthed during the Project's ground-disturbing construction activities. This same potential for the discovery of human remains occurs on nearly every construction site that disturbs an undeveloped ground surface. If human remains are found on the site, the developer/permit holder or any successor in interest is required by law to comply with State Health and Safety Code Section 7050.5. Refer to MM CR-11.	Less than Significant	activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources. The developer/permit applicant shall submit a fully executed copy of the agreement to the County Archaeologist to ensure compliance with this condition of approval. Upon verification, the Archaeologist shall clear this condition. This agreement shall not modify any condition of approval or mitigation measure. **MM CR-3** Prior to the issuance of a grading permit, the certified archaeologist shall attend pre-grading meeting with the contractors to explain and coordinate the requirement of the monitoring program. **MM CR-4** During the original cutting or previously undisturbed deposits, the archaeological monitor(s) and tribal representative shall be on-site, as determined by the consulting archaeologist, to perform periodic inspections of the excavations. The frequency of inspections will depend upon the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The consulting archaeologist shall have the authority to modify the monitoring program if the potential for cultural resources appears to be less than anticipated. **MM CR-5** During the mechanical excavation and removal of the cistern (P-33-029048), the archaeological monitor shall be onsite to observe. Should historic artifacts be encountered, the	Project Proponent; Project Archaeologist Project Proponent; Project Archaeologist, County Archaeologist; Native American Representative Project Proponent; Project	Prior to issuance of grading permits During original cutting or previously undisturbed deposits During the mechanical excavation and

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
		archaeologist shall have the authority to halt excavations in the area until the artifacts can be collected. At that time, the archaeologist may make the determination in the field whether controlled mechanical excavation or hand excavation should be employed in order to preserve the provenience of any artifacts encountered.	Archaeologist,	removal of the cistern
		MM CR-6 During ground-disturbing activities, isolates and clearly non-significant deposits shall be minimally documented in the field by the archeological monitor.	Project Proponent; Project Archaeologist,	During ground disturbing activities
		MM CR-7 The developer/permit holder or any successor in interest shall comply with the following for the life of this permit. In the event that previously unidentified cultural resources are discovered, If during ground disturbance activities, unanticipated cultural resources* are discovered, the following procedures shall be followed: All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted and the applicant shall call the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the developer, the Project Archaeologist**, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc.) for the cultural resource. Resource evaluations shall be limited to nondestructive analysis. Further ground disturbance shall not resume within the area of	Project Proponent; Project Archaeologist, County Archaeologist; Native American Representative	In the event that previously undiscovered archaeological resources are discovered.

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
		the discovery until the appropriate treatment has been accomplished. * A cultural resource site is defined, for this condition, as being a feature and/or three or more artifacts in close association with each other. ** If not already employed by the Project developer, a County approved archaeologist shall be employed by the project developer to assess the significance of the cultural resource, attend the meeting described above, and continue monitoring of all future site grading activities as necessary.		
		MM CR-8 Before construction activities are allowed to resume in the affected area, the artifacts shall be recovered and features recorded using professional archaeological methods. The Project Archaeologist shall determine the amount of material to be recovered for an adequate artifact sample for analysis.	Project Archeologist, County Archeologist	In the event that previously undiscovered archaeological resources are discovered.
		MM CR-9 Prior to the issuance of a building permit, all cultural material collected during the grading monitoring program shall be processed and curated according to the current professional repository standards. The collections and associated records shall be transferred, including title, to an appropriate curation facility, to be accompanied by payment of the fess necessary for permanent curation.	Project Proponent; Project Archaeologist, County Archaeologist	Prior to issuance of building permit In the event that previously undiscovered archaeological resources are discovered.
		MM CR-10 Prior to the issuance of a building permit, a report documenting the field and analysis results and interpreting the artifact and research data within the research context shall be competed and submitted to the satisfaction of the lead agency prior to the issuance of any building permits. The report will include DPR Primary and Archaeological Site Forms.	Project Archaeologist, County Archaeologist	Prior to issuance of building permit In the event that previously undiscovered archaeological

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
		MM CR-11 If Human Remains Found If human remains are found on this site, the developer/permit holder or any successor in interest shall comply with State Health and Safety Code Section 7050.5.	Project Proponent; Project Archaeologist, County Archaeologist; Native American Representative	resources are discovered. If human remains are discovered on the Project site.
5.1.6 Energy				
Threshold 10.a): Project construction and operations would not result in the inefficient, wasteful or unnecessary consumption of energy. Further, the energy demands of the Project can be accommodated within the context of available resources and energy delivery systems. The Project would therefore not cause or result in the need for additional energy producing or transmission facilities. **Threshold 10.b):** The Project would meet or exceed all California Building Standards Code Title 24 standards. Moreover, energy consumed by the Project's operation is calculated to be comparable to, or less than, energy consumed by other uses of similar scale and intensity that are constructed and operating in California. On this basis, the Project would not result in the inefficient, wasteful, or unnecessary consumption of energy. Further, the Project would not cause or result in the need for additional energy producing facilities or energy delivery systems.	Less than Significant Less than Significant	N/A	N/A	N/A
5.1.7 Geology/Soils				
Threshold 11.a): The Project site is not located within an Alquist-Priolo Earthquake Fault Zone or within an area of a known fault.	Less than Significant	**CRDR 5.1.7-1** The Project is required by law to comply with the California Building Standards Code and the Riverside County Building Code, which addresses construction standards including	N/A	N/A

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
		those related to geologic and soil conditions.		
Threshold 12.a): Design of Project in conformance with the latest Building Code provisions for earthquake design is expected to provide adequate attenuation of any ground-shaking hazards, including, liquefaction hazards that are typical to southern California.	Less than Significant	**CRDR 5.1.7-2** As a standard condition of Project approval, the Project will be required to comply with the site-specific recommendations contained in the geotechnical investigation prepared for the Project site by GeoSoils, Inc. and dated March 16, 2020 which is included herein as Technical Appendix E. The recommendations cover grading, soil removal, and recompaction activities; building foundation, floor slab, retaining wall, and paving design; shoring of excavations and trenches, and related topics.		
Threshold 13.a): Design of the proposed Project in conformance with the latest California Building Standards Code provisions for earthquake design is expected to provide adequate attenuation of ground-shaking hazards that are typical to southern California.	Less than Significant			
Threshold 14.a): The Project site is not subject to on- or off-site landslides or rockfall hazards. The geotechnical investigation prepared for the Project site also evaluated the potential for collapse and lateral spreading hazards on site, and identifies site-specific recommendations to preclude collapse or lateral spreading hazards. As a standard condition of Project approval, the Project will be required to comply with site-specific recommendations contained in a Project-specific geotechnical report included as *Technical Appendix E*, which would reduce potential impacts to less than significant.	Less than Significant	**CRDR 5.1.7-3** Prior to issuance of a grading permit, the Project Applicant is required to obtain coverage under a NPDES permit from the State Water Resources Control Board. Evidence that a NPDES permit has been issued shall be provided to the County of Riverside prior to issuance of a grading permit. **CRDR 5.1.7-4** Prior to issuance of a grading permit, the Project Applicant is required to prepare a SWPPP. Project contractors shall be required to ensure compliance with the SWPPP and shall permit periodic inspection of the construction site by the County of Riverside staff or its designee to confirm compliance.		
Threshold 15.a): The Project site is within an area that is susceptible to subsidence. the Project site's geotechnical report (*Technical Appendix E*) indicates that the site's settlement potential would be attenuated removing and recompacting near surface density soils to attenuate ground subsidence hazard risks. Through standard conditions of approval, the proposed Project would be required by the County to incorporate the recommendations contained within the Project site's geotechnical report (*Technical Appendix E*) into the grading plan for the Project. As such,	Less than Significant	**CRDR 5.1.7-5** Prior to issuance of a grading permit, the Project Applicant is required to prepare and the County of Riverside shall approve a Final WQMP. The Project Applicant or its property manager shall be required to ensure compliance with the Final WQMP and shall permit periodic inspection of the Project site by County of Riverside staff or its designee to confirm compliance. **CRDR 5.1.7-6** The Project is required to comply with the		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
implementation of the Project would result in less-than-significant impacts associated with ground subsidence. **Threshold 16.a):** There is no potential for the Project to be subject to hazards associated with seiches, mudflows, and/or volcanic hazards. No Impact **Thresholds 17.a) and 17.b):** The Project would not change topography or ground surface relief features. The Project would not create a substantial adverse effect associated with changes in topography nor create cut or fill slopes greater than 2:1 or higher than 10 feet. Impacts would be less than significant. Less than Significant **Threshold 17.c):** The Project site does not contain any operational subsurface sewage disposal systems under existing conditions. The Project site does not serve as a leach field for any off-site properties and has no potential to affect or negate operating subsurface sewage disposal systems. No Impact **Threshold 18.a):** With mandatory compliance to the requirements identified in the Project's SWPPP, as well as applicable regulatory requirements, the potential for water and/or wind erosion impacts during Project construction would be less than significant. Mandatory compliance with the Project's WQMP would ensure that the Project does not result in substantial soil erosion or the loss of topsoil under long-term operating conditions. Less than Significant **Threshold 18.b):** Through standard conditions of approval, the proposed Project would be required by the County to incorporate the recommendations contained within the Project site's geotechnical report (Technical Appendix E) into the grading plan for the Project. As such, implementation of Less than Significant	provisions of the SCAQMD Rule 403 "Fugitive Dust." Rule 403 requires implementation of best available dust control measures during construction activities that generate fugitive dust, such as earth moving, grading, and construction equipment travel on unpaved roads. To comply with Rule 403, and prior to grading permit issuance, the County of Riverside shall verify that notes are specified on the Project's grading plans requiring Rule 403 compliance. Project construction contractors would be required to ensure compliance with the notes and permit periodic inspection of the construction site by County of Riverside staff or its designee to confirm compliance. To comply with Rule 403: • In order to limit fugitive dust emissions, all clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 miles per hour (mph) per SCAQMD guidelines. • The construction contractor(s) shall ensure that all distributed unpaved roads and disturbed areas within the Project site are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three (3) times a day, preferably in the mid-morning, afternoon, and after work is done for the day. • The construction contractor(s) shall ensure that traffic speeds on unpaved roads and the Project site area are reduced to 15 miles per hour or less.		

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
the Project would result in less-than-significant impacts associated with expansive soils and would not create substantial risks to life or property. **Threshold 18.c):** The Project does not propose the use of septic tanks or alternative waste water disposal systems. Accordingly, no impact would occur. **Threshold 19.a):** With mandatory compliance to Rule 403 regulatory requirements, the potential for the Project to result in an increase in wind erosion and blowsand, either on- or off-site, would be less than significant.	No Impact Less than Significant			
5.1.8 Greenhouse Gas Emissions				
Thresholds 20.a) The Project would emit 1,618.85 $MTCO_2e$ per year, which would not exceed the CAP's initial screening threshold of 3,000 $MTCO_2e$, the Project's level of GHG emissions represent less than significant impact. Threshold 20.b) The Project would not conflict with any of the 2017 Scoping Plan elements as any regulations adopted would apply directly or indirectly to the Project. Although impacts would be less than significant, the Project would incorporate mitigation measures MM GHG-1 to further ensure the Project would not conflict with the CAP.	Less than Significant Less than Significant with Mitigation Incorporated	**MM GHG-1** Prior to issuance of each building permit, the Project Applicant shall provide documentation to the County of Riverside Building Department demonstrating implementation of CAP measure R2-CE1, which includes on-site renewable energy production. This measure is required for any tentative tract map, plot plan, or conditional use permit that proposes development or one or more new buildings totaling more than 75 dwelling units (DU) or 100,000 gross square feet (sf) of Community Care Facility development to offset its energy demand. For Community Care Facility developments, measure R2-CE1 requires a 20% offset in energy demand.	Project Applicant/ Building & Safety Department	Prior to issuance of a building permit
5.1.9 Hazards and Hazardous Materials				
Thresholds 21.a) and 21.b): With mandatory regulatory compliance, the Project's operational phase is not expected to pose a significant hazard to the public or the environment through the routine transport, use, storage, emission, or disposal of hazardous materials, nor would the Project increase the potential for accident conditions which could result in the release of hazardous materials into the environment.	Less than Significant	**MM HAZ-1** The Project Contractor shall adhere to the protocols stipulated in the Soil Management Plan (SMP). Contractors working at the site are also required to follow all applicable Cal/OSHA regulations for construction safety. If potentially-contaminated soil is encountered on-site, a Completion Report shall be prepared at the conclusion of grading activities. The report would document field monitoring activities and visual observations made during grading/excavations, as well	Project Applicant/ Building & Safety Department	Conclusion of grading activities

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
Threshold 21.c): The Project would not interfere with an adopted emergency response or evacuation plan.	No Impact	as soil sampling locations and results. The report shall include a description of the location of undocumented materials encountered, actions taken to characterize and mitigate impacts, confirmation soil sampling results, and disposition of any excavated soil. The report shall be reviewed and approved by the Riverside County Planning Department, prior to issuance of building permits.		
Threshold 21.d): There would be no potential for existing or proposed schools to be exposed to substantial safety hazards associated with the routine transport of hazardous substances or materials to and from the Project site.	No Impact			
Threshold 21.e): The Project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, therefore, would not create a significant hazard to the public or the environment.	No Impact			
Thresholds 22.a), 22.b), and 22.c): The nearest airport to the Project site is the Perris Valley Airport located approximately 15.2 miles east. According to the RCIT database, the Project site is not within any Airport Influence Area (AIA) or Airport Safety Zone . Therefore, the Project site is not within an area that is subject to any Airport Master Plan or Airport Land use Compatibility Plan. Accordingly, the implementation of the Project would not result in an inconsistency within an Airport Master Plan. No impacts would occur.	No Impact			
Threshold 22.d): There are no private airport facilities or heliports within the vicinity of the Project site. As such, the Project would not result in a safety hazard for people residing or working in the project area associated with private airports or heliports.	No Impact			
5.1.10 Hydrology/Water Quality				
Threshold 23.a): Mandatory compliance with the SWPPP will ensure that the Project does not violate any water quality standards or waste discharge requirements during short-term	Less than Significant		N/A	N/A

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
construction activities. The Project Applicant also would be required to demonstrate compliance with the NPDES program, which requires certain land uses (e.g., industrial uses) to prepare a SWPPP for operational activities and to implement a long-term water quality sampling and monitoring program, unless an exemption has been granted. Mandatory compliance with the NPDES Industrial General Permit would reduce water quality impacts during long-term operation of the Project to below significant levels.				
Threshold 23.b): The Project would not install any water wells; therefore, the Project would not directly extract groundwater from the Perris North Groundwater Basin. BMPS are incorporated into the site design to minimize potential adverse effects related to groundwater recharge.	Less than Significant			
Threshold 23.c): The Project would not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course or a river or stream or through the addition of impervious surfaces.	Less than Significant			
Threshold 23.d): With mandatory compliance to the requirements noted in the Project's SWPPP, as well as mandatory compliance to applicable regulatory requirements including but not limited to SCAQMD Rule 403, the potential for water and/or wind erosion impacts during Project construction would be less than significant. Following construction, wind and water erosion on the Project site would be minimal because the areas disturbed during construction would be landscaped or covered with impervious surfaces and drainage would be controlled through a storm drain system. With compliance of the Project-specific WQMP, implementation of the proposed Project would not result in substantial erosion or siltation on-	Less than Significant			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
site or off-site.				
Threshold 23.e): All runoff would be directed to the storm drain infrastructure and the Project would not substantially increase the amount of surface runoff in a manner which would result in flooding on-site or off-site.	Less than Significant			
Threshold 23.f): There is no potential for the Project's storm water to exceed the capacity of available infrastructure or to discharge polluted runoff. As such, the Project would not create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.	Less than Significant			
Threshold 23.g): The Project site is located in Flood Zone X; an area of minimal flood hazard and the Project would not impede or redirect flood flows.	Less than Significant			
Threshold 23.h): The nearest large body of surface water to the Project site is located approximately 0.2 mile south at the Chandler Aggregates, Inc. quarry. Additionally, the Project site and the quarry are located at different elevations with the Project site's elevations ranging from 1,083 feet amsl to 1,105 feet amsl and the quarry's elevations ranging from 824 feet amsl to 1,154 feet amsl. According to Riverside County General Plan Figure S-9, Special Flood Hazards Areas, the Project site is not located within any dam inundation areas or special flood hazard areas. The Project site is located over 24 miles from the Pacific Ocean and is therefore not subject to a tsunami.	No Impact			
Threshold 23.i): The proposed Project would not conflict or obstruct implementation of a groundwater management plan or implementation of a groundwater sustainability plan	No impact			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
5.1.11 Land Use/Planning				
Threshold 24.a): The Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. **Threshold 24.b):** The Project would not divide an established community.	Less than Significant No Impact	N/A	N/A	N/A
5.1.12 Mineral Resources				
Threshold 25.a): The Project site is not designated by the State Mining and Geology Board as being of regional or statewide significance. Because the site is not located within an area known for mineral resources that are of value to the region and the residents of the State, no impact would occur. **Threshold 25.b):** The Project does not have a designation or zoning for mining and is not located with an area designated by the State Mining and Geology Board as being of regional or statewide significance. Therefore, there is no potential for the Project to result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. **Threshold 25.c):** The site is not located in a State designated sector of valuable resources. A surface mining operation is located approximately 0.17 mile south of the Project site. Operations and traffic from the existing mine would not represent a hazard to the Project site. Impacts would be less than significant.	No Impact No Impact Less than Significant	N/A	N/A	N/A
5.1.13 Noise				
Threshold 26.a): The Project site is not within an airport land use plan or within two miles of a public airport or public use airport. The Project would not expose people residing or working in the Project area to excessive noise levels	No Impact	**MM NOI-1:** Prior to approval of grading plans and/or issuance of building permits, Riverside County shall review grading and building plans to ensure the following notes are included on the plans. Project contractors shall be required to comply with	Project Applicant and Building & Safety Department	Prior to approval of grading plans and/or issuance of building permits

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associated with airports. No impact would occur. **Threshold 26.b):** There are no private airfields or airstrips in the vicinity of the Project site. Therefore, the Project would not expose people to excessive noise levels associated with operations at a private airstrip. No impact would occur. **Threshold 27.a):** The Project's construction phase and operational phase would result in substantial temporary or permanent increases in ambient noise levels. Impacts would be less than significant with mitigation incorporated. **Threshold 27.b):** Because the Project-related vibration velocity levels would remain below the County of Riverside threshold of 0.01 in/sec RMS at all receiver locations during the Project's construction activities and operational activities. Therefore, the Project would not expose persons to or generate excessive ground-borne vibration or ground-borne noise levels.	No Impact Less than Significant Less than Significant	these notes and maintain written records of such compliance that can be inspected by Riverside County upon request. 1. Project construction activities and truck deliveries shall be limited to the hours between 6:00 a.m. and 6:00 p.m., during the months of June through September, and 7:00 a.m. and 6:00 p.m., during the months of October through May. (County of Riverside Municipal Code, Section 9.48.020 (I)). 2. During all Project site construction, the construction contractor shall equip all construction equipment, mobile or stationary, with properly operating and maintained mufflers, consistent with manufacturers' standards. 3. The construction contractor shall locate/stage all stationary equipment such that the location will create the greatest physical distance between construction-related noise sources and noise-sensitive receivers nearest the Project site during all Project construction activities. 4. The construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise-sensitive receivers nearest the Project site. 5. The construction contractor shall post a publicly visible sign with the telephone number and designated person to contact regarding noise complaints. The construction contractor, within 48 hours of receipt of a noise complaint, shall either take corrective actions or, if immediate action is not feasible, provide a plan or corrective action to address the source of the noise complaint. 6. Electrically powered air compressors and similar power tools shall be used, when feasible, in place of diesel equipment. 7. No music or electronically reinforced speech from construction workers shall be allowed within the Project site.		
5.1.14 Paleontological Resources				
Threshold 28.a): According to Figure OS-8 and the Riverside County GIS database (RCIT), the Project site and area are identified as having a low paleontological sensitivity.	Less than Significant with Mitigation	**MM PR-1:** Prior to the issuance of a grading permit, the Project Applicant shall retain and enter a monitoring and mitigation service contract with a qualified paleontologist for	Project Applicant, Project Paleontologist or	Prior to issuance of a grading permit

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However, if significant paleontological resources are unearthed, there is a potential for a significant impact to occur if the resources are not properly identified and treated. Therefore, the Project's potential to directly or indirectly destroy unique paleontological resources that may be present beneath the ground surface, is a potentially significant impact and mitigation is required.	Incorporated	mitigation monitoring services and to prepare and implement a Paleontological Resource Impact Mitigation Program (PRIMP). The Paleontological Monitor shall be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediment that are likely to contain the remains of small fossil invertebrates and vertebrates. The monitor shall be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens in a timely manner. Monitoring may be reduced in the potentially fossiliferous units are not present in the subsurface, or if present, are determined upon exposure and examination by qualified paleontological personnel to have low potential to contain or yield fossil resources.	Geologist, County Geologist	
		MM PR-2: If a significant paleontological resource(s) is discovered, the qualified paleontological personnel must be able prepare the recovered specimen to a point of identification and permanent preservation, including screen-washing of sediments to recover small invertebrates and vertebrates if appropriate. Preparation of individual vertebrate fossils is often more time consuming than accumulation of invertebrate fossils.	Project Applicant, Project Paleontologist or Geologist, County Geologist	During construction if significant resources are discovered
		MM PR-3: Prior to final building inspection, the Project Applicant shall provide evidence to the County that all paleontological materials recovered during the paleontological investigation were identified and curated into a professional, accredited public museum repository with a commitment to archival conservation and permanent retrievable storage. Pursuant to the County of Riverside's "SABER Policy" for recovered fossils, they fossils should, by preference, be directed (deposited at) the Western Science Center Museum on Searl Parkway in Hemet, Riverside County, California. The paleontological program should include a written repository agreement prior to the initiation of mitigation activities.	Project Applicant, Project Paleontologist or Geologist, County Geologist	Prior to final building inspection

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		MM PR-4: Prior to the final building inspection, a qualified paleontologist must prepare a final monitoring and mitigation report of findings and significance, including lists of all fossils recovered and necessary maps and graphics to accurately record their original location. The report, when submitted to the appropriate Lead Agency, will signify satisfactory completion of the project program to mitigate impacts to any paleontological resources.	Project Applicant, Project Paleontologist or Geologist, County Geologist	Prior to final building inspection
5.1.15 Population and Housing				
Threshold 29.a): Development of the Project would not displace substantial numbers of existing housing or displace a substantial number of people, necessitating the construction of replacement housing elsewhere.	No Impact	N/A	N/A	N/A
Threshold 29.b): The Project would provide for new housing opportunities on-site, which would help meet the current population growth trends in western Riverside County and need for senior care. The residential dwelling units proposed as part of the Project are for the purpose of senior care and as such would not result in an increased demand for affordable housing. Therefore, the Project would not create a demand for additional housing, including housing affordable to households earning 80% or less of the County's median income, and no impact would occur.	Less than Significant Less than Significant			
Threshold 29.c): The Project would provide housing for approximately 439 elderly individuals (216 dwelling units and 256 beds). It is likely residents would already reside in Riverside County and the number of new residents to the County would be much less than the 439 residents that would live at the proposed facility. An increase of 439 residents in the County would represent a negligible increase (approximately 0.02 percent) in the existing population in the				

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County, and would also represent approximately 0.01 percent of the City's projected 2045 population as presented in the jurisdictional growth forecasts in SCAG's 2020-2045 RTP/SCS (estimated to be 3,252,200 individuals) (SCAG, 2020). The Project does not involve any components that could indirectly result in substantial population growth; therefore, impacts would be less than significant. Additionally, implementation of the Project would not result in any new impacts indirectly.				
5.1.16 Public Services				
Threshold 30.a): The Project would be served from existing RCFD fire stations and would not cause the construction of a new fire station or physical alteration of any existing fire station. **Threshold 31.a):** The Project would not trigger the need for new or improved law enforcement facilities. In addition, the Project would comply with the existing regulatory policies and General Plan policies that would further reduce any impacts to law enforcement services associated with the Project. **Threshold 32.a):** The Project would not directly create a demand for additional public-school facilities. **Threshold 33.a):** The Project would not directly create a demand for public library facilities and would not directly result in the need to modify existing or construct new library buildings. **Threshold 34.a):** The Project would not result in a substantial increase in demand for public and/or private health care facilities.	Less than Significant Less than Significant Less than Significant Less than Significant Less than Significant	**CRDR 5.1.16-1** Prior to building permit inspection, the Project Applicant is required to comply with the County's DIF Ordinance (Riverside County Ordinance No. 659), which requires payment of a development mitigation fee to assist in providing revenue that the County can use to improve public facilities and/or equipment, to offset the incremental increase in the demand for public services. **CRDR 5.1.16-2** Prior to building permit inspection, the Project Applicant is required to comply with the provisions of California Government Code Sections 65995.5 to 65998 by payment of required school impact fees to the Corono-Norco Unified School District, in accordance with the District's Fee Schedule.	N/A	N/A
5.1.17 Recreation				
Thresholds 35.a) and 35.b): The Project does not propose to	Less than		N/A	N/A

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construct any recreational facilities; therefore, no impacts from proposed recreational facilities would result from the Project. The Project would include four atrium courtyards and a garden for the exclusive use of Project residents. The physical impacts resulting from the construction of these facilities have been addressed throughout the analysis presented in the IS/MND and impacts would be less than significant.	Significant			
Threshold 35.c): The Project site is not within Community Service Area (CSA)**.** The Project is not located within the purview of any Community Park and Recreation Plan. Impacts would be less than significant.	Less than Significant.			
Threshold 36.a): The Project does not include the construction of expansion of a trail system and there are no existing trails on-site. The Project's design includes sidewalks along the site's frontage with Trilogy Parkway and Temescal Canyon Road. Impacts associated with these on-site have been evaluated throughout this IS/MND and impacts were determined to be less than significant or would be reduced to less-than-significant levels with mitigation.	Less than Significant			
5.1.18 Transportation				
Threshold 37.a): The Project would be conditioned to pay fees pursuant to the County's Transportation Uniform Mitigation Fee (TUMF) fee program and Development Impact Fee (DIF) fee to maintain an acceptable Level of Service (LOS) in conformance with the LOS standards identified by the General Plan Circulation Element. With payment of TUMF and DIF fees, the Project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, and impacts would therefore be less than significant.	Less than Significant Less than Significant	**CRDR 5.1.18-1** Prior to issuance of building permits, the Project Applicant shall pay appropriate Development Impact Fee Program (DIF) fees at the rates then in effect in accordance with Riverside County Ordinance No. 659. **CRDR 5.1.18-2** Prior to final building inspection, the Project Applicant shall pay appropriate Western Riverside County Transportation Uniform Mitigation Fee Program Ordinance (TUMF) fees at the rates then in effect in accordance with Riverside County Ordinance No. 824.	Project Applicant/ Riverside County Building and Safety Department Project Applicant/ Riverside County Building & Safety Department	Prior to final building inspection Prior to final building inspection
Threshold 37.b): The Project would not exceed the County	Less than Significant			

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threshold of 15.2 VMT per capita; therefore, impacts to VMT would be less than significant. **Threshold 37.c):** The Community Care Facility use proposed as part of the Project would be compatible with the site's existing land use designation and zoning classification with an approved CUP. The Project Applicant does not propose any roads that have design feature hazards such as sharp curves or dangerous intersections. The Project Applicant only would be responsible for improving the Project site's frontage with Trilogy Parkway and Temescal Canyon Road to add pavement, curb, gutter, and sidewalk. Such improvements would not result in increased hazards due to a geometric design feature. Furthermore, the Project's proposed improvements to Trilogy Parkway and Temescal Canyon Road would be consistent with Riverside County Ordinance No. 461, which codifies standards for road design, construction, and maintenance. Therefore, impacts would be less than significant.	Less than Significant			
Threshold 37.d): The Project does not propose any physical construction of new roadways. The implementation of the Project would result in the widening of Trilogy Parkway and Temescal Canyon Road to their ultimate half-section width as Major Highways in compliance with the circulation recommendations found in the County of Riverside General Plan Circulation Element The Project would contribute traffic to off-site public roadways; however, public roads require periodic maintenance as part of their inherent operational activities, and such maintenance would not result in substantial impacts to the environment. Maintenance of roadways would not result in any new impacts to the environment beyond that which is already disclosed and mitigated by this IS/MND, and impact would be less than significant.	Less than Significant			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
Threshold 37.e): Circulation facilities in the Project study area would have adequate capacity to accommodate the Project's construction-related traffic. **Threshold 37.f):** The Project Applicant would be required by Riverside County to implement traffic control measures to preclude impacts to operations of Trilogy Parkway and Temescal Canyon Road during the construction of frontage improvements. Additionally, the Project would be required to comply with Riverside County Ordinance Nos. 460 and 461, which regulate access road provisions. The requirement to provide adequate paved access to the Project site would be required as a condition of Project approval. Additionally, the Project would not affect any roadways that provide emergency access under existing conditions. With required adherence to County requirements for emergency access, impacts would be less than significant. **Threshold 38.a):** According to Figure 8, Temescal Canyon Area Plan Trials and Bikeway System, and the Section 3.3, Bicycle & Pedestrian Facilities, of the Project's TA, there are no bike trails in proximity to the Project site . Additionally, the Project does not directly involve the construction or expansion of a bike system or bike lanes; therefore, no impacts would occur.	Less than Significant Less than Significant			
5.1.19 Tribal Cultural Resources				
Thresholds 39.a) and 39.b): There are no known tribal cultural resources present on the Project site.	Less than Significant with mitigation incorporated	Refer to MM CR-1 through MM CR-11 under Sections 8 and 9.	N/A	N/A
5.1.20 Utilities/Service Systems				
Threshold 40.a): Potential impacts associated with the installation of on-site and off-site utility improvements are	Less than Significant		N/A	N/A

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
evaluated throughout this MND and mitigation measures are identified for construction-related effects that would reduce construction-phase impacts to the maximum feasible extent. There would be no significant impacts specifically related to the installation of water, wastewater, or storm drain infrastructure beyond the overall construction-related effects of the Project as a whole.				
Threshold 40.b): As discussed in the 2015 WMWD Urban Water Management Plan, adequate water supplies are projected to be available to meet WMWD's estimated water demand through 2040 under normal, historic single-dry and historic multiple-dry year conditions. WMWD forecasts for projected water demand are based on the population projections of SCAG, and the Project's water demand would be identical to the projection for the site's existing land use designation.	Less than Significant			
Thresholds 41.a) and 41.b): The Lee Lake Water Reclamation Facility has sufficient capacity to treat wastewater generated by the Project in addition to existing commitments. The Project would not create the need for any new or expanded wastewater facility. The installation of water, sewer, and storm drain line connections as proposed by the Project would result in physical impacts; however, these impacts are considered to be part of the Project's construction phase and are evaluated throughout this MND accordingly. Additional mitigation measures beyond those identified throughout this MND would not be required.	Less than Significant			
Threshold 42.a): The El Sobrante Landfill has sufficient daily capacity to accept solid waste generated by the Project. Impacts to regional landfill facilities during the Project's construction and long-term operational activities would be	Less than Significant			

Potential Environmental Impact	Significance Determination	Mitigation Measures (MM) and County Regulations & Design Requirements (CRDR)	Responsible/ Monitoring Parties	Implementation Stage
less than significant. **Threshold 42.b):** The Project would be required to comply with all applicable solid waste statutes and regulations; as such, impacts related to solid waste statutes and regulations would be less than significant. **Thresholds 43.a) through 43.f):** The proposed Project would include connections to existing electricity, natural gas, and communications infrastructure that already exist in the area, and all such connections would be accomplished in conformance with the rules and standards enforced by the applicable service provider. There are no unique conditions associated with the Project's proposed utility service connections that would result in impacts to the environment that have not already been addressed by this MND Impacts would be less than significant.	Less than Significant Less than Significant			
5.1.21 Wildfire				
Thresholds 44.a) through 43.e): The Project site is located in an area that does not pose a high fire risk. The Project site is not located in or adjacent to a State Responsibility Area (SRA), nor is the Project site classified as a very high fire hazard severity zone, or other hazardous fire area.	No Impact	N/A	N/A	N/A