

Interstate 15 Temecula Auxiliary Lanes Project

Riverside County, California
District 08-Riv-15-(PM R3.5/R6.8)
EA 08-1K400/PN 0819000031

Draft Initial Study with Proposed Mitigated Negative Declaration



Prepared by the
State of California Department of Transportation



December 2022

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General Information About This Document

What's in this document:

The California Department of Transportation (Caltrans) has prepared this Initial Study, which examines the potential environmental impacts of alternatives being considered for the proposed Project in Riverside County, California. The Project proposes constructing auxiliary lanes to connect the entrance and exit ramps between the Temecula Parkway and Winchester Road interchanges along Interstate 15 (I-15) in the City of Temecula, Riverside County. In addition, this Project would include ramp widening, bridge widening, lighting rehabilitation, drainage system rehabilitation, ramp metering installation, and upgrading Metal Beam Guard Rail (MBGR) to Midwest Guardrail System (MGS). Geotechnical borings would be conducted, as needed, for design of the Project. Caltrans is the lead agency under the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA). The document describes the Project, the existing environment that could be affected by the Project, potential impacts, and proposed avoidance, minimization, and/or mitigation measures.

What you should do:

- Please read this document. To request an electronic version of this document, please send an email to: D8.1K400.Comments@dot.ca.gov.
- Attend the virtual public meeting. The virtual public meeting will occur on **January 19, 2023 from 5:30 p.m. to 6:30 p.m.**
- We welcome your comments. If you have any comments about the proposed project, please send your written comments to Caltrans by the deadline.
- Submit comments via U.S. mail to Caltrans at the following address:
Antonia Toledo, Senior Environmental Planner
California Department of Transportation, District 8
464 West 4th Street
San Bernardino, CA 92401-1400
- Submit comments via email to: D8.1K400.Comments@dot.ca.gov
- Be sure to send comments by the deadline: **January 30, 2023.**

What happens next:

After comments are received from the public and reviewing agencies, Caltrans may: (1) give environmental approval to the proposed Project, (2) perform additional environmental studies, or (3) abandon the Project. If the Project is given environmental approval and funding is appropriated, Caltrans could design and build all or part of the Project.

Alternative formats:

For individuals with sensory disabilities, this document can be made available in Braille, in large print, on audiocassette, or on computer disk. To obtain a copy in one of these alternate formats, please call or write to Department of Transportation, Attn: Eric Dionne, Chief, Public and Media Affairs, 464 West Fourth Street, San Bernardino, 92401, or use the California Relay Service 1(800) 735-2929 (TTY to Voice), 1(800) 735-2922 (Voice to TTY), 1(800) 855-3000 (Spanish TTY to Voice and Voice to TTY), 1(800) 854-7784 (Spanish and English Speech-to-Speech) or 711.

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SCH#XXXXXXX
08-Riv-15 (PM R3.5/R6.8)
EA 08-1K400/ PN 0819000031

Construct auxiliary lanes on Interstate 15 between the Temecula Parkway and Winchester Road interchanges from Post Mile (PM) R3.5 to PM R6.8 in Riverside County, California

**DRAFT INITIAL STUDY
with Proposed Mitigated Negative Declaration**

Submitted Pursuant to: (State) Division 13, California Public Resources Code

THE STATE OF CALIFORNIA
Department of Transportation

12/21/2022
Date of Approval

Kurt Heidelberg
Kurt Heidelberg
Deputy District Director
California Department of Transportation
CEQA Lead Agency

The following persons may be contacted for more information about this document:

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DRAFT PROPOSED MITIGATED NEGATIVE DECLARATION

Pursuant to: Division 13, Public Resources Code

State Clearinghouse Number:

DIST-CO-RTE-PM: 08-Riv-15-PM R3.5/R6.8

EA: 1K400

Project Description

The California Department of Transportation (Caltrans) proposes to construct auxiliary lanes to connect the entrance and exit ramps between the Temecula Parkway and Winchester Road interchanges from Post Mile (PM) R3.5 to PM R6.8 in Riverside County.

The purpose of the proposed Project is to improve operational efficiency on the Interstate (I-) 15 mainline due to merge and diverge movements at the entrance and exit ramps. The Project limits begin from 0.1 mile north of Temecula Parkway to 0.2 mile north of Winchester Road on I-15, (PM R3.5 to R6.8), in the City of Temecula, in southwestern Riverside County. The proposed Build Alternative would construct auxiliary lanes on I-15 at the following locations.

- Northbound (NB) auxiliary lane from the Rancho California Road on-ramp to Winchester Road off-ramp.
- Southbound (SB) auxiliary lane from Winchester Road on-ramp to Rancho California Road off-ramp.
- SB auxiliary lane from Rancho California Road on-ramp to Temecula Parkway off-ramp.

Additional proposed improvements for this Project include ramp widening at the NB and SB Rancho California Road on-ramps, bridge widening at the Empire Creek Bridge (No. 56-261L and No. 56-261R) to accommodate auxiliary lanes between Rancho California Road and Winchester Road, lighting rehabilitation, drainage system rehabilitation, ramp metering installation at Rancho California Road on-ramps, and upgrade Metal Beam Guard Rail (MBGR) to Midwest Guardrail System (MGS). Geotechnical borings would be conducted within the Project's limits of disturbance, as needed, for design of the Project. A soundwall (S-243) would be constructed as part of the Project.¹

¹ It should be noted that the construction of soundwall S-243 would be completed independent of CEQA, as no significant noise impacts under CEQA are predicted that would necessitate the construction of soundwalls (see Section XIII of this Initial Study). Based on analysis and surveys completed for NEPA compliance, soundwall S-243 was determined to be included as abatement for the Project, Soundwall S-243 would be implemented consistent with the requirements of 23 Code of Federal Regulations Part 772 (23 CFR 772) §772.13 and Caltrans Traffic Noise Analysis Protocol.

DRAFT

Determination

This Mitigated Negative Declaration (MND) is included to give notice to interested agencies and the public that it is Caltrans' intent to adopt an MND for this Project. This does not mean that Caltrans' decision regarding the Project is final. This MND is subject to change based on comments received by interested agencies and the public.

Caltrans has prepared an Initial Study (IS) for this Project, and pending public review, expects to determine from this study that the proposed Project would not have a significant effect on the environment for the following reasons:

- The proposed Project would have no effect on agriculture and forest resources, land use and planning, mineral resources, population and housing, public services, recreation, and wildfires.
- The proposed Project would have less than significant effects on aesthetics, air quality, cultural resources, energy, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, tribal cultural resources, and utilities.
- With the following mitigation measures incorporated, the proposed Project would have less than significant effects on biological resources:

CM-1: Caltrans would mitigate for permanent impacts (a total of 0.043 acre) to riparian and riverine habitats at a 3:1 ratio either by purchase of 0.129 re-establishment mitigation bank credits or the permittee-responsible re-establishment and conservation of 0.129 acre of streambed resources.

Signature

Kurt Heidelberg
Deputy District Director
Caltrans District 8
CEQA Lead Agency

Date

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Acronyms and Abbreviations

| | |
|---------------------|---|
| AB | Assembly Bill |
| ADL | aerially deposited lead |
| APE | area of potential effects |
| Basin | South Coast Air Basin |
| BMPs | best management practices |
| BSA | biological study area |
| CAFE | Corporate Average Fuel Economy |
| CAL FIRE | California Department of Forestry and Fire Protection |
| Caltrans | California Department of Transportation |
| CARB | California Air Resources Board |
| CDFW | California Department of Fish and Wildlife |
| CEQA | California Environmental Quality Act |
| CH ₄ | methane |
| CO | carbon monoxide |
| CO ₂ | carbon dioxide |
| CO _{2e} | carbon dioxide equivalent |
| CTP | California Transportation Plan |
| dBA | a-weighted decibels |
| DOT | Department of Transportation |
| ECR | Environmental Commitments Record |
| EO | Executive Order |
| FHWA | Federal Highway Administration |
| FIRM | Flood Insurance Rate Map |
| FTIP | Federal Transportation Improvement Program |
| GHG | greenhouse gas |
| HFCs | hydrofluorocarbons |
| I-15 | Interstate 15 |
| LBP | lead-based paint |
| LCFS | low carbon fuel standard |
| LED | light-emitting diode |
| Leq(h) | hourly equivalent sound level |
| LOD | limits of disturbance |
| LRA | local responsibility area |
| MLD | Most Likely Descendant |
| MMTCO _{2e} | million metric tons of carbon dioxide equivalent |
| MPO | Metropolitan Planning Organization |
| MRZ | Mineral Resource Zones |
| N ₂ O | nitrous oxide |
| NAC | noise abatement criteria |
| NAHC | Native American Heritage Commission |
| NEPA | National Environmental Policy Act |
| NO _x | nitrogen oxides |

| | |
|-------------------|---|
| NPDES | National Pollutant Discharge Elimination System |
| PM | Post Mile |
| PM ₁₀ | particulate matter 10 micrometers or less |
| PM _{2.5} | particulate matter 2.5 micrometers or less |
| PRC | Public Resources Code |
| ROG | reactive organic gas |
| ROW | right of way |
| RSA | resource study area |
| RTP | Regional Transportation Plan |
| RWQCB | California Regional Water Quality Control Board |
| SB | Senate Bill |
| SCAQMD | South Coast Air Quality Management District |
| SCS | Sustainable Communities Strategy |
| SER | Standard Environmental Reference |
| SF ₆ | sulfur hexafluoride |
| SIP | State Implementation Plan |
| SLF | Sacred Lands File |
| SLR | sea-level rise |
| SO ₂ | sulfur dioxide |
| SWPPP | Storm Water Pollution Prevention Plan |
| TMP | Traffic Management Plan |
| USC | United States Code |
| USEPA | United States Environmental Protection Agency |
| USFWS | U.S. Fish and Wildlife Service |
| USGCRP | U.S. Global Change Research Program |
| VMT | vehicle miles traveled |

CEQA ENVIRONMENTAL CHECKLIST

| | |
|---|---|
| Project Title: | Interstate (I-15) Temecula Auxiliary Lanes Project |
| Lead Agency Name and Address: | California Department of Transportation, District 8 464 West 4 th Street San Bernardino, CA 92401-1400 |
| Contact Person and Telephone Number: | Antonia Toledo, Senior Environmental Planner (909) 501-5741 |
| Project Location: | I-15 from Post Mile (PM) R3.5 to PM R6.8, between the Temecula Parkway and Winchester Road interchanges within the City of Temecula, in Riverside County. |
| Project Sponsor's Name and Address: | N/A |
| General Plan Description: | Interstate highway |
| Zoning: | Interstate highway |
| Description of Project: | The Project proposes constructing auxiliary lanes to connect the entrance and exit ramps between the Temecula Parkway and Winchester Road interchanges along I-15 in Riverside County. In addition, this Project would include ramp widening, bridge widening, lighting rehabilitation, drainage system rehabilitation, ramp metering installation, and upgrading Metal Beam Guard Rail (MBGR) to Midwest Guardrail System (MGS). Geotechnical borings would be conducted within the Project's limits of disturbance, as needed, for design of the Project. A soundwall (S-243) would be constructed as part of the Project. ² |
| Surrounding Land Uses and Setting: | The proposed Project improvements are within existing State right of way (ROW); however, temporary construction easements may be required to construct the ADA curb ramps as necessary. Adjacent to I-15 within the Project area, surrounding land uses consist of mostly commercial, residential (very low and low-medium densities) land uses, as well as some public institutional facilities, open space, and industrial land uses. |
| Other Agencies Whose Approval Is | U.S. Army Corps of Engineers (USACE) U.S. Fish and Wildlife Service (USFWS) |

² It should be noted that the construction of soundwall S-243 would be completed independent of CEQA, as no significant noise impacts under CEQA are predicted that would necessitate the construction of soundwalls (see Section XIII of this Initial Study). Based on analysis and surveys completed for NEPA compliance, soundwall S-243 was determined to be included as abatement for the Project. Soundwall S-243, would be implemented consistent with the requirements of 23 Code of Federal Regulations Part 772 (23 CFR 772) §772.13 and Caltrans Traffic Noise Analysis Protocol.

Required for Regulatory Permits: California Department of Fish and Wildlife (CDFW)
California Regional Water Quality Control Board (RWQCB)

Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code (PRC) Section 21080.3.1? Yes.

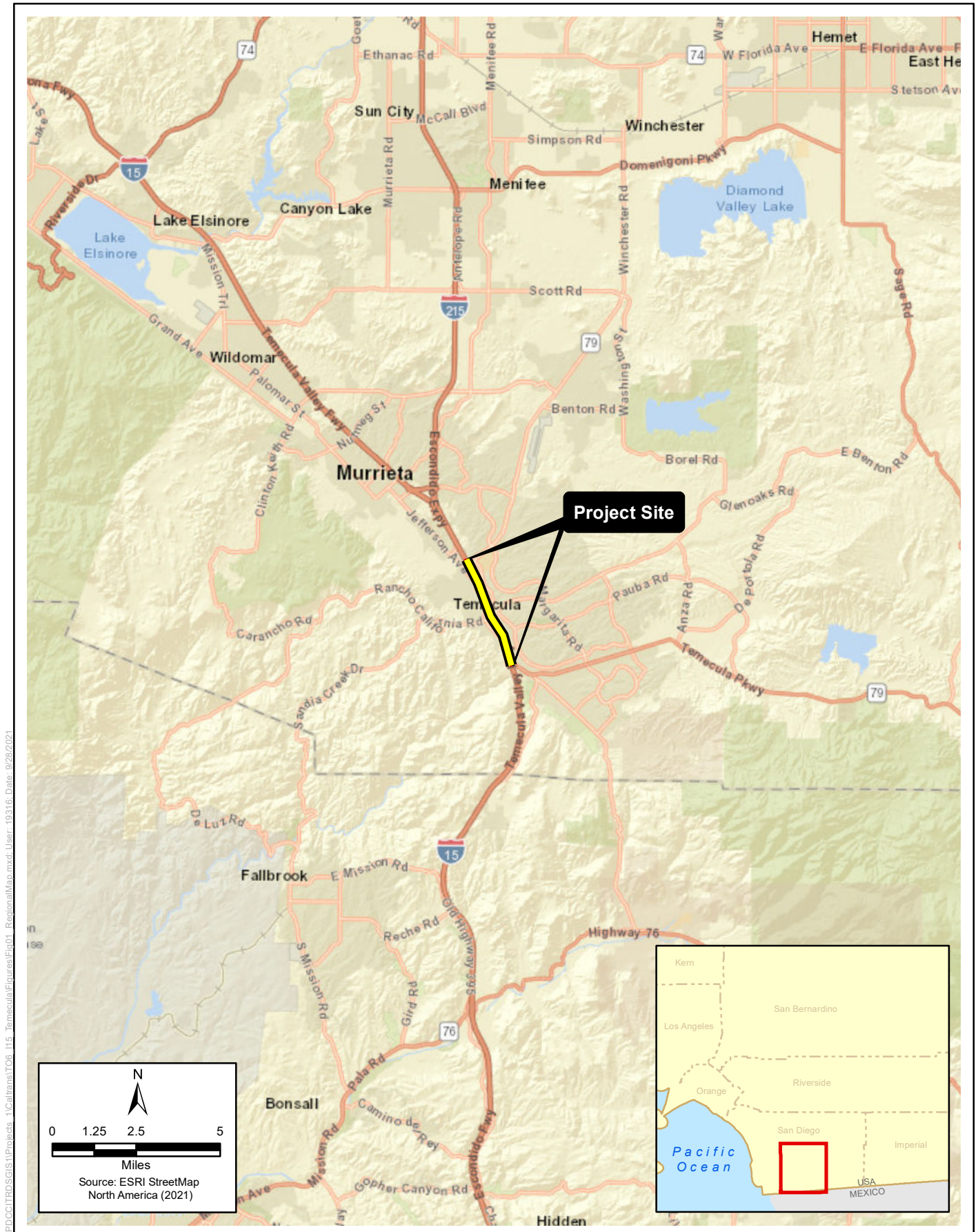
The environmental factors checked below would be potentially affected by this project. Please see the checklist beginning on page 8 for additional information.

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

Chapter 1 Proposed Project

Introduction

The California Department of Transportation (Caltrans) proposes to construct auxiliary lanes on Interstate 15 (I-15) from Post Mile (PM) R3.5 to PM R6.8 within the City of Temecula, Riverside County, California. A northbound auxiliary lane would be constructed from the Rancho California Road on-ramp to the Winchester Road off-ramp, a southbound auxiliary lane from the Winchester Road on-ramp to the Rancho California Road off-ramp, and a southbound auxiliary lane from the Rancho California Road on-ramp to the Temecula Parkway off-ramp. In addition, the Project would also include ramp widening at the northbound and southbound on-ramps of Rancho California Road, bridge widening at Empire Creek Bridge (Bridge No. 56-261L and Bridge No. 56-261R) to accommodate auxiliary lanes between Rancho California Road and Winchester Road, lighting rehabilitation, drainage system rehabilitation, ramp metering installation at Rancho California Road on-ramps, and upgrading Metal Beam Guard Rail (MBGR) to Midwest Guardrail System (MGS). Geotechnical borings would be conducted within the Project's limits of disturbance, as needed, for design of the Project. All work would be conducted within the existing State right of way (ROW); however, temporary construction easements may be required to construct the ADA curb ramps as necessary. Refer to Figures 1 and 2 for the Project location and vicinity maps, the Build Alternative Map is included in Appendix A. Caltrans is the lead agency under the California Environmental Quality Act (CEQA).



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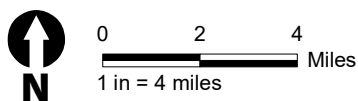


Figure 1
Project Location Map
I-15 Temecula Auxiliary Lanes Project

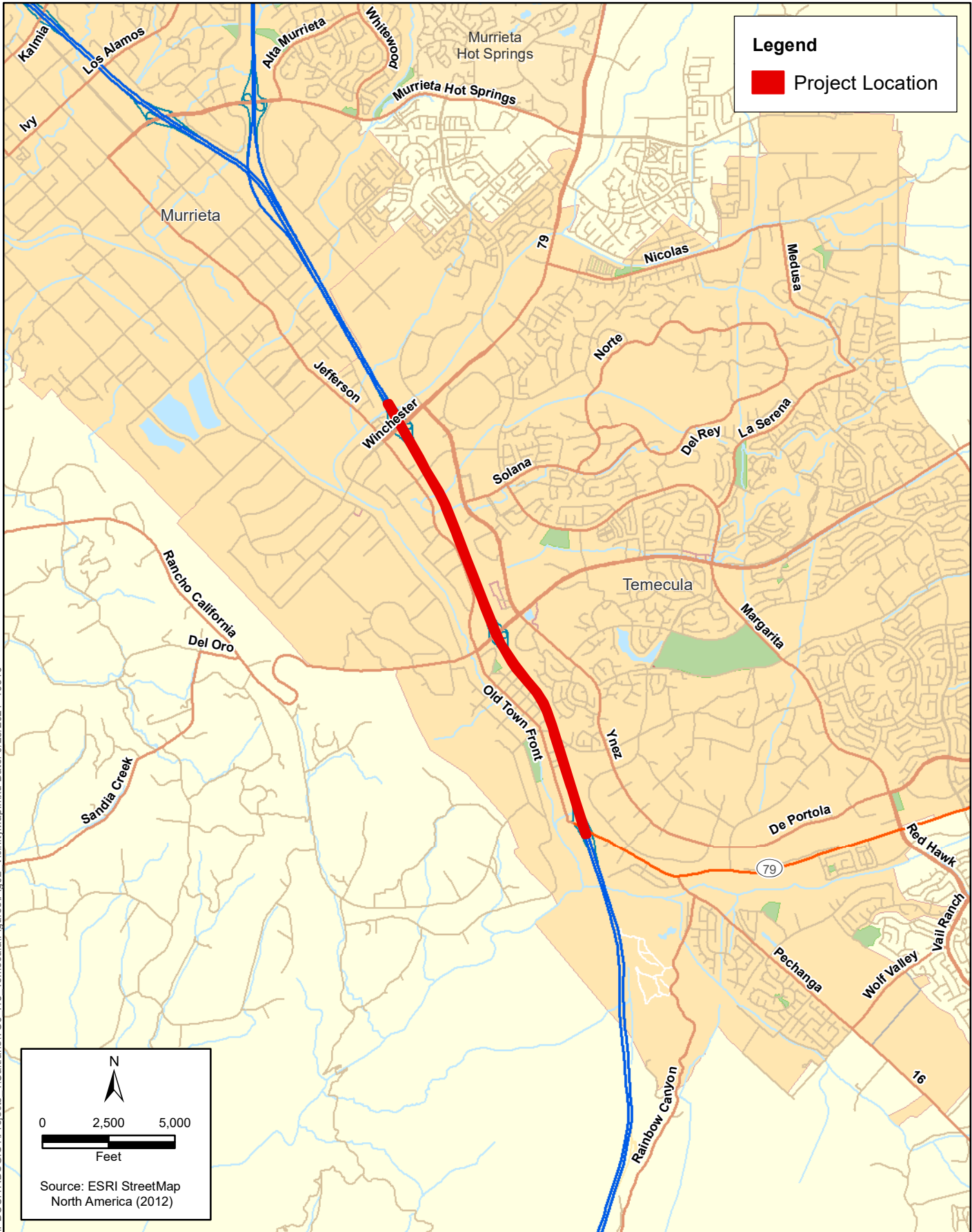


Figure 2
Vicinity Map
I-15 Temecula Auxiliary Lanes Project

Existing Facility

Interstate 15

Interstate 15 (I-15) is a major interstate goods movement commuter corridor, which links to the Los Angeles Metropolitan area. It is a primary link between major economic centers and geographic regions. Weekend and holiday recreational traffic volumes on the I-15 are exceptionally high since it serves as a connection to major tourism destinations, including Las Vegas, Hoover Dam, and several national parks to the north and east via Interstate 40 (I-40), as well as San Diego and the U.S./Mexico border to the south. I-15 is part of the National Highway System (NHS), Strategic Highway Network (STRAHNET), National Network under the Surface Transportation Assistance Act (STAA) for trucks, and the Interregional Road System (IRRS) identified in the Interregional Transportation Strategic Plan (ITSP). The NHS consists of roads central to the nation's economy, defense, and mobility. STRAHNET is a network of roads important to the country's strategic defense policy. I-15 is also one of the 34 high emphasis routes in the IRRS, indicating interregional significance and priority. Within the Project area, I-15 traverses the City of Temecula.

Project Background

The Caltrans Office of Traffic Operations initiated this Project under Project Initiation Proposal (PIP) No. 4564 in November 2018. The scope of work included construction of auxiliary lanes on I-15 from PM R3.5 to PM R6.8. The 2018 PIP, at the time, also outlined satellite assets including replacement of overhead sign structures, upgrading lighting, and improving drainage.

Project Description

This section describes the proposed Project alternatives that were developed while avoiding or minimizing environmental impacts. The alternatives are the No-Build Alternative and the Build Alternative.

No-Build Alternative

The No-Build Alternative would maintain the facility in its current condition. No improvements would be implemented at this time. As such, no capital cost is associated with this alternative. This portion of I-15 would continue to operate at near capacity resulting in recurring congestion during peak and off-peak hours.

Build Alternative

The Build Alternative proposes to construct auxiliary lanes on I-15 from 0.1 mile north of Temecula Parkway to 0.2 mile north of Winchester Road between PM R3.5 and PM R6.8 in the City of Temecula in southwestern Riverside County. The Build Alternative includes constructing auxiliary lanes at the following locations:

- Northbound auxiliary lane from Rancho California Road on-ramp to Winchester Road off-ramp.

- Southbound auxiliary lane from Winchester Road on-ramp to Rancho California Road off-ramp.
- Southbound auxiliary lane from Rancho California Road on-ramp to Temecula Parkway off-ramp.

In addition, the Build Alternative would include ramp widening at the northbound and southbound on-ramps of Rancho California Road, bridge widening at Empire Creek Bridge (Bridge No. 56-261L and Bridge No. 56-261R) to accommodate auxiliary lanes between Rancho California Road and Winchester Road, lighting rehabilitation, drainage system rehabilitation, ramp metering installation at Rancho California Road on-ramps, and upgrading of Metal Beam Guard Rail (MBGR) to Midwest Guardrail System (MGS). Geotechnical borings would be conducted within the Build Alternative's limits of disturbance, as needed, for design of the Build Alternative. A soundwall (S-243) would be constructed as part of the Build Alternative.³

Transportation System Management and Transportation Demand Management Considerations
 Transportation System Management (TSM) and Transportation Demand Management (TDM) strategies increase the efficiency of existing facilities. They are actions that increase the number of vehicle trips a facility can carry without increasing the number of through lanes. Examples of TSM strategies include ramp metering, auxiliary lanes, turning lanes, reversible lanes, and traffic signal coordination. Other TSM strategies include encouraging the public to use public and private transit and ridesharing programs. TDM provides cost-effective improvements that seek to reduce system demand and thus increase system performance without implementing travel restrictions. TDM programs encompass rideshare programs, employer flex-time, telecommuting, transit marketing, parking pricing, and intermodal improvements that support TDM programs and transfers between modes at key locations.

The Build Alternative specifically involves the TSM strategy of constructing auxiliary lanes to relieve congestion by improving the operational efficiency of I-15. The Build Alternative also includes TSM strategies that would widen northbound and southbound on-ramps at Rancho California Road and install ramp metering at the Rancho California Road on-ramps. The existing inefficient operations are due to inadequate storage and the large volumes of vehicles entering and exiting the freeway between interchanges prompting mainline queues. Therefore, the Build Alternative is considered consistent with TSM/TDM goals and would improve operational efficiency on the I-15 mainline due to merge and diverge movements at the entrance and exit ramps.

³ It should be noted that the construction of soundwall S-243 would be completed independent of CEQA, as no significant noise impacts under CEQA are predicted that would necessitate the construction of soundwalls (see Section XIII of this Initial Study). Based on analysis and surveys completed for NEPA compliance, soundwall S-243 was determined to be included as abatement for the Project. Soundwall S-243 would be implemented consistent with the requirements of 23 Code of Federal Regulations Part 772 (23 CFR 772) §772.13 and Caltrans Traffic Noise Analysis Protocol.

Discussion of the NEPA Categorical Exclusion

This document contains information regarding compliance with the California Environmental Quality Act (CEQA) and other state laws and regulations. Separate environmental documentation, supporting a Categorical Exclusion determination, will be prepared in accordance with the National Environmental Policy Act (NEPA). When needed for clarity, or as required by CEQA, this document may contain references to federal laws and/or regulations (CEQA, for example, requires consideration of adverse effects on species identified as a candidate, sensitive, or special-status species by the U.S. National Marine Fisheries Service and the U.S. Fish and Wildlife Service—in other words, species protected by the Federal Endangered Species Act).

Permits and Approvals Needed

The following permits, licenses, agreements, and certifications listed in Table 1-1 would be required for Project construction:

Table 1-1. Required Permits, Reviews, and Approvals

| Agency | Permit/Approval | Status |
|---|---|---|
| California Department of Fish and Wildlife (CDFW) | 1602 Streambed Alteration Agreement | Caltrans would apply during the project specifications and estimates (final design) phase of the Project. |
| | Multi-Species Habitat Conservation Plan (MSHCP) Consistency review | Caltrans would request a MSHCP Consistency Determination and Determination of Biologically Equivalent or Superior Preservation (DBESP) Finding. |
| Regional Water Quality Control Board (RWQCB) | National Pollutant Discharge Elimination System (NPDES) Statewide Stormwater Permit (order No. 2012-0111-DWQ, NPDES No. CAS000003) and Construction General Permit (Order No. 2009-0009-DWQ, NPDES No. CAS000002) | Caltrans is under authority for both permits and would submit a Notice of Intent to implement the Construction General Permit. |
| State Water Resources Control Board (SWRCB) | Porter-Cologne Water Quality Control Act and Clean Water Act Section 401 Water Quality Certification | Caltrans would apply during the project specifications and estimates (final design) phase of the Project. |
| U.S. Army Corps of Engineers (USACE) | Section 404 Nationwide Permit (NWP) #14-Linear Transportation Project | Caltrans would apply during the Project specifications and estimates (final design) phase of the project. |
| | Section 408 Permit filing for Civil Works projects | Caltrans would apply during the Project specifications and estimates (final design) phase of the Project. |
| U.S. Fish and Wildlife Service (USFWS) | Federal Endangered Species Act Section 7 consultation MSHCP Consistency Determination | Caltrans would request a MSHCP Consistency Determination and DBESP Finding and streamlined Biological Opinion. |

Chapter 2 California Environmental Quality Act (CEQA) Evaluation

Determining Significance under CEQA

The California Environmental Quality Act (CEQA) requires the California Department of Transportation (Caltrans) to identify each “significant effect on the environment” resulting from the project and ways to mitigate each significant effect. If the Project would result in significant effect on any environmental resource, then an environmental impact report (EIR) must be prepared. Each and every significant effect on the environment must be disclosed in the EIR and mitigated if feasible. In addition, the CEQA Guidelines list a number of “mandatory findings of significance” that also require preparation of an EIR.

This chapter discusses the potential effects of the Project and CEQA significance.

CEQA Environmental Checklist

This checklist identifies physical, biological, social, and economic factors that might be affected by the proposed Project. In many cases, background studies performed in connection with the Project will indicate that there are no impacts; a “No Impact” answer in the last column reflects this determination. The words “significant” and “significance” used throughout the following checklist are related to CEQA, not NEPA, impacts. The questions in this form are intended to encourage the thoughtful assessment of impacts and do not represent thresholds of significance.

I. Aesthetics

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

Response to Items a) and c): Less Than Significant Impact. The Project is located on I-15 between 0.1 mile north of Temecula Parkway and approximately 0.2 mile north of Winchester Road in the City of Temecula in Riverside County. The topography of the surrounding area is generally flat surrounded by mature trees. Open views of the mountains are visible to the west. The land uses within the Project corridor are primarily urban and developed, consisting of residential and commercial uses. Urban development and numerous power lines and poles of varying height dominate foreground views. Implementation of the Build Alternative would include removal of trees and the construction of retaining walls and a soundwall (S-243), to be located along southbound I-15 to the south of Rancho California Road overcrossing. It should be noted that the construction of the soundwall would be completed independent of CEQA and determined under NEPA/23 Code of Federal Regulations Part 772 (23 CFR 772).

Based on the Visual Impact Assessment (Caltrans 2021g) prepared for the Project, neighbors and those with views to the road are not expected to be affected by the Project. Residents and businesses located to the west of I-15 reside below the I-15 grade and thus are not expected to have any visibility from one side of I-15 to the other and there are no anticipated visual impact for the mountains to the west for the residents and businesses.

For highway vehicular users and the traveling public, the proposed walls if implemented, and removal of trees could inhibit the views of the mountain views to the west and result in degradation to the characteristics of the location. The visual quality of the existing corridor is also anticipated to be slightly altered by the Project. However, the alignment and elevation on I-

I-15 would not change and current views experienced by travelers along I-15 are also not expected to change. The changes to visual resources as measured by changes in visual character and visual quality were determined to be moderate-low. Overall, the average response of all viewer groups including residents, businesses, and highway vehicular users, are anticipated to be none to moderate.

Construction activities would introduce heavy equipment and associated vehicles into the viewshed of all viewer groups. Construction equipment would be visible to vehicles traveling along the Project corridor. However, construction staging areas would be shielded from view to the extent possible and expected to be temporary and short-term, lasting the duration of construction.

Response to Item b): Less Than Significant Impact. I-15 from SR-76 in San Diego County to SR-91 in Riverside County, which includes the Project area, is designated by Caltrans as an Eligible State Scenic Highway but not officially designated as a California State Scenic Highway. No other scenic resources have been identified throughout the Project alignment. As such, the Project is not expected to substantially damage scenic resources within a State Scenic Highway.

Response to Item d): Less Than Significant Impact. Nighttime construction would potentially be needed to construct the proposed Project. However, Section 7-1.04, *Public Safety*, of Caltrans' 2018 Standard Plans and Standard Specifications requires that temporary illumination be installed in a manner that the illumination and its equipment do not interfere with public safety (Caltrans 2019). Lighting would not be aimed toward drivers, businesses, or residences. The existing street lights were inspected to determine if the lighting fixtures are up to current lighting standards. It was determined that all street lighting have a light-emitting diode (LED) type bulb except for one. The one street light at PM 4.92, north of Rancho California Road, on I-15 has been identified as being in poor condition and would be replaced with street lighting that is similar to the other street lighting in the area. As such, the Project is not expected to create any new source of substantial light or glare that could affect day or nighttime views of the area.

Avoidance, Minimization, and/or Mitigation Measures

No mitigation is required; however, the following minimization measures would be incorporated into the Project. This will be designed and implemented with concurrence of the Caltrans District Landscape Architect.

- AES-1** To help retain the characteristic of the community, any walls shall integrate aesthetic treatments (i.e., art and color), determined by the Caltrans District Landscape Architect.
- AES-2** To also help retain the characteristics of the community, all trees removed will be replaced at a ratio determined by the Caltrans District Landscape Architect. Erosion Control measures will be implemented in all areas disturbed by the Project.

AES-3 Prior to the beginning of construction, a Staging and Storage Area Plan shall be prepared and submitted for Caltrans Environmental Branch review and approval.

II. Agriculture and Forest Resources

| | | | | |
|---|------------------------------------|--|------------------------------|-------------------------------------|
| <p>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.</p> | | | | |
| Would the project: | Significant and Unavoidable Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
| a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response to Item a): No Impact. According to the California Department of Conservation Farmland Mapping and Monitoring Program, there are no farmlands or vacant lands that are mapped as Prime Farmlands, Unique Farmlands, Farmlands of Statewide Importance, or Farmlands of Local Importance in the vicinity of the proposed Project.

Response to Item b): No Impact. There are no areas within the study area under a Williamson Act contract.

Response to Item c): No Impact. There are no forest lands, timberlands, or timberland production areas adjacent to or within the proposed Project site. The proposed Project is not expected to conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production.

Response to Item d): No Impact. The proposed Project is not expected to result in the loss or conversion of forest lands.

Response to Item e): No Impact. There are no forest lands, timberlands, or agricultural lands within or adjacent to the proposed Project site. The proposed Project is not expected to involve changes that could result in the conversion of farmland to non-agricultural use or forest land to non-forest use.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Agriculture and Forest Resources.

III. Air Quality

| Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. | | | | |
|---|------------------------------------|--|-------------------------------------|-------------------------------------|
| Would the project: | Significant and Unavoidable Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
| a) Conflict with or obstruct implementation of the applicable air quality plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non- attainment under an applicable federal or state ambient air quality standard? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Expose sensitive receptors to substantial pollutant concentrations? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Response to Item a): No Impact. California is divided geographically into 15 air basins for the purpose of managing the air resources of the state on a regional basis. Each air basin generally has similar meteorological and geographic conditions throughout. Local districts are responsible for preparing the portion of the State Implementation Plan (SIP) applicable within their boundaries.

The proposed Project is located in the South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) is responsible for managing the air resources for the

portion of the Basin in which the Project is located and bringing the Basin into attainment for federal and state air quality standards. To achieve this goal, SCAQMD prepares plans for the attainment of air quality standards and maintenance of those standards once achieved. Riverside County is classified as an extreme nonattainment area of the federal 8-hour ozone (O₃) standard, a serious nonattainment area for the federal particulate matter 2.5 microns or less in diameter (PM_{2.5}) standard, and a maintenance area for the federal carbon monoxide (CO) standard. Riverside County is also classified as a nonattainment area for state 8-hour O₃, particulate matter 10 microns or less in diameter (PM₁₀), and PM_{2.5} standards. At the Lake Elsinore air quality monitoring station, which is the nearest monitoring station to the Project site, the data collected indicates that during the 2018 to 2020 period, exceedances were recorded for state 1-hour O₃ standard, state and federal 8-hour O₃ standards, the federal PM_{2.5} standard, and state PM₁₀ standard.

A project would conflict with implementation of a regional air quality plan if it becomes inconsistent with the growth assumptions proposed for the plan. The Project, as currently proposed, is included in SCAG's fiscally constrained 2021 Federal Transportation Improvement Program (FTIP), which was found to be conforming by FHWA and FTA on March 4, 2021 (Project ID: RIV190901). Amendment 21-14 to the FTIP was found to be conforming on November 5, 2021. The Project is also included in the SCAG 2020-2045 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS), which was found to be conforming by FHWA and FTA on June 5, 2020 (Project ID: 3200S002). The design concept and scope of the proposed Project is consistent with the project description in the 2020 RTP/SCS, 2021 FTIP, and the "open to traffic" assumptions of SCAG's regional emissions analysis. The Project will also comply with all SCAQMD requirements. Because the Project is included as proposed in both the SCAG 2020-2045 RTP/SCS and the 2021 FTIP, which were found to conform to the SIP responsible for attaining and maintaining compliance with air quality standards, the Project is not expected to conflict with or obstruct implementation of an air quality plan. No impacts are anticipated.

Response to Item b): Less Than Significant Impact.

Construction

During construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust) generated by excavating, grading, hauling, and other construction-related activities. Emissions from construction equipment are also expected and include CO, nitrogen oxides (NO_x), volatile organic compounds (VOCs), directly emitted PM₁₀, PM_{2.5}, and toxic air contaminants, such as diesel exhaust particulate matter.

Site preparation and roadway construction typically involve clearing; cut-and-fill activities; grading, removing, or improving existing roadways; building bridges; and paving roadway surfaces. Construction-related effects on air quality from most highway projects would be greatest during the site preparation phase, which includes activities such as clearing, cut-and-fill activities, and grading, because most engine emissions are associated with the excavation,

handling, and transport of soils to and from the site. These activities could temporarily generate enough PM₁₀, PM_{2.5}, and small amounts of CO, sulfur dioxide (SO₂), and NO_x to be of concern.

Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site could deposit mud on local streets, which could be an added source of airborne dust after it dries. PM₁₀ emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM₁₀ emissions would depend on soil moisture, silt content of the soil, wind speed, and the amount of equipment operating. Larger dust particles would settle near the source, whereas fine particles would be dispersed over greater distances from the construction site.

In addition to dust-related PM₁₀ emissions, heavy-duty trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO₂, NO_x, and some soot particulate (PM₁₀ and PM_{2.5}) in exhaust emissions. Construction is expected to temporarily increase traffic congestion in the area, thereby increasing emissions from traffic during delays. These emissions would be temporary and limited to the immediate area surrounding the construction site.

Construction activities are anticipated to commence in 2024 and be completed by 2026. Construction is planned to last approximately 24 months. Construction related emissions were estimated for the Build Alternative are presented in Table 2-1 below.

Table 2-1. Build Alternative: Construction Period Emissions Estimates

| | Reactive Organic Gas (ROG) (lbs/day) | Carbon Monoxide (CO) (lbs/day) | Nitrogen Oxides (NO _x) (lbs/day) | Suspended Particulate Matter (PM ₁₀) (lbs/day) | Fine Particulate Matter (PM _{2.5}) (lbs/day) | Sulfur Dioxide (SO ₂) (lbs/day) | Carbon Dioxide Equivalent (CO _{2e}) (lbs/day) |
|--|--------------------------------------|--------------------------------|--|--|--|---|---|
| Grubbing/land clearing | 1.26 | 11.99 | 10.47 | 20.48 | 4.58 | <1 | 2,639.55 |
| Grading/ Excavation | 4.83 | 45.82 | 46.76 | 21.99 | 5.92 | <1 | 10,516.82 |
| Drainage/Utilities/Sub Grade | 2.81 | 29.84 | 24.68 | 21.03 | 5.09 | <1 | 6,131.44 |
| Paving | 1.49 | 19.40 | 12.68 | 0.63 | 0.54 | <1 | 3,267.49 |
| Maximum (lbs/day) | 4.83 | 45.82 | 46.76 | 21.99 | 5.92 | <1 | 10,516.82 |
| Project Total (tons/construction project) | 0.89 | 8.89 | 8.29 | 4.84 | 1.25 | <1 | 1,934.08 |
| SCAQMD Significance Threshold | 75 | 550 | 100 | 150 | 55 | 150 | N/A |
| Source: Air Quality Report (Caltrans 2022a). Lbs=pounds, N/A=not applicable | | | | | | | |

As shown in the table above, the construction period emissions estimates are not expected to exceed the SCAQMD significance threshold for ROG, CO, NO_x, PM₁₀, PM_{2.5}, or SO₂.

Furthermore, implementation of minimization measures **AQ-1** to **AQ-4** will reduce air quality impacts resulting from construction activities.

Operation

The operational emissions analysis that was prepared for the Project indicates that operation of the Build Alternative under opening year (2026) and design year (2046) conditions are expected to increase PM₁₀ and PM_{2.5} emissions compared with existing conditions and decrease ROG, NO_x, and CO emissions. These results are due to both internal and external factors to the Project. The increase in particulate matter is partly due to background growth in vehicle miles traveled (VMT) from 2021 to 2046 because particulate matter fugitive dust emissions are a function of VMT. Although particulate matter exhaust emission factors decrease over time, fugitive dust particulate matter emissions factors remain constant. Consequently, total particulate matter emissions increase over time as a function of increases in VMT. The decrease in other pollutants are due to expected improvements in vehicle engine technology, fuel efficiency, and turnover in older, more heavily polluting vehicles, thus reducing exhaust emissions.

The Project is in an attainment/maintenance area for federal CO standards. The Project is not expected to result in any concentrations exceeding the one-hour or eight-hour CO standards. The Project is located within the nonattainment area for federal PM_{2.5} standards and within attainment/serious maintenance area for federal PM₁₀ standards. The project-level PM hot-spot analysis was presented to SCAG's Transportation Conformity Working Group (TCWG) for discussion and review on December 7, 2021. The PM hot-spot analysis reflects the Project description, limits, and traffic volumes and is consistent with the description in the RTP/FTIP. The Build Alternative has undergone interagency consultation and was determined to not be a project of air quality concern (POAQC) on December 7, 2021. The Project does not qualify as a POAQC and the Build Alternative meets the CAA requirements and 40 CFR 93.116 without any explicit hot-spot analysis and is not expected to create a new, or worsen an existing PM_{2.5} and PM₁₀ violation.

Mobile-Source Air Toxics Analysis (MSAT) emissions for the Build Alternative and No-Build Alternative at both the opening year 2026 and design year 2046 are expected to be less than under the Existing (2021) conditions due to improvements in engine emissions technologies as well as retirement of older vehicles. Emissions in future years are expected to be lower than present levels as a result of U.S. EPA's national control programs, which are projected to reduce the annual MSAT emissions by over 90 percent from 2010 to 2050. Finally, the proposed Project directly supports the 2020-2045 RTP/SCS mobility and accessibility performance outcome by reducing vehicle delay and congestion. This contributes to overall GHG reduction efforts regarding mobile sources within the SCAG region. The future No-Build Alternative and Build Alternative emissions are lower than the existing baseline. When compared to the No-Build Alternative, the Build Alternative is anticipated to result in minimal increases in GHG emissions.

Response to Item c): Less Than Significant Impact. Sensitive receptors within 500 feet of the Project site have been identified and include parks, residences, schools, churches, and hotels, as indicated in the table below.

Table 2-2. Sensitive Receptors within 500 Feet of the Project Site

| Receptor | Description | Distance Between Receptor and Project (feet) |
|---------------------------------------|--------------------|---|
| Existing residences | Residences | 100-500 |
| Springs Charter School | School | 245 |
| Temecula Conservatory of Music | School | 440 |
| Temecula Chinese School | School | 360 |
| Hope Children’s Preschool | School | 365 |
| Faith Bible Church-Murrieta | Church | 360 |
| TrueVine Pentecostal Church | Church | 230 |
| St. Raphael Orthodox Christian Church | Church | 260 |
| Rancho Baptist Church | Church | 300 |
| Hope Lutheran Church | Church | 365 |
| St. Catherine of Alexandria Church | Church | 300 |
| Holiday Inn Express | Hotel | 190 |
| Best Western Country Inn | Hotel | 190 |
| Spring Hill Duties by Marriott | Hotel | 230 |
| Hampton Inn and Suites | Hotel | 420 |
| Rancho California Inn | Hotel | 360 |

Construction

As discussed in Item b) above, construction of the proposed Project is expected to result in the short-term generation of pollutants in the vicinity of identified sensitive receptors. However, given the linear nature of the Project, construction activities would proceed in a linear manner and would not be localized at any given location near sensitive receptors for a substantial period of time.

Implementation of Caltrans Standard Measures **AQ-1** to **AQ-4** will limit emissions at locations near identified sensitive receptors so that there would be no exposure to substantial pollutant concentrations. Construction-period impacts related to sensitive receptors are expected to be less than significant with the implementation of avoidance and minimization measures.

Operation

As indicated in item b) above, the emissions of the Build Alternative under opening year (2026) and design year (2046) conditions are anticipated to increase PM₁₀ and PM_{2.5} emissions compared with existing conditions and decrease ROG, NO_x, and CO emissions. The increase in particulate matter is partly due to background growth in VMT from 2021 to 2046, because particulate matter fugitive dust emissions are a function of VMT. The decreases in other pollutants are due to expected improvements in vehicle engine technology, fuel efficiency, and turnover in older vehicles. Compared with the No-Build Alternative, the Build Alternative is projected to result in marginal increase in daily regional emissions due to capacity expansion and subsequent increases in VMT along the Project corridor. The Build Alternative is also expected

to result in minimal increases in GHG emissions in the Project area when compared to the No-Build Alternative.

Response to Item d): Less Than Significant Impact.

Construction

Some phases of construction, particularly asphalt paving, is expected to result in short-term odors in the immediate area of each paving site. Such odors are anticipated to be quickly dispersed below detectable thresholds as distance from the site increases.

Operation

Project operation is not expected to create objectionable odors. Potential impacts from objectionable odors are expected to be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

If the Project is approved, to avoid and minimize potential impacts the following measures would be implemented for Air Quality:

- AQ-1:** During clearing, grading, earthmoving, or excavation operations, fugitive dust emissions will be controlled by regular watering or other dust preventive measures using the following procedures, as specified in SCAQMD Rule 403. All material excavated or graded will be sufficiently watered to prevent excessive amounts of dust. Watering will occur at least twice daily with complete coverage, preferably in the late morning and after work is done for the day. All material transported on site or off site will be either sufficiently watered or securely covered to prevent excessive amounts of dust. The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized so as to prevent excessive amounts of dust. These control techniques will be indicated in project specifications. Visible dust beyond the property line emanating from the Project site will be prevented to the maximum extent feasible.
- AQ-2** Project grading plans will show the duration of construction. Ozone precursor emissions from construction equipment vehicles will be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers specifications.
- AQ-3** All trucks that are to haul excavated or graded material on site will comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), e(2), and e(4), as amended, regarding the prevention of such material spilling onto public streets and roads.
- AQ-4** The Contractor will adhere to Caltrans Standard Specifications for Construction (Section 14-9.02). Section 14-9.02 specifically requires compliance by the Contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances.

IV. Biological Resources

| Would the project: | Significant and Unavoidable Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|------------------------------------|--|-------------------------------------|-------------------------------------|
| a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife, U.S. Fish and Wildlife Service, or NOAA Fisheries? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Response to Item a): Less Than Significant Impact. The information from this section is based on the Natural Environment Study (NES) (Caltrans 2021e), and Determination of Biologically Equivalent or Superior Preservation Report (DBESP)(Caltrans 2022d) prepared for the Project.

Special-Status Plant Species. Based on the NES prepared for the Project, Western Riverside County Multiple Species Habitat Conservation Plan (WRMSHCP) listed plant species, including San Diego ambrosia (*Ambrosia pumila*), smooth tarplant (*Centromadia pungens* ssp. *laevis*), and Coulter’s goldfields (*Lasthenia glabrata* ssp. *coulteri*), have suitable habitat in the biological study area (BSA), as well as special-status plant species Payson’s jewelflower (*Caulanthus*

simulans), Robinson's pepper-grass (*Lepidium virinicum* var. *robinsonii*), and white rabbit-tobacco (*Pseudognaphalium leucocephalum*). Smooth tarplant, Payson's jewelflower, Robinson's pepper-grass, and white rabbit-tobacco have a low to moderate probability to occur within the Empire Creek streambed. These species, especially smooth tarplant, can also occur on disturbed shoulders within the State ROW and be impacted by auxiliary lane construction. As Coulter's goldfields grows in the Project vicinity and wind seed dispersal may occur, Coulter's goldfields have a low likelihood of occurrence within the disturbed shoulders of the Project impact area as part of auxiliary lane activities. Therefore, Project activities are not likely to impact this species. However, Project activities could impact this species if they are present and as such, avoidance and minimization measures **BIO-1**, **BIO-2**, and **BIO-7** will be required.

Special-Status Animal Species. According to the NES prepared for the Project, only Crotch bumble bee (*Bombus crotchii*) has suitable habitat in the BSA. Therefore, appropriate avoidance and minimization measures would be implemented in order to avoid "take" of Crotch bumble bee, as defined by the California Endangered Species Act (CESA). Since the shoulders within the State ROW tend to be disturbed, compacted, or otherwise barren, the likelihood that shrubs suitable for Crotch bumble bee exist is low. Additionally, the species is sensitive to disturbance, thus the likelihood of its nesting adjacent to the busy highway is very low. No suitable habitat for fairy shrimp, other vernal pool species, and Quino checkerspot butterfly (*Euphydryas editha quino*) is present in the BSA. Appropriate avoidance and minimization measures (**BIO-3**) for Crotch bumble bee would be implemented in order to avoid or minimize impacts.

Avoidance and minimization efforts would minimize indirect and direct impacts on special-status bird species, especially tree-nesting birds or those that may nest within Empire Creek. The vacant lot in the BSA with marginally suitable burrowing owl (*Athene cunicularia*) habitat is over 1,000 feet outside of the Project impact area. Therefore, indirect impacts such as ground disturbance and noise from Project activities are unlikely to affect this species if present. The Project is anticipated to impact least Bell's vireo (*Vireo bellii pusillus*) and an effect determination of "May Affect, is Likely to Adversely Affect" is warranted. Due to moderate breeding and forage potential for southwestern willow flycatcher (*Empidonax traillii extimus*), the Project may affect this species during bridge widening activities within Empire Creek. An effect determination of "May Affect, is Not Likely to Adversely Affect" is warranted. Based on these determinations, measures **BIO-4**, **BIO-5**, and **BIO-7** would be required.

Bat surveys were also conducted for the Project. Only western mastiff bat (*Eumops perotis californicus*) has suitable habitat in the BSA. Potential impacts on roosting bats should be minimal or none if unimpeded openings to culverts are absent outside the BSA or if tunnel portions of these culverts are not blocked during Project work. However, if access or air flow to a culvert in the impact area is modified or blocked during construction and bat-usable openings to these culverts exist outside the BSA, this could impact roosting bats and result in "take." Bats were observed within the Empire Creek Bridge as well as one culvert within the Project impact area during surveys. A subsequent bat mitigation and monitoring plan (BMMP) has been prepared according to CDFW guidelines in order to avoid adverse impacts on bats as a result of bridge widening activities within the Empire Creek Bridge and channel (**BIO-6**). Tree removal is

also anticipated near Santiago Bridge in the southern portion of the Project BSA. Appropriate avoidance and minimization measures would be implemented in order to avoid impacts on roosting bats, including roosting individual bats in trees.

WR-MSHCP special-status reptile species orange-throated whiptail, coastal whiptail, and coast horned lizard have suitable habitat in the BSA via low-elevation coastal scrub, sandy washes with brush and rock, perennial shrub cover, loose sandy soils, and a general desert climate. The primary construction threat to special-status reptile species during construction activities is direct crushing via equipment operation. The habitat directly underneath the northbound and southbound Empire Creek bridge is predominantly barren with a small patch of disturbed riparian vegetation. The likelihood of direct impacts to special-status reptiles is low. Impacts to special status reptile species will be avoided with the implementation of avoidance and minimization measure **BIO-7: Worker Environmental Awareness Program (WEAP)**.

Response to Item b): Less Than Significant Impact. Riparian and riverine habitat are present within the BSA and Project impact area and concentrated along the Empire Creek corridor. The vegetation communities within the BSA include cattail marsh (0.36 acre), disturbed habitat (0.05 acre), Goodding's willow-red willow riparian woodland and forest (0.264 acre), saltgrass flats (0.37 acre), urban or developed (6.37 acres), and wild oat and annual brome grassland (6.97 acres). Empire Creek supports a mixture of riparian trees, including red willow (*Salix laevigata*), arroyo willow (*Salix lasiolepis*), Goodding's black willow (*Salix nigra*), narrowleaf willow (*Salix exigua*), western sycamore (*Platanus racemosa*), eucalyptus (*Eucalyptus* sp.), and shrub species such as narrowleaf cattail (*Typha angustifolia*). Seven additional vegetation communities occur within the BSA and include California buckwheat scrub, disturbed California buckwheat scrub, salt grass flats, wild oats and annual brome grasslands, urban/developed lands, disturbed, and fallow agricultural lands. However, none of these communities are considered sensitive.

Natural communities of Special Concern, cattail marsh and Goodding's Willow-Red Willow Riparian Woodland and Forest, were found to be present within the BSA. These communities are expected to be temporarily impacted and restored through on-site restoration which will be included in the Habitat Mitigation and Monitoring Plan (HMMP) that is required for the Build Alternative and prepared as part of WRMSHCP Consistency.

Response to Item c): Less Than Significant with Mitigation Incorporated. Jurisdictional delineation surveys for aquatic resources were conducted in June 2019. The Project alignment crosses over five tributary streams of Murrieta Creek. The Empire Creek drainage is an intermittent system that flows to the northwest and southwest in two separate reaches. Reach 1A runs southwest-northwest and consists of a partially vegetated five-foot wide concrete v-ditch that collects urban runoff north of the Rancho California/I-15 northbound on-ramp. Reach 1B runs southwest to northwest and consists of mostly vegetated 15-foot wide concrete v-ditch that drains north to Reach 2. Reach 2 is a sandy-bottomed drainage ranging from 105 feet to 50 feet

wide that runs from northeast to southwest. The drainage runs under the I-15 and is unvegetated under the freeway overpasses.

Waddle Wash is an unvegetated, concrete-lined intermittent drainage that directs surface water flow and runoff from northeast to southwest within the western portion of the BSA. This feature crosses beneath the north and southbound lanes of I-15 with concrete box culverts. Waddle Wash can be separated into two reaches, Reach 1 exists east of I-15 before traveling underground further upstream and Reach 2 exists west of I-15 before traveling underground further downstream. The three reaches of Empire Creek were evaluated for impacts, Reach 1A, Reach 1B, and Reach 2. Reach 2 is subject to bridge widening activities and impacts within the Empire Creek channel. Waddle Wash, another intermittent stream, was evaluated.

Table 2-3 lists the potential permanent and temporary impacts to jurisdictional aquatic resources. Along Empire Creek Reach 1A, the impacts on Waters of the State and Waters of the U.S. USACE jurisdiction total 0.054 acre. CDFW jurisdiction, which includes riparian vegetation, totals 0.078 acre. Along Empire Creek Reach 1B, the impacts total 0.049 acre on Waters of the State jurisdiction, 0.046 acre on CDFW jurisdiction, and 0.049 acre on Waters of the U.S. USACE jurisdiction. Along Empire Creek Reach 2, the impacts total 0.159 acre on Waters of the State, 0.424 acre on CDFW jurisdiction, and 0.159 acre on Waters of the U.S. USACE jurisdiction. Along Waddle Wash Reach 1, the impacts total 0 acre on Waters of the State jurisdiction and 0.001 acre on CDFW jurisdiction. There are no impacts on Waters of the U.S. Along Waddle Wash Reach 2, the impacts total 0.004 acre on Waters of the State jurisdiction and Waters of the U.S. jurisdiction and 0.005 acre on CDFW jurisdiction. Permanent impacts associated with the improvements to Empire Creek Bridge include widened portions of the bridge, new abutments, and the addition of rock slope protection. Temporary impacts include

areas of riparian vegetation within the channel. Vegetation that may be impacted due to removal would be restored through a HMMP. The table below summarizes the impacts by agency.

Table 2-3. Permanent and Temporary Impacts on Jurisdictional Aquatic Resources

| Feature | WOTUS Permanent Impact (acres) | WOTUS Temporary Impact (acres) | WSC Permanent Impact (acres) | WSC Temporary Impact (acres) | CDFW Permanent Impact (acres) | CDFW Temporary Impact (acres) |
|-------------------------|--------------------------------|--------------------------------|------------------------------|------------------------------|-------------------------------|-------------------------------|
| Empire Creek Reach 1A | - | 0.027 | - | 0.027 | 0.001 | 0.078 |
| Empire Creek Reach 1B | - | 0.049 | - | 0.049 | 0.000 | 0.046 |
| Empire Creek Reach 2 | 0.021 | 0.138 | 0.021 | 0.138 | 0.028 | 0.396 |
| Waddle Wash Reach 1 | 0.00 | - | 0.000 | - | 0.001 | - |
| Waddle Wash Reach 2 | 0.004 | - | 0.004 | - | 0.005 | - |
| Feature 73 ¹ | 0.000 | - | 0.000 | - | - | 0.027 |
| Feature 74 ² | - | 0.015 | - | 0.015 | 0.035 | 0.548 |

Source: Natural Environment Study (Caltrans 2021e).
Notes:
WOTUS: Waters of the U.S.
WSC: Waters of the State
CDFW: California Department of Fish and Wildlife
¹ = Feature 73 is a mostly dry, concrete-line feature that exists on the west and east side of I-15.
² = Feature 74 is a dry, sandy-bottomed feature that collects urban run-off and stormwater from a concrete lined ditch located further upstream (Feature 72).

Table 5b. Impacts by Agency¹

| Feature ID | WOTUS perm impact ² (acres) | WOTUS perm impact ² (sq ft) | WOTUS temp impact ² (acres) | WOTUS temp impact ² (sq ft) | WSC ⁴ perm impact ² (acres) | WSC perm impact ² (sq ft) | WSC temp impact ² (acre) | WSC temp impact ² (sq ft) | OHWL width (ft) | TOB width (ft) | CDFW perm impact ³ (acres) | CDFW perm impact ³ (sq ft) | CDFW temp impact ³ (acres) | CDFW temp impact ³ (sq ft) |
|----------------------------|--|--|--|--|---|--------------------------------------|-------------------------------------|--------------------------------------|-----------------|----------------|---------------------------------------|---------------------------------------|---------------------------------------|---------------------------------------|
| Potential vernal pool | 0.008 | 367 | - | - | 0.008 | 367 | - | - | ~17 | ~17 | 0.008 | 367 | - | - |
| Total | 0.008 | 367 | - | - | 0.008 | 367 | - | - | - | - | 0.008 | 367 | - | - |
| Project Total ¹ | 0.033 | Diff unit | - | - | 0.033 | Diff unit | - | - | - | - | 0.043 | Diff unit | - | - |

¹ The acreage value for each feature has been rounded to the nearest 1/1000 decimal. The totals represent a summation of unrounded values prior to being rounded to the nearest 1/1000 decimal.
² OHWM widths were used to estimate WOTUS and WSC areas.
³ TOB (riverine) and riparian habitat (if applicable) were used to estimate CDFW impacts.
⁴ WSC acreages are calculated per Table 5. Summary of Aquatic Resources in the JD report.

Permanent impacts on Waters of the State would be mitigated through permittee-responsible mitigation or suitable bank credits approved by USACE, RWQCB, and CDFW, or as deemed appropriate in coordination with and approved by the respective resource agencies, as indicated in measure **CM-1**. Caltrans standard best management practices (BMPs), the BMPs in the anticipated stormwater pollution prevention plan (SWPPP), and 2018 Standard Specifications (or latest version when construction is initiated) would be implemented to minimize effects during

construction. As the Project is expected to impact both Waters of the State and Waters of United States, permits would be required from the USACE Section 404 Nationwide Permit #14-Linear Transportation Projects, a non-reporting permit under the Clean Water Act (CWA) required for projects less than one-tenth of an acre of impact; Regional Water Quality Control Board (RWQCB)-Region 9, San Diego RWQCB Section 401 of the CWA; and a California Department of Fish and Wildlife (CDFW)-Section 1602 of the California Fish and Game Code.

Response to Item d): Less Than Significant Impact. The vicinity of the project contains natural earth and berm, and Murrieta Creek to the west, which is located near the Santa Ana and Palomar mountain ranges. Murrieta Creek connects to the Empire Creek bed tributary to the east. According to the NES prepared for the Project, the likelihood that a mountain lion would utilize Murrieta Creek as a wildlife corridor to enter the Empire Creek channel is considered low. The BSA contains significant wildlife corridor and wildlife movement barriers due to heavy multi-vehicular uses, urbanization, and development in the area. Furthermore, Caltrans, in conjunction with scientists, local NGOs, and federal/state agencies, constructed and implemented the I-15 Wildlife Exclusion Fencing Project, which is located less than 2 miles south of the Project BSA. The I-15 Wildlife Exclusion Fencing Project expands from the Temecula Creek Bridge in the City of Temecula to the San Diego/Riverside County border for approximately 3 miles on both the east and west side of I-15. The purpose of the Project was to eliminate and significantly reduce wildlife from crossing I-15 and to reduce wildlife mortality and auto-wildlife collisions. The fencing ties into previously existing fences to help funnel multiple wildlife species, including mountain lions, towards Temecula Creek bridge which is known as a wildlife crossing point. As such, less than significant impacts are anticipated in this regard.

Response to Item e): No Impact. The proposed Project is not expected to conflict with any local policies or ordinances protecting biological resources.

Response to Item f): Less Than Significant Impact. The Project bridges and their corresponding BSAs are located within the WRMSHCP. In compliance with the WRMSHCP, habitat assessments were performed. Surveys associated with burrowing owl, riparian/riverine/vernal pool resources, including least Bell's vireo and southwestern willow flycatcher, a bat roosting habitat suitability assessment, and a jurisdictional delineation were conducted. A Determination of Biologically Equivalent or Superior Preservation (DBESP) report, jurisdictional report, riparian/riverine/vernal pool resources, email transmittal concerning preliminary results for bat and burrowing owl habitat suitability assessments, and a combined burrowing owl and bat habitat suitability assessment and bat roosting habitat suitability assessment combined report were completed as part of the WRMSHCP Consistency procedures.

The WRMSHCP resources, which were detected during the surveys and conducted in the Empire Creek Bridge BSA, include least Bell's vireo occupied habitat, which is anticipated to be impacted by the Project. No burrowing owl suitable habitat was detected in the BSA, within the State ROW.

The Project is expected to temporarily impact sensitive natural vegetation communities including riparian scrub, woodland, forest and meadows, and marshes. To minimize and avoid potential impacts on sensitive natural communities potentially occurring near the Project site, the Project would implement all applicable BMPs and 2018 Standard Specifications (or latest version). Within the Empire Creek drainage reaches, there is expected to be up to 0.035 acres of permanent impacts on riverine resources and 0.548 acre of temporary impacts on both riparian and riverine resources (CDFW jurisdiction) that include least Bell's vireo occupied or southwestern willow flycatcher potentially occupied habitat. Temporary impacts on areas of vegetation removal will be restored through an HMMP. Permanent impacts (total of 0.043 acre) on riparian and riverine habitats are proposed to be mitigated at a 3:1 ratio either by purchase of 0.129 re-establishment mitigation bank credits or permittee-responsible re-establishment and conservation of 0.129 acre of streambed resources.

Furthermore, the 2023 wet season vernal pool and rare plant surveys shall be conducted in early to mid-2023, and the Project shall implement any measures that are recommended based on the results of the surveys (measure **BIO-9**). As such the DBESP, shall be updated and the MSHCP consistency determination shall be obtained subsequent to adoption of the final environmental document but prior to the initiation of construction (measure **BIO-10**).

Temporary impacts to Least Bell's vireo occupied habitat will be mitigated through on-site restoration. Caltrans' obligations to the WRMSHCP will be satisfied through the implementation of avoidance and minimization measures, proposed mitigation, as well as any additional measures required by CDFW and USFWS for WRMSHCP consistency approval, preparation of a DBESP report, the construction guidelines provided in the WRMSHCP Volume 1, Section 7.5.3, and the Standard BMPs outlined in the WRMSHCP Appendix C.

Avoidance, Minimization, and/or Mitigation Measures

Caltrans standard BMPs, the BMPs in the anticipated SWPPP, and 2018 Standard Specifications (or latest version when construction is initiated) will be implemented to minimize effects during construction. Furthermore, the following avoidance and minimization measures would also be implemented for Biological Resources:

- BIO-1 Equipment Staging, Storing and Borrow Sites:** All staging, storing, and borrow sites require the approval of the Caltrans biologist.
- BIO-2 Rare Plant Surveys, Flagging, and Fencing:** Within 30 days prior to construction and within the rare plant bloom season of March-June, a preconstruction survey must be conducted by a Contractor-supplied biologist for special-status plant species within a 100-foot buffer for construction staging areas outside of previously-paved or developed areas within the biological study area (BSA). San Diego ambrosia (*Ambrosia pumila*), smooth tarplant (*Centromadia pungens* ssp. *laevis*), Coulter's goldfields (*Lasthenia glabrata* ssp. *coulteri*), Payson's jewelflower (*Caulanthus californicus*), Robinson's pepper-grass (*Lepidium virginicum* var. *robinsonii*), and white rabbit-tobacco (*Pesudognaphalium leucocephalum*), plus any other rare plants,

must be flagged for visual identification to construction personnel for work avoidance. Rare plants detected that feature multiple plants in a single location must be fenced with Environmentally Sensitive Area (ESA) temporary fencing.

- BIO-3 Rare Insect Host Plant Preconstruction Clearance Survey, Flagging, and Fencing:** No more than 30 days prior to Project activities, a Contractor-supplied biologist must perform a preconstruction survey for rare insect host plants within Empire Creek and highway shoulders that are subject to auxiliary lane construction. Should any rare insect host plants be found, the Resident Engineer and Caltrans biologist must be contacted, and host plants must be flagged by the Contractor-supplied biologist for visual identification to construction personnel for work avoidance. Should multiple plants in a single location be found, the groupings must be fenced with Environmentally Sensitive Area (ESA) temporary fencing.
- BIO-4 Pre-Construction Nesting Bird Survey:** Vegetation clearing should be done outside of the nesting bird season. If Project activities cannot avoid the nesting season, generally regarded as February 1- September 30, then preconstruction nesting bird surveys must be conducted up to the limit of the 500-foot BSA no later than 3 days prior to construction by a qualified Contractor-supplied biologist to locate and avoid nesting birds. If an active avian nest is located, a no-construction buffer (100-feet for non-passerine, 300-feet for passerine, and 500-feet for raptors) may be established and monitored by the Contractor-supplied biologist.
- BIO-5 Work Avoidance:** To address impacts on least Bell's vireo occupied habitat, avoid vegetation removal between March 15 and September 15 in the Empire Creek Bridge Project impact area.
- BIO-6 Bat Management and Mitigation Plan (BMMP):** A Bat Management and Mitigation Plan will be developed and implemented in accordance with CDFW guidelines.
- BIO-7 Worker Environmental Awareness Program (WEAP):** A Contractor-supplied biologist must present a biological resource information program/WEAP for special status birds, reptiles, and plants prior to Project activities to all personnel that will be present within the Project limits for longer than 30 minutes at any given time.
- BIO-8 Invasive Weed Control.** To address impacts on the Empire Creek Bridge widening Project impact area, the Contractor-supplied biologist must identify California Invasive Plant Council (CAL-IPC) noxious weed species Limited species: Russian thistle (*Salsola tragus*); rose clover (*Trifolium hirtum*); redstem filaree (*Erodium cicutarium*); red gum (*Eucalyptus camaldulensis*); olive (*Olea europaea*); English plantain (*Plantago lanceolata*); curly dock (*Rumex crispus*); puncture vince (*Tribulus terrestris*); soft brome (*Bromus hordeaceus*); and rabbitsfoot grass (*Polypogon monspeliensis*). CAL-IPC Moderate rates species: Brazilian pepper tree (*Schinus terbinthifolia*), Italian thistle (*Carduus pycnocephalus*); tocalote (*Centaurea melitensis*); short-pod mustard (*Nicotiana glauca*); Mexican fan palm (*Washingtonia robusta*); slender oat (*Avena barbata*); wild oats (*Avena fatua*); ripgut brome (*Bromus*

diandrus), Bermuda grass (*Cynodon dactylon*), and rat-tail fescue (*Festuca myuros*). CAL-IPC High rates species: perennial pepperweed (*Lepidum latifolium*) and red brome (*Bromus madritensis ssp. rubens*). Treatment and disposal methods must be approved by the Caltrans biologist prior to vegetation removal.

BIO-9 By April 30, 2023, Caltrans will conduct: (1) a potential vernal pool soil sample; (2) a fairy shrimp cyst hatching attempt; (3) an associated third party lab cyst analysis; and (4) a rare plant/vernal pool indicator plant survey during the appropriate, species-specific bloom period. Any recommendations based on the results of the surveys shall be implemented.

BIO-10 The DBESP for the Project will be updated once species surveys have been completed (BIO-9) and consistency with the WRMSHCP shall be obtained from USFWS and CDFW prior to the initiation of construction.

In addition to the above measures, in order to minimize impacts on Waters of the State, Caltrans has proposed the following compensatory mitigation measure:

CM-1 Caltrans would mitigate for permanent impacts (a total of 0.043 acre) to riparian and riverine habitats at a 3:1 ratio either by purchase of 0.129 re-establishment mitigation bank credits or the permittee-responsible re-establishment and conservation of 0.129 acre of streambed resources.

V. Cultural Resources

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

Response to Items a) and b): Less Than Significant Impact. Information from this section was taken from the Historic Property Survey Report (Caltrans 2021b) and Archaeological Survey Report (Caltrans 2021a) prepared for the Project. Caltrans uses a single process to fulfill both its National Historic Preservation Act Section 106 and CEQA responsibilities. The Area of Potential Effects (APE) was established from the Project footprint to include all construction activities, including staging and storage areas, utility relocations, and earthmoving activity, plus a buffer to include potential indirect effects.

The Native American Heritage Commission (NAHC) was contacted in November 2020 to request pertinent cultural resource information available in the Sacred Lands File (SLF). The NAHC stated that the SLF search for the Project was positive and recommended that Pechanga Band of Luiseno Indians be contacted for more information. Additionally, the NAHC provided a list of Native American tribes who might have knowledge of cultural resources in the Project area.

Four Native American tribes were contacted pursuant to Assembly Bill (AB) 52 under CEQA, as well as Section 106 of the National Historic Preservation Act (NHPA). Initial consultation letters sent via email on November 2, 2020 notifying the following tribes of the Build Alternative under both AB52 and Section 106: Pala Band of Luiseno Indians (Dr. Shasta Gaughen, Tribal Historic Preservation Officer), the Soboba Band of Luiseno Indians (Joseph Ontiveros, Tribal Historic Preservation Officer), the Pechanga Band of Luiseno Indians (Ebru Ozdil, Cultural Analyst), and the Rincon Band of Luiseno Indians (Cheryl Madrigal, Tribal Historic Preservation Officer). For a detailed description on correspondence with these tribes, please refer to Section XVIII, *Tribal Cultural Resources*.

Background records search conducted for the proposed Project indicate a total of 34 previously recorded resources identified within a quarter mile radius of the Project limits. However, no previously recorded resources were identified within the APE. The APE also includes five bridges on the I-15 corridor. The bridges are listed in the Caltrans Historic Bridge Inventory as Category 5, Not Eligible for the National Register. The APE was recently surveyed by others for undiscovered cultural resources for other unrelated projects that also covered the proposed Project's APE. Windshield surveys and pedestrian spot check surveys were also conducted on parts of the Project APE in June 2020. No new resources were identified during the surveys. There are no historic properties within the APE and Caltrans has determined there are no historical resources present, as outlined in CEQA Guidelines §15064.5. It was also determined that the undertaking has no appreciable potential to have an impact upon eligible or potentially eligible resources within or adjacent to the Project APE. Implementation of Caltrans Standard Measure **CR-1** would minimize potential impacts related to discovery of cultural materials. Therefore, impacts are anticipated to be less than significant.

Response to Item c): Less Than Significant Impact. No human remains were discovered during field surveys conducted for the proposed Project, and no formal cemeteries are within the Project site. However, during a meeting in January 2021 with the Pechanga Band of Luiseno Indians, it was stated that the Tribe had recovered human remains for a non-Caltrans project immediately adjacent to the proposed Project location. Caltrans has agreed to monitoring of the Project during construction. Details will be developed once Plans, Specifications, and Estimates (PS&E) packages are available for review (refer to measure **CR-3**). If buried cultural materials, including human remains, are encountered during construction, it is Caltrans' policy that work stops in that area until a qualified archaeologist can evaluate the nature and significance of the find. If human remains are discovered, California Health and Safety Code Section 7050.5 will be followed. This Code, in summary, states that further disturbances and activities will stop in any area or nearby area suspected to overlie remains, and the county coroner shall be contacted under

this circumstance. Pursuant to California PRC Section 5097.98, if the remains are thought to be Native American, the coroner will notify the NAHC, who will then notify the Most Likely Descendant (MLD), as further detailed in measure **CR-2**.

Avoidance, Minimization, and/or Mitigation Measures

The following measures will be implemented for Cultural Resources:

CR-1: Treatment of Previously Unidentified Cultural Resources. If cultural materials are discovered during construction, all earth-moving activity within 60 feet around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find.

CR-2: Treatment of Human Remains. If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to CA Public Resources Code (PRC) Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact Andrew Walters, District Environmental Branch Chief [(909) 260-5178] or Gary Jones, District Native American Coordinator [(909) 261-8157] so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable.

CR-3 Monitoring Activities. Native American Tribal monitoring shall be authorized during construction related activities. In the event of discoveries, the monitor shall be empowered to implement the protective measures outlined in **CR-1** and/or **CR-2**. Details of the Native American Tribal monitoring will be developed once Plans, Specifications, and Estimates (PS&E) packages are available for review.

VI. Energy

| Would the project: | Significant and Unavoidable Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|------------------------------------|--|-------------------------------------|--------------------------|
| a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Response to Items a) and b): Less Than Significant Impact. The proposed Project is anticipated to use a minimal amount of energy during proposed construction activities, such as

excavation, demolition, and other construction-related activities. Construction-related effects on energy are likely to be greatest during energy use associated with the handling and transport of construction materials to and from the site. However, these construction activities are expected to be short-term in duration and, therefore, not result in wasteful, inefficient, or unnecessary consumption of energy resources during construction.

The segment of I-15 within the Project limits experiences recurrent congestion during peak commute times and weekends. Congestion is caused by the merge and diverge movements of large volumes of vehicles entering and exiting I-15 at Winchester Road, Rancho California Road, and Temecula Parkway. Long queues of vehicles are also entering I-15 at Rancho California Road, causing slowing as the vehicles merge into freeway lanes. During Project operation, the proposed Project is expected to increase the throughput on the mainline, increase speeds, and decrease the severity and duration of congestion within the Project limits, thereby increasing efficiency compared with existing conditions. As such, operation of the proposed Project is not expected to result in a wasteful, inefficient, or unnecessary consumption of energy resources and the impacts are anticipated to be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Energy.

VII. Geology and Soils

| Would the project: | Significant and Unavoidable Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|------------------------------------|--|-------------------------------------|--------------------------|
| a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving: | | | | |
| i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| ii) Strong seismic ground shaking? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iii) Seismic-related ground failure, including liquefaction? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| iv) Landslides? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Result in substantial soil erosion or the loss of topsoil? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

| | | | | |
|--|--------------------------|--------------------------|-------------------------------------|-------------------------------------|
| c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response to Items a.i) and a.ii): Less Than Significant Impact. The Project area is located within a seismically active region of Southern California and, therefore, experience the effects of seismic ground shaking. According to the California Department of Conservation Seismic Hazard Program map (2019), the Project site is located within the Elsinore fault zone and roughly along the Wildomar fault. According to the City of Temecula General Plan, Safety Element, the Elsinore fault traverses the City of Temecula and has historically experienced earthquakes of moderate magnitude. The Elsinore fault zone is one of the largest fault zones in Southern California but has also been one of the least active historically. The main trace of the Elsinore fault zone has only seen one historical seismic event greater than or equal to magnitude 6.0; the magnitude 6.0 earthquake of 1910 near Temescal Valley, which produced no known surface rupture and did little damage (City of Temecula 2005).

Compliance with the most current Caltrans procedures regarding seismic design, which is standard practice on all Caltrans projects, would be implemented to avoid any significant impacts related to seismic ground shaking. Seismic design would also meet Riverside County requirements under the Uniform Building Code. Therefore, through the incorporation of standard seismic design practices, the proposed Project is expected to result in less than significant impact because construction and operation of the Build Alternative would have no opportunity to rupture a known earthquake fault or cause seismic shaking.

Response to Item a.iii): Less Than Significant Impact. Liquefaction occurs primarily in loose, saturated, fine-to medium-grained soils in areas where the groundwater table is within approximately 50 feet below the ground surface. Shaking causes the soils to lose strength and behave as a liquid. According to the Safety Element of the City of Temecula General Plan, the stretch of I-15 between Rancho California Road and Winchester Road, and portions of I-15 at Temecula Parkway within the Project area is located within a liquefaction hazard zone (City of Temecula 2005). Compliance with the most current Caltrans procedures regarding seismic design, which is standard practice on all Caltrans projects, would be conducted to avoid any

significant impacts related to liquefaction and seismic risks. Seismic design would also meet the City's and County's requirements under the Uniform Building Code. Therefore, through the incorporation of standard seismic design practices, the proposed Project is expected to result in less than significant impact because construction or operation would not cause any seismic-related ground failure, including liquefaction.

Response to Items a.iv) and c): Less Than Significant Impact. According to the Safety Element of the City of Temecula General Plan, landslides are most likely to occur at hillside locations where rock strata parallels surface slopes, high clay content absorbs excess water, displacement has fractured a fault zone, or the base of a slope has been removed. Potential for landslide conditions primarily exists in hillside areas of greater than 15 percent slope in southwest Temecula, away from the proposed Project area. As such, landslides within the Project area are not likely and less than significant impacts are anticipated.

Response to Item b): Less Than Significant Impact. Grading and fill activities during the construction phase of the Project would displace soils and temporarily increase the potential for soils to be subject to wind and water erosion. Erosion control measures would be used to address site soil stabilization during construction. Typical measures would include temporary soil stabilization, temporary sediment control, stabilizing construction entrances, wind erosion control, non-stormwater management, waste management, and materials pollution control.

State jurisdictions require that an approved SWPPP be prepared for projects that involve greater than 1 acre of disturbance. A SWPPP specifies best management practices (BMPs) that would minimize erosion and keep all products of erosion from moving off site and into receiving waters. Measures would be implemented to incorporate storm water treatment BMPs that preserve the existing hydrology to the maximum extent practicable. Additionally, earthwork in the Project area would be performed in accordance with the most current edition of the Caltrans Standard Specifications, the Project SWPPP, and the requirements of applicable government agencies; therefore, the proposed Project would result in less than significant impacts.

Response to Item d): No Impact. Soils in the City of Temecula are predominantly composed of well-drained fine sandy loams, sandy loams, and gravelly silt loams. Expansive soils are primarily composed of clay or clayey textures and have a high shrink-swell potential; therefore, the proposed Project is not expected to be constructed on expansive soils. Any earthwork in the Project area would be performed in accordance with the most current edition of the Caltrans Standard Specifications; therefore, the proposed Project would result in no impact.

Response to Item e): No Impact. Due to the nature of the proposed Project, which involves the construction of auxiliary lanes on I-15, the proposed Project is not expected to affect existing or proposed septic tanks or alternate wastewater disposal systems, nor would the use of septic tanks be involved during construction. Therefore, no impacts are anticipated.

Response to Item f): No Impact. As the Project is within a previously disturbed area, Caltrans has determined that no paleontological resources would be disturbed and no further

paleontological studies were required for the proposed Project. Furthermore, there are no unique geological features that are expected to be impacted by the proposed Project.

Avoidance, Minimization, and/or Mitigation Measures

Measures **WQ-1** and **WQ-2** (see Section X, *Hydrology and Water Quality*) would be implemented to minimize soil erosion.

VIII. Greenhouse Gas Emissions

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

Response to Items a) and b): Less Than Significant Impact. Please see Chapter 3 for extensive Climate Change section.

Avoidance, Minimization, and/or Mitigation Measures

Please refer to Section III, *Air Quality*, and Chapter 3, *Climate Change*, for avoidance, minimization and/or mitigation measures.

IX. Hazards and Hazardous Materials

| Would the project: | Significant and Unavoidable Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|------------------------------------|--|-------------------------------------|--------------------------|
| a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Response to Items a) and b): Less Than Significant Impact. Implementation of the proposed Project is not expected to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Construction-related hazardous materials would be used during construction of the proposed Project, these materials include fuel, solvents, paints, oils, and grease. It is possible that any of these substances could be released during construction activities. However, compliance with federal, state, and local regulations would ensure that all hazardous materials are used, stored, and disposed of properly, which is anticipated to minimize potential impacts related to a hazardous materials release during the construction phase of the Project. Implementation of measure **HAZ-1** would minimize potential impacts.

The proposed Project would not include the routine use, transport, or disposal of hazardous materials unless asbestos-containing material (ACM) and lead-based paint (LBP) from pavement striping or on bridges, and/or potential polychlorinated biphenyls are unexpectedly identified during construction. An Initial Site Assessment (ISA) Checklist (Caltrans 2022b) and Asbestos Containing Materials and Lead-Based Paint Survey Report (Caltrans 2021i) were prepared for the Project. ACM and LBP surveys were performed on six bridges located between PM R3.5 and PM R6.8 and the results were summarized in the Asbestos Containing Materials and Lead-Based Paint Survey Report. Of the six bridges surveyed, asbestos minerals were not detected in samples from three bridges. Asbestos minerals were identified in the remaining three bridges. However, they were all classified as non-hazardous asbestos waste. Paint chip samples were also collected from materials on or near the six bridges to determine the presence of LBP. One bridge chip sample, located at the Santiago Road overcrossing from the center/deck area with yellow stripe and black overspray, exceeded State standards for LBP thresholds. Removal and disposal of ACM and LBP would be performed prior to the start of the demolition/renovation in accordance with measures **HAZ-1** and **HAZ-2**. Any transport of hazardous materials to the site and removal of hazardous wastes from the site would comply with state and federal regulations and therefore anticipated to result in a less than significant impact.

Response to Item c): Less Than Significant Impact. There are approximately two schools located within a quarter mile of the proposed Project. The table below lists the schools, addresses, and approximate distances to the Project.

Table 2-4. Schools Within a Quarter Mile of Project

| School | Address | Distance from Project Site |
|---|-------------------------|----------------------------|
| Julian Charter School | 29141 Vallejo Avenue | 0.38-mile southeast |
| Van Avery Preparatory School | 29851 Santiago Road | 0.20-mile east |
| Kids World Preschool | 29879 Santiago Road | 0.26-mile east |
| Mt. San Jacinto College, Temecula Valley Campus | 41888 Motor Car Parkway | 0.36-mile east |

As previously mentioned, construction-related hazardous materials would be used during construction of the proposed Project, including fuel, solvents, paints, oils, and grease. It is possible that any of these substances could be released during construction activities. However, impacts due to exposure to or disturbance of hazardous materials or wastes are generally expected to be limited to the Project site. Any hazardous waste being hauled to or from the Project site would be secured and contained to prevent its release in accordance with existing federal and state regulations. As such, and because the Project would comply with all applicable regulations, impacts on nearby schools are expected to be less than significant.

Response to Item d): Less Than Significant Impact. According to the California Department of Toxic Substances Control (DTSC) EnviroStor database, there are no hazardous materials sites located near the Project site. Furthermore, based on the ISA Checklist (Caltrans 2022b) prepared for the Project, there are no known hazardous waste sites in or near the project area that are listed on federal, state, or local environmental and health regulatory agency records. There are no hazardous materials release sites listed on the Hazardous Waste and Substances Sites (Cortese)

List. Furthermore, the ISA Checklist concluded that the risk level is medium for potential hazardous waste involvement associated with implementation of the Project.

Response to Items e) and f): Less Than Significant Impact. The nearest airport is the French Valley Airport located approximately 3.75 miles northeast of the Project site at 37600 Sky Canyon Drive in the City of Murrieta. The Project is not located within the vicinity of a private airstrip, as such, no impacts are anticipated in this regard. The Project does not include any features that would interfere with any air traffic flight paths or other airport activities. The proposed Project would improve the ability of emergency service providers to serve the community as it would increase throughput on the mainline and decrease the severity and duration of congestion in the area. As such, the Project is not expected to interfere with emergency response or evacuation plans. During the construction phase, emergency response times could increase temporarily due to increased traffic congestion caused by construction, speed reductions, and the presence of construction personnel and equipment. During construction, a Traffic Management Plan (TMP) would be implemented to minimize these delays and help to ensure continued emergency access to the Project area.

Response to Item g): Less Than Significant Impact. Based on the CAL FIRE Fire Hazard Severity Zones Map for the County of Riverside, a small portion on the southern end of the Project site near Temecula Parkway and the I-15 off-ramp area is in an area designated as Very High Fire Hazard Severity Zones (VHFHSZ) in the Local Responsibility Area (LRA). All other portions of the Project are in the Non-VHFHSZ area. Although a small portion on the southern end of the Project site is within a VHFHSZ area, the proposed Project would improve an existing interstate along completely developed portions of Temecula and is not expected to expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

Avoidance, Minimization, and/or Mitigation Measures

The following minimization measures would be implemented for Hazards and Hazardous Materials:

- HAZ-1:** Should any previously unknown hazardous waste/material be encountered during construction, Caltrans Hazards Procedures for Construction will be followed.
- HAZ-2:** Prior to and during construction, in order to avoid potential impacts from hazardous materials, the following will be performed in accordance with Caltrans Standard Specifications Sections 14-11.13 (for leaded paint on bridges), Section 14-9.02 [Asbestos National Emissions Standards for Hazardous Air Pollutants (NESHAP) Notification], Section 36-4 (for cold planing), Section 14-11.14 (for treated wood waste), Section 14-11.16 (for asbestos containing construction materials), Section 84-9.03 (for nonhazardous striping/pavement marker), Section 14-11.15 (for electrical waste), and Section 49-1.03 (for pile installation).

X. Hydrology and Water Quality

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

Response to Item a): Less Than Significant Impact. The potential temporary effects of the proposed Project on water quality in the area are anticipated to come from runoff during construction, including erosion. The National Pollutant Discharge Elimination System (NPDES)

permits issued by State Water Resources Control Board (SWRCB) set limits on discharges, schedules for compliance, special conditions, and monitoring programs. These permits also limit discharges, set water quality standards, and establish a monitoring program of the waste discharge. Potential impacts of the proposed Project on existing water quality include temporary increases in sediments, oil, grease, and chemical pollutants during construction, as well as potential long-term discharges of sediments and other pollutants that collect in stormwater runoff.

Short-term or temporary construction impacts on water quality have the potential to occur during demolition, minor land-disturbance activities, material and equipment use and storage at staging areas, and other construction activities. Because the Project would be constructed within existing State ROW, the California Statewide NPDES Permit No. CAS000003 would apply to this Project. Coverage under the Construction General Permit (CGP) for stormwater discharges associated with construction activities and land disturbance activities, NPDES No. CAS 000002, would also be required during the construction phase of the Project. Temporary impacts are anticipated to be minimized with the implementation of construction Best Management Practices (BMPs) to minimize construction runoff and protect water quality.

A SWPPP will be prepared for the Project to control pollutants, and their sources, including sources of sediment associated with construction, construction site erosion, and all other activities associated with construction. Temporary construction site BMPs would be implemented to reduce or eliminate pollutants in stormwater discharges. Temporary construction site BMPs may include, but not be limited to, temporary soil binder, temporary erosion control blanket, temporary cover, hydraulic mulch, temporary high-visibility fence, temporary fiber rolls, temporary bag berm, street sweeping, stabilized construction entrance, temporary drainage inlet protection, wind erosion control, vehicle and equipment maintenance, waste management, and materials pollution control. A site-specific Construction Site Monitoring Program would be developed as part of the SWPPP, prior to the start of construction, and revised as necessary to reflect Project revisions.

Compliance with the NPDES requirements would further reduce such polluting impacts during construction. Projects within State ROW are obligated to comply with the latest Caltrans and RWQCB water quality standards relative to the treatment of post-construction stormwater runoff. Determination and implementation of BMPs within the ROW are defined based on the evaluation of existing site constraints, constituents of concern at the receiving waters, soil conditions, and hydraulic conditions. Prior to approval of the final design of the Project, applicable post-construction BMPs would be identified to ensure that applicable Caltrans selection and siting criteria have been achieved. The treatment BMP strategy is to treat 100 percent of the Water Quality Volume (WQV) or Water Quality Flow (WQF) from the New Impervious Surface (NIS) of 8.53 acres. Also, the Project area is within a Significant Trash Generating Area (STGA). Trash devices will be used to reduce or prevent trash discharges from Caltrans' ROW to storm drain systems and receiving waters. Deployment of BMPs would reduce long-term water quality impacts due to implementation of the proposed Project. Therefore, less than significant water quality impacts are anticipated.

Response to Item b): No Impact. The Project site is in the Temecula Valley Groundwater Basin (also referred to as the Murrieta-Temecula Groundwater Basin). Constituents exceeding drinking water standards in the Temecula Valley Groundwater Basin include fluoride and manganese. Groundwater was encountered at approximately 25 to 30 feet below roadway grade. The amount of groundwater produced annually from the basin varies depending on rainfall, recharge, and the amount and location of pumping. Groundwater is not anticipated to be affected by the proposed Project.

Response to Items c (i), (ii), (iii), and (iv): Less Than Significant Impact. The addition of auxiliary lanes as part of the proposed Project would result in the addition of 4.70 acres of new net impervious area and 3.83 acres of replaced impervious area, which would increase the amount of runoff discharged to downstream waterbodies. However, the Project would comply with the CGP and the Caltrans Municipal Separate Storm Sewer System (MS4) Permit and implement BMPs as required. Erosion control and stormwater BMPs will be incorporated as part of the Project to reduce storm water impacts. A SWPPP will be prepared and approved prior to construction in order to protect the disturbed surface area. Furthermore, BMPs would be designed and implemented to reduce the discharge of pollutants from the Caltrans storm drain system to the maximum extent practicable. Permanent treatment controls would be implemented to address the stormwater impacts caused by the Project. Erosion control measures would also be used to address site soil stabilization and reduce deposition of sediments into adjacent surface waters. Typical measures would include the application of soil stabilizers, such as soil binders, temporary check dam, and temporary fiber rolls. Temporary water pollution control and permanent erosion control plans will be provided during the plans, specifications, and estimate design phase of the Project.

The Project is not expected to have any significant impacts on water quality with implementation of Caltrans Standard Measures **WQ-1** through **WQ-2**. A less than significant impact is expected to occur as a result of increased runoff, altered drainage patterns, or water quality degradation.

Response to Item d): Less Than Significant Impact. Based on the Federal Emergency Management Agency Flood Insurance Rate Map (Map Numbers 06065C2720G and 06065C3285G), the proposed Project is primarily within Zone X (Area of Minimal Flood Hazard). A portion of the Project limits, the bridge crossing over Empire Creek, is located within a Flood Hazard area indicating the one percent annual chance flood (i.e., 100-year flood). The Project is not expected to encroach within a floodplain or risk the release of pollutants due to Project inundation under these conditions.

Response to Item e): Less Than Significant Impact. The proposed Project would not conflict with or obstruct implementation of the Water Quality Control Plan for the San Diego Region Basin. The implementation of permanent BMPs would minimize effects of increased runoff. Additionally, although the surface water body of Murrieta Creek recharges groundwater, no recharge basins were identified in the immediate Project area. Changes, if any, to groundwater occurrences and levels due to Project construction and operation would not affect regional groundwater production detrimentally. Furthermore, all improvements associated with the Build

Alternative would occur within State ROW and no additional ROW would be required for the Project. Therefore, impacts are anticipated to be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

The following Caltrans Standard Measures will be included for Hydrology and Water Quality:

WQ-1: Treatment control BMPs will be implemented to the maximum extent practicable, consistent with the requirements of the NPDES permit and Waste Discharge requirements.

WQ-2: The proposed Project will comply with the provisions of the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Order No. 2012-0006-DWQ, NPDES No. CAS000002, and any subsequent permits in effect at the time of construction.

The proposed Project will comply with the Construction General Permit by preparing and implementing a SWPPP to address issues related to construction-related activities, equipment, and materials that have the potential to affect water quality. The SWPPP is a project-specific document which calculates the site’s risk level during construction, includes guidelines for monitoring and reporting, and provides Erosion Control Plan and BMPs details for the construction site. The SWPPP also includes Construction Site BMPs, which are implemented to minimize sediment and erosion during construction. The SWPPP will identify the sources of pollutants that may affect the quality of stormwater and include BMPs to control the pollutants, such as sediment control measures, catch basin inlet protection, construction materials management, and non-stormwater BMPs.

XI.Land Use and Planning

| Would the project: | Significant and Unavoidable Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|------------------------------------|--|------------------------------|-------------------------------------|
| a) Physically divide an established community? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response to Item a): No Impact. The proposed improvements would be fully within existing State ROW. Because I-15 and current interchanges are existing roadways, no physical division is anticipated to be created. Roadways are considered an integral part of development and land use

patterns because they are required to facilitate travel and connectivity between areas. Implementation of the proposed Project is not expected to diminish access to or the ability to use project-adjacent vacant land and open spaces, nor would it physically divide an established community. No impacts on existing established communities are anticipated.

Response to Item b): No Impact. The proposed Project is included in the SCAG 2020–2045 RTP/SCS under Project ID 3200S002 and SCAG 2021 FTIP under Project ID RIV190901. The current description in the FTIP and RTP is consistent with the proposed Project. Therefore, the proposed Project is not expected to conflict with any existing plans, policies, or regulations. No impacts are anticipated in this regard.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Land Use and Planning.

XII. Mineral Resources

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

Response to Items a), b): No Impact. The Surface Mining and Reclamation Act designates Mineral Resource Zones (MRZ) that are of statewide or regional importance. According to the City of Temecula General Plan, the main mineral resource within the City of Temecula is designated as MRZ-3 by the State. MRZ-3 areas contain sedimentary deposits that are not considered to contain deposits of significant economic value, based on available data. In addition, the proposed Project site is along an existing roadway, and is not expected to change the land use of the area. The proposed Project would occur within the existing State ROW. No new permanent ROW would be acquired for the Project. Therefore, no loss of availability of a known mineral resource of value to the region or state is expected. No impacts are anticipated in this regard. No classified or designated mineral deposits of statewide or regional significance are known to occur within the Project area, nor is the Project site within any active quarries, mines, or rock-milling operations.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Mineral Resources.

XIII. Noise

| Would the project result in: | Significant and Unavoidable Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|------------------------------------|--|-------------------------------------|-------------------------------------|
| a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Generation of excessive groundborne vibration or groundborne noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response to Item a): Less Than Significant Impact. When considering noise impacts under CEQA, the baseline noise level is compared to the build noise level. Caltrans' Traffic Noise Analysis Protocol for New Highway Construction, Reconstruction, and Retrofit Barrier Projects (Protocol), April 2020, takes the guidelines provided under 23 Code of Federal Regulations (CFR) 772 for preparing operational and construction noise studies and evaluating noise abatement and applies them to Caltrans projects. According to the Protocol, there is a potential for a project to cause a significant adverse environmental effect due to noise if the project is predicted to result in a substantial noise increase [i.e., a 12-decibel (dB) increase] over the existing noise level. Under CEQA, the assessment entails looking at the setting of the noise impact and then how large or perceptible any noise increase would be in the given area. Key considerations include: the uniqueness of the setting, the sensitivity of the noise receptors, the magnitude of the noise increase, the number of residences affected, and the absolute noise level.

A field investigation was conducted to identify land uses that could be subject to traffic and construction noise impacts from the Project. Land uses in the Project area were categorized by land use type and the extent of frequent human use. The focus was on outdoor locations with frequent human use that would benefit from a lowered noise level, although all developed land uses were considered in the analysis. For the Project, the locations with defined outdoor activity areas were residences with backyards, restaurants with outdoor seating areas, churches/schools, and hotels with pools.

The noise modeling results indicate that worst-hour traffic noise levels at the modeled receivers in the existing year (2021) ranged from 43 A-weighted decibels (dBA), hourly equivalent sound level (Leq[h]) to 77 dBA Leq(h). For the design year of 2046, traffic noise levels are predicted to range from 44 to 78 A-weighted decibels dBA Leq(h), under No-Build Alternative conditions, and 44 to 80 dBA Leq(h) under the Build Alternative conditions. The increase in noise levels, relative to existing conditions, is predicted to be in the range of 0 to 3 dB for the Build Alternative conditions. An increase of this magnitude would be less than the threshold of significance, under CEQA, for a substantial increase in traffic noise levels (i.e., 12 dBA above existing levels).

Construction Noise Impacts

During the construction period of the proposed Project, noise from construction activities is expected to intermittently dominate the noise environment in the immediate area. However, construction noise would be short term, lasting only during the construction period. In addition, construction would be conducted in accordance with Caltrans' provisions in Section 14-8.02, Noise Control, of the 2018 Standard Specifications and Special Provisions. The Project's potential to expose people to or generate noise levels in excess of standards established in a general plan or noise ordinance, or applicable standards of other agencies, are anticipated to be less than significant.

Response to Item b): Less Than Significant Impact. Any groundborne noise or vibration would be limited to the construction period and would be short term in duration. Construction would involve construction of auxiliary lanes on I-15 in an area that experiences noise levels consistent with an active interstate highway. The proposed Project would comply with Caltrans' Standard Specifications as outlined in **NOI-1**, and, as such, impacts related to the generation of excessive groundborne vibration or groundborne noise are anticipated to be less than significant.

Response to Item c): No Impact. The nearest airport is the French Valley Airport located approximately 3.75 miles northeast of the Project site at 37600 Sky Canyon Drive in the City of Murrieta. Additionally, no habitable structures are proposed as part of the proposed Project. The Project is not expected to expose people residing or working in the Project area to excessive noise levels, and no receptor locations are anticipated to experience a substantial increase over their corresponding existing noise levels; therefore, no impacts are anticipated to occur.

Avoidance, Minimization, and/or Mitigation Measures

The following Caltrans Standard Measure would be implemented to minimize potential impacts:

NOI-1: Construction will be conducted in accordance with applicable local noise standards and Caltrans' provisions in Section 14-8.02, *Noise Control*, of the 2018 Standard Specifications and Special Provisions.

XIV. Population and Housing

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

Response to Item a): No Impact. The Project would construct auxiliary lanes to connect the entrance and exit ramps between the Temecula Parkway and Winchester Road interchanges. These improvements would not result in any construction of new homes or businesses, nor would the Project result in the need for roads or other infrastructure that would facilitate an increase in population. No impacts are anticipated in this regard.

Response to Item b): No Impact. The Project is not anticipated to require any additional permanent ROW. Furthermore, no residents or businesses would need to be relocated as a result of implementing the Project. The proposed Project does not necessitate the relocation of any existing developments and/or people. No impacts are anticipated in this regard.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Population and Housing.

XV. Public Services

| a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: | Significant and Unavoidable Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|------------------------------------|--|------------------------------|-------------------------------------|
| Fire protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Police protection? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Schools? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Parks? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| Other public facilities? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Fire Protection

Response to a) Fire Protection: No Impact. According to the City of Temecula, fire protection and emergency medical services in the study area are provided by the Temecula Fire Department which is comprised of 1 Division Chief, 2 Battalion Chiefs, and 60 firefighting personnel that serve from 5 fire stations located within the City of Temecula. The nearest fire stations are Station 12, Station 73 and Station 84. Table 2-5 shows the locations of the nearest fire stations serving the Project study area and the distance of these facilities to the Project site.

Although continuous, uninterrupted access to I-15 throughout the duration of construction is expected, construction activities have the potential to result in temporary, localized, site-specific disruptions in the area of the Build Alternative. This could lead to an increase in delay times for emergency response vehicles during construction. This construction-related congestion and delay would be addressed in the TMP (**TRA-1**; refer to Section XVII, *Transportation*) that is prepared in coordination with a public information program during construction.

The proposed Project is not expected to result in an increase in population, and therefore would not increase demand for community services. No fire stations are anticipated to be acquired or displaced; therefore, there would be no effect on the delivery of fire services. The proposed Project is not expected to induce growth or increase population in the study area or the greater community beyond that which has been previously planned for and would not result in the need for additional fire protection. The proposed Project is expected to improve the ability of fire service providers to serve the community because it would reduce congestion and improve operational efficiency, which would likely reduce response times for these services. No impacts from operation of the Build Alternative are anticipated to occur.

Table 2-5. Fire, Police, and Emergency Medical Services

| Facilities | Location | Distance from Site |
|--|--|--------------------|
| Fire | | |
| Station 73 | 27415 Enterprise Circle West, Temecula | 0.4 mile |
| Station 12 | 28330 Mercedes Street, Temecula | 0.10 mile |
| Station 84 | 30650 Pauba Road, Temecula | 1.9 miles |
| Police | | |
| Temecula Police Department (Old Town Substation) | 28690 Mercedes Street, Temecula | 0.05 mile |
| Temecula Police Department (Promenade Mall Substation) | 40820 Winchester Road, Temecula | 0.5 mile |
| Source: City of Temecula, Public Safety website: https://temeculaca.gov | | |

Police Protection

Response to b) Police Protection: No Impact. Law enforcement and police protection services in the study area are provided by the Temecula Police Department. As shown in Table 2-5, above, the nearest police substations are located at 28690 Mercedes Street (Old Town Substation), approximately 0.05 mile east of the Project, and at 40820 Winchester Road (Promenade Substation), approximately 0.5 mile from the Project site. As mentioned previously, construction related congestion could affect the response times for police service providers; however, continuous, uninterrupted access to I-15 would be provided throughout the duration of construction and there are sufficient alternate access routes that police service providers would still have ample access to all parts of the study area and neighboring communities. In addition, implementation of a construction-period TMP would ensure that access is maintained to and from the Project area and that the police service providers are notified prior to the start of construction activities. No impacts are anticipated to occur.

As mentioned previously, the proposed Project would not induce population growth in the area beyond that which has been previously planned for and would not result in the need for additional police protection. No impacts are expected from operation of the Build Alternative.

Implementation of a construction-period TMP (**TRA-1**; refer to Section XVII, *Transportation*), which is prepared for all Caltrans highway projects, would ensure that access is maintained to and from the Project area and that the police and law enforcement service providers are notified prior to the start of construction activities; therefore, no impacts are anticipated in this regard.

Schools

Response to c) Schools: No Impact. The Project site is located within the Temecula Valley Unified School District and the nearest school sites are listed in Table 2-6.

Table 2-6. School Sites

| School | Address | Distance from Site |
|---|--|----------------------|
| Vail Elementary School | 29835 Mira Loma Drive, Temecula | 0.78 mile east |
| Temecula Elementary School | 41951 Moraga Road, Temecula | 0.76 mile northeast |
| Barnett Ysabel Elementary School | 39925 Harveston, Temecula | 1.40 miles northeast |
| James L. Day Middle School | 40775 Camino Campos Verdes, Temecula | 1.02 miles east |
| Margarita Middle School | 30600 Margarita Road, Temecula | 1.60 miles east |
| Temecula Valley High School | 31555 Rancho Vista Road, Temecula | 1.75 miles east |
| Chaparral High School | 27215 Nicolas Road, Temecula | 1.20 miles northeast |
| California State University San Marcos at Temecula | 43890 Margarita Road, Temecula | 2.2 miles east |
| University of Redlands, School of Business | One Better World Circle, Temecula | 0.60 mile west |
| Mt. San Jacinto College, Temecula Education Complex | 27447/27463 Enterprise Circle West, Temecula | 0.40 mile west |
| Mt. San Jacinto College, Temecula Valley Campus | 41888 Motor Car Parkway, Temecula | 0.36 mile east |

The proposed Project would not result in accessibility problems to existing schools in the vicinity of the Project and is not expected to result in any other impacts on school services.

Parks

Response to d) Parks: No Impact. Parks within 0.5 mile of the Project footprint are shown in Table 2-7. No parks are located within the Project limits of disturbance (LOD) and none are anticipated to be directly or indirectly affected by the proposed Project. As mentioned previously, the Build Alternative is not expected to induce population growth in the area beyond that which has been previously planned for and would not result in the need for additional parks or recreational facilities. Additionally, the Project is expected to be constructed within existing State ROW, with no impacts to parks.

Table 2-7. Parks within 0.5 mile of the Project’s Limits of Disturbance

| Park | Address | Distance from the Site (miles) |
|--------------------------|--|--------------------------------|
| Rotary Park | 28816 Pujol Street, Temecula | 0.23 mile west |
| Town Square Park | 41902 Main Street, Temecula | 0.10 mile west |
| Margarita Community Park | 29119 Margarita Road, Temecula | 0.50 mile east |
| Sam Hicks Memorial Park | 41970 Moreno Road, Temecula | 0.13 mile west |
| Temecula Duck Pond | 28250 Rancho California Road, Temecula | 0.26 mile east |

Source: City of Temecula General Plan, Open Space/Conservation Element, 2005.

Other Public Facilities

Response to e) Other Public Facilities: No Impact. The Riverside Transit Agency (RTA) provides bus services to the City of Temecula and the surrounding area within Riverside County. The bus routes that service the Project area include RTA Route 23, Route 24, Route 55, and Route 79. Bus stops and routes are not expected to be removed as a result of the proposed

Project, but may experience temporary delays during construction, which would be addressed through the implementation of the TMP (Measure **TRA-1**; see Section XVII, *Transportation*).

Avoidance, Minimization, and/or Mitigation Measures

Standard Caltrans measure **TRA-1** (see Section XVII, *Transportation*) would be implemented to minimize traffic delays during construction.

XVI. Recreation

| | Significant and Unavoidable Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|------------------------------------|--|------------------------------|-------------------------------------|
| a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response to Items a) and b): No Impact. The proposed Project involves the construction of auxiliary lanes on I-15 between PM R3.5 and PM R6.8. In addition, the Project will include ramp widening at northbound and southbound on-ramps of Rancho California Road, bridge widening at Empire Creek Bridge, lighting rehabilitation, drainage system rehabilitation, ramp metering installation, and upgrading MBGR to MGS. Geotechnical borings would also be conducted, as needed, for design of the Build Alternative. All work is expected to be performed within State ROW, except for the temporary easements that may be required to construct the ADA curb ramps, as necessary. As such, implementation of the Build Alternative does not have the capacity to generate a substantial increase in the use of any existing neighborhood or regional parks, or other recreational facilities such that substantial physical deterioration could occur, nor would it require the construction or expansion of existing recreational facilities.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Recreation.

XVII. Transportation

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

Response to Item a) Less Than Significant Impact. The proposed Project is not anticipated to conflict with the Riverside County Congestion Management Program (CMP). The CMP was established to more directly link land use, transportation, and air quality and to prompt reasonable growth management programs that would more effectively utilize new and existing transportation funds, alleviate traffic congestion and related impacts, and improve air quality. The Project is also consistent with the Regional Transportation Plan (RTP) goals and guiding policies. Two goals of the RTP are to “Ensure travel safety and reliability for all people and goods in the region,” and to “Maximize the productivity of our transportation system.” The Build Alternative’s purpose to construct auxiliary lanes and upgrading of highway appurtenances to improve roadside safety further these goals by giving drivers more distance to safely enter or exit the flow of traffic. It also addresses Americans with Disabilities Act access with upgrading of curb ramps. The proposed Project is not anticipated to conflict with an applicable congestion management program or other standards established by the county congestion management agency for designated roads or highways. The Build Alternative proposes to implement transportation system management strategies such as auxiliary lanes and upgrade traffic signage, lighting system and traffic monitoring system within the Project’s limits to smooth traffic flow and increase system efficiency. Because of these primary features, impacts are expected to be less than significant.

Response to Item b): Less Than Significant Impact In order to evaluate the Project’s transportation impacts, Caltrans has reviewed the current facility and the operation of the proposed auxiliary lanes. In the Temecula Auxiliary Lanes (08-1K400) SB743 Office of Sustainability Memorandum (Caltrans 2022c) dated October 25, 2022, Caltrans has determined that while two of the proposed auxiliary lanes are over a mile long, the discontinuous nature of the auxiliary lanes combined with the constraints on their operations with regard to vehicle throughput, preclude them from functioning as general purpose lanes. Therefore, the Project is unlikely to induce measurable and substantial increases in VMT and a VMT analysis is not

required. As indicated in Section 15064.3 (2) transportation Projects that reduce, or have no impact on vehicle miles traveled should be presumed to cause a less than significant transportation impact. As such, less than significant impacts are anticipated in this regard.

Response to Item c): No Impact. The proposed Project would not substantially increase hazards because of a design feature or incompatible uses. In general, it is anticipated that the proposed Project would improve operational efficiency, on the I-15 mainline, that occurs due to inadequate storage and the large number of vehicles entering and existing the freeway at Winchester Road, Rancho California Road, and Temecula Parkway along I-15. Therefore, no impacts are anticipated in this regard.

Response to Item d): Less Than Significant Impact. Construction activities may have the potential to result in temporary, localized, site-specific disruptions during the construction period. This could lead to an increase in delay times for emergency response vehicles during construction; however, the proposed Project would include the Caltrans Standard Measure for preparation and implementation of a TMP (measure **TRA-1**, below), which would avoid or minimize any potential impacts. The Project is expected to also provide continuous, uninterrupted access to I-15 throughout the duration of construction. Impacts are anticipated to be less than significant during the construction period.

Avoidance, Minimization, and/or Mitigation Measures

The following Caltrans Standard Measure would be implemented to minimize potential Transportation impacts:

TRA-1: Prior to construction, a TMP will be prepared to minimize potential impacts on emergency services and commuters during construction.

XVIII. 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: | Significant and Unavoidable Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|---|------------------------------------|--|-------------------------------------|--------------------------|
| a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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

Response to Items a) and b): Less Than Significant Impact. The Native American Heritage Commission (NAHC) was contacted in November 2020 to request pertinent cultural resource information available in the SLF. The NAHC stated that the SLF search for the project was positive and recommended that Pechanga Band of Luiseno Indians be contacted for more information. Additionally, the NAHC provided a list of Native American tribes who might have knowledge of cultural resources in the Project area.

Four Native American tribes were contacted pursuant to Assembly Bill (AB) 52 under CEQA, as well as Section 106 of the National Historic Preservation Act (NHPA). Letters were sent on November 2, 2020 via email, to the Pala Band of Luiseno Indians (Dr. Shasta Gaughen, Tribal Historic Preservation Officer), the Soboba Band of Luiseno Indians (Joseph Ontiveros, Tribal Historic Preservation Officer), the Pechanga Band of Luiseno Indians (Ebru Ozdil, Cultural Analyst), and the Rincon Band of Luiseno Indians (Cheryl Madrigal, Tribal Historic Preservation Officer).

A follow-up letter was sent to Dr. Shasta Gaughen of the Pala Band of Luiseno Indians. No response was received. A third follow-up attempt was made via email on June 8, 2021 and a response was received on the same day. In their response, the Pala Band of Luiseno Indians deferred to the Pechanga Band of Luiseno Indians.

The Pechanga Band of Luiseno Indians responded on November 10, 2020, requesting a meeting with Caltrans. The meeting took place on January 26, 2021 and Ms. Ebru Ozdil stated that the Tribe had recovered human remains for a non-Caltrans project immediately adjacent to the Project location. Caltrans agreed to monitoring of the Project. Details will be developed and determined once the Plans, Specifications, and Estimates (PS&E) phase are available for review.

The Rincon Band of Luiseno Indians responded on December 1, 2020, stating their desire to continue consultation, and requested copies of documents when completed. Copies of final documents were sent to the Tribe. No further requests have been made by the Tribe to date.

The Soboba Band of Luiseno Indians did not respond to the first email letter sent in November 2020. A follow-up letter was sent on January 19, 2021. A response was received on the same day deferring to the Pechanga Band of Luiseno Indians.

With implementation of **CR-1** to **CR-3**, including archaeological and Native American monitoring, impacts on Tribal Cultural Resources are anticipated to be less than significant.

Avoidance, Minimization, and/or Mitigation Measures

Refer to measures **CR-1** through **CR-3** in Section V, *Cultural Resources*.

XIX. Utility and Service Systems

| Would the project: | Significant and Unavoidable Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|------------------------------------|--|-------------------------------------|-------------------------------------|
| a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response to Item a): Less Than Significant Impact. The proposed Project is not expected to require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities. Utility relocations would likely be required as part of the Build Alternative. Any required relocations or protection measures would be identified during Final Design and coordinated with the utility owners.

Response to Item b): No Impact. The proposed Project would not construct any new residential or non-residential structures that would induce population or employment growth that would require new water supply. Due to the nature and scope of the proposed improvements, which consists of the construction of auxiliary lanes on I-15 between PM R3.5 and PM R6.8 as well as ramp widening at northbound and southbound on-ramps of Rancho California Road, bridge widening at Empire Creek Bridge, lighting rehabilitation, drainage system rehabilitation, ramp metering installation, upgrading of MBGR to MGS, and geotechnical borings as needed, no impacts are anticipated on water supplies.

Response to Item c): No Impact. The Project is not expected to increase the demand for wastewater treatment providers or result in inadequate capacity for wastewater treatment

providers beyond their current existing commitments because the Project would not require wastewater treatment. As the Project primarily consists of constructing auxiliary lanes on I-15, between PM R3.5 and PM R6.8, construction activities are not expected to increase capacity of existing wastewater treatment facilities. As such, no impacts are anticipated in this regard.

Response to Item d): No Impact. The proposed Project primarily consists of constructing auxiliary lanes on I-15 between PM R3.5 and PM R6.8. Due to the nature of the proposed improvements, the Project would generate a minimal amount of solid waste. Furthermore, it is Caltrans’ policy to recycle construction materials whenever possible. Opportunities to salvage and recycle items, such as metal beam guardrails would also be considered. As such, the Project is not expected to impair the attainment of the state’s solid waste reductions goals.

Response to Item e): No Impact. The proposed Project would require the use of a local landfill, if applicable, to dispose of construction materials. The use of local landfills is expected to be temporary and only during construction. It is Caltrans’ policy to recycle materials whenever possible, and the Project is expected to comply with federal, state, and local management and reduction statutes and regulations related to solid waste.

Avoidance, Minimization, and/or Mitigation Measures

No avoidance, minimization, and/or mitigation measures are required for Utility and Service Systems.

XX. Wildfire

| If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project: | Significant and Unavoidable Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|------------------------------------|--|------------------------------|-------------------------------------|
| a) Substantially impair an adopted emergency response plan or emergency evacuation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

Response to Items a), b), c), and d): No Impact. The Project is not expected to impair an adopted emergency response plan or emergency evacuation plan. The Project primarily consists of the construction of auxiliary lanes along I-15 between PM R3.5 and PM R6.8, as well as ramp widening at northbound and southbound on-ramps of Rancho California Road, bridge widening at Empire Creek Bridge, lighting rehabilitation, drainage system rehabilitation, ramp metering installation, upgrading MBGR to MGS, and geotechnical borings as needed. The Project is not anticipated to exacerbate wildfire risk and, as there are no structures proposed, the Build Alternative would not expose occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Based on the CAL FIRE Fire Hazard Severity Zones Map for the County of Riverside, a small portion on the southern end of the Project site near Temecula Parkway and the I-15 off-ramp area is in an area designated as Very High Fire Hazard Severity Zones (VHFHSZ) in the Local Responsibility Area (LRA). All other areas of the Project are within the Non-VHFHSZ zone. In addition, the Project is not in an area designated as High or Very High on the Fire Hazard Severity Zones in State Responsibility Areas map adopted by CAL FIRE. The Project would not require the installation or maintenance of infrastructure that may exacerbate fire risk and would not result in temporary or ongoing impacts on the environment. Furthermore, the Project does not expect to 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.

Avoidance, Minimization, and/or Mitigation Measures

No measures are required for Wildfire.

XXI. Mandatory Findings of Significance

| | Significant and Unavoidable Impact | Less Than Significant with Mitigation Incorporated | Less Than Significant Impact | No Impact |
|--|------------------------------------|--|-------------------------------------|--------------------------|
| a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
| b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

Response to Item a): Less Than Significant with Mitigation Incorporated. As discussed in Section IV, *Biological Resources*, forage and nesting habitat for least Bell’s vireo exists along Empire Creek and the drainage flowing south on the east side of I-15 due to continuous, dense willow riparian woodland habitat. Although there is also suitable habitat for southwestern willow flycatcher within Empire Creek, it is less likely for nesting activities to occur if southwestern willow flycatcher individuals have not been documented nesting in the area previously. Since no previous southwestern willow flycatcher nests have been previously documented within the BSA, it is unlikely for a pair to nest in the area. However, there is moderate potential for these birds to forage and migrate. The Project will implement avoidance and minimization measures **BIO-1** through **BIO-8** to further reduce the overall adverse impacts on these biological resources. It is anticipated that the Project would impact both Waters of the State and Waters of the United States and permits are expected to be required. Permanent impacts on Waters of the State are proposed to be mitigated through permittee-responsible mitigation, as included in measure **CM-1**. Caltrans has also determined that there will be no “take” of State-listed species. Caltrans as a Permittee to the WRMSHCP is covered under the Section 2081(b) of the California Fish and Game Code for Incidental Take Permit. Caltrans has determined that formal Federal Section 7 consultation between Caltrans and the Federal USFWS agency will occur to address

potential impacts on least Bell's vireo. Caltrans will request a streamlined BO (Section 7) for LBVI through the WRMSHCP Consistency process.

The Project is not anticipated to have significant cumulative impacts on Natural Communities of Concern or special-status species. Riparian and riverine resources (CDFW jurisdiction) within Empire Creek are estimated to be approximately 0.035 acre of permanent impacts and 0.548 acre of temporary impacts. With the implementation of avoidance and minimization measures, it is anticipated that the Project would not "take" State-listed species, including least Bell's vireo, pursuant to the California Endangered Species Act. Avoidance and minimization measures are proposed to avoid impacts on nesting birds and roosting bats. Caltrans has determined that the Project "May Affect, and is Likely to Adversely Affect" least Bell's vireo and due to moderate potential for nesting and foraging habitat, "May Affect, Not Likely to Adversely Affect" southwestern willow flycatcher, federally-listed species, or their habitat. Caltrans will request a consistency determination with the WRMSHCP, a streamlined Biological Opinion for impacts on least Bell's vireo, and southwestern willow flycatcher-occupied habitat, and a DBESP for impacts on riparian and riverine resources (measure **BIO-9** and **BIO-10**).

Response to Item b): Less Than Significant Impact. Refer to detailed discussion in Section XXII, *Cumulative Impacts*.

Response to Item c): Less Than Significant Impact. Operation of the Project is not expected to result in the exposure of persons to any substantially adverse natural or human-made hazards that could directly or indirectly cause substantial adverse effects on human beings, such as geologic hazards, air emissions, hazardous materials, or flooding. All potential effects that could result in substantial exposure of persons to hazards during construction of the Project are fully addressed with recommended avoidance, minimization, and/or mitigation measures, and no permanent impacts have been identified as significant in this Initial Study. Avoidance and minimization measures would be incorporated into the Project in order to avoid and minimize the effects the Project would have on the environment.

Avoidance, Minimization, and/or Mitigation Measures

As indicated in Section IV, *Biological Resources*, Caltrans standard BMPs, the BMPs in the anticipated SWPPP, and 2018 Standard Specifications (or latest version) will be implemented to minimize effects during construction. Furthermore, avoidance and minimization measures **BIO-1** to **BIO-8** will be implemented. In order to minimize impacts on Waters of the State, compensatory mitigation measure **CM-1** will also be implemented.

XXII. Cumulative Impacts

Cumulative impacts are those that result from past, present, and reasonably foreseeable future actions, combined with the potential impacts of this proposed Project. A cumulative effect assessment looks at the collective impacts posed by individual land use plans and projects. Cumulative impacts can result from individually minor, but collectively substantial, impacts taking place over a period of time.

Cumulative impacts on resources in the Project area may result from residential, commercial, industrial, and highway development. These land use activities can degrade habitat and species diversity through consequences such as displacement and fragmentation of habitats and populations, alteration of hydrology, contamination, erosion, sedimentation, disruption of migration corridors, changes in water quality, and introduction or promotion of predators. They can also contribute to potential community impacts identified for the project, such as changes in community character, traffic patterns, housing availability, and employment.

CEQA Guidelines Section 15130 describes when a cumulative impact analysis is necessary and what elements are necessary for an adequate discussion of cumulative impacts. The definition of cumulative impacts under CEQA can be found in Section 15355 of the CEQA Guidelines.

A review of the City of Temecula’s website as well as Caltrans database was conducted in order to compile a list of past, present, and reasonably foreseeable future projects. The projects are listed in Table 2-8, below.

Table 2-8. Cumulative Projects List

| Name | Jurisdiction | Description | Status | Distance |
|--|---------------------|---|--|-----------------|
| Altair Specific Plan | City of Temecula | Specific Plan for future development of a 270-acre land parcel west of the Old Town Planning Area. Up to 1,750 new homes, parks, playfields, and elementary school are proposed. | Final Environmental document completed | 0.5 mile west |
| Villages at Paseo del Sol | City of Temecula | Tentative Tract Map 36483. Development of 168 residential units on 42.64 acres. | Notice of Intent to Adopt an MND completed | 4 miles east |
| Harveston General Plan Amendment and Specific Plan Amendment Project | City of Temecula | A General Plan Amendment that would change the existing land use designation to Specific Plan Implementation and include residential overlays that would allow up to 1,000 residential units. However, there are no specific project plans or proposed project associated with this amendment at this time. | Notice of Preparation filed 2019 | 1 mile north |

| Name | Jurisdiction | Description | Status | Distance |
|---|---------------------|---|---------------------------------------|---|
| Santa Gertrudis Creek Pedestrian/ Bike Trail Extension and Interconnect | City of Temecula | A new pedestrian/bicycle trail extension that would connect a new multi-purpose trail along the Santa Gertrudis Creek. | Environmental document completed | 0.5 mile north and northwest |
| Traffic Signal – Park and Ride Access Improvements | City of Temecula | Construct 42-foot wide, 280-linear foot access road with signalized intersection off of Temecula Parkway for existing park and ride facility. | Environmental document completed | 0.5 mile southeast |
| PW11-10 Flood control Channel Reconstruction and Repair | City of Temecula | Installation of sheet pile wall 427 feet in length along northern boundary of existing soccer field in Pala Park. | Environmental document completed | 1.7 miles southeast |
| Rendezvous Phase II Apartments Project | City of Temecula | Development of 134 attached apartment units within six three-story buildings on 9.5 acres. | Draft Environmental document prepared | 1.15 mile east |
| EA 08-1C570 | Caltrans | On I-15 between PM 3.4 and PM 16.0. Install trash removal devices in trash generating areas. | Active | Adjacent to and within proposed project limits. |
| EA-08-1K060 | Caltrans | Construct a bicycle trail along Santa Gertrudis Creek | Active | Adjacent to and within proposed project limits. |
| EA 08-43272 | Caltrans | On I-15 from PM 5.5 and PM 9.6. French Valley Phase 2 project. | Active | Adjacent to and within proposed project limits. |
| EA 08-1K402 | Caltrans | On I-15 from PM 3.4 and PM 5.0. Northbound auxiliary lanes improvement. | Active | Adjacent to and within proposed project limits. |
| EA 08-1M170 | Caltrans | On I-15 from PM 6.62 to PM 51.54, SR-71 from PM 0.8 to PM 1.3, and SR-91 from PM 1.04 to 20.45. Bridge preventive maintenance work, replace joint seals, repair/ replace cracked diaphragm, repair box girder, and fill the void on slope embankment. | Active | Adjacent to and within proposed project limits. |
| EA 08-1M980 | Caltrans | On I-15 from PM 0.0 to PM 51.49. SR-74 from PM 12.4 to PM 17.24. Install a fiber optic cable system. | Active | Adjacent to and within proposed project limits. |
| EA 08-43231 | Caltrans | On I-15 from PM 3.2 to PM 3.6. Install enhanced landscaping. | Active | Adjacent to and within proposed project limits. |

| Name | Jurisdiction | Description | Status | Distance |
|---|---------------------|--|---------------|---|
| EA 08-43272 | Caltrans | On I-15 from PM 5.5 to PM 9.6. Construct 2 lane northbound road only. | Active | Adjacent to and within proposed project limits. |
| EA 08-1L900 | Caltrans | On I-15 from PM 0.0 to PM 9.9. Installation of new data collection and adaptive highway ramp metering systems. | Active | Adjacent to and within proposed project limits. |
| Sources: City of Temecula website: https://temeculaca.gov/362/Environmental-Review-CEQA Caltrans Project Initiation Report to Request Programming in the 2020 SHOPP. | | | | |

The following analysis evaluates the project’s potential to contribute considerably to a cumulative impact.

As discussed previously, the proposed Project would have no effect on agriculture and forest resources, land use and planning, mineral resources, population and housing, public services, recreation, or wildfires and it would not contribute either directly or indirectly to a cumulatively considerable impact in these resource areas. The potential for the proposed Project to result in cumulative impacts that would be considered significant in the abovementioned resource areas is considered low because no impacts are anticipated from the proposed Project on these resources, and the proposed Project does not have the potential to result in cumulative impacts that would affect the health or sustainability of any of these resource areas.

For resources identified as having a less than significant impact or a less than significant impact with mitigation, a preliminary review of the potential impacts identified was conducted to determine if a reasonably foreseeable cumulative impact could occur. A cumulative evaluation for aesthetics, air quality, biological resources, hazards/hazardous materials, hydrology/water quality, utilities/service systems, and transportation/traffic topic areas is provided below.

Aesthetics

The resource study area (RSA) for aesthetics is considered to be the area within one mile of the Project site. The typical land uses within this area are mostly commercial, with a few residential areas. The topography of the surrounding area is generally flat and surrounded by mature trees. Open views of the mountains are visible to the west. The alignment and elevation on I-15 will not change and current views for travelers along I-15 is not expected to change.

When considered in conjunction with the identified cumulative projects, the incremental effect of the proposed Project on visual resources is not deemed cumulatively significant under CEQA. All of the cumulative projects would retain the land uses similar to the adjacent uses and would not represent a substantial change to the existing viewshed. Therefore, the proposed Project, in consideration with the cumulative projects, is not expected to result in a significant cumulative impact related to aesthetics.

Air Quality

The RSA for the Project is within the Basin, which is under the jurisdiction of SCAQMD. The U.S. Environmental Protection Agency (USEPA) has classified the Basin as an extreme nonattainment area for the federal eight-hour ozone standard. The USEPA has classified the Basin as a serious nonattainment area for the federal PM_{2.5} standard and a attainment/maintenance area for PM₁₀. CARB has classified the Basin as a nonattainment area for the state one-hour O₃ standard and for the state eight-hour O₃ standard. CARB has classified the Basin as a nonattainment area for the state PM₁₀ and PM_{2.5} standards.

SCAQMD has the responsibility for managing the Basin's air resources and is responsible for bringing the basin into attainment with respect to federal and state air quality standards. To achieve this goal, the SCAQMD prepares and updates the AQMPs for the Basin regarding the various pollutants with emissions inventories based on data from SCAG, including regional transportation planning documents prepared by SCAG.

The Project is included in the SCAG 2020-2045 RTP/SCS under project number 3200S002 and has been incorporated into the SCAG 2021 FTIP. FHWA and FTA approved the 2020-2045 RTP/SCS and the 2021 FTIP on June 5, 2020, and April 16, 2021, respectively. As such, the Project would not conflict with or obstruct implementation of an air quality plan. Therefore, air quality impacts are not expected to be cumulatively considerable.

Biological Resources

The RSA for biological resources includes the area within a one-mile radius of the Project site. This area considers the minimal, incremental effects of the Project on biological resources within the Project vicinity, as well as other projects in the region with similar levels of development and types of biological resources. The Altair Specific Plan Project located 0.5 mile west of the proposed Project is a Specific Plan that would allow for the future development of 270 acres of land west of the Old Town Planning Area in the City of Temecula. No projects have currently been proposed as part of this Specific Plan. The Harveston General Plan Amendment and Specific Plan Amendment Project would allow up to 1,000 residential units; however, no specific project plans or proposed projects associated with this amendment have been proposed at this time. The Santa Gertrudis Creek Pedestrian/Bike Trail Extension and Interconnect Project would connect a new multi-purpose trail along the Santa Gertrudis Creek located approximately 0.5 mile north and northwest of the proposed Project. The Traffic Signal-Park and Ride Access Improvements Project located 0.5 mile southeast of the proposed Project would construct a 280 linear-foot access road with signalized intersections for an existing park and ride facility. The construction schedule of the Santa Gertrudis Creek Pedestrian/Bike Trail Extension and Interconnect Project and the Traffic Signal-Park and Ride Access Improvements Project is unknown at this time but could overlap with the proposed project.

The proposed Project required several studies, including a comprehensive literature search and general and focused field surveys. Natural Communities of Special Concern, cattail marsh and Goodding's Willow-Red Willow Riparian Woodland and Forest, were found to be present within the proposed Project's BSA. Temporary impacts on these Natural Communities of Special

Concern would be offset by on-site restoration. Therefore, cumulative impacts on sensitive natural communities are not anticipated. Separate environmental analysis of the cumulative projects will be conducted to determine whether they will result in impacts on biological resources, and implementation of avoidance, mitigation and minimization measures would be incorporated on a project-by-project basis as applicable to minimize cumulative impacts. The proposed Project BSA is located within the boundary of the larger, cumulative Caltrans project EA 08-1C570 along I-15. Permanent impacts on potentially jurisdictional Waters of the State will occur as part of the proposed activities within Empire Creek channel and Waddle Wash. Cumulative project EA 08-1C570 will both permanently and temporarily impact drainages adjacent to but not within Empire Creek Bridge widening area, which is subject to temporary riparian habitat impacts as part of the proposed Project. The cumulative project EA 08-1C570 is not anticipated to impact Waddle Wash and will not take place within the Empire Creek Bridge widening area or other reaches of Empire Creek. As riparian habitat impacts will be offset through on-site restoration, the proposed Project is not anticipated to have cumulative effects to CDFW jurisdiction, or riparian vegetation. The areas of impact for the drainages within the cumulative project EA 08-1C570 are very small and not expected to add a significant amount of impacts on the proposed project impact areas. Therefore, cumulative impacts on jurisdictional resources are not anticipated.

Both the proposed Project and cumulative project EA 08-1C570 are located in developed, urban areas. Within the project impact area for cumulative project EA 08-1C570, there is very low suitability for rare plants along the highway shoulders and Caltrans ROW. The likelihood of direct impacts on WRMSHCP special-status plant species and other special-status plant species is considered very low. The areas subject to construction constitute a small area and are not anticipated to impact rare plant species as a whole.

Cultural

The RSA includes the area within 0.5 mile of each side of the Project. The construction schedule for the cumulative projects that could occur in the vicinity of the proposed Project is unknown at this time, but could potentially overlap with the proposed Project.

Based on the City of Temecula General Plan, Open Space and Conservation Element, historic structures and sites are located throughout the City of Temecula, with many of these sites and structures near Rancho California Road and I-15. Reasonably foreseeable projects located in these areas could have the potential to affect these resources. Cumulative project impacts on cultural and paleontological resources would also vary based on the footprint of each project. All future projects that could affect cultural and paleontological resources would be required to evaluate and assess impacts and, if necessary, provide mitigation measures as required by CEQA.

Geology/Soils

The RSA includes the area within 0.5 mile of each side of the Project. The proposed Project, in conjunction with other planned projects in the vicinity, may result in short-term increases in erosion due to grading activities. Increased development density in the surrounding areas could

expose persons and property to potential impacts related to seismic activity. However, construction in accordance with the accepted engineering standards and building codes, on a project-by-project basis, will reduce the potential for structural damage due to seismic activity to the maximum extent feasible.

Greenhouse Gas Emissions

Greenhouse gas (GHG) emissions and climate change are exclusively cumulative impacts; there are no non-cumulative GHG emissions impacts from a climate change perspective. Climate change is the result of cumulative global emissions. No single project, when considered in isolation, can cause climate change because a single project's emissions are not enough to change the radiative balance of the atmosphere. Because climate change is the result of GHG emissions, and GHGs are emitted by innumerable sources worldwide, global climate change will have a significant cumulative impact on the natural environment, as well as human development and activity. As such, GHGs and climate change are cumulatively considerable, even though the contribution may be individually limited (SCAQMD 2008). SCAQMD methodology and thresholds are thus cumulative in nature.

As discussed above, the Project would be consistent with adopted plans and regulations that aim to reduce GHG emissions. Furthermore, the Project would implement measures **GHG-1** through **GHG-4** and **TRA-1** to reduce GHG emissions. The Project would also implement Caltrans Standard Specifications related to air quality and comply with air pollution control rules, regulations, ordinances, and statutes during construction. These measures are anticipated to reduce construction vehicle emissions and VMT which help to reduce GHG emissions and lessen cumulative impacts. Therefore, the Project is not expected to contribute to a cumulatively significant impact related to GHG emissions and climate change.

Hazards/Hazardous Materials

The RSA for hazards and hazardous materials includes the area within 0.5 mile of each side of the Project. Site grading and the use and transport of petroleum-based lubricants, solvents, fuels, and paints to and from the site could create impacts related to the creation of a hazard through upset or accident conditions involving the release of a known or unknown hazardous material. Any hazardous waste that is generated during construction of the proposed Project would be collected and transported away from the site. Impacts are expected to be less than significant and would not have the potential to contribute to hazards associated with cumulative projects because these types of impacts would occur in small, localized areas intermittently. Avoidance and/or minimization measures would be implemented to minimize these potential impacts. These impacts do not have the potential to contribute to hazards associated with cumulative projects because these types of impacts are anticipated to be localized, occurring only in the immediate vicinity of the project sites. In addition, the implementation of appropriate minimization/avoidance measures during construction of the proposed Project would further reduce the impact.

As with the proposed Project, cumulative projects may require site grading and the use and transport of petroleum-based lubricants, solvents, fuels, and paints to and from the site and could

create impacts related to the creation of a hazard through upset or accident conditions involving the release of a known or unknown hazardous material. However, these impacts are also expected to occur in small, localized areas intermittently and be mitigated on a project-by-project basis.

Therefore, the proposed Project, in combination with the cumulative projects, is not anticipated to result in a significant cumulative impact related to hazards and hazardous materials.

Hydrology and Water Quality

This cumulative analysis examines the effects of the proposed Project in combination with other current projects, probable future projects, and projected future growth. The geographic context for the analysis of cumulative impacts associated with surface hydrology and water quality is the Santa Margarita watershed and Murrieta Creek sub-watershed. The context for groundwater hydrology is the Temecula Valley Groundwater Basin, also known as the Murrieta-Temecula Groundwater Basin. The context for cumulative hydrology and water quality impacts is geographic and a function of whether impacts could affect surface water features/watersheds, municipal storm drainage systems of Riverside County, floodplain, or groundwater, each of which has its own physical boundary.

Development of the proposed Project, combined with other past and future development within the potentially affected geographic area, could degrade stormwater quality through an increase in impervious surface area as well as an increase in contaminated runoff, which could ultimately violate water quality standards and affect beneficial uses within the Santa Margarita watershed groundwater basin. The quality of stormwater runoff varies with surrounding land uses, topography, and the amount of impervious cover, as well as the intensity and frequency of irrigation or rainfall. During construction, runoff may contain sediments, as well as construction materials and wastes (e.g., concrete debris), resulting from site clearing, demolition/pavement removal, cut-and-fill activities, minor grading and excavation, and construction and paving. During operation, runoff may contain oil, grease, metals that accumulate on streets and driveways, pesticides, herbicides, particulate matter, nutrients, animal waste, litter, and oxygen-demanding substances from landscaped areas. The highest pollutant concentrations are generally in stormwater runoff generated at the beginning of the wet season and during the “first-flush,” when approximately 80 percent of all accumulated pollutants are washed off surfaces with the first 0.5 inch of rainfall, with street surfaces being the primary sources of pollutants in urban areas.

Cumulative development could affect water quality if the land use changes, the intensity of the land use changes, and/or drainage conditions are altered to facilitate the introduction of pollutants to surface or groundwater resources. Changes in land use would alter the type and amount of pollutants in stormwater runoff (e.g., higher fecal coliform concentrations are present in runoff from residential lands compared to commercial lands). An increase in the intensity of a land use would increase potential pollutant loads. Alterations in drainage patterns could increase pollutant loads by increasing the amount of stormwater runoff, transporting pollutants in

stormwater runoff, causing or contributing to erosion if the rate of runoff increases, or exposing vulnerable areas to infiltration or runoff.

Construction of the proposed Project, as well as other planned cumulative projects in the vicinity, are not expected to result in surface disturbances through the grading and compaction associated with typical development activities. Existing vegetation may be removed depending on type of project, thereby increasing the potential for erosion. Consistent with municipal stormwater programs required by the MS4 Permit and Construction General Permit, the project-specific SWPPP would include construction BMPs. Therefore, the proposed Project is not expected to contribute to a cumulative water quality impact during construction.

During Project operation, the Build Alternative could contribute to the degradation of water quality and a cumulative impact if any altered land use results in an increase in the type and concentration of pollutants in stormwater runoff. New development projects that increase impervious surface areas also could result in increased stormwater runoff. Therefore, new development projects would need to be consistent with local and regional municipal stormwater programs and include post-construction design measures, such as Low-Impact Development, vegetative areas, and biofiltration swales, which provide water quality treatment. The Build Alternative is expected to comply with pre-and post-construction stormwater controls, and therefore not have adverse effects on water quality in the project area; therefore, the proposed Project is not anticipated to contribute to a cumulative water quality impact.

Additionally, cumulative projects would need to analyze current storm drain systems to assess runoff capacity. Cumulative growth and development could cause an increase in stormwater runoff, which would have an impact on the current storm systems. If the storm drain system does not have adequate capacity for increased runoff, it would potentially need to be upgraded to accommodate the increases. An assessment would need to be conducted during each new project that could contribute to cumulative impacts, to make sure the increase in stormwater is managed appropriately.

Cumulative projects need to implement project-specific measures, such as complying with the NPDES Construction General Permit (for projects disturbing more than one acre) and MS4 Permit, local requirements and guidance, and BMPs during the construction phase. These measures would prevent future development from having a cumulative adverse water quality impact. Cumulative impacts on water quality, as well as the proposed project's contribution to cumulative impacts, are not expected to be cumulatively considerable.

Transportation

The RSA for transportation includes the area within 0.5 mile of each side of the Project site. The proposed Project and the future cumulative transportation projects would include the preparation of a TMP which would include identification of any applicable detour routes within the construction area, placement of appropriate signs, cones, and barricades in the vicinity of construction, scheduling of construction activities during off-peak hours, and development of plans that ensure emergency access and entry to existing residences and businesses within the

construction areas. Construction-related impacts from the proposed Project are not expected to result in cumulatively considerable traffic impacts.

Future cumulative projects may be under construction in the same timeframe as the proposed Project. To the extent that construction periods overlap, there is a potential for cumulative local level traffic impacts from potential multiple project detours and lane reductions occurring simultaneously in and adjacent to the Project area, potentially resulting in deterioration of traffic operations on local roadways. Caltrans would coordinate the timing of project detours and lane closures for all projects on I-15 in order to minimize traffic impacts. The proposed Project would have less than significant impacts on traffic/transportation; therefore, the Project is not expected to contribute either directly or indirectly to a cumulatively considerable impact.

For transportation impacts related to VMT, a cumulative impact is a project's potential, when combined with other projects in an area or region, to significantly increase VMT. A project may contribute to a potential impact through its incremental addition to regional VMT when examined in combination with the effects of other past, present, and probable future projects. As previously mentioned, the discontinuous nature of the proposed auxiliary lanes combined with the constraints on their operations with regards to vehicle throughput preclude them from functioning as general purpose lanes, as such the Project is unlikely to induce measurable and substantial increases in VMT. Each cumulative project that includes capacity enhancements would be required to conduct a VMT analysis on a project-by-project basis and implement VMT reducing measures. With implementation of these measures, the contribution is expected to be rendered less than cumulatively considerable.

Avoidance, Minimization, and/or Mitigation Measures

To avoid and/or minimize impacts from construction emissions and potential climate change impacts measures **GHG-1** through **GHG-4** will be implemented.

Chapter 3 Climate Change

Climate change refers to long-term changes in temperature, precipitation, wind patterns, and other elements of the Earth's climate system. The Intergovernmental Panel on Climate Change, established by the United Nations and World Meteorological Organization in 1988, is devoted to greenhouse gas (GHG) emissions reduction and climate change research and policy. Climate change in the past has generally occurred gradually over millennia, or more suddenly in response to cataclysmic natural disruptions. The research of the Intergovernmental Panel on Climate Change and other scientists over recent decades, however, has unequivocally attributed an accelerated rate of climatological changes over the past 150 years to GHG emissions generated from the production and use of fossil fuels.

Human activities generate GHGs consisting primarily of carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), tetrafluoromethane, hexafluoroethane, sulfur hexafluoride (SF₆), and various hydrofluorocarbons (HFCs). CO₂ is the most abundant GHG; while it is a naturally occurring and necessary component of Earth's atmosphere, fossil-fuel combustion is the main source of additional, human-generated CO₂ that is the main driver of climate change. In the U.S. and in California, transportation is the largest source of GHG emissions, mostly CO₂.

The impacts of climate change are already being observed in the form of sea level rise, drought, more intense heat, extended and severe fire seasons, and historic flooding from changing storm patterns. Both mitigation and adaption strategies are necessary to address these impacts. The most important mitigation strategy is to reduce GHG emissions. In the context of climate change, (as distinct from CEQA and NEPA), "mitigation" involves actions to reduce GHG emissions or to enhance the "sinks" that store them (such as forests and soils) to lessen adverse impacts. "Adaptation" is planning for and responding to impacts to reduce vulnerability to harm, such as by adjusting transportation design standards to withstand more intense storms, heat, and higher sea levels. This analysis will include a discussion of both in the context of this transportation project.

Regulatory Setting

This section outlines state efforts to comprehensively reduce GHG emissions from transportation sources.

Federal

To date, no national standards have been established for nationwide mobile-source GHG reduction targets, nor have any regulations or legislation been enacted specifically to address climate change and GHG emissions reduction at the project level.

The National Environmental Policy Act (NEPA) (42 United States Code [USC] Part 4332) requires federal agencies to assess the environmental effects of their proposed actions prior to making a decision on the action or project.

The Federal Highway Administration (FHWA) recognizes the threats that extreme weather, sea level change, and other changes in environmental conditions pose to valuable transportation infrastructure and those who depend on it. FHWA therefore supports a sustainability approach that assesses vulnerability to climate risks and incorporates resilience into planning, asset management, project development and design, and operations and maintenance practices (FHWA 2022). This approach encourages planning for sustainable highways by addressing climate risks while balancing environmental, economic, and social values—“the triple bottom line of sustainability” (FHWA n.d.). Program and project elements that foster sustainability and resilience also support economic vitality and global efficiency, increase safety and mobility, enhance the environment, promote energy conservation, and improve the quality of life.

The federal government has taken steps to improve fuel economy and energy efficiency to address climate change and its associated effects. The most important of these was the Energy Policy and Conservation Act of 1975 (42 USC Section 6201) as amended by the Energy Independence and Security Act (EISA) of 2007; and Corporate Average Fuel Economy (CAFE) Standards. This act established fuel economy standards for on-road motor vehicles sold in the United States. The U.S. Department of Transportation’s National Highway Traffic and Safety Administration (NHTSA) sets and enforces the CAFE standards based on each manufacturer’s average fuel economy for the portion of its vehicles produced for sale in the United States. The Environmental Protection Agency (U.S. EPA) calculates average fuel economy levels for manufacturers, and also sets related GHG emissions standards under the Clean Air Act. Raising CAFE standards leads automakers to create a more fuel-efficient fleet, which improves our nation’s energy security, saves consumers money at the pump, and reduces GHG emissions (U.S. DOT 2014).

U.S. EPA published a final rulemaking on December 30, 2021, that raised federal GHG emissions standards for passenger cars and light trucks for model years 2023 through 2026, increasing in stringency each year. The updated GHG emissions standards will void more than 3 billion tons of GHG emissions through 2050. In April 2022, NHTSA announced corresponding new fuel economy standards for model years 2024 through 2026, which will reduce fuel use by more than 200 billion gallons through 2050 compared to the old standards and reduce fuel costs for drivers (U.S. EPA 2022a; NHTSA 2022).

State

California has been innovative and proactive in addressing GHG emissions and climate change by passing multiple Senate and Assembly bills and executive orders (EOs), including, but not limited to, the following:

- **EO S-3-05** (June 1, 2005): The goal of this EO is to reduce California’s GHG emissions to: (1) year 2000 levels by 2010; (2) year 1990 levels by 2020; and (3) 80 percent below year 1990 levels by 2050. This goal was further reinforced with the passage of Assembly Bill (AB) AB 32 in 2006 and Senate Bill (SB) 32 in 2016.

- **Assembly Bill (AB) 32**, Chapter 488, 2006, Núñez and Pavley, The Global Warming Solutions Act of 2006: AB 32 codified the 2020 GHG emissions reduction goals outlined in EO S-3-05, while further mandating that the California Air Resources Board (ARB) create a scoping plan and implement rules to achieve “real, quantifiable, cost-effective reductions of greenhouse gases.” The Legislature also intended that the statewide GHG emissions limit continue in existence and be used to maintain and continue reductions in emissions of GHGs beyond 2020 (Health and Safety Code [H&SC] Section 38551(b)). The law requires ARB to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective GHG reductions.
- **Senate Bill (SB) 375**, Chapter 728, 2008, Sustainable Communities and Climate Protection: This bill requires ARB to set regional emissions reduction targets for passenger vehicles. The Metropolitan Planning Organization (MPO) for each region must then develop a "Sustainable Communities Strategy" (SCS) that integrates transportation, land-use, and housing policies to plan how it will achieve the emissions target for its region.
- **EO B-30-15** (April 2015) establishes an interim statewide GHG emission reduction target of 40 percent below 1990 levels by 2030 to ensure California meets its target of reducing GHG emissions to 80 percent below 1990 levels by 2050. It further orders all state agencies with jurisdiction over sources of GHG emissions to implement measures, pursuant to statutory authority, to achieve reductions of GHG emissions to meet the 2030 and 2050 GHG emissions reductions targets. It also directs ARB to update the Climate Change Scoping Plan to express the 2030 target in terms of million metric tons of carbon dioxide equivalent (MMTCO_{2e}).⁴ [GHGs differ in how much heat each traps in the atmosphere, called global warming potential, or GWP. CO₂ is the most important GHG, so amounts of other gases are expressed relative to CO₂, using a metric called “carbon dioxide equivalent,” or CO_{2e}. The global warming potential of CO₂ is assigned a value of 1, and the GWP of other gases is assessed as multiples of CO₂.] Finally, it requires the Natural Resources Agency to update the state’s climate adaptation strategy, *Safeguarding California*, every three years, and to ensure that its provisions are fully implemented.
- **SB 32**, Chapter 249, 2016, codifies the GHG reduction targets established in EO B-30-15 to achieve a mid-range goal of 40 percent below 1990 levels by 2030.
- **SB 1386**, Chapter 545, 2016, declared “it to be the policy of the state that the protection and management of natural and working lands ...is an important strategy in meeting the state’s GHG reduction goals, and would require all state agencies, departments, boards, and commissions to consider this policy when revising, adopting, or establishing policies,

⁴ GHGs differ in how much heat each trap in the atmosphere (global warming potential, or GWP). CO₂ is the most important GHG, so amounts of other gases are expressed relative to CO₂, using a metric called “carbon dioxide equivalent” (CO_{2e}). The global warming potential of CO₂ is assigned a value of 1, and the GWP of other gases is assessed as multiples of CO₂.

regulations, expenditures, or grant criteria relating to the protection and management of natural and working lands.”

- **SB 743**, Chapter 386 (September 2013): This bill changes the metric of consideration for transportation impacts pursuant to CEQA from a focus on automobile delay to alternative methods focused on vehicle miles traveled, to promote the state’s goals of reducing GHG emissions and traffic-related air pollution and promoting multimodal transportation while balancing the needs of congestion management and safety.
- **SB 150**, Chapter 150, 2017, Regional Transportation Plans, requires ARB to prepare a report that assesses progress made by each metropolitan planning organization in meeting their established regional GHG emission reduction targets.
- **EO B-55-18** (September 2018) sets a new statewide goal to achieve and maintain carbon neutrality no later than 2045. This goal is in addition to existing statewide targets of reducing GHG emissions.
- **AB 1279**, Chapter 337, 2022, The California Climate Crisis Act: This bill mandates carbon neutrality by 2045 and establishes an emissions reduction target of 85% below 1990 level as part of that goal. This bill solidifies a goal included in EO B-55-18. It requires ARB to work with relevant state agencies to ensure that updates to the scoping plan identify and recommend measures to achieve these policy goals and to identify and implement a variety of policies and strategies that enable carbon dioxide removal solutions and carbon capture, utilization, and storage technologies in California, as specified.

Environmental Setting

The Build Alternative is in an urban area of Riverside County with a well-developed road and street network. The Build Alternative area is mainly commercial, with restaurants, hotels, and retail buildings. Traffic congestion during peak hours is common in the area of the Build Alternative. A Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) by the Southern California Association of Governments (SCAG), guides transportation and housing development in the area of the Build Alternative. The Riverside County Climate Action Plan (CAP) and the General Plan Air Quality element addresses GHGs in the Build Alternative area.

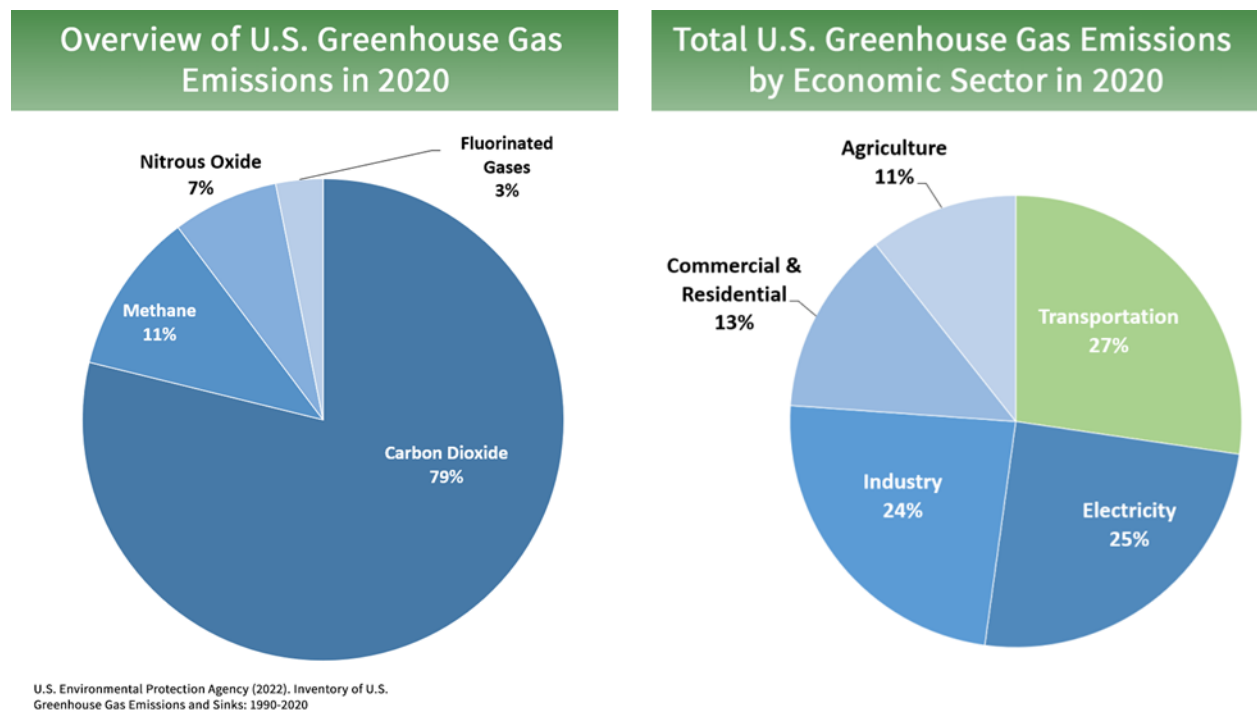
GHG Inventories

A GHG emissions inventory estimates the amount of GHGs discharged into the atmosphere by specific sources over a period of time. Tracking annual GHG emissions allows countries, states, and smaller jurisdictions to understand how emissions are changing and what actions may be needed to attain emission reduction goals. U.S. EPA is responsible for documenting GHG emissions nationwide, and the ARB does so for the state, as required by H&SC Section 39607.4. Cities and other local jurisdictions may also conduct local GHG inventories to inform their GHG reduction or climate action plans.

National GHG Inventory

The annual GHG inventory submitted by the U.S. EPA to the United Nations provides a comprehensive accounting of all human-produced sources of GHGs in the United States. Total GHG emissions from all sectors in 2020 were 222 million metric tons (MMT), factoring in deductions for carbon sequestration in the land sector. Of these, 79 percent were CO₂, 11 percent were CH₄, and 7 percent were N₂O; the balance consisted of fluorinated gases. Total GHGs in 2020 decreased by 21% from 2005 levels and 11% from 2019. The change from 2019 resulted primarily from less demand in the transportation sector during the COVID 19 pandemic. The transportation sector was responsible for 27 percent of total U.S. GHG emissions in 2020, more than any other sector (Figure #4), and for 36% of all CO₂ emissions from fossil fuel combustion. Transportation CO₂ emissions for 2020 decreased 13 percent from 2019 to 2020, but were 7 percent higher than transportation CO₂ emissions in 1990 (U.S. EPA 2022b).

Figure 4. U.S. 2020 Greenhouse Gas Emissions (Source: U.S. EPA 2022b)

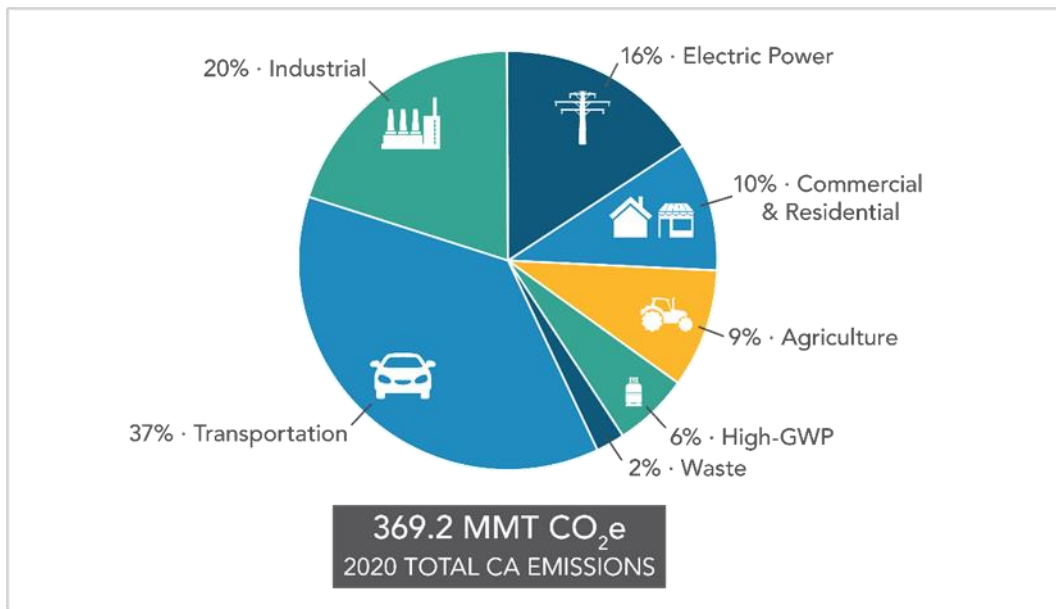


State GHG Inventory

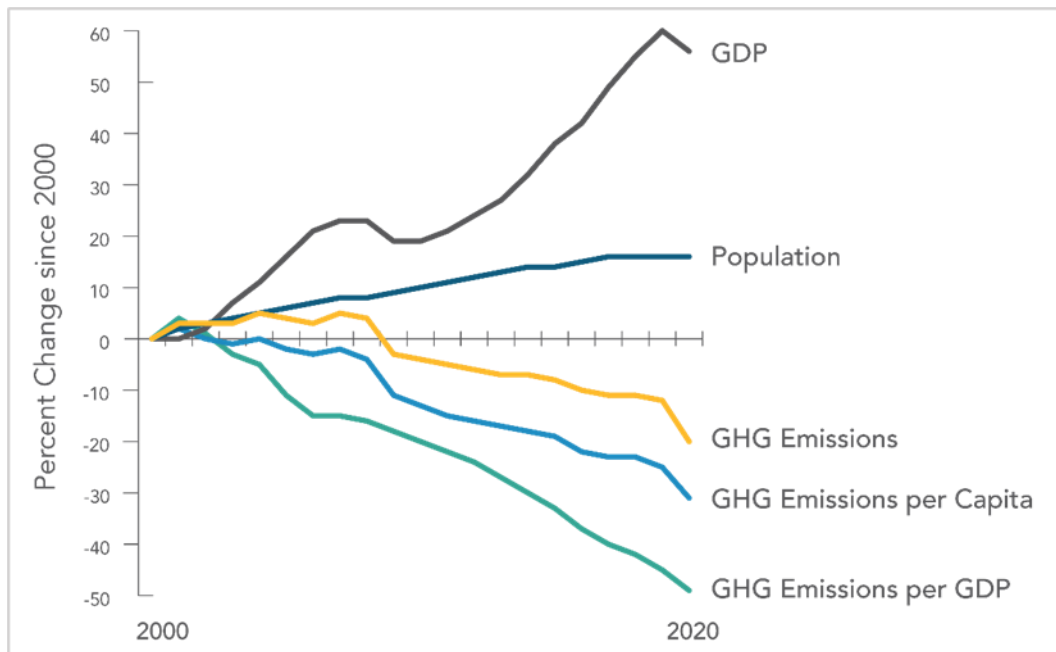
ARB collects GHG emissions data for transportation, electricity, commercial/residential, industrial, agricultural, and waste management sectors each year. It then summarizes and highlights major annual changes and trends to demonstrate the state's progress in meeting its GHG reduction goals. The 2022 edition of the GHG emissions inventory reported emissions trends from 2000 to 2022. Total California GHG emissions in 2020 were 369.2 MMTCO_{2e}, a reduction of 35.3 MMTCO_{2e} from 2019 and 61.8 MMTCO_{2e} below the 2020 statewide limit of 431 MMTCO_{2e}. Much of the decrease from 2019 to 2020, however, is likely due to the effects of

the COVID-19 pandemic on the transportation sector, during which vehicle miles traveled declined under stay-at-home orders and reductions in goods movement. Nevertheless, transportation remained the largest source of GHG emissions, accounting for 37 percent of statewide] emissions (Figure #5). (Including upstream emissions from oil extraction, petroleum refining, and oil pipelines in California, transportation was responsible for about 47 percent of statewide emissions in 2020; however, those emissions are accounted for in the industrial sector.) California’s gross domestic product (GDP) and GHG intensity (GHG emissions per unit of GDP) both declined from 2019 to 2020 (Figure #6). It is expected that total GHG emissions will increase as the economy recovers over the next few years (ARB 2022a).

Figure 5. California 2022 Greenhouse Gas Emissions by Scoping Plan Category (Source: ARB 2022a)



**Figure 6. Change in California GDP, Population, and GHG Emissions since 2000
(Source ARB 2022a)**



AB 32 required ARB to develop a Scoping Plan that describes the approach California will take to achieve the goal of reducing GHG emissions to 1990 levels by 2020, and to update it every 5 years. ARB adopted the first scoping plan in 2008. The second updated plan, *California’s 2017 Climate Change Scoping Plan*, adopted on December 14, 2017, reflects the 2030 target established in EO B-30-15 and SB 32. The draft 2022 Scoping Plan Update additionally lays out a path to achieving carbon neutrality by 2045 (ARB 2022b).

Regional Plans

ARB sets regional targets for California’s 18 metropolitan planning organizations (MPOs) to achieve through planning future projects that will cumulatively achieve those goals, and reporting how they will be met in their Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). Targets are set at a percent reduction of passenger vehicle GHG emissions per person from 2005 levels. The regional plans and policies within the project area are summarized in the table below. ARB sets regional targets for California’s 18 MPOs to use in their RTP/SCSs to plan future projects that will cumulatively achieve GHG reduction goals.

The Build Alternative is included in the 2020-2045 RTP/SCS (SCAG 2020) of the Southern California Association of Governments (SCAG) as RTP ID 3200S002. ARB’s regional reduction target for SCAG is 19 percent by 2035, compared to 2005 levels (ARB 2022c). (The 2016 RTP/SCS used earlier targets of a 9 percent per capita reduction by 2020 and a 16 percent per capita reduction by 2035. It should be noted that the SCAG planning region comprises Imperial, Orange, San Bernardino, and Ventura Counties in addition to Riverside County, and that targets apply in the region as a whole and to all GHG emission sources, not individual counties or

transportation alone.) The RTP/SCS concluded that implementing the plan would result in an 8 percent per capita GHG reduction by 2020, an 18 percent reduction by 2035, and a 21 percent reduction by 2040.

The Riverside County Climate Action Plan (Riverside County Planning Department 2019) serves as a tool to implement the goals and policies of the various elements of the Riverside County General Plan related to GHG emissions. It provides a list of specific actions that will reduce countywide GHG emissions consistent with the reduction targets of AB 32 (Riverside County Planning Department 2019: Chapter 4). The regional plans and policies within the project area are summarized in the table below.

Table 3-1. Regional GHG Reduction Policies

| Title | GHG Reduction Policies, Goals, or Strategies |
|--|--|
| Southern California Association of Governments 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (adopted September 3, 2020) | <p>The SCS prepared as part of Connect SoCal complies with the emission reduction targets established by ARB and meets the requirements of SB 375 by achieving GHG emission reductions at 8% below 2005 per capita emissions levels by 2020 and 19% below 2005 per capita emissions levels by 2035.</p> <p>The RTP/SCS includes the following goals:</p> <ul style="list-style-type: none"> • Improve mobility, accessibility, reliability, and travel safety for people and goods • Enhance the preservation, security, and resilience of the regional transportation system • Reduce greenhouse gas emissions and improve air quality • Adapt to a changing climate and support an integrated regional development pattern and transportation network |
| Riverside County General Plan | <p>Land Use Element</p> <ul style="list-style-type: none"> • Policy LU 2.1k(f): f. Site development to capitalize upon multi-modal transportation opportunities and promote compatible land use arrangements that reduce reliance on the automobile. • Policy LU 11.4: Provide options to the automobile in communities, such as transit, bicycle and pedestrian trails, to help improve air quality. • Policy LU 13.4: Incorporate safe and direct multi-modal linkages in the design and development of projects, as appropriate. <p>Circulation Element</p> <ul style="list-style-type: none"> • Policy C 1.2: Support development of a variety of transportation options for major employment and activity centers including direct access to transit routes, primary arterial highways, bikeways, park-n-ride facilities, and pedestrian facilities. • Policy C 1.7: Encourage and support the development of projects that facilitate and enhance the use of alternative modes of transportation, including pedestrian-oriented retail and activity centers, dedicated bicycle lanes and paths, and mixed-use community centers. • Policy C 5.2: Encourage the use of drought-tolerant native plants and the use of recycled water for roadway landscaping. • Policy C 20.14 (Previously C 20.12): Encourage the use of alternative non-motorized transportation and the use of non-polluting vehicles. |
| Riverside County General Plan Amendments (Adopted July 17, 2018) | <p>Air Quality Element</p> <ul style="list-style-type: none"> • Policy AQ 20.1: Reduce VMT by requiring expanded multi-modal facilities and services that provide transportation alternatives, such as transit, bicycle |

| Title | GHG Reduction Policies, Goals, or Strategies |
|---|---|
| | <p>and pedestrian modes. Improve connectivity of the multi-modal facilities by providing linkages between various uses in the developments.</p> <ul style="list-style-type: none"> • Policy AQ 20.3: Reduce VMT and GHG emissions by improving circulation network efficiency. <p>Circulation Element (Amendment No. 960 – Public Review Draft, February 2015)</p> <ul style="list-style-type: none"> • Policy C 1.8: Ensure that all development applications comply with the California Complete Streets Act of 2008 as set forth in California Government Code Sections 65040.2 and 65302. |
| Riverside County Climate Action Plan (2019) | <p>Includes GHG mitigation, GHG reduction targets, and adaptations. The County's 2030 and 2050 target emissions level are 3.58 and 1.19 MMTCO_{2e} per year, respectively. In order to meet the County's 2030 and 2050 emissions reduction targets, 22 priority actions were identified in the transportation, energy, and solid waste sectors.</p> <p>Transportation Measures</p> <ul style="list-style-type: none"> • R2-T1: Alternative Transportation Options • R2-T2: Adopt and Implement a Bicycle Master Plan to Expand Bike Routes Around the County • R2-T3: Ride-Sharing and Bike-to-Work Programs within Businesses • R2-T4: Electrify the fleet |
| Western Riverside Council of Governments Subregional Climate Action Plan (2014) | <p>Western Riverside Council of Governments Subregional Climate Action Plan established a 2010 baseline of 5.83 MMTCO_{2e} and includes the following transportation related policies that would help to reduce GHG emissions:</p> <ul style="list-style-type: none"> • Measure SR-8: Express Lanes • Measure SR-9: Congestion Pricing • Measure SR-12: Electric Vehicle Plan and Infrastructure • Measure SR-13: Construction and Demolition Waste Diversion |

Project Analysis

GHG emissions from transportation projects can be divided into those produced during operation and use of the State Highway System (SHS) (operational emissions) and those produced during construction. The primary GHGs produced by the transportation sector are CO₂, CH₄, N₂O, and HFCs. CO₂ emissions are a product of burning gasoline or diesel fuel in internal combustion engines, along with relatively small amounts of CH₄ and N₂O. A small amount of HFC emissions related to refrigeration is also included in the transportation sector.

The CEQA Guidelines generally address greenhouse gas emissions as a cumulative impact due to the global nature of climate change (Pub. Resources Code, § 21083(b)(2)). As the California Supreme Court explained, “because of the global scale of climate change, any one project's contribution is unlikely to be significant by itself.” (Cleveland National Forest Foundation v. San Diego Assn. of Governments (2017) 3 Cal.5th 497, 512.) In assessing cumulative impacts, it must be determined if a project’s incremental effect is “cumulatively considerable” (CEQA Guidelines Sections 15064(h)(1) and 15130).

To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. Although climate change is ultimately a

cumulative impact, not every individual project that emits greenhouse gases must necessarily be found to contribute to a significant cumulative impact on the environment.

Operational Emissions

The purpose of the Build Alternative is to improve operational efficiency on the I-15 mainline due to merge and diverge movements at the entrance and exit ramps. The proposed auxiliary lanes would not increase the capacity of I-15. This type of project generally causes minimal or no increase in operational GHG emissions. Because the project would not increase the number of travel lanes on I-15, no increase in vehicle miles traveled (VMT) would occur. While some GHG emissions during the construction period would be unavoidable, no increase in operational GHG emissions is expected.

Construction Emissions

Construction GHG emissions would result from material processing and transportation, on-site construction equipment, and traffic delays due to construction. These emissions would be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during construction phases.

Use of long-life pavement lives, improved traffic management plans, and changes in materials can also help offset GHG emissions produced during construction by allowing longer intervals between maintenance and rehabilitation activities.

Construction emissions were estimated using the latest Sacramento Metropolitan Air Quality Management District's Road Construction Emissions Model (RCEM), Version 9.0. Construction of the Build Alternative is expected to be approximately 24 months.

Construction emissions were estimated for the Build Alternative using default equipment inventories provided in RCEM, project construction scheduling information provided by the project engineer, and emissions factors from the EMFAC 2017 and OFFROAD models. The emissions presented are the worst-case maximum daily construction emissions (pounds per day) for each activity that would be generated from the construction of the Build Alternative and converted to metric tons of CO_{2e}.

Overall Build Alternative construction emissions of GHGs would be 1,755 metric tons CO_{2e} over the approximately 24-month construction period, which would be less than 0.01 percent of Riverside County's estimated 2020 GHG business-as-usual inventory.

All construction contracts include Caltrans Standard Specifications related to air quality. Section 7-1.02A and 7 1.02C, Emissions Reduction, which require contractors to comply with all laws applicable to the project and to certify they are aware of and will comply with all ARB emission reduction regulations; and Section 14-9.02, Air Pollution Control, which requires contractors to comply with all air pollution control rules, regulations, ordinances, and statutes. Certain common

regulations, such as equipment idling restrictions, that reduce construction vehicle emissions also help reduce GHG emissions.

CEQA Conclusion

Construction GHG emissions are expected to result from material processing and transportation, on-site construction equipment, and traffic delays due to construction. These emissions would be produced at different levels throughout the construction phase; their frequency and occurrence can be reduced through innovations in plans and specifications and by implementing better traffic management during the construction phases.

Use of long-life pavement, improved traffic management plans, and changes in materials, can also help offset emissions produced during construction by allowing longer intervals between maintenance and rehabilitation activities.

Caltrans is firmly committed to implementing measures to help reduce GHG emissions. These measures are outlined in the following section.

GHG Reduction Strategies

Statewide Efforts

In response to AB 32, California is implementing measures to achieve emission reductions of GHGs that cause climate change. Climate change programs in California are effectively reducing GHG emissions from all sectors of the economy. These programs include regulations, market programs, and incentives that will transform transportation, industry, fuels, and other sectors, to take California into a sustainable, low-carbon and cleaner future, while maintaining a robust economy (ARB 2022d).

Major sectors of the California economy, including transportation, will need to reduce emissions to meet 2030 and 2050 GHG emissions targets. The Governor's Office of Planning and Research (OPR) identified five sustainability pillars in a 2015 report: (1) Increasing the share of renewable energy in the State's energy mix to at least 50 percent by 2030; (2) Reducing petroleum use by up to 50 percent by 2030; (3) Increasing the energy efficiency of existing buildings by 50 percent by 2030; (4) Reducing emissions of short-lived climate pollutants; and (5) Stewarding natural resources, including forests, working lands, and wetlands, to ensure that they store carbon, are resilient, and enhance other environmental benefits (OPR 2015). OPR later added strategies related to achieving statewide carbon neutrality by 2045 in accordance with EO B-55-18 and AB 1279 (OPR 2022).

The transportation sector is integral to the people and economy of California. To achieve GHG emission reduction goals, it is vital that the state build on past successes in reducing criteria and toxic air pollutants from transportation and goods movement. GHG emission reductions will come from cleaner vehicle technologies, lower-carbon fuels, and reduction of vehicle miles traveled (VMT). Reducing today's petroleum use in cars and trucks by 50% is a key state goal

for reducing greenhouse gas emissions by 2030 (California Environmental Protection Agency 2015).

In addition, SB 1386 (Wolk 2016) established as state policy the protection and management of natural and working lands and requires state agencies to consider that policy in their own decision making. Trees and vegetation on forests, rangelands, farms, and wetlands remove carbon dioxide from the atmosphere through biological processes and sequester the carbon in above- and below-ground matter.

Subsequently, Governor Gavin Newsom issued Executive Order N-82-20 to combat the crises in climate change and biodiversity. It instructs state agencies to use existing authorities and resources to identify and implement near- and long-term actions to accelerate natural removal of carbon and build climate resilience in our forests, wetlands, urban greenspaces, agricultural soils, and land conservation activities in ways that serve all communities and in particular low-income, disadvantaged, and vulnerable communities. To support this order, the California Natural Resources Agency (2022a) released Natural and Working Lands Climate Smart Strategy, with a focus on nature-based solutions.

Caltrans Activities

Caltrans continues to be involved on the Governor's Climate Action Team as the ARB works to implement EOs S-3-05 and S-01-07 and help achieve the targets set forth in AB 32. EO B-30-15, issued in April 2015, and SB 32 (2016), set an interim target to cut GHG emissions to 40 percent below 1990 levels by 2030. The following major initiatives are underway at Caltrans to help meet these targets.

Climate Action Plan for Transportation Infrastructure

The California Action Plan for Transportation Infrastructure (CAPTI) builds on executive orders signed by Governor Newsom in 2019 and 2020 targeted at reducing GHG emissions in transportation, which account for more than 40 percent of all polluting emissions, to reach the state's climate goals. Under CAPTI, where feasible and within existing funding program structures, the state will invest discretionary transportation funds in sustainable infrastructure projects that align with its climate, health, and social equity goals (California State Transportation Agency 2021).

California Transportation Plan

The California Transportation Plan (CTP) is a statewide, long-range transportation plan to meet our future mobility needs and reduce GHG emissions. It serves as an umbrella document for all the other statewide transportation planning documents. The CTP 2050 presents a vision of a safe, resilient, and universally accessible transportation system that supports vibrant communities, advances racial and economic justice, and improves public and environmental health. The plan's climate goal is to achieve statewide GHG emissions reduction targets and increase resilience to climate change. It demonstrates how GHG emissions from the transportation sector can be reduced through advancements in clean fuel technologies; continued shifts toward active travel,

transit, and shared mobility; more efficient land use and development practices; and continued shifts to telework (Caltrans 2021a).

Caltrans Strategic Plan

The Caltrans 2020–2024 Strategic Plan includes goals of stewardship, climate action, and equity. Climate action strategies include developing and implementing a Caltrans Climate Action Plan; a robust program of climate action education, training, and outreach; partnership and collaboration; a VMT monitoring and reduction program; and engaging with the most vulnerable communities in developing and implementing Caltrans climate action activities (Caltrans 2021b).

Caltrans Policy Directives and Other Initiatives

Caltrans Director’s Policy 30 (DP-30) Climate Change (June 22, 2012) established a Department policy to ensure coordinated efforts to incorporate climate change into Departmental decisions and activities. Caltrans Greenhouse Gas Emissions and Mitigation Report (Caltrans 2020) provides a comprehensive overview of Caltrans’ emissions. The report documents and evaluates current Caltrans procedures and activities that track and reduce GHG emissions and identifies additional opportunities for further reducing GHG emissions from Department-controlled emission sources, in support of Departmental and State goals.

Project-Level GHG Reduction Strategies

Along with measure **TRA-1**, the following measures will also be implemented to reduce GHG construction emissions and potential climate change impacts from the Build Alternative.

GHG-1: The contractor must comply with SCAQMD’s rules, ordinances, and regulations regarding air quality restrictions.

GHG-2: The project will incorporate the use of energy efficient lighting.

GHG-3: Bids will be solicited that include use of energy and fuel-efficient fleets in accordance with current practices.

GHG-4: The project will maintain equipment in proper tune and working condition.

Adaptation

Reducing GHG emissions is only one part of an approach to addressing climate change. Caltrans must plan for the effects of climate change on the state’s transportation infrastructure and strengthen or protect the facilities from damage. Climate change is expected to produce increased variability in precipitation, rising temperatures, rising sea levels, variability in storm surges and their intensity, and in the frequency and intensity of wildfires. Flooding and erosion can damage or wash out roads; longer periods of intense heat can buckle pavement and railroad tracks; storm surges combined with a rising sea level can inundate highways. Wildfire can directly burn facilities and indirectly cause damage when rain falls on denuded slopes that landslide after a fire. Effects will vary by location and may, in the most extreme cases, require that a facility be

relocated or redesigned. Accordingly, Caltrans must consider these types of climate stressors in how highways are planned, designed, built, operated, and maintained.

Federal Efforts

Under NEPA assignment, Caltrans is obligated to comply with all applicable federal environmental laws and FHWA NEPA regulations, policies, and guidance.

The *Fourth National Climate Assessment*, published in 2018, presents the foundational science and the “human welfare, societal, and environmental elements of climate change and variability for 10 regions and 18 national topics, with particular attention paid to observed and projected risks, impacts, consideration of risk reduction, and implications under different mitigation pathways.”

The U.S. DOT Policy Statement on Climate Adaptation in June 2011 committed the federal Department of Transportation to “integrate consideration of climate change impacts and adaptation into the planning, operations, policies, and programs of DOT in order to ensure that taxpayer resources are invested wisely, and that transportation infrastructure, services and operations remain effective in current and future climate conditions” (U.S. DOT 2011). The U.S. DOT Climate Action Plan of August 2021 followed up with a statement of policy to “accelerate reductions in greenhouse gas emissions from the transportation sector and make our transportation infrastructure more climate change resilient now and in the future,” this set of guiding principles (U.S. DOT 2021):

- Use best-available science
- Prioritize the most vulnerable
- Preserve ecosystems
- Build community relationships
- Engage globally

U.S. DOT developed its climate action plan pursuant to the federal EO 14008, *Tackling the Climate Crisis at Home and Abroad* (January 27, 2021). EO 14008 recognized the threats of climate change to national security and ordered federal government agencies to prioritize actions on climate adaptation and resilience in their programs and investments (White House 2021).

FHWA order 5520 (*Transportation System Preparedness and Resilience to Climate Change and Extreme Weather Events*, December 15, 2014) established FHWA policy to strive to identify the risks of climate change and extreme weather events to current and planned transportation systems. FHWA has developed guidance and tools for transportation planning that foster resilience to climate effects and sustainability at the federal, state, and local levels (FHWA 2019).

State Efforts

Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system. A number of state policies and tools have been developed to guide adaptation efforts.

California's Fourth Climate Change Assessment (Fourth Assessment) (2018) is the state's effort to "translate the state of climate science into useful information for action." It provides information that will help decision makers across sectors and at state, regional, and local scales protect and build the resilience of the state's people, infrastructure, natural systems, working lands, and waters. The State's approach recognizes that the consequences of climate change occur at the intersections of people, nature, and infrastructure. The Fourth Assessment reports that if no measures are taken to reduce GHG emissions by 2021 or sooner, the state is projected to experience a 2.7 to 8.8 degrees Fahrenheit increase in average annual maximum daily temperatures, with impacts on agriculture, energy demand, natural systems, and public health; a two-thirds decline in water supply from snowpack and water shortages that will impact agricultural production; a 77% increase in average area burned by wildfire, with consequences for forest health and communities; and large-scale erosion of up to 67% of Southern California beaches and inundation of billions of dollars' worth of residential and commercial buildings due to sea level rise (State of California 2018).

Sea level rise is a particular concern for transportation infrastructure in the coastal zone. Major urban airports will be at risk of flooding from sea level rise combined with storm surge as early as 2040; San Francisco airport is already at risk. Miles of coastal highways vulnerable to flooding in a 100-year storm event will triple to 370 by 2100, and 3,750 miles will be exposed to temporary flooding. The Fourth Assessment's findings highlight the need for proactive action to address these current and future impacts of climate change.

In 2008, then-governor Arnold Schwarzenegger recognized the need when he issued EO S-13-08, focused on sea level rise. Technical reports on the latest sea level rise science were first published in 2010 and updated in 2013 and 2017. The 2017 projections of sea level rise and new understanding of processes and potential impacts in California were incorporated into the *State of California Sea-Level Rise Guidance Update* in 2018. This EO also gave rise to the *California Climate Adaptation Strategy* (2009), updated in 2014 as *Safeguarding California: Reducing Climate Risk* (Safeguarding California Plan), which addressed the full range of climate change impacts and recommended adaptation strategies. The Safeguarding California Plan was updated in 2018 and again in 2021 as the *California Climate Adaptation Strategy*, incorporating key elements of the latest sector-specific plans such as the *Natural and Working Lands Climate Smart Strategy*, *Wildfire and Forest Resilience Action Plan*, *Water Resilience Portfolio*, and the CAPTI (described above). Priorities in the 2021 California Climate Adaptation Strategy include acting in partnership with California Native American Tribes, strengthening protections for climate-vulnerable communities that lack capacity and resources, nature-based climate solutions, use of best available climate science, and partnering and collaboration to best leverage resources (California Natural Resources Agency 2022b).

EO B-30-15, signed in April 2015, requires state agencies to factor climate change into all planning and investment decisions. This EO recognizes that effects of climate change in addition to sea level rise also threaten California's infrastructure. At the direction of EO B-30-15, the Office of Planning and Research published *Planning and Investing for a Resilient California: A Guidebook for State Agencies* in 2017, to encourage a uniform and systematic approach.

AB 2800 (Quirk 2016) created the multidisciplinary Climate-Safe Infrastructure Working Group, to help actors throughout the state address the findings of California's Fourth Climate Change Assessment. It released its report, *Paying it Forward: The Path Toward Climate-Safe Infrastructure in California*, in 2018. The report provides guidance to agencies on how to address the challenges of assessing risk in the face of inherent uncertainties still posed by the best available science on climate change. It also examines how state agencies can use infrastructure planning, design, and implementation processes to address the observed and anticipated climate change impacts (Climate Change Infrastructure Working Group 2018).

Caltrans Adaptation Efforts

Caltrans Vulnerability Assessments

Caltrans completed climate change vulnerability assessments to identify segments of the State Highway System vulnerable to climate change effects of precipitation, temperature, wildfire, storm surge, and sea-level rise.

The climate change data in the assessments were developed in coordination with climate change scientists and experts at federal, state, and regional organizations at the forefront of climate science. The findings of the vulnerability assessments will guide analysis of at-risk assets and development of Adaptation Priority Reports as a method to make capital programming decisions to address identified risks.

Project Adaptation Analysis

Sea Level Rise

The proposed project is outside the coastal zone and not in an area subject to sea-level rise. Accordingly, direct impacts on transportation facilities due to projected sea-level rise are not expected.

Precipitation and Flooding

Based on the Federal Emergency Management Agency Flood Insurance Rate Map (Map Numbers 06065C2720G and 06065C3285G), the proposed project is primarily within Zone X (Area of Minimal Flood Hazard). A portion of the project limits, the bridge crossing over Empire Creek, is located within a Flood Hazard area indicating the one percent annual chance flood (i.e., 100-year flood). Based on the Caltrans District 8 Climate Change Vulnerability Assessment Map (Caltrans 2019), the 100-year storm precipitation depth in the project area is expected to increase by up to 5.6% by 2055, but by only up to 4.1% by 2085. This indicates heavier rainfall during storm events. Average annual rainfall in Temecula is about 12 inches; the wettest month is December, with less than 2 inches on average (weather.us.com 2021; Sperlings Best Places

2021). Accordingly, even a 10% increase of precipitation in the flood hazard area would amount to only a fraction of an inch more rainfall. With implementation of adaptation measure **CL-1**, it is expected that the Build Alternative would be adapted to the anticipated changes in storm precipitation under climate change.

Wildfire

Based on the Caltrans District 8 Climate Change Vulnerability Assessment Map (Caltrans 2019), a small portion on the southern end of the project site near Temecula Parkway (PM 3.5 to 3.9) is in an area designated as a moderate level of concern for the 2070 to 2099 wildfire exposure. All other areas of the Build Alternative are outside of the areas of concern for wildfire exposure. The Build Alternative is not in an area designated as a High or Very High Fire Hazard Severity Zone in a State Responsibility Area. Therefore, the Build Alternative would not require the installation or maintenance of infrastructure that would be vulnerable to fire. Caltrans standard specifications mandate fire prevention procedures, including a fire prevention plan, to avoid accidental fire starts during construction. With implementation of adaptation measure **CL-2**, the Build Alternative would be adapted and resilient to future wildfire.

Temperature

The District Climate Change Vulnerability Assessment does not indicate temperature changes during the project's design life that would require adaptive changes in pavement design or maintenance practices.

Project-Level GHG Reduction Strategies

The following adaptation measure will be implemented to reduce the effects of climate change on the Build Alternative:

- CL-1:** Drainage facilities will be modified to accommodate additional runoff from the auxiliary lanes and the projected increase in the 100-year storm precipitation depth and rainfall in the project area.
- CL-2:** Project improvements will be constructed using fire-resistant materials (e.g., steel or concrete). In addition, vegetation will be cleared from the project area to maintain a defensible space.

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Chapter 4 Public Involvement, Draft IS Circulation, and Response to Comments

Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental review process. It helps planners determine the scope of environmental documentation and the level of analysis required and identify potential impacts and avoidance, minimization, and/or mitigation measures and related environmental requirements. Agency and tribal consultation and public participation for this project have been accomplished through a variety of formal and informal methods, including interagency coordination meetings and Project Development Team meetings. This section summarizes the results of Caltrans' efforts to fully identify, address, and resolve project-related issues through early and continuing coordination.

U.S. Fish and Wildlife Service

A list of threatened and endangered species was obtained from USFWS on May 4, 2021 and an updated list was obtained on November 18, 2022.

Native American Tribes

Four Native American tribes were contacted under AB 52. Letters were sent on November 2, 2020, to the Pala Band of Luiseno Indians (Dr. Shasta Gaughen, Tribal Historic Preservation Officer), the Soboba Band of Luiseno Indians (Joseph Ontiveros, Tribal Historic Preservation Officer), the Pechanga Band of Luiseno Indians (Ebru Ozdil, Cultural Analyst), and the Rincon Band of Luiseno Indians (Cheryl Madrigal, Tribal Historic Preservation Officer). Refer to Section V, *Cultural Resources*, for a detailed description of correspondence with Native American tribes.

Public Participation

This Draft Initial Study has been prepared for the project and is being circulated for public review and comment for 30 days between December 30, 2022 and January 30, 2023. The Notice of Availability for this Draft Initial Study has been distributed to the federal, state, regional, and local agencies and elected officials, as well as interested groups, organizations, and individuals, as listed in Appendix F, Distribution List.

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Appendix A Project Layout Map

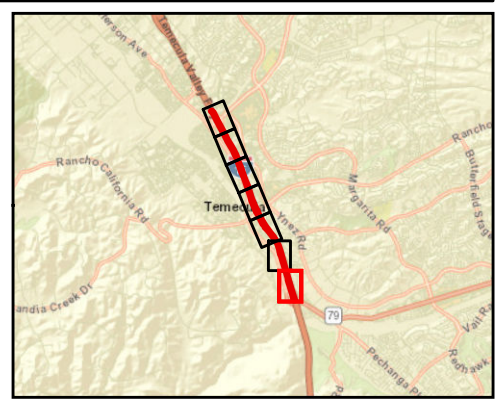
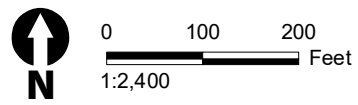
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Legend

- Project Location
- Pavement Edges
- Cut
- Fill
- Existing Hydrographic Features
- Existing Roadway Features
- Existing Vegetation
- Existing Right-of-Way
- Contours

Source: ESRI



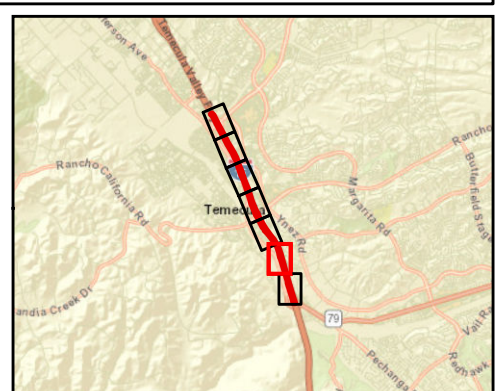
Project Layout Map
Build Alternative
I-15 Temecula Auxiliary Lanes Project



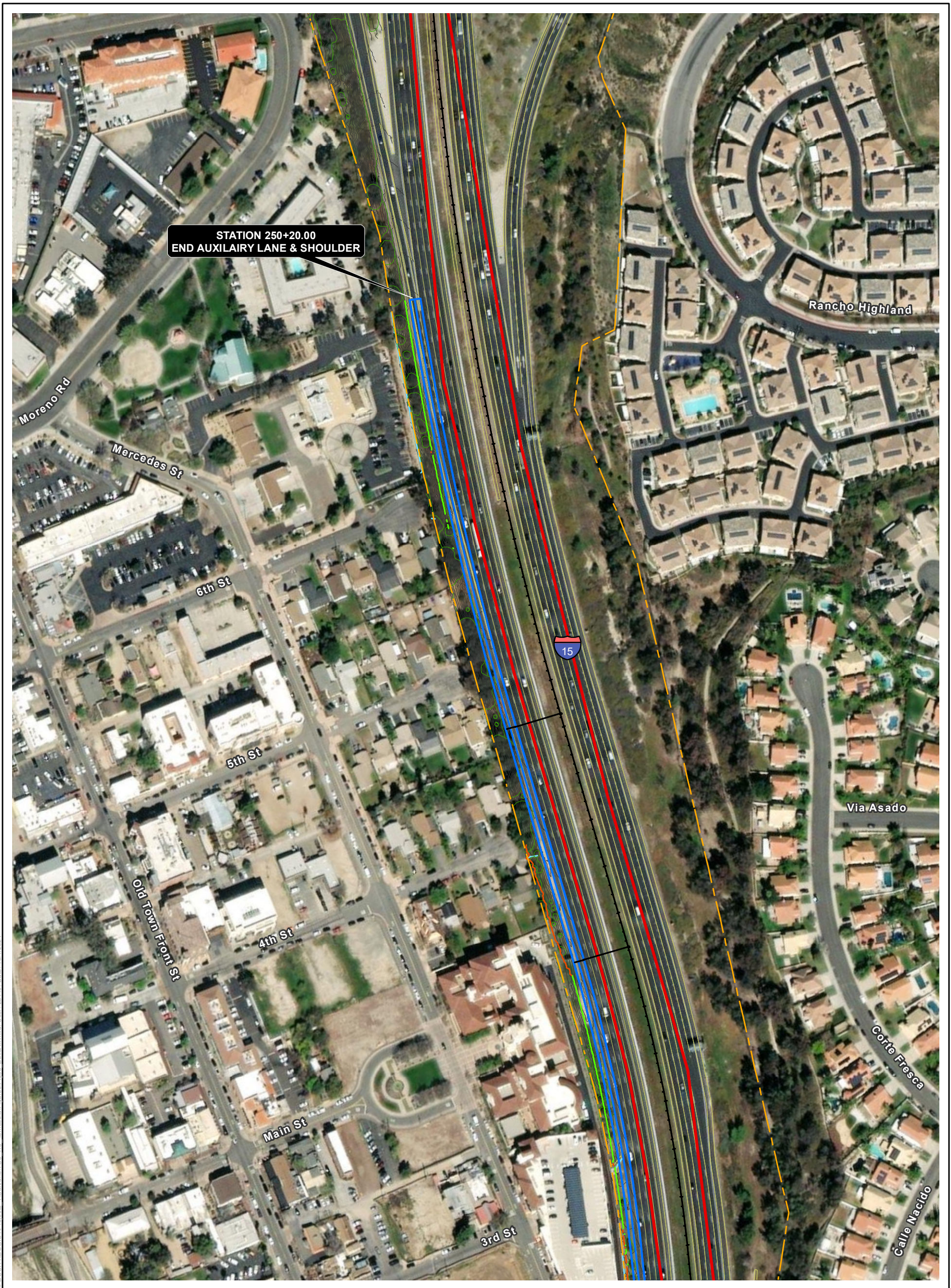
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- Project Location
 - Pavement Edges
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 - Fill
 - Existing Hydrographic Features
 - Existing Roadway Features
 - Existing Vegetation
 - Existing Right-of-Way
 - Contours

Source: ESRI

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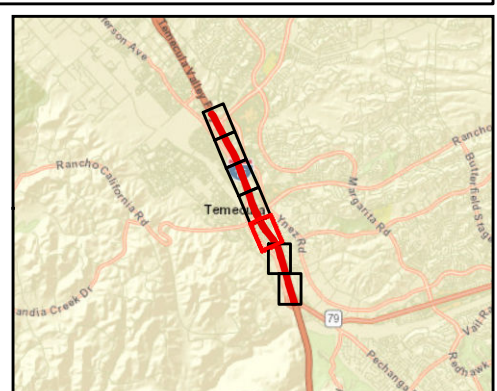
Project Layout Map
Build Alternative
I-15 Temecula Auxiliary Lanes Project



- Legend**
- Project Location
 - Pavement Edges
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 - Contours

Source: ESRI

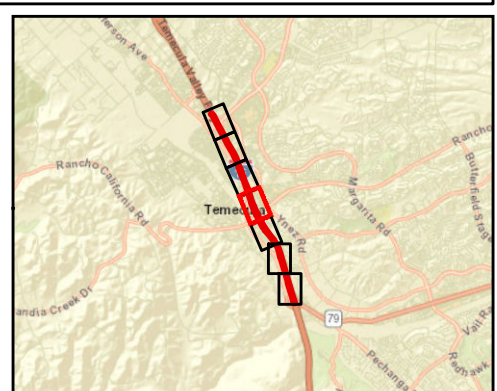
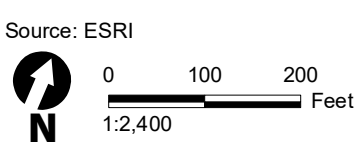
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Project Layout Map
Build Alternative
I-15 Temecula Auxiliary Lanes Project



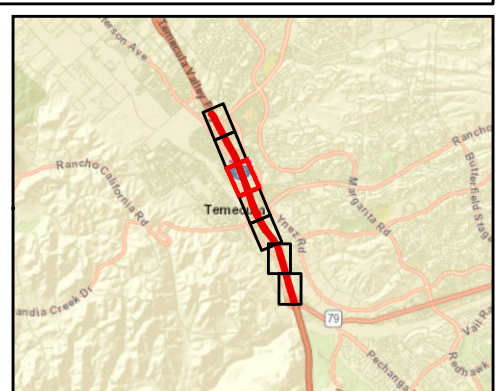
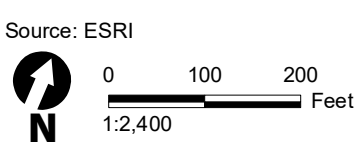
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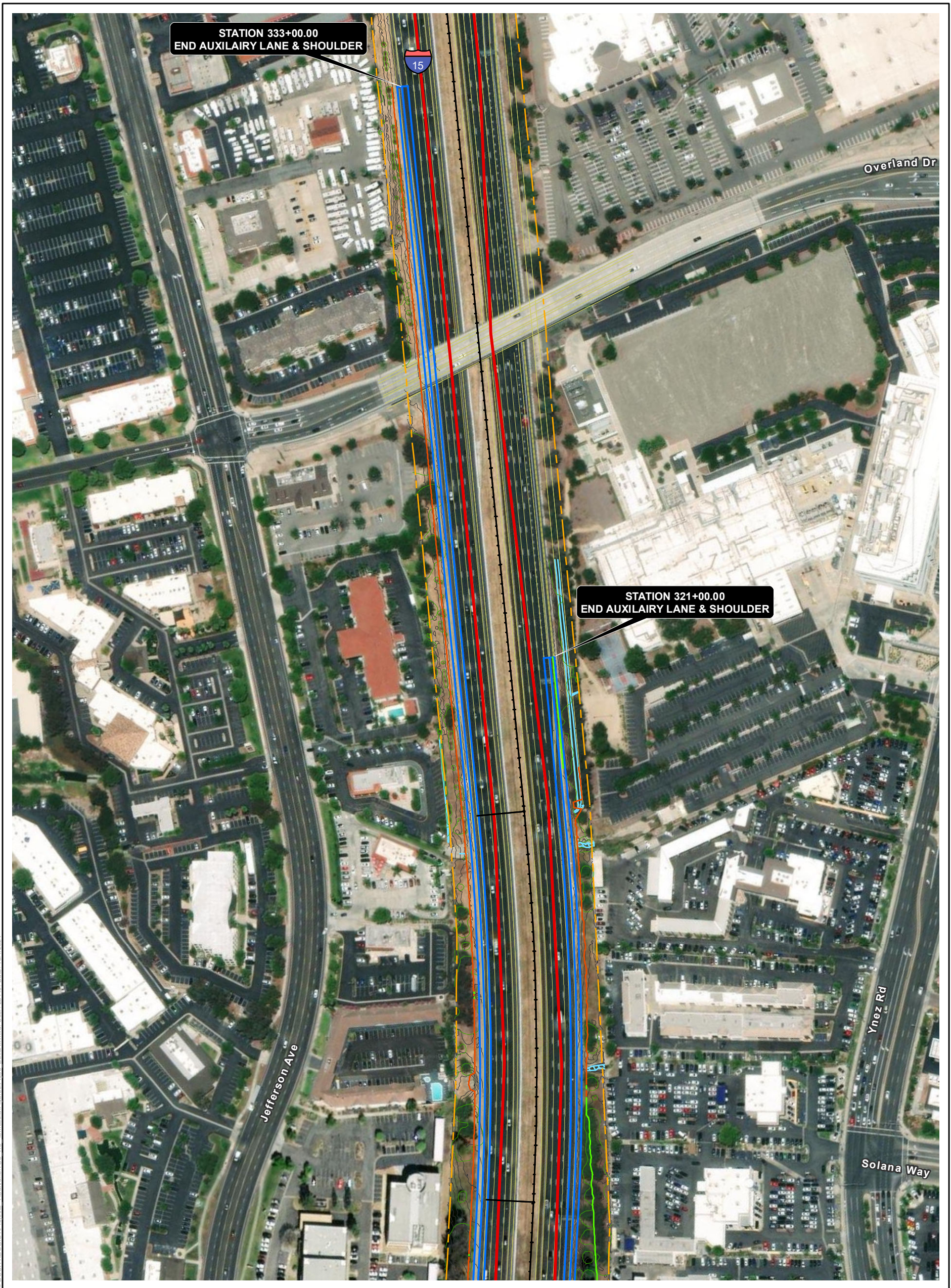
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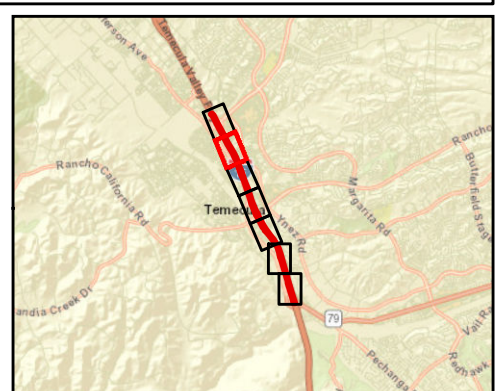
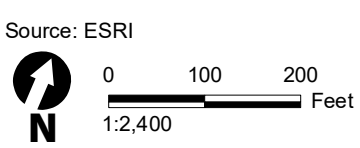
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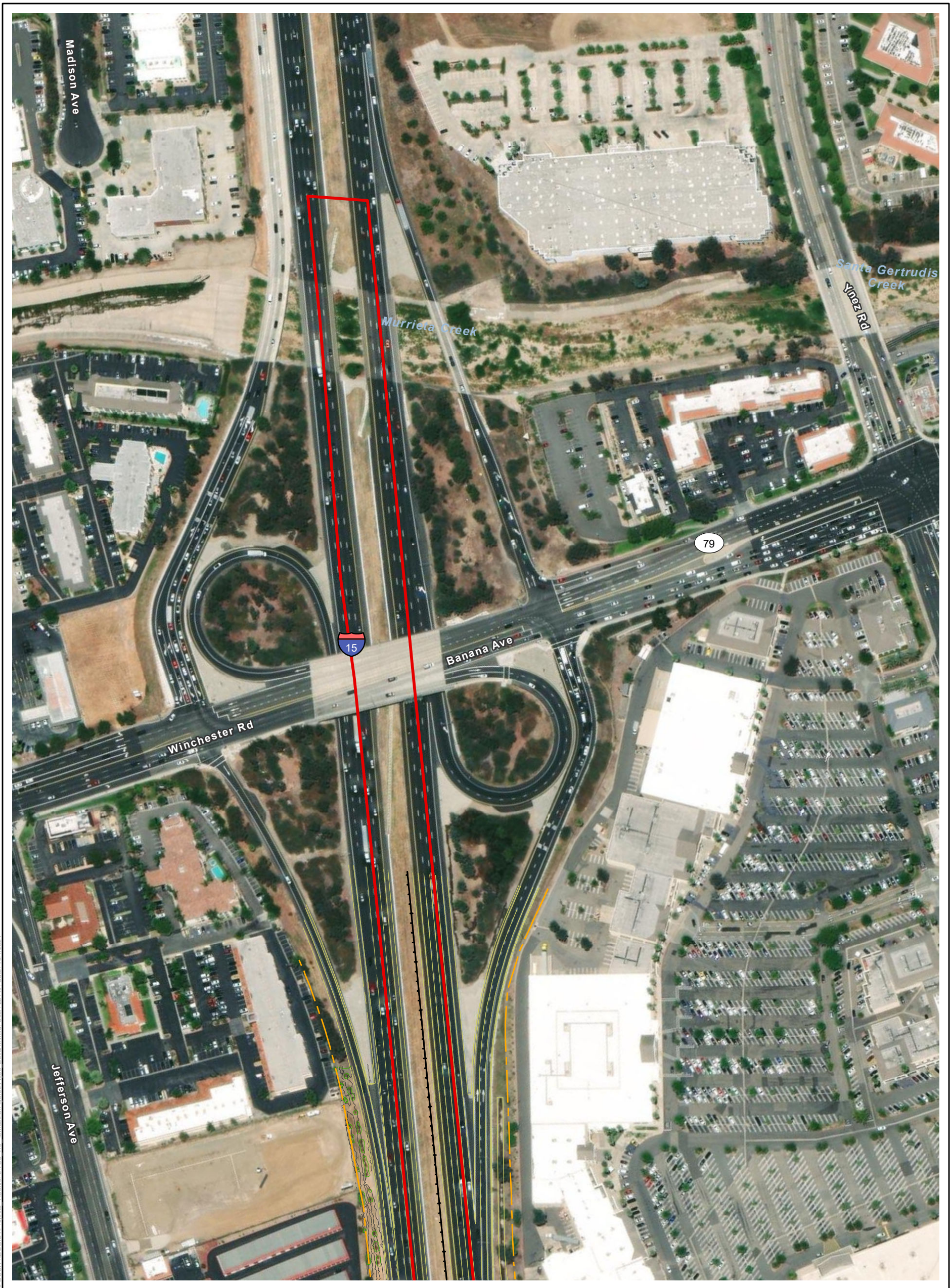
Project Layout Map
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I-15 Temecula Auxiliary Lanes Project



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Project Layout Map
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I-15 Temecula Auxiliary Lanes Project

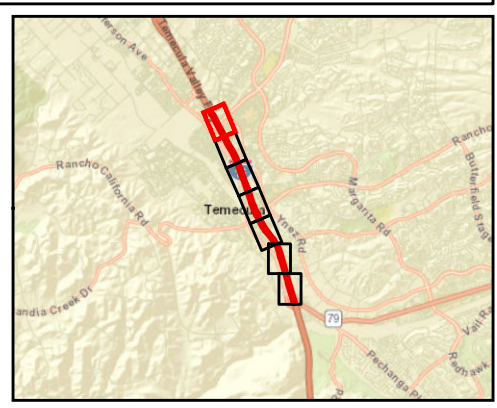
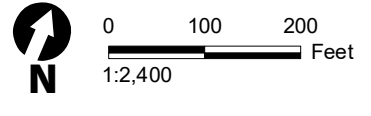


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Legend

- Project Location
- Existing Roadway Features
- Existing Vegetation
- Existing Right-of-Way
- Contours

Source: ESRI



Project Layout Map
Build Alternative
I-15 Temecula Auxiliary Lanes Project

Appendix B List of Preparers

The following personnel contributed to the preparation of this document:

California Department of Transportation

- Emad Makar, Project Manager
- Antonia Toledo, Senior Environmental Planner
- Jeanine Porter, Environmental Planner

ICF

- Brian Calvert, Environmental Project Director
- Court Morgan, Environmental QA/QC
- Elizabeth Irvin, Senior Manager – Editing
- Joza Burnam, Senior Environmental Planner/Air Quality, Noise Analyst
- Keith Lay, Senior Air Quality and Climate Change Specialist
- Megan Flacy, Environmental Planner/Water Quality
- Peter Hardie, Senior Noise Analyst, INCE
- Vincent Tong, Environmental Project Manager
- Youji Yasui, Environmental Project Manager

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Appendix C Title VI Policy Statement

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY

Govin Newsom, Governor

DEPARTMENT OF TRANSPORTATION

OFFICE OF THE DIRECTOR
P.O. BOX 942873, MS-49
SACRAMENTO, CA 94273-0001
PHONE (916) 654-6130
FAX (916) 653-5776
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life.*

September 2021

NON-DISCRIMINATION POLICY STATEMENT

The California Department of Transportation, under Title VI of the Civil Rights Act of 1964, ensures *"No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance."*

Caltrans will make every effort to ensure nondiscrimination in all of its services, programs and activities, whether they are federally funded or not, and that services and benefits are fairly distributed to all people, regardless of race, color, or national origin. In addition, Caltrans will facilitate meaningful participation in the transportation planning process in a nondiscriminatory manner.

Related federal statutes, remedies, and state law further those protections to include sex, disability, religion, sexual orientation, and age.

For information or guidance on how to file a complaint, or obtain more information regarding Title VI, please contact the Title VI Branch Manager at (916) 324-8379 or visit the following web page:
<https://dot.ca.gov/programs/civil-rights/title-vi>.

To obtain this information in an alternate format such as Braille or in a language other than English, please contact the California Department of Transportation, Office of Civil Rights, at 1823 14th Street, MS-79, Sacramento, CA 95811; PO Box 942874, MS-79, Sacramento, CA 94274-0001; (916) 324-8379 (TTY 711); or at Title.VI@dot.ca.gov.

A blue ink signature of Toks Omishakin, written in a cursive style.

Toks Omishakin
Director

"Provide a safe and reliable transportation network that serves all people and respects the environment."

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Appendix D List of Technical Studies

- California Department of Transportation. 2021a. Archaeological Survey Report, Interstate 15 Auxiliary Lanes Temecula Project, Riverside County, California, EA Number 1K400, Project Number 0819000031. September 2021.
- _____. 2021b. Historic Property Survey Report, I-15 Temecula Auxiliary Lane Project, Riverside County, California, 08-RIV-15, PM 3.50/6.80, EA Number 1K400, Project Number 0819000031. September 2021.
- _____. 2021d. Jurisdictional Delineation for the I-15 Significant Trash Generating Area Project (1C5700); and I-15 Temecula Auxiliary Lane Project (1K400). August 2021.
- _____. 2021e. Natural Environment Study, Auxiliary Lanes Project, Temecula, California, October 2021 (updated December 2022).
- _____. 2021f. Scoping Questionnaire for Water Quality Issues, I-15 Temecula Auxiliary Lanes Project, August 2021.
- _____. 2021g. Visual Impact Assessment. Temecula Auxiliary Lanes Project, April 2021.
- _____. 2021h. Vehicle Miles of Travel (VMT) Analysis Results Memorandum, I-15 1K400 Project, September 2021.
- _____. 2021i. Asbestos Containing Materials and Lead-Based Paint Survey Report, April 2021.
- _____. 2022a. Air Quality Report, Interstate 15 Temecula Auxiliary Lanes Project, City of Temecula, Riverside County, California, EA 1K400, Project Number 0819000031. March 2022.
- _____. 2022b. Initial Site Assessment (ISA) Checklist, I-15, Post Mile 3.5/6.8, EA 1K400. November 2022.
- _____. 2022c. Temecula Auxiliary Lanes (08-1K400) SB743 Office of Sustainability Memorandum. October 2022.
- _____. 2022d. Determination of Biologically Equivalent or Superior Preservation Report for the I-15 Temecula Auxiliary Lanes Project. October 2022.
- _____. 2022e. Interstate 15 Temecula Auxiliary Lanes Dry Season Vernal Pool Branchiopod Survey. October 2022.

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Appendix E Environmental Commitments Record

In order to be sure that all of the environmental measures identified in this document are executed at the appropriate times, the following mitigation program (as articulated on the proposed Environmental Commitments Record [ECR] which follows) would be implemented. During project design, avoidance, minimization, and/or mitigation measures will be incorporated into the project's final plans, specifications, and cost estimates, as appropriate. All permits will be obtained prior to implementation of the project. During construction, environmental and construction/engineering staff will ensure that the commitments contained in this ECR are fulfilled. Following construction and appropriate phases of project delivery, long-term mitigation maintenance and monitoring will take place, as applicable. As the following ECR is a draft, some fields have not been completed, and will be filled out as each of the measures is implemented. Note: Some measures may apply to more than one resource area. Duplicative or redundant measures have not been included in this ECR.

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Environmental Commitments Record (ECR)

DIST-CO-RTE: 08-Riv-15 **PM/PM:** (PM R3.5/R6.8) **EA/Project ID.:** EA 08-1K400/PN 0819000031

Project Description: The project proposes constructing auxiliary lanes to connect the entrance and exit ramps between the Temecula Parkway and Winchester Road interchanges along I-15 in the City of Temecula, Riverside County. In addition, this project will include ramp widening, bridge widening, rehabilitating lights and signs, restoring drainage systems, implementing transportation system elements, upgrading of curb ramps in compliance with the American with Disabilities Act (ADA), and upgrading of highway appurtenances to improve roadside safety.

Date (Last modification): December 2022

Environmental Planner: Jeanine Porter

Phone No.: (909) 472-1301

Construction Liaison:

Phone No.:

Resident Engineer:

Phone No.:

PERMITS

| Permit | Agency | Application Submitted | Permit Received | Permit Expiration | Permit Requirement Completed by: | Permit Requirement Completed on: | Comments |
|--------|--|-----------------------|-----------------|-------------------|----------------------------------|----------------------------------|----------|
| 1602 | California Department of Fish and Wildlife | Target date 8/3/23 | | | | | |
| 401 | Regional Water Quality Control Board | Target date 8/3/23 | | | | | |
| 404 | U.S. Army Corps of Engineers | Target date 8/3/23 | | | | | |

ENVIRONMENTAL COMMITMENTS

PA&ED

| Category | Task and Brief Description | Source | Included in PS&E package | Responsible Branch/Staff | Action to Comply | Due Date | Task Completed by | Task Completed on | Remarks | Mitigation for significant impacts under CEQA? |
|------------------|--|---|--------------------------|---|------------------|----------|-------------------|-------------------|---------|--|
| Biology | BIO-9: By April 30, 2023, Caltrans will conduct: (1) a potential vernal pool soil sample; (2) a fairy shrimp cyst hatching attempt; (3) an associated third party lab cyst analysis; and (4) a rare plant/vernal pool indicator plant survey during the appropriate, species-specific bloom period. Any recommendation based on the results of the surveys shall be implemented. | Natural Environment Study (December 2022), Environmental Document | Yes | Project Biologist/On-Call Biological Consultant | | | | | | No |
| Water Quality | WQ-1: Treatment control BMPs will be implemented to the maximum extent practicable, consistent with the requirements of the NPDES permit and Waste Discharge Requirements. | Environmental Document | No | Project Biologist/Resident Engineer, Contractor | | | | | | No |
| Water Quality | WQ-2: The proposed project will comply with the provisions of the NPDES General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit), Order No. 2012-0006-DWQ, NPDES No. CAS000002, and any subsequent permits in effect at the time of construction. The proposed project will comply with the Construction General Permit by preparing and implementing a SWPPP to address issues related to construction-related activities, equipment, and materials that have the potential to affect water quality. The SWPPP is a project-specific document which calculates the site's risk level during construction, includes guidelines for monitoring and reporting, and provides Erosion Control Plan and BMPs details for the construction site. The SWPPP also includes Construction Site BMPs, which are implemented to minimize sediment and erosion during construction. The SWPPP will identify the sources of pollutants that may affect the quality of stormwater and include BMPs to control the pollutants, such as sediment control measures, catch basin inlet protection, construction materials management, and non-stormwater BMPs. | Environmental Document | No | Resident Engineer, Contractor | | | | | | No |
| Visual Resources | AES-1: To help retain the characteristic of the community, any walls shall integrate aesthetic treatments (i.e., art and color), determined by the Caltrans District Landscape Architect. | Visual Impact Assessment (VIA), Environmental Document | No | District Landscape Architect/ Contractor/ Resident Engineer | | | | | | No |

Environmental Commitment Record for I-15/Temecula Auxiliary Lanes Project

| Category | Task and Brief Description | Source | Included in PS&E package | Responsible Branch/Staff | Action to Comply | Due Date | Task Completed by | Task Completed on | Remarks | Mitigation for significant impacts under CEQA? |
|------------------|--|--|--------------------------|---|------------------|----------|-------------------|-------------------|---------|--|
| Visual Resources | AES-2: To also help retain the characteristics of the community, all trees removed will be replaced at a ratio determined by the Caltrans District Landscape Architect. Erosion Control measures will be implemented in all areas disturbed by the project. | Visual Impact Assessment (VIA), Environmental Document | No | District Landscape Architect/ Contractor/ Resident Engineer | | | | | | No |
| Other | CL-1: Drainage facilities will be modified to accommodate additional runoff from the auxiliary lanes and the projected increase in the 100-year storm precipitation depth and rainfall in the project area. | Environmental Document | No | Resident Engineer | | | | | | No |
| Other | CL-2: Project improvements will be constructed using fire-resistant materials (e.g., steel or concrete). In addition, vegetation will be cleared from the project area to maintain a defensible space. | Environmental Document | No | Resident Engineer | | | | | | No |

PS&E/BEFORE RTL

| Category | Task and Brief Description | Source | Included in PS&E package | Responsible Branch/Staff | Action to Comply | Due Date | Task Completed by | Task Completed on | Remarks | Mitigation for significant impacts under CEQA? |
|--------------------|--|--|--------------------------|--|------------------|----------|-------------------|-------------------|---------|--|
| Cultural Resources | CR-3: Monitoring Activities. Native American Tribal monitoring shall be authorized during construction related activities. In the event of discoveries, the monitor shall be empowered to implement the protective measures outlined in CR-1 and/or CR-2 . Details of the Native American Tribal monitoring will be developed once Plans, Specifications, and Estimates (PS&E) packages are available for review. | Historic Property Survey Report (September 2021), Environmental Document | No | Resident Engineer/ Cultural Monitor/ Contractor | | | | | | No |
| Other | TRA-1: Prior to construction, a TMP will be prepared to minimize potential impacts on emergency services and commuters during construction. | Environmental Document | No | Resident Engineer | | | | | | No |
| Permits | CM-1: Caltrans would mitigate for permanent impacts (a total of 0.043 acre) to riparian and riverine habitats at a 3:1 ratio either by purchase of 0.129 re-establishment mitigation bank credits or the permittee-responsible re-establishment and conservation of 0.129 acre of streambed resources. | Natural Environment Study (December 2022), Environmental Document | No | Contractor/ Project Biologist/ Resident Engineer | | | | | | Yes |
| Air Quality | GHG-3: Bids will be solicited that include use of energy and fuel-efficient fleets in accordance with current practices. | Environmental Document | No | Resident Engineer | | | | | | No |

PRE-CONSTRUCTION

| Category | Task and Brief Description | Source | Included in PS&E package | Responsible Branch/Staff | Action to Comply | Due Date | Task Completed by | Task Completed on | Remarks | Mitigation for significant impacts under CEQA? |
|----------|--|---|--------------------------|--|------------------|----------|-------------------|-------------------|---------|--|
| Biology | BIO-1: Equipment Staging, Storing and Borrow Sites. All staging, storing, and borrow sites require the approval of the Caltrans biologist. | Natural Environment Study (December 2022), Environmental Document | Yes | Resident Engineer/Project Biologist/Contractor | | | | | | No |
| Biology | BIO-2: Rare Plant Surveys, Flagging, and Fencing. Within 30 days prior to construction and within the rare plant bloom season of March-June, a preconstruction survey must be conducted by a Contractor-supplied biologist for special-status plant species within a 100-foot buffer for construction staging areas outside of previously-paved or developed areas within the biological study area (BSA). San Diego ambrosia (<i>Ambrosia pumila</i>), smooth tarplant (<i>Centromadia pungens ssp. laevis</i>), Coulter's goldfields (<i>Lasthenia glabrata ssp. coulteri</i>), Payson's jewelflower (<i>Caulanthus californicus</i>), Robinson's pepper-grass (<i>Lepidium virginicum var. robinsonii</i>), and white rabbit-tobacco (<i>Pesudognaphalium leucocephalum</i>), plus any other rare plants, must be flagged for visual identification to construction personnel for work avoidance. Rare plants detected that feature multiple plants in a single location must be fenced with Environmentally Sensitive Area (ESA) temporary fencing. | Natural Environment Study (December 2022), Environmental Document | Yes | Contractor-supplied Biologist | | | | | | No |
| Biology | BIO-3: Rare Insect Host Plant Preconstruction Clearance Survey, Flagging, and Fencing. No more than 30 days prior to Project activities, a Contractor-supplied biologist must perform a preconstruction survey for rare insect host plants within Empire Creek and highway shoulders that are subject to auxiliary lane construction. Should any rare insect host plants be found, the Resident Engineer and Caltrans | Natural Environment Study (December 2022), Environmental Document | Yes | Contractor-supplied Biologist, Resident Engineer | | | | | | No |

Environmental Commitment Record for I-15/Temecula Auxiliary Lanes Project

| Category | Task and Brief Description | Source | Included in PS&E package | Responsible Branch/Staff | Action to Comply | Due Date | Task Completed by | Task Completed on | Remarks | Mitigation for significant impacts under CEQA? |
|-----------------|--|---|--------------------------|---|------------------|----------|-------------------|-------------------|---------|--|
| | biologist must be contacted, and host plants must be flagged by the Contractor-supplied biologist for visual identification to construction personnel for work avoidance. Should multiple plants in a single location be found, the groupings must be fenced with Environmentally Sensitive Area (ESA) temporary fencing. | | | | | | | | | |
| Biology | BIO-4: Pre-Construction Nesting Bird Survey. Vegetation clearing should be done outside of the nesting bird season. If Project activities cannot avoid the nesting season, generally regarded as February 1- September 30, then preconstruction nesting bird surveys must be conducted up to the limit of the 500-foot BSA no later than 3 days prior to construction by a qualified Contractor-supplied biologist to locate and avoid nesting birds. If an active avian nest is located, a no-construction buffer (100-feet for non-passerine, 300-feet for passerine, and 500-feet for raptors) may be established and monitored by the Contractor-supplied biologist. | Natural Environment Study (December 2022), Environmental Document | Yes | Caltrans-supplied Biologist, Resident Engineer | | | | | | No |
| Biology | BIO-5: Work Avoidance. To address impacts on least Bell's vireo occupied habitat, avoid vegetation removal between March 15 and September 15 in the Empire Creek Bridge Project impact area. | Natural Environment Study (December 2022), Environmental Document | Yes | Contractor/Project Biologist/Resident Engineer | | | | | | No |
| Biology | BIO-6: Bat Management and Mitigation Plan (BMMP). A Bat Management and Mitigation Plan will be developed and implemented in accordance with CDFW guidelines. | Natural Environment Study (December 2022), Environmental Document | Yes | Project Biologist/Contractor | | | | | | No |
| Biology | BIO-7: Worker Environmental Awareness Program (WEAP). A Contractor-supplied biologist must present a biological resource information program/WEAP for special status birds, reptiles, and plants prior to Project activities to all personnel that will be present within the Project limits for longer than 30 minutes at any given time. | Natural Environment Study (December 2022), Environmental Document | Yes | Contractor-supplied Biologist, Resident Engineer | | | | | | No |
| Biology | BIO-8: Invasive Weed Control. To address impacts on the Empire Creek Bridge widening Project impact area, the Contractor Supplied biologist must identify CAL-IPC noxious weed species Limited species: Russian thistle (<i>Salsola tragus</i>); rose clover (<i>Trifolium hirtum</i>); redstem filaree (<i>Erodium cicutarium</i>); red gum (<i>Eucalyptus camaldulensis</i>); olive (<i>Olea europaea</i>); English plantain (<i>Plantago lanceolata</i>); curly dock (<i>Rumex crispus</i>); puncture vince (<i>Tribulus terrestris</i>); soft brome (<i>Bromus hordeaceus</i>); and rabbitsfoot grass (<i>Polypogon monspeliensis</i>). CAL-IPC Moderate rates species: Brazilian pepper tree (<i>Schinus terbinthifolia</i>), Italian thistle (<i>Carduus pycnocephalus</i>); tocalote (<i>Centaurea melitensis</i>); short-pod mustard (<i>Nicotiana glauca</i>); Mexican fan palm (<i>Washingtonia robusta</i>); slender oat (<i>Avena barbata</i>); wild oats (<i>Avena fatua</i>); rippgut brome (<i>Bromus diandrus</i>), Bermuda grass (<i>Cynodon dactylon</i>), and rat-tail fescue (<i>Festuca myuros</i>). CAL-IPC High rates species: perennial pepperweed (<i>Lepidium latifolium</i>) and red brome (<i>Bromus madritensis ssp. rubens</i>). Treatment and disposal methods must be approved by the Caltrans biologist prior to vegetation removal. | Natural Environment Study (December 2022), Environmental Document | Yes | Contractor/Project Biologist/Resident Engineer | | | | | | No |
| Biology | BIO-10: The DBESP for the Project will be updated once species surveys have been completed (BIO-9) and consistency with the WRMShCP shall be obtained from USFWS and CDFW prior to the initiation of construction. | Environmental Document | Yes | Caltrans Biologist | | | | | | No |
| Hazardous Waste | HAZ-2: Prior to and during construction, in order to avoid potential impacts from hazardous materials, the following will be performed in accordance with Caltrans Standard Specifications Sections 14-11.13 (for leaded paint on bridges), Section 14-9.02 [Asbestos National Emissions Standards for Hazardous Air Pollutants (NESHAP) Notification], Section 36-4 (for cold planing), Section 14-11.14 (for treated wood waste), Section 14-11.16 (for asbestos containing construction materials), Section 84-9.03 (for nonhazardous striping/pavement marker), Section 14-11.15 (for electrical waste), and Section 49-1.03 (for pile installation). | Environmental Document | No | Resident Engineer/ Contractor | | | | | | No |
| Visual | AES-3: Prior to the beginning of construction, a Staging and Storage Area Plan shall be prepared and submitted for Caltrans Environmental Branch review and approval. | Visual Impact Assessment (VIA), Environmental Document | No | District Landscape Architect/ Contractor/ Resident Engineer | | | | | | No |

CONSTRUCTION

Environmental Commitment Record for I-15/Temecula Auxiliary Lanes Project

| Category | Task and Brief Description | Source | Included in PS&E package | Responsible Branch/Staff | Action to Comply | Due Date | Task Completed by | Task Completed on | Remarks | Mitigation for significant impacts under CEQA? |
|--------------------|---|---|--------------------------|---|------------------|----------|-------------------|-------------------|---------|--|
| Cultural Resources | CR-1: Treatment of Previously Unidentified Cultural Resources. If cultural materials are discovered during construction, all earth-moving activity within 60 feet around the immediate discovery area will be diverted until a qualified archaeologist can assess the nature and significance of the find. | Archaeological Survey Report (September 2021), Environmental Document | No | Resident Engineer/ Contractor/Qualified Archaeologist | | | | | | No |
| Cultural Resources | CR-2: Treatment of Human Remains. If human remains are discovered, State Health and Safety Code Section 7050.5 states that further disturbances and activities shall cease in any area or nearby area suspected to overlie remains, and the County Coroner contacted. Pursuant to CA Public Resources Code (PRC) Section 5097.98, if the remains are thought to be Native American, the coroner will notify the Native American Heritage Commission (NAHC) who will then notify the Most Likely Descendent (MLD). At this time, the person who discovered the remains will contact Andrew Walters, District Environmental Branch Chief [(909) 260-5178] or Gary Jones, District Native American Coordinator [(909) 261-8157] so that they may work with the MLD on the respectful treatment and disposition of the remains. Further provisions of PRC 5097.98 are to be followed as applicable. | Archaeological Survey Report (September 2021), Environmental Document | No | Resident Engineer/ Contractor/Qualified Archaeologist | | | | | | No |
| Hazardous Waste | HAZ-1: Should any previously unknown hazardous waste/material be encountered during construction, Caltrans Hazards Procedures for Construction will be followed. | Environmental Document | No | Resident Engineer, Contractor | | | | | | No |
| Air Quality | AQ-1: During clearing, grading, earthmoving, or excavation operations, fugitive dust emissions will be controlled by regular watering or other dust preventive measures using the following procedures, as specified in SCAQMD Rule 403. All material excavated or graded will be sufficiently watered to prevent excessive amounts of dust. Watering will occur at least twice daily with complete coverage, preferably in the late morning and after work is done for the day. All material transported on site or off site will be either sufficiently watered or securely covered to prevent excessive amounts of dust. The area disturbed by clearing, grading, earthmoving, or excavation operations will be minimized so as to prevent excessive amounts of dust. These control techniques will be indicated in project specifications. Visible dust beyond the property line emanating from the project site will be prevented to the maximum extent feasible. | Air Quality Report (March 2022), Environmental Document | No | Resident Engineer/ Contractor | | | | | | No |
| Air Quality | AQ-2: Project grading plans will show the duration of construction. Ozone precursor emissions from construction equipment vehicles will be controlled by maintaining equipment engines in good condition and in proper tune per manufacturers specifications. | Air Quality Report (March 2022), Environmental Document | No | Resident Engineer/ Contractor | | | | | | No |
| Air Quality | AQ-3: All trucks that are to haul excavated or graded material on site will comply with State Vehicle Code Section 23114, with special attention to Sections 23114(b)(F), e(2), and e(4), as amended, regarding the prevention of such material spilling onto public streets and roads. | Air Quality Report (March 2022), Environmental Document | No | Resident Engineer/ Contractor | | | | | | No |
| Air Quality | AQ-4: The Contractor will adhere to Caltrans Standard Specifications for Construction (Section 14-9.02). Section 14-9.02 specifically requires compliance by the Contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances. | Air Quality Report (March 2022), Environmental Document | No | Resident Engineer/ Contractor | | | | | | No |
| Air Quality | GHG-1: The contractor must comply with SCAQMD's rules, ordinances, and regulations regarding air quality restrictions. | Environmental Document | No | Resident Engineer/ Contractor | | | | | | No |
| Air Quality | GHG-2: The project will incorporate the use of energy efficient lighting. | Environmental Document | No | Resident Engineer/ Contractor | | | | | | No |
| Air Quality | GHG-4: The project will maintain equipment in proper tune and working condition. | Environmental Document | No | Resident Engineer/ Contractor | | | | | | No |
| Noise | NOI-1: Construction will be conducted in accordance with applicable local noise standards and Caltrans' provisions in Section 14-8.02, <i>Noise Control</i> , of the 2018 Standard Specifications and Special Provisions. | Noise Study Report (January 2022), Environmental Document | No | Resident Engineer/ Contractor | | | | | | No |

Appendix F Distribution List

A public notice of this IS and/or a Notice of Intent to Adopt a Mitigated Negative Declaration was distributed to federal, state, regional, and local agencies, elected officials, and utilities and service providers. In addition, all property owners and occupants within a 500-foot radius of the project limits were provided the Notice of Intent. The Distribution List of Public Agencies, Elected Officials, and Service Providers is followed by the list of Interested parties, Property Owners, and Members of the Public.

Public Agencies, Elected Officials, and Service Providers

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| Ken Calvert Congressman 42nd District 400 South Vicentia Avenue, Suite 125 Corona, CA 92882 | Karin Cleary-Rose Inland Division Chief U.S. Fish and Wildlife Service Carlsbad Office 6010 Hidden Valley Road Carlsbad, CA 92011 | John M. Taylor U.S. Fish and Wildlife Service 777 East Tahquitz Canyon Way, Suite 208 Palm Springs, CA 92262 |
| U.S. Army Corps of Engineers Orange & Riverside Counties Section P.O. Box 532711 915 Wilshire Boulevard, Suite 980 Los Angeles, CA 90053-2325 | Susan Sturges Environmental Protection Agency Region 9 Environmental Review Office 75 Hawthorne Street San Francisco, CA 94105 | Federal Highway Administration 888 South Figueroa Street, #1850 Los Angeles, CA 90017-5467 |
| Natural Resources Conservation Service 25864 Business Center Drive, #K Redlands, CA 92374-4515 | Carly Beck State of California Department of Fish and Wildlife, Region 6 Inland Deserts Region 3602 Inland Empire Boulevard, Suite C-220 Ontario, CA 91764 | California Air Resources Board Air Quality & Transportation Planning Branch 1001 "I" Street, 7th Floor Sacramento, CA 95814 |
| State Water Resources Control Board 1001 I Street Sacramento, CA 95814-2828 | California Transportation Commission Commission Chair 1120 N Street Room 2221 Sacramento, CA 95814-5605 | Julianne Polanco State Historic Preservation Officer State of California Office of Historic Preservation 1725 23rd Street, Suite 100 Sacramento, CA 95816 |
| Debbie Pilas-Treadway Director Native American Heritage Commission 1550 Harbor Boulevard, Suite 100 West Sacramento, CA 95694 | California Department of Toxic Substances 5796 Corporate Avenue Cypress, CA 90630 | California Dept. of Conservation 888 Figueroa Street, #475 Los Angeles, CA 90017 |
| California Dept. of Fish & Wildlife 3602 Inland Empire Boulevard, #C-220 Ontario, CA 91764 | State Clearinghouse 1400 Tenth Street Sacramento, CA 95814 | California Highway Patrol 27685 Commerce Center Drive Temecula, CA 92590 |
| Richard D. Roth Senate District 31 3737 Main Street, Suite 104 Riverside, CA 92501 | Jeff Stone Senate District 28 25186 Hancock Avenue, Suite 320 Murrieta, CA 92562 | Honorable Melissa Melendez Senate District 28 25186 Hancock Ave, Suite 320 Murrieta, CA 92562 |
| Honorable Maryann Edwards, Mayor City of Temecula 41000 Main Street Temecula, CA 92589 | Honorable Scott Vinton Mayor City of Murrieta One Town Square 24601 Jefferson Avenue Murrieta, CA 92562 | Honorable Matt Rahn Mayor Pro Tem City Council Chambers 41000 Main Street Temecula, CA 92590 |

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| Honorable Zak Schwank, Councilmember City Council Chambers 41000 Main Street Temecula, CA 92590 | Honorable Maryann Edwards City Council Chambers 41000 Main Street Temecula, CA 92590 | Honorable Jessica Alexander, Councilmember City Council Chambers 41000 Main Street Temecula, CA 92590 |
| Honorable James "Stew" Stewart Councilmember City Council Chambers 41000 Main Street Temecula, CA 92590 | Region Manager Southern California Edison P.O. Box 800 Rosemead, CA 91770 | Sonia Huff Western Municipal Water District 14205 Meridian Parkway Riverside, CA 92518 |
| Ken Valasquez Southern California Gas Company 1981 West Lugonia Avenue Redlands, CA 92374 | Steve Waters Time Warner Cable 560 South Promenade Avenue, #102 Corona, CA 92879 | Kristin Maldonado Verizon 150 South Juanita Street Hemet, CA 92543 |
| Lynn Durrett Sprint 282 South Sycamore Avenue Rialto, CA 92376 | George Alvarez Charter Communications 4781 Irwindale Avenue Irwindale, CA 91706 | Susan Morgan AT&T (California) 1256 Van Buren, Room 180 Anaheim, CA 92807 |
| Matthew Prink Level 3 Communications 1025 Eldorado Boulevard, 33A-524 Broomfield, CO 80021 | John Bacheider MCI Communications Services Inc. 2400 North Glenville Richardson, TX 75082 | Daniel Wong Riverside County Regional Contact South Coast Air Quality Management District 21865 Copley Drive Diamond Bar, CA 91765 |
| Mark Adelson Chief, Regional Planning Programs Santa Ana Regional Water Quality Control Board 3737 Main Street, Suite 500 Riverside, CA 92501-3348 | Deirdre West Manager, Environmental Planning Team Metropolitan Water District of Southern California 700 North Alameda Street, #1 Los Angeles, CA 90012 | David Lewis Project Delivery Director Riverside County Transportation Commission P.O. Box 12008 Riverside, CA 92502 |
| Rancho California Water District 42135 Winchester Rd Temecula, CA, 92590 | Riverside County Planning Commission 4080 Lemon Street, 12th Floor Riverside, CA 92501 | City of Temecula Community Development Dept. 41000 Main Street Temecula, CA 92590 |
| Temecula Fire Department 41000 Main Street Temecula, CA 92590 | Temecula Police Department 30755-A Auld Road Murrieta, CA 92563 | |

Interested Parties, Property Owners, and Members of the Public

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| EXPRESS TEMECULA OR CURRENT OCCUPANT 1 CLEAR VISTA DR ROLLING HILLS EST CA 90274 | ADVANCED CARDIOVASCULAR SYSTEM INC OR CURRENT OCCUPANT 100 ABBOTT PARK RD ABBOTT PARK IL 60064 | JEFFERSON PLAZA PARTNERS OR CURRENT OCCUPANT 1000 FREMONT AVE #120 LOS ALTOS CA 94024 |
| BANK OF AMERICA NATL TR & SVGS ASSN OR CURRENT OCCUPANT 101 N TRYON ST CHARLOTTE NC 28255 | FRANK SAVINO LIUZZI OR CURRENT OCCUPANT 10324 RAINBOW CIR FOUNTAIN VALLEY CA 92708 | XIAOHONG LI REVOCABLE TRUST DTD 03/27/2019 OR CURRENT OCCUPANT 10608 W 144TH ST OVERLAND PARK KS 66221 |
| AMERICANWEST BANK OR CURRENT OCCUPANT 110 S FERRALL ST SPOKANE WA 99202 | GLOBAL HOTEL NETWORK INC OR CURRENT OCCUPANT 1125 N MAGNOLIA #212 ANAHEIM CA 92801 | BULLHEAD CITY SUNSET RIDGE APARTMENTS OR CURRENT OCCUPANT 1129 E MAIN ST ALHAMBRA CA 91801 |
| CORTEZ CALLE OR CURRENT OCCUPANT 11377 MARKON DR GARDEN GROVE CA 92841 | LAND OF M & H INVESTORS LLC OR CURRENT OCCUPANT 11456 OLIVE BLVD #210 SAINT LOUIS MO 63141 | 2120 W 8TH OR CURRENT OCCUPANT 11585 MAYNARD AVE TUSTIN CA 92782 |
| WOODSIDE HOMES OF SOUTHERN CALIF OR CURRENT OCCUPANT 11870 PIERCE ST RIVERSIDE CA 92505 | BELVISTA COMMUNITY ASSN OR CURRENT OCCUPANT 11870 PIERCE ST #250 RIVERSIDE CA 92505 | KANERIA FAMILY TRUST OF 2009 OR CURRENT OCCUPANT 12235 BLACKSTONE DR RANCHO CUCAMONGA CA 91739 |
| VILLA HERMOSA LTD OR CURRENT OCCUPANT 1250 SIXTH ST SAN DIEGO CA 92101 | RANDALL LEE STARKEY OR CURRENT OCCUPANT 1321 HOLLINS RD OCEANSIDE CA 92056 | DIEGO OF TEMECULA OR CURRENT OCCUPANT 1377 KETTERING DR ONTARIO CA 91761 |
| DEV DIEGO OR CURRENT OCCUPANT 1377 KETTERING LOOP ONTARIO CA 91761 | SOLAMAR OR CURRENT OCCUPANT 1378 DIAMOND ST SAN DIEGO CA 92109 | HYE OR CURRENT OCCUPANT 14407 ALONDRA BLVD LA MIRADA CA 90638 |
| PLAZA SJR OR CURRENT OCCUPANT 14439 HWY 613 SAN ANTONIO TX 78231 | JHCH RIVERSIDE LAND CO OR CURRENT OCCUPANT 1545 CAMINO DEL RIO S SAN DIEGO CA 92108 | SCHAFFER JOHN HARRISON REVOCABLE TRUST DTD 8/8/2014 OR CURRENT OCCUPANT 156 PASE DE GARCIA REDONDO BEACH CA 90277 |
| BREA IMPERIAL CENTER OR CURRENT OCCUPANT 16148 SAND CANYON AVE IRVINE CA 92618 | AVENUE TEMECULA JEFFERSON OR CURRENT OCCUPANT 16250 VENTURA BLVD #300 ENCINO CA 91436 | IAN HOLDINGS JOHAN OR CURRENT OCCUPANT 16526 COTUIT CIR HUNTINGTON BEACH CA 92649 |
| JAYHWAWKER INV OLD OR CURRENT OCCUPANT 16835 ALGONQUIN ST #440 HUNTINGTN BCH CA 92649 | G&M REALCO OR CURRENT OCCUPANT 16868 A ST HUNTINGTON BEACH CA 92647 | ARMY SALVATION OR CURRENT OCCUPANT 16941 KEEGAN AVE #1st CARSON CA 90746 |
| HOLDINGS GORDON OR CURRENT OCCUPANT 1700 W 6TH ST CORONA CA 92882 | ROGER CARR OR CURRENT OCCUPANT 1719 FORT STOCKTON DR SAN DIEGO CA 92103 | PHILIP YENGSHEN CHANG OR CURRENT OCCUPANT 18883 SANTA MARTA ST FOUNTAIN VALLEY CA 92708 |
| HOM JOHN & NANCY FAMILY TRUST DATED 5/29/2013 OR CURRENT OCCUPANT 1921 HAWORTH AVE NEWBERG OR 97132 | AYANNA OR CURRENT OCCUPANT 19318 BLOOMFIELD AVE CERRITOS CA 90703 | ANAY OR CURRENT OCCUPANT 19318 BROOMFIELD AVE CERRITOS CA 90703 |
| DONNA LEE DUCHAI OR CURRENT OCCUPANT 1951 47TH ST #151 SAN DIEGO CA 92102 | 27360 YNEZ ROAD OR CURRENT OCCUPANT 1983 INVERNESS LN SANTA BARBARA CA 93108 | RIVERSIDE COUNTY FLOOD CONT & WATER CONSER OR CURRENT OCCUPANT 1995 MARKET ST RIVERSIDE CA 92501 |

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| AKASHA JEFFERSON, LLC OR CURRENT OCCUPANT 200 7TH AVE #105 SANTA CRUZ CA 95062 | 41895 MCP HOLDINGS OR CURRENT OCCUPANT 200 CARRIAGE CIR HEMET CA 92545 | 27501 YNEZ ROAD OR CURRENT OCCUPANT 201 WILSHIRE BLVD SANTA MONICA CA 90401 |
| CRAIG NELSON OR CURRENT OCCUPANT 210 VALLE VISTA DR GRANTS PASS OR 97527 | GROUP HILBERT OR CURRENT OCCUPANT 216 THE PROMENADE N #200 LONG BEACH CA 90802 | PLAZA TEMECULA INC OR CURRENT OCCUPANT 2169 HAWLEY DR VISTA CA 92084 |
| KRIZ JASON & APRIL FAMILY TRUST 2011 OR CURRENT OCCUPANT 23322 SARATOGA SPRINGS PL MURRIETA CA 92562 | RICHARDSON REVOCABLE LIVING TRUST DTD 11/1/1996 & AM OR CURRENT OCCUPANT 234 E COLORADO BLVD #800 PASADENA CA 91101 | GARY ALAN KAY OR CURRENT OCCUPANT 23905 CLINTON KEITH RD #1 WILDOMAR CA 92595 |
| KODY ANDREW OR CURRENT OCCUPANT 2404 BURRITT AVE REDONDO BEACH CA 90278 | COURT JEFFERSON OR CURRENT OCCUPANT 24564 HAWTHORNE BLVD #201 TORRANCE CA 90505 | UPTOWN TEMECULA AUTO SPA LLC OR CURRENT OCCUPANT 250 N WESTLAKE BLVD #20 WESTLAKE VILLAGE CA 91362 |
| JAMES ASHBY MONCURE OR CURRENT OCCUPANT 2609 OAKMEADE DR CHARLOTTE NC 28270 | CURRENT OCCUPANT 26155 YNEZ RD TEMECULA CA 92591 6013 | CURRENT OCCUPANT 26201 YNEZ RD 104 TEMECULA CA 92591 6048 |
| BUSINESS OWNER OR OCCUPANT 26201 YNEZ RD STE 101 TEMECULA CA 92591 6048 | BUSINESS OWNER OR OCCUPANT 26201 YNEZ RD STE 102 TEMECULA CA 92591 6048 | BUSINESS OWNER OR OCCUPANT 26201 YNEZ RD STE 103 TEMECULA CA 92591 6048 |
| BUSINESS OWNER OR OCCUPANT 26201 YNEZ RD STE 104 TEMECULA CA 92591 6048 | MICHAEL B MACDONALD OR CURRENT OCCUPANT 26313 PALM TREE LN MURRIETA CA 92563 | ALICIA RIGAS OR CURRENT OCCUPANT 26347 MEADOW CREEK LN WILDOMAR CA 92595 |
| CURRENT OCCUPANT 26403 YNEZ RD TEMECULA CA 92591 4654 | CURRENT OCCUPANT 26407 YNEZ RD TEMECULA CA 92591 4654 | CURRENT OCCUPANT 26411 YNEZ RD TEMECULA CA 92591 4654 |
| CURRENT OCCUPANT 26419 YNEZ RD TEMECULA CA 92591 4654 | BUSINESS OWNER OR OCCUPANT 26423 YNEZ RD TEMECULA CA 92591 4654 | BUSINESS OWNER OR OCCUPANT 26427 YNEZ RD TEMECULA CA 92591 4654 |
| BUSINESS OWNER OR OCCUPANT 26431 YNEZ RD STE B TEMECULA CA 92591 5619 | BUSINESS OWNER OR OCCUPANT 26435 YNEZ RD STE A TEMECULA CA 92591 5620 | BUSINESS OWNER OR OCCUPANT 26439 YNEZ RD STE B TEMECULA CA 92591 5621 |
| CURRENT OCCUPANT 26443 YNEZ RD TEMECULA CA 92591 4654 | CURRENT OCCUPANT 26447 YNEZ RD TEMECULA CA 92591 4654 | BUSINESS OWNER OR OCCUPANT 26451 YNEZ RD STE A TEMECULA CA 92591 4684 |
| BUSINESS OWNER OR OCCUPANT 26451 YNEZ RD STE B TEMECULA CA 92591 4684 | BUSINESS OWNER OR OCCUPANT 26451 YNEZ RD STE C TEMECULA CA 92591 4684 | BUSINESS OWNER OR OCCUPANT 26451 YNEZ RD STE E TEMECULA CA 92591 4684 |
| BUSINESS OWNER OR OCCUPANT 26455 YNEZ RD TEMECULA CA 92591 4654 | BUSINESS OWNER OR OCCUPANT 26459 YNEZ RD STE A TEMECULA CA 92591 4672 | BUSINESS OWNER OR OCCUPANT 26459 YNEZ RD STE B TEMECULA CA 92591 4672 |
| BUSINESS OWNER OR OCCUPANT 26459 YNEZ RD STE C TEMECULA CA 92591 4672 | BUSINESS OWNER OR OCCUPANT 26459 YNEZ RD STE D TEMECULA CA 92591 4672 | BUSINESS OWNER OR OCCUPANT 26459 YNEZ RD STE E TEMECULA CA 92591 4672 |
| BUSINESS OWNER OR OCCUPANT 26459 YNEZ RD STE F TEMECULA CA 92591 4672 | BUSINESS OWNER OR OCCUPANT 26463 YNEZ RD TEMECULA CA 92591 4654 | BUSINESS OWNER OR OCCUPANT 26469 YNEZ RD TEMECULA CA 92591 4654 |
| CURRENT OCCUPANT 26471 YNEZ RD TEMECULA CA 92591 4654 | BUSINESS OWNER OR OCCUPANT 26475 YNEZ RD STE A TEMECULA CA 92591 4674 | BUSINESS OWNER OR OCCUPANT 26475 YNEZ RD STE C TEMECULA CA 92591 4674 |
| BUSINESS OWNER OR OCCUPANT 26475 YNEZ RD STE D TEMECULA CA 92591 4674 | BUSINESS OWNER OR OCCUPANT 26479 YNEZ RD STE C TEMECULA CA 92591 5617 | BUSINESS OWNER OR OCCUPANT 26483 YNEZ RD TEMECULA CA 92591 4654 |
| BUSINESS OWNER OR OCCUPANT 26489 YNEZ RD STE D TEMECULA CA 92591 4656 | BUSINESS OWNER OR OCCUPANT 26491 YNEZ RD STE Q TEMECULA CA 92591 4676 | BUSINESS OWNER OR OCCUPANT 26491 YNEZ RD STE R TEMECULA CA 92591 4676 |

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| BUSINESS OWNER OR OCCUPANT 26491 YNEZ RD STE S TEMECULA CA 92591 4676 | BUSINESS OWNER OR OCCUPANT 26491 YNEZ RD STE T TEMECULA CA 92591 4676 | BUSINESS OWNER OR OCCUPANT 26495 YNEZ RD TEMECULA CA 92591 4654 |
| JANETTE M FLYNN OR CURRENT OCCUPANT 26519 N 74TH LN PEORIA AZ 85383 | CURRENT OCCUPANT 26531 YNEZ RD TEMECULA CA 92591 4630 | CURRENT OCCUPANT 26631 YNEZ RD TEMECULA CA 92591 4685 |
| CURRENT OCCUPANT 26640 YNEZ RD TEMECULA CA 92591 4697 | CURRENT OCCUPANT 26668 YNEZ RD TEMECULA CA 92591 4697 | CURRENT OCCUPANT 26672 YNEZ RD TEMECULA CA 92591 4697 |
| BUSINESS OWNER OR OCCUPANT 26673 YNEZ RD STE A TEMECULA CA 92591 4626 | BUSINESS OWNER OR OCCUPANT 26673 YNEZ RD STE B TEMECULA CA 92591 4626 | BUSINESS OWNER OR OCCUPANT 26673 YNEZ RD STE C TEMECULA CA 92591 4626 |
| BUSINESS OWNER OR OCCUPANT 26673 YNEZ RD STE D TEMECULA CA 92591 4626 | BUSINESS OWNER OR OCCUPANT 26673 YNEZ RD STE E TEMECULA CA 92591 4626 | BUSINESS OWNER OR OCCUPANT 26673 YNEZ RD STE F TEMECULA CA 92591 4626 |
| CURRENT OCCUPANT 26677 YNEZ RD TEMECULA CA 92591 4685 | CURRENT OCCUPANT 26680 YNEZ RD TEMECULA CA 92591 4601 | CURRENT OCCUPANT 26705 YNEZ RD TEMECULA CA 92591 4693 |
| ACRES YNEZ OR CURRENT OCCUPANT 26755 CALLE MARIA CAPISTRANO BEACH CA 92629 | CURRENT OCCUPANT 26755 YNEZ RD TEMECULA CA 92591 4693 | CURRENT OCCUPANT 26799 YNEZ RD TEMECULA CA 92591 4693 |
| CURRENT OCCUPANT 26845 YNEZ RD TEMECULA CA 92591 4695 | CURRENT OCCUPANT 26895 YNEZ RD TEMECULA CA 92591 4695 | CURRENT OCCUPANT 26925 YNEZ RD TEMECULA CA 92591 4641 |
| AVENUE PROP MADISON OR CURRENT OCCUPANT 26944 CAMINO DE ESTRELLA S CAPISTRANO BEACH CA 92624 | CURRENT OCCUPANT 26957 YNEZ RD TEMECULA CA 92591 4641 | CURRENT OCCUPANT 26989 YNEZ RD TEMECULA CA 92591 4641 |
| CURRENT OCCUPANT 27233 MADISON AVE TEMECULA CA 92590 5638 | BUSINESS OWNER OR OCCUPANT 27260 JEFFERSON AVE TEMECULA CA 92590 5635 | AMERCO REAL ESTATE CO OR CURRENT OCCUPANT 2727 N CENTRAL AVE PHOENIX AZ 85004 |
| PRESTIFILIPPO FAMILY TRUST 9/23/13 OR CURRENT OCCUPANT 27270 AVENIDA DEL DIABLO TEMECULA CA 92590 | CURRENT OCCUPANT 27270 MADISON AVE TEMECULA CA 92590 5677 | BUSINESS OWNER OR OCCUPANT 27270 MADISON AVE STE 103 TEMECULA CA 92590 5679 |
| BUSINESS OWNER OR OCCUPANT 27270 MADISON AVE STE 305 TEMECULA CA 92590 5678 | CURRENT OCCUPANT 27280 JEFFERSON AVE TEMECULA CA 92590 5649 | BUSINESS OWNER OR OCCUPANT 27280 JEFFERSON AVE STE 100 TEMECULA CA 92590 5648 |
| BUSINESS OWNER OR OCCUPANT 27280 JEFFERSON AVE STE 200 TEMECULA CA 92590 5648 | CURRENT OCCUPANT 27290 MADISON AVE TEMECULA CA 92590 5662 | BUSINESS OWNER OR OCCUPANT 27290 MADISON AVE STE 101 TEMECULA CA 92590 5672 |
| BUSINESS OWNER OR OCCUPANT 27290 MADISON AVE STE 104 TEMECULA CA 92590 5672 | BUSINESS OWNER OR OCCUPANT 27290 MADISON AVE STE 200 TEMECULA CA 92590 5672 | BUSINESS OWNER OR OCCUPANT 27290 MADISON AVE STE 205 TEMECULA CA 92590 5672 |
| BUSINESS OWNER OR OCCUPANT 27290 MADISON AVE STE 300 TEMECULA CA 92590 5671 | BUSINESS OWNER OR OCCUPANT 27290 MADISON AVE STE 301 TEMECULA CA 92590 5671 | CURRENT OCCUPANT 27300 JEFFERSON AVE TEMECULA CA 92590 5680 |
| BUSINESS OWNER OR OCCUPANT 27300 JEFFERSON AVE STE A TEMECULA CA 92590 5680 | BUSINESS OWNER OR OCCUPANT 27300 JEFFERSON AVE STE B TEMECULA CA 92590 5680 | CURRENT OCCUPANT 27305 MADISON AVE TEMECULA CA 92590 5642 |
| BUSINESS OWNER OR OCCUPANT 27309 MADISON AVE STE 101 TEMECULA CA 92590 5686 | CURRENT OCCUPANT 27310 MADISON AVE TEMECULA CA 92590 5664 | BUSINESS OWNER OR OCCUPANT 27310 MADISON AVE STE 101 TEMECULA CA 92590 5622 |
| BUSINESS OWNER OR OCCUPANT 27310 MADISON AVE STE 103 TEMECULA CA 92590 5622 | BUSINESS OWNER OR OCCUPANT 27310 MADISON AVE STE 104 TEMECULA CA 92590 5622 | BUSINESS OWNER OR OCCUPANT 27311 JEFFERSON AVE STE 101 TEMECULA CA 92590 5618 |
| BUSINESS OWNER OR OCCUPANT 27311 JEFFERSON AVE STE 102 TEMECULA CA 92590 5618 | BUSINESS OWNER OR OCCUPANT 27311 JEFFERSON AVE STE 103 TEMECULA CA 92590 5618 | CURRENT OCCUPANT 27314 JEFFERSON AVE TEMECULA CA 92590 5602 |

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| BUSINESS OWNER OR OCCUPANT 27314 JEFFERSON AVE STE 1 TEMECULA CA 92590 5603 | BUSINESS OWNER OR OCCUPANT 27314 JEFFERSON AVE STE 10 TEMECULA CA 92590 5603 | BUSINESS OWNER OR OCCUPANT 27314 JEFFERSON AVE STE 4 TEMECULA CA 92590 5603 |
| BUSINESS OWNER OR OCCUPANT 27314 JEFFERSON AVE STE 5 TEMECULA CA 92590 5603 | BUSINESS OWNER OR OCCUPANT 27314 JEFFERSON AVE STE 7 TEMECULA CA 92590 5603 | BUSINESS OWNER OR OCCUPANT 27314 JEFFERSON AVE STE 8 TEMECULA CA 92590 5603 |
| BUSINESS OWNER OR OCCUPANT 27314 JEFFERSON AVE STE 9 TEMECULA CA 92590 5603 | CURRENT OCCUPANT 27315 JEFFERSON AVE TEMECULA CA 92590 | CURRENT OCCUPANT 27326 JEFFERSON AVE TEMECULA CA 92590 5644 |
| BUSINESS OWNER OR OCCUPANT 27326 JEFFERSON AVE STE 12 TEMECULA CA 92590 5604 | BUSINESS OWNER OR OCCUPANT 27326 JEFFERSON AVE STE 13 TEMECULA CA 92590 5604 | BUSINESS OWNER OR OCCUPANT 27326 JEFFERSON AVE STE 14 TEMECULA CA 92590 5604 |
| BUSINESS OWNER OR OCCUPANT 27326 JEFFERSON AVE STE 15 TEMECULA CA 92590 5604 | BUSINESS OWNER OR OCCUPANT 27326 JEFFERSON AVE STE 17 TEMECULA CA 92590 5604 | BUSINESS OWNER OR OCCUPANT 27326 JEFFERSON AVE STE 19 TEMECULA CA 92590 5604 |
| BUSINESS OWNER OR OCCUPANT 27326 JEFFERSON AVE STE 20 TEMECULA CA 92590 5604 | OHM KARESHVER INC OR CURRENT OCCUPANT 27330 JEFFERSON AVE TEMECULA CA 92590 | CURRENT OCCUPANT 27338 JEFFERSON AVE TEMECULA CA 92590 5600 |
| CURRENT OCCUPANT 27345 JEFFERSON AVE TEMECULA CA 92590 5601 | CURRENT OCCUPANT 27349 JEFFERSON AVE 214 TEMECULA CA 92590 5634 | CURRENT OCCUPANT 27360 YNEZ RD TEMECULA CA 92591 4602 |
| CURRENT OCCUPANT 27364 JEFFERSON AVE A TEMECULA CA 92590 5615 | CURRENT OCCUPANT 27364 JEFFERSON AVE E TEMECULA CA 92590 5615 | BUSINESS OWNER OR OCCUPANT 27364 JEFFERSON AVE STE C TEMECULA CA 92590 5615 |
| CURRENT OCCUPANT 27371 JEFFERSON AVE TEMECULA CA 92590 5693 | CURRENT OCCUPANT 27375 JEFFERSON AVE TEMECULA CA 92590 5601 | CURRENT OCCUPANT 27378 JEFFERSON AVE TEMECULA CA 92590 5600 |
| CURRENT OCCUPANT 27390 JEFFERSON AVE TEMECULA CA 92590 5600 | CURRENT OCCUPANT 27393 YNEZ RD TEMECULA CA 92591 5604 | BUSINESS OWNER OR OCCUPANT 27393 YNEZ RD STE 151 TEMECULA CA 92591 4605 |
| BUSINESS OWNER OR OCCUPANT 27393 YNEZ RD STE 152 TEMECULA CA 92591 4605 | BUSINESS OWNER OR OCCUPANT 27393 YNEZ RD STE 153 TEMECULA CA 92591 4605 | BUSINESS OWNER OR OCCUPANT 27393 YNEZ RD STE 154 TEMECULA CA 92591 4605 |
| BUSINESS OWNER OR OCCUPANT 27393 YNEZ RD STE 155 TEMECULA CA 92591 4605 | BUSINESS OWNER OR OCCUPANT 27393 YNEZ RD STE 156 TEMECULA CA 92591 4605 | BUSINESS OWNER OR OCCUPANT 27393 YNEZ RD STE 157 TEMECULA CA 92591 4606 |
| BUSINESS OWNER OR OCCUPANT 27393 YNEZ RD STE 158 TEMECULA CA 92591 4606 | BUSINESS OWNER OR OCCUPANT 27393 YNEZ RD STE 159 TEMECULA CA 92591 4606 | BUSINESS OWNER OR OCCUPANT 27393 YNEZ RD STE 160 TEMECULA CA 92591 4606 |
| BUSINESS OWNER OR OCCUPANT 27393 YNEZ RD STE 161 TEMECULA CA 92591 4606 | BUSINESS OWNER OR OCCUPANT 27393 YNEZ RD STE 162 TEMECULA CA 92591 4607 | BUSINESS OWNER OR OCCUPANT 27393 YNEZ RD STE 164 TEMECULA CA 92591 4607 |
| BUSINESS OWNER OR OCCUPANT 27393 YNEZ RD STE 251 TEMECULA CA 92591 4608 | BUSINESS OWNER OR OCCUPANT 27393 YNEZ RD STE 252 TEMECULA CA 92591 4608 | BUSINESS OWNER OR OCCUPANT 27393 YNEZ RD STE 253 TEMECULA CA 92591 4608 |
| BUSINESS OWNER OR OCCUPANT 27393 YNEZ RD STE 254 TEMECULA CA 92591 4608 | BUSINESS OWNER OR OCCUPANT 27393 YNEZ RD STE 257 TEMECULA CA 92591 4609 | BUSINESS OWNER OR OCCUPANT 27393 YNEZ RD STE 259 TEMECULA CA 92591 4609 |
| BUSINESS OWNER OR OCCUPANT 27393 YNEZ RD STE 260 TEMECULA CA 92591 4609 | BUSINESS OWNER OR OCCUPANT 27393 YNEZ RD STE 261 TEMECULA CA 92591 4609 | BUSINESS OWNER OR OCCUPANT 27393 YNEZ RD STE 262 TEMECULA CA 92591 4610 |
| BUSINESS OWNER OR OCCUPANT 27393 YNEZ RD STE 264 TEMECULA CA 92591 4610 | CURRENT OCCUPANT 27401 YNEZ RD TEMECULA CA 92591 4611 | CURRENT OCCUPANT 27403 YNEZ RD TEMECULA CA 92591 5603 |
| BUSINESS OWNER OR OCCUPANT 27403 YNEZ RD STE 101 TEMECULA CA 92591 4614 | BUSINESS OWNER OR OCCUPANT 27403 YNEZ RD STE 102 TEMECULA CA 92591 4614 | BUSINESS OWNER OR OCCUPANT 27403 YNEZ RD STE 104 TEMECULA CA 92591 4614 |
| BUSINESS OWNER OR OCCUPANT 27403 YNEZ RD STE 105 TEMECULA CA 92591 4614 | BUSINESS OWNER OR OCCUPANT 27403 YNEZ RD STE 106 TEMECULA CA 92591 4615 | BUSINESS OWNER OR OCCUPANT 27403 YNEZ RD STE 107 TEMECULA CA 92591 4615 |

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| BUSINESS OWNER OR OCCUPANT 27403 YNEZ RD STE 108 TEMECULA CA 92591 4619 | BUSINESS OWNER OR OCCUPANT 27403 YNEZ RD STE 110 TEMECULA CA 92591 4615 | BUSINESS OWNER OR OCCUPANT 27403 YNEZ RD STE 201 TEMECULA CA 92591 4616 |
| BUSINESS OWNER OR OCCUPANT 27403 YNEZ RD STE 202 TEMECULA CA 92591 4616 | BUSINESS OWNER OR OCCUPANT 27403 YNEZ RD STE 203 TEMECULA CA 92591 4616 | BUSINESS OWNER OR OCCUPANT 27403 YNEZ RD STE 204 TEMECULA CA 92591 4616 |
| BUSINESS OWNER OR OCCUPANT 27403 YNEZ RD STE 205 TEMECULA CA 92591 4616 | BUSINESS OWNER OR OCCUPANT 27403 YNEZ RD STE 206 TEMECULA CA 92591 4616 | BUSINESS OWNER OR OCCUPANT 27403 YNEZ RD STE 210 TEMECULA CA 92591 4617 |
| BUSINESS OWNER OR OCCUPANT 27403 YNEZ RD STE 213 TEMECULA CA 92591 4618 | BUSINESS OWNER OR OCCUPANT 27403 YNEZ RD STE 214 TEMECULA CA 92591 4618 | BUSINESS OWNER OR OCCUPANT 27403 YNEZ RD STE 216 TEMECULA CA 92591 4618 |
| BUSINESS OWNER OR OCCUPANT 27403 YNEZ RD STE 218 TEMECULA CA 92591 4619 | CURRENT OCCUPANT 27410 JEFFERSON AVE TEMECULA CA 92590 2601 | CURRENT OCCUPANT 27411 YNEZ RD TEMECULA CA 92591 4611 |
| GROUP HILBERT OR CURRENT OCCUPANT 27415 JEFFERSON AVE TEMECULA CA 92590 | CURRENT OCCUPANT 27416 JEFFERSON AVE TEMECULA CA 92590 2601 | CURRENT OCCUPANT 27420 JEFFERSON AVE TEMECULA CA 92590 2667 |
| TVBG PROPERTIES OR CURRENT OCCUPANT 27420 YNEZ RD TEMECULA CA 92591 | SONMEZLER OR CURRENT OCCUPANT 27423 YNEZ RD #101A TEMECULA CA 92591 | BUSINESS OWNER OR OCCUPANT 27423 YNEZ RD STE 101 TEMECULA CA 92591 5605 |
| CURRENT OCCUPANT 27425 YNEZ RD TEMECULA CA 92591 4611 | GROUP HILBERT OR CURRENT OCCUPANT 27445 JEFFERSON AVE TEMECULA CA 92590 | BUSINESS OWNER OR OCCUPANT 27450 YNEZ RD STE 100 TEMECULA CA 92591 4649 |
| BUSINESS OWNER OR OCCUPANT 27450 YNEZ RD STE 108 TEMECULA CA 92591 4649 | BUSINESS OWNER OR OCCUPANT 27450 YNEZ RD STE 110A TEMECULA CA 92591 4649 | BUSINESS OWNER OR OCCUPANT 27450 YNEZ RD STE 110C TEMECULA CA 92591 4649 |
| BUSINESS OWNER OR OCCUPANT 27450 YNEZ RD STE 116 TEMECULA CA 92591 4649 | BUSINESS OWNER OR OCCUPANT 27450 YNEZ RD STE 120 TEMECULA CA 92591 4649 | BUSINESS OWNER OR OCCUPANT 27450 YNEZ RD STE 124 TEMECULA CA 92591 4649 |
| BUSINESS OWNER OR OCCUPANT 27450 YNEZ RD STE 128 TEMECULA CA 92591 4680 | BUSINESS OWNER OR OCCUPANT 27450 YNEZ RD STE 200 TEMECULA CA 92591 4681 | BUSINESS OWNER OR OCCUPANT 27450 YNEZ RD STE 203 TEMECULA CA 92591 4680 |
| BUSINESS OWNER OR OCCUPANT 27450 YNEZ RD STE 204 TEMECULA CA 92591 4681 | BUSINESS OWNER OR OCCUPANT 27450 YNEZ RD STE 205 TEMECULA CA 92591 4680 | BUSINESS OWNER OR OCCUPANT 27450 YNEZ RD STE 209 TEMECULA CA 92591 4680 |
| BUSINESS OWNER OR OCCUPANT 27450 YNEZ RD STE 211 TEMECULA CA 92591 4680 | BUSINESS OWNER OR OCCUPANT 27450 YNEZ RD STE 212 TEMECULA CA 92591 4680 | BUSINESS OWNER OR OCCUPANT 27450 YNEZ RD STE 218 TEMECULA CA 92591 4680 |
| BUSINESS OWNER OR OCCUPANT 27450 YNEZ RD STE 224 TEMECULA CA 92591 4681 | BUSINESS OWNER OR OCCUPANT 27450 YNEZ RD STE 228 TEMECULA CA 92591 4689 | BUSINESS OWNER OR OCCUPANT 27450 YNEZ RD STE 230 TEMECULA CA 92591 2600 |
| BUSINESS OWNER OR OCCUPANT 27450 YNEZ RD STE 300 TEMECULA CA 92591 4681 | BUSINESS OWNER OR OCCUPANT 27450 YNEZ RD STE 315 TEMECULA CA 92591 4681 | BUSINESS OWNER OR OCCUPANT 27450 YNEZ RD STE 316 TEMECULA CA 92591 4681 |
| BUSINESS OWNER OR OCCUPANT 27450 YNEZ RD STE 318 TEMECULA CA 92591 4681 | BUSINESS OWNER OR OCCUPANT 27450 YNEZ RD STE 320 TEMECULA CA 92591 4681 | BUSINESS OWNER OR OCCUPANT 27450 YNEZ RD STE 328 TEMECULA CA 92591 4681 |
| CURRENT OCCUPANT 27452 JEFFERSON AVE TEMECULA CA 92590 2613 | BUSINESS OWNER OR OCCUPANT 27452 JEFFERSON AVE STE 1 TEMECULA CA 92590 2682 | BUSINESS OWNER OR OCCUPANT 27452 JEFFERSON AVE STE 4 TEMECULA CA 92590 2682 |
| BUSINESS OWNER OR OCCUPANT 27452 JEFFERSON AVE STE 5 TEMECULA CA 92590 2682 | BUSINESS OWNER OR OCCUPANT 27452 JEFFERSON AVE STE 6A TEMECULA CA 92590 2682 | BUSINESS OWNER OR OCCUPANT 27452 JEFFERSON AVE STE 7A TEMECULA CA 92590 2682 |
| BUSINESS OWNER OR OCCUPANT 27452 JEFFERSON AVE STE 7B TEMECULA CA 92590 2682 | BUSINESS OWNER OR OCCUPANT 27452 JEFFERSON AVE STE 8A TEMECULA CA 92590 2682 | BUSINESS OWNER OR OCCUPANT 27452 JEFFERSON AVE STE 8B TEMECULA CA 92590 2682 |

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| CURRENT OCCUPANT 27453 YNEZ RD TEMECULA CA 92591 4611 | CURRENT OCCUPANT 27464 JEFFERSON AVE TEMECULA CA 92590 2601 | BUSINESS OWNER OR OCCUPANT 27467 YNEZ RD TEMECULA CA 92591 4612 |
| CURRENT OCCUPANT 27470 JEFFERSON AVE TEMECULA CA 92590 2693 | BUSINESS OWNER OR OCCUPANT 27470 JEFFERSON AVE STE 1 TEMECULA CA 92590 2688 | BUSINESS OWNER OR OCCUPANT 27470 JEFFERSON AVE STE 2 TEMECULA CA 92590 2688 |
| BUSINESS OWNER OR OCCUPANT 27470 JEFFERSON AVE STE 3 TEMECULA CA 92590 2688 | BUSINESS OWNER OR OCCUPANT 27470 JEFFERSON AVE STE 5A TEMECULA CA 92590 2688 | BUSINESS OWNER OR OCCUPANT 27471 YNEZ RD TEMECULA CA 92591 4612 |
| BUSINESS OWNER OR OCCUPANT 27473 YNEZ RD TEMECULA CA 92591 4612 | CURRENT OCCUPANT 27475 JEFFERSON AVE TEMECULA CA 92590 2602 | BUSINESS OWNER OR OCCUPANT 27475 YNEZ RD TEMECULA CA 92591 4612 |
| BUSINESS OWNER OR OCCUPANT 27479 YNEZ RD TEMECULA CA 92591 4612 | GROUP HILBERT OR CURRENT OCCUPANT 27481 JEFFERSON AVE TEMECULA CA 92590 | BUSINESS OWNER OR OCCUPANT 27485 YNEZ RD TEMECULA CA 92591 4612 |
| CURRENT OCCUPANT 27489 YNEZ RD TEMECULA CA 92591 4612 | BUSINESS OWNER OR OCCUPANT 27491 YNEZ RD TEMECULA CA 92591 4612 | BUSINESS OWNER OR OCCUPANT 27493 YNEZ RD TEMECULA CA 92591 4612 |
| BUSINESS OWNER OR OCCUPANT 27495 YNEZ RD TEMECULA CA 92591 4612 | CURRENT OCCUPANT 27500 JEFFERSON AVE TEMECULA CA 92590 2672 | BUSINESS OWNER OR OCCUPANT 27501 YNEZ RD TEMECULA CA 92591 4621 |
| BUSINESS OWNER OR OCCUPANT 27505 YNEZ RD TEMECULA CA 92591 4622 | BUSINESS OWNER OR OCCUPANT 27507 YNEZ RD STE A TEMECULA CA 92591 4622 | BUSINESS OWNER OR OCCUPANT 27507 YNEZ RD STE B TEMECULA CA 92591 4622 |
| BUSINESS OWNER OR OCCUPANT 27509 YNEZ RD TEMECULA CA 92591 4622 | CURRENT OCCUPANT 27511 YNEZ RD TEMECULA CA 92591 4622 | GROUP HILBERT OR CURRENT OCCUPANT 27515 JEFFERSON AVE TEMECULA CA 92590 |
| BUSINESS OWNER OR OCCUPANT 27515 YNEZ RD TEMECULA CA 92591 4622 | BUSINESS OWNER OR OCCUPANT 27517 YNEZ RD TEMECULA CA 92591 4622 | BUSINESS OWNER OR OCCUPANT 27519 YNEZ RD TEMECULA CA 92591 4622 |
| BUSINESS OWNER OR OCCUPANT 27523 YNEZ RD TEMECULA CA 92591 4622 | CURRENT OCCUPANT 27525 JEFFERSON AVE TEMECULA CA 92590 2600 | BUSINESS OWNER OR OCCUPANT 27525 YNEZ RD TEMECULA CA 92591 4622 |
| BUSINESS OWNER OR OCCUPANT 27531 YNEZ RD TEMECULA CA 92591 4631 | GROUP HILBERT OR CURRENT OCCUPANT 27535 JEFFERSON AVE TEMECULA CA 92590 | CURRENT OCCUPANT 27541 YNEZ RD TEMECULA CA 92591 4631 |
| CURRENT OCCUPANT 27548 COMMERCE CENTER DR TEMECULA CA 92590 2518 | BUSINESS OWNER OR OCCUPANT 27555 YNEZ RD STE 102 TEMECULA CA 92591 4677 | BUSINESS OWNER OR OCCUPANT 27555 YNEZ RD STE 105 TEMECULA CA 92591 4677 |
| BUSINESS OWNER OR OCCUPANT 27555 YNEZ RD STE 110 TEMECULA CA 92591 4677 | BUSINESS OWNER OR OCCUPANT 27555 YNEZ RD STE 120 TEMECULA CA 92591 4677 | BUSINESS OWNER OR OCCUPANT 27555 YNEZ RD STE 130 TEMECULA CA 92591 4688 |
| BUSINESS OWNER OR OCCUPANT 27555 YNEZ RD STE 135 TEMECULA CA 92591 4688 | BUSINESS OWNER OR OCCUPANT 27555 YNEZ RD STE 200 TEMECULA CA 92591 4677 | BUSINESS OWNER OR OCCUPANT 27555 YNEZ RD STE 201 TEMECULA CA 92591 4677 |
| BUSINESS OWNER OR OCCUPANT 27555 YNEZ RD STE 202 TEMECULA CA 92591 4677 | BUSINESS OWNER OR OCCUPANT 27555 YNEZ RD STE 203 TEMECULA CA 92591 4677 | BUSINESS OWNER OR OCCUPANT 27555 YNEZ RD STE 204 TEMECULA CA 92591 4678 |
| BUSINESS OWNER OR OCCUPANT 27555 YNEZ RD STE 205 TEMECULA CA 92591 4678 | BUSINESS OWNER OR OCCUPANT 27555 YNEZ RD STE 208 TEMECULA CA 92591 4678 | BUSINESS OWNER OR OCCUPANT 27555 YNEZ RD STE 212 TEMECULA CA 92591 4678 |
| BUSINESS OWNER OR OCCUPANT 27555 YNEZ RD STE 214 TEMECULA CA 92591 4741 | BUSINESS OWNER OR OCCUPANT 27555 YNEZ RD STE 300 TEMECULA CA 92591 4678 | BUSINESS OWNER OR OCCUPANT 27555 YNEZ RD STE 310 TEMECULA CA 92591 4678 |
| BUSINESS OWNER OR OCCUPANT 27555 YNEZ RD STE 340 TEMECULA CA 92591 4678 | BUSINESS OWNER OR OCCUPANT 27555 YNEZ RD STE 400 TEMECULA CA 92591 4679 | BUSINESS OWNER OR OCCUPANT 27555 YNEZ RD STE 406 TEMECULA CA 92591 4679 |

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| BUSINESS OWNER OR OCCUPANT 27555 YNEZ RD STE 407 TEMECULA CA 92591 4679 | BUSINESS OWNER OR OCCUPANT 27555 YNEZ RD STE 408 TEMECULA CA 92591 4679 | BUSINESS OWNER OR OCCUPANT 27555 YNEZ RD STE 409 TEMECULA CA 92591 4679 |
| BUSINESS OWNER OR OCCUPANT 27555 YNEZ RD STE 410 TEMECULA CA 92591 4679 | BUSINESS OWNER OR OCCUPANT 27560 JEFFERSON AVE TEMECULA CA 92590 2672 | CURRENT OCCUPANT 27570 COMMERCE CENTER DR TEMECULA CA 92590 2501 |
| CURRENT OCCUPANT 27570 JEFFERSON AVE TEMECULA CA 92590 2672 | CURRENT OCCUPANT 27574 COMMERCE CENTER DR TEMECULA CA 92590 2500 | CURRENT OCCUPANT 27576 YNEZ RD TEMECULA CA 92591 4699 |
| CURRENT OCCUPANT 27590 JEFFERSON AVE TEMECULA CA 92590 2664 | BUSINESS OWNER OR OCCUPANT 27590 JEFFERSON AVE STE B TEMECULA CA 92590 2664 | CURRENT OCCUPANT 27600 JEFFERSON AVE TEMECULA CA 92590 2623 |
| CURRENT OCCUPANT 27612 JEFFERSON AVE TEMECULA CA 92590 2623 | CURRENT OCCUPANT 27620 COMMERCE CENTER DR TEMECULA CA 92590 2506 | CURRENT OCCUPANT 27622 JEFFERSON AVE TEMECULA CA 92590 2623 |
| CURRENT OCCUPANT 27624 JEFFERSON AVE TEMECULA CA 92590 2623 | CURRENT OCCUPANT 27625 JEFFERSON AVE TEMECULA CA 92590 2658 | BUSINESS OWNER OR OCCUPANT 27625 JEFFERSON AVE STE 100 TEMECULA CA 92590 2619 |
| BUSINESS OWNER OR OCCUPANT 27625 JEFFERSON AVE STE 101 TEMECULA CA 92590 2619 | BUSINESS OWNER OR OCCUPANT 27625 JEFFERSON AVE STE 102 TEMECULA CA 92590 2619 | BUSINESS OWNER OR OCCUPANT 27625 JEFFERSON AVE STE 103 TEMECULA CA 92590 2619 |
| BUSINESS OWNER OR OCCUPANT 27625 JEFFERSON AVE STE 104 TEMECULA CA 92590 2619 | BUSINESS OWNER OR OCCUPANT 27625 JEFFERSON AVE STE 105A TEMECULA CA 92590 2619 | BUSINESS OWNER OR OCCUPANT 27625 JEFFERSON AVE STE 105B TEMECULA CA 92590 2619 |
| BUSINESS OWNER OR OCCUPANT 27625 JEFFERSON AVE STE 106 TEMECULA CA 92590 2619 | BUSINESS OWNER OR OCCUPANT 27625 JEFFERSON AVE STE 107 TEMECULA CA 92590 2619 | CURRENT OCCUPANT 27635 JEFFERSON AVE TEMECULA CA 92590 2637 |
| KOYU HOTELS AMERICAN OR CURRENT OCCUPANT 27636 YNEZ RD #264 TEMECULA CA 92591 | CURRENT OCCUPANT 27644 YNEZ RD TEMECULA CA 92591 4698 | CURRENT OCCUPANT 27645 JEFFERSON AVE TEMECULA CA 92590 2645 |
| CURRENT OCCUPANT 27645 YNEZ RD TEMECULA CA 92591 4624 | CURRENT OCCUPANT 27649 YNEZ RD TEMECULA CA 92591 4624 | CURRENT OCCUPANT 27655 JEFFERSON AVE TEMECULA CA 92590 2640 |
| CURRENT OCCUPANT 27658 YNEZ RD TEMECULA CA 92591 4623 | CURRENT OCCUPANT 27660 JEFFERSON AVE TEMECULA CA 92590 2623 | PROP KALIFORNIA OR CURRENT OCCUPANT 27662 DEPUTY CIR LAGUNA HILLS CA 92653 |
| BUSINESS OWNER OR OCCUPANT 27665 JEFFERSON AVE TEMECULA CA 92590 2643 | CURRENT OCCUPANT 27672 JEFFERSON AVE TEMECULA CA 92590 2623 | BUSINESS OWNER OR OCCUPANT 27685 JEFFERSON AVE TEMECULA CA 92590 2644 |
| CURRENT OCCUPANT 27691 YNEZ RD TEMECULA CA 92591 4624 | CURRENT OCCUPANT 27696 JEFFERSON AVE TEMECULA CA 92590 2623 | CURRENT OCCUPANT 27699 JEFFERSON AVE TEMECULA CA 92590 2661 |
| BUSINESS OWNER OR OCCUPANT 27699 JEFFERSON AVE STE 101 TEMECULA CA 92590 2696 | BUSINESS OWNER OR OCCUPANT 27699 JEFFERSON AVE STE 102 TEMECULA CA 92590 2696 | BUSINESS OWNER OR OCCUPANT 27699 JEFFERSON AVE STE 109 TEMECULA CA 92590 2696 |
| BUSINESS OWNER OR OCCUPANT 27699 JEFFERSON AVE STE 201 TEMECULA CA 92590 2697 | BUSINESS OWNER OR OCCUPANT 27699 JEFFERSON AVE STE 202 TEMECULA CA 92590 2697 | BUSINESS OWNER OR OCCUPANT 27699 JEFFERSON AVE STE 203 TEMECULA CA 92590 2696 |
| BUSINESS OWNER OR OCCUPANT 27699 JEFFERSON AVE STE 204 TEMECULA CA 92590 2696 | BUSINESS OWNER OR OCCUPANT 27699 JEFFERSON AVE STE 207 TEMECULA CA 92590 2696 | BUSINESS OWNER OR OCCUPANT 27699 JEFFERSON AVE STE 209 TEMECULA CA 92590 2696 |
| BUSINESS OWNER OR OCCUPANT 27699 JEFFERSON AVE STE 300 TEMECULA CA 92590 2697 | BUSINESS OWNER OR OCCUPANT 27699 JEFFERSON AVE STE 306 TEMECULA CA 92590 2615 | BUSINESS OWNER OR OCCUPANT 27699 JEFFERSON AVE STE 309 TEMECULA CA 92590 2615 |
| BUSINESS OWNER OR OCCUPANT 27699 JEFFERSON AVE STE 311 TEMECULA CA 92590 2697 | BUSINESS OWNER OR OCCUPANT 27699 JEFFERSON AVE STE 312 TEMECULA CA 92590 2697 | CURRENT OCCUPANT 27700 JEFFERSON AVE TEMECULA CA 92590 2671 |

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| BUSINESS OWNER OR OCCUPANT 27720 JEFFERSON AVE STE 200 TEMECULA CA 92590 2630 | BUSINESS OWNER OR OCCUPANT 27720 JEFFERSON AVE STE 210 TEMECULA CA 92590 2630 | BUSINESS OWNER OR OCCUPANT 27720 JEFFERSON AVE STE 220 TEMECULA CA 92590 2630 |
| BUSINESS OWNER OR OCCUPANT 27720 JEFFERSON AVE STE 230 TEMECULA CA 92590 2609 | BUSINESS OWNER OR OCCUPANT 27720 JEFFERSON AVE STE 300 TEMECULA CA 92590 2609 | BUSINESS OWNER OR OCCUPANT 27720 JEFFERSON AVE STE 310 TEMECULA CA 92590 2630 |
| BUSINESS OWNER OR OCCUPANT 27720 JEFFERSON AVE STE 320 TEMECULA CA 92590 2609 | BUSINESS OWNER OR OCCUPANT 27720 JEFFERSON AVE STE 330 TEMECULA CA 92590 2609 | CURRENT OCCUPANT 27725 JEFFERSON AVE TEMECULA CA 92590 2684 |
| CURRENT OCCUPANT 27727 JEFFERSON AVE TEMECULA CA 92590 2650 | BUSINESS OWNER OR OCCUPANT 27727 JEFFERSON AVE STE 103 TEMECULA CA 92590 2650 | CURRENT OCCUPANT 27735 YNEZ RD TEMECULA CA 92591 4658 |
| RIVER SPRINGS CHARTER SCHOOL INC OR CURRENT OCCUPANT 27740 JEFFERSON AVE TEMECULA CA 92590 | CURRENT OCCUPANT 27740 JEFFERSON AVE 320 TEMECULA CA 92590 2698 | WARREN F MOLLOY OR CURRENT OCCUPANT 27752 AVENIDA AVILA TEMECULA CA 92592 |
| ANDREW J JACOBS OR CURRENT OCCUPANT 27760 AVENIDA AVILA TEMECULA CA 92592 | DAVID SZYMANSKI OR CURRENT OCCUPANT 27768 AVENIDA AVILA TEMECULA CA 92592 | BRUCKS KAREN REVOCABLE LIVING TRUST DATED 8/22/2018 OR CURRENT OCCUPANT 27776 AVENIDA AVILA TEMECULA CA 92592 |
| MASAHITO NAGASHIMA OR CURRENT OCCUPANT 27777 TIERRA VISTA RD TEMECULA CA 92592 | CURRENT OCCUPANT 27780 JEFFERSON AVE TEMECULA CA 92590 6602 | BUSINESS OWNER OR OCCUPANT 27780 JEFFERSON AVE STE 1 TEMECULA CA 92590 2642 |
| BUSINESS OWNER OR OCCUPANT 27780 JEFFERSON AVE STE 2 TEMECULA CA 92590 2642 | BUSINESS OWNER OR OCCUPANT 27780 JEFFERSON AVE STE 3 TEMECULA CA 92590 2642 | BUSINESS OWNER OR OCCUPANT 27780 JEFFERSON AVE STE 4 TEMECULA CA 92590 2642 |
| BUSINESS OWNER OR OCCUPANT 27780 JEFFERSON AVE STE 5 TEMECULA CA 92590 2642 | BUSINESS OWNER OR OCCUPANT 27780 JEFFERSON AVE STE 6 TEMECULA CA 92590 2666 | BUSINESS OWNER OR OCCUPANT 27780 JEFFERSON AVE STE 8 TEMECULA CA 92590 2666 |
| BUSINESS OWNER OR OCCUPANT 27780 JEFFERSON AVE STE 9 TEMECULA CA 92590 2666 | BUSINESS OWNER OR OCCUPANT 27780 JEFFERSON AVE STE A TEMECULA CA 92590 2648 | BUSINESS OWNER OR OCCUPANT 27780 JEFFERSON AVE STE B TEMECULA CA 92590 2648 |
| BUSINESS OWNER OR OCCUPANT 27780 JEFFERSON AVE STE D TEMECULA CA 92590 2648 | BUSINESS OWNER OR OCCUPANT 27780 JEFFERSON AVE STE G TEMECULA CA 92590 2648 | BUSINESS OWNER OR OCCUPANT 27780 JEFFERSON AVE STE M TEMECULA CA 92590 2670 |
| CURRENT OCCUPANT 27783 TIERRA VISTA RD TEMECULA CA 92592 3002 | CURRENT OCCUPANT 27784 AVENIDA AVILA TEMECULA CA 92592 7000 | JEREMY BARRETT OR CURRENT OCCUPANT 27789 TIERRA VISTA RD TEMECULA CA 92592 |
| YONG IL CHOI OR CURRENT OCCUPANT 27792 AVENIDA AVILA TEMECULA CA 92592 | CURRENT OCCUPANT 27793 TIERRA VISTA RD TEMECULA CA 92592 3002 | CURRENT RESIDENT 27795 AVENIDA AVILA TEMECULA CA 92592 7000 |
| LEILA SAMI HUSSEIN ABOU OR CURRENT OCCUPANT 27795 VENIDA AVILA TEMECULA CA 92592 | CURRENT OCCUPANT 27799 TIERRA VISTA RD TEMECULA CA 92592 3002 | JAYDE M CHANG OR CURRENT OCCUPANT 27800 AVENIDA AVILA TEMECULA CA 92592 |
| CANDICES TRUST DATED 08/15/2019 OR CURRENT OCCUPANT 27803 AVENIDA AVILA TEMECULA CA 92592 | THOMAS HERMAN CORNELL OR CURRENT OCCUPANT 27807 TIERRA VISTA RD TEMECULA CA 92592 | MATTHEW RAYMOND HOTCHKISS OR CURRENT OCCUPANT 27808 AVENIDA AVILA TEMECULA CA 92592 |
| ALEXIS AROS OR CURRENT OCCUPANT 27811 AVENIDA AVILA TEMECULA CA 92592 | LUIS G TENORIO OR CURRENT OCCUPANT 27811 TIERRA VISTA RD TEMECULA CA 92592 | CURRENT OCCUPANT 27816 AVENIDA AVILA TEMECULA CA 92592 7001 |
| CURRENT OCCUPANT 27817 TIERRA VISTA RD TEMECULA CA 92592 3078 | VICTOR HUGO MEJIA OR CURRENT OCCUPANT 27819 AVENIDA AVILA TEMECULA CA 92592 | CURRENT OCCUPANT 27824 AVENIDA AVILA TEMECULA CA 92592 7001 |

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| HENRY C KONETZNI OR CURRENT OCCUPANT 27827 AVENIDA AVILA TEMECULA CA 92592 | CURRENT OCCUPANT 27832 AVENIDA AVILA TEMECULA CA 92592 7001 | CURRENT OCCUPANT 27835 AVENIDA AVILA TEMECULA CA 92592 7001 |
| CURRENT OCCUPANT 27840 AVENIDA AVILA TEMECULA CA 92592 7001 | CURRENT OCCUPANT 27840 DEL RIO RD TEMECULA CA 92590 2625 | CURRENT OCCUPANT 27843 AVENIDA AVILA TEMECULA CA 92592 7001 |
| CARL D PETERSON OR CURRENT OCCUPANT 27851 AVENIDA AVILA TEMECULA CA 92592 | JENNIFER JOLENE HAAGENSON OR CURRENT OCCUPANT 27856 AVENIDA AVILA TEMECULA CA 92592 | TONI M MICHAELSEN OR CURRENT OCCUPANT 27859 AVENIDA AVILA TEMECULA CA 92592 |
| B&S TELESIS OR CURRENT OCCUPANT 27860 DEL RIO RD TEMECULA CA 92590 | TIMOTHY SIMPSON OR CURRENT OCCUPANT 27864 AVENIDA AVILA TEMECULA CA 92592 | CURRENT OCCUPANT 27872 AVENIDA AVILA TEMECULA CA 92592 7001 |
| MAURICE J CROOM OR CURRENT OCCUPANT 27880 AVENIDA AVILA TEMECULA CA 92592 | STACY ARTHUR SHOEMAKER OR CURRENT OCCUPANT 27888 AVENIDA AVILA TEMECULA CA 92592 | PETER JOHN HANDFIELD OR CURRENT OCCUPANT 27896 AVENIDA AVILA TEMECULA CA 92592 |
| RE HOLDINGS HENDO OR CURRENT OCCUPANT 27901 JEFFERSON AVE TEMECULA CA 92590 | BUSINESS OWNER OR OCCUPANT 27901 JEFFERSON AVE STE 100 TEMECULA CA 92590 6608 | BUSINESS OWNER OR OCCUPANT 27901 JEFFERSON AVE STE 101 TEMECULA CA 92590 6608 |
| ROBERT C ESTRADA OR CURRENT OCCUPANT 27904 AVENIDA AVILA TEMECULA CA 92592 | CURRENT OCCUPANT 27911 JEFFERSON AVE TEMECULA CA 92590 2656 | BUSINESS OWNER OR OCCUPANT 27911 JEFFERSON AVE STE 101 TEMECULA CA 92590 6614 |
| BUSINESS OWNER OR OCCUPANT 27911 JEFFERSON AVE STE 103 TEMECULA CA 92590 6614 | BUSINESS OWNER OR OCCUPANT 27911 JEFFERSON AVE STE 104 TEMECULA CA 92590 6614 | BUSINESS OWNER OR OCCUPANT 27911 JEFFERSON AVE STE 106 TEMECULA CA 92590 6614 |
| BUSINESS OWNER OR OCCUPANT 27911 JEFFERSON AVE STE 107 TEMECULA CA 92590 6614 | BUSINESS OWNER OR OCCUPANT 27911 JEFFERSON AVE STE 108 TEMECULA CA 92590 6614 | BUSINESS OWNER OR OCCUPANT 27911 JEFFERSON AVE STE 109 TEMECULA CA 92590 6614 |
| FRANCIS G MIKLAS OR CURRENT OCCUPANT 27912 AVENIDA AVILA TEMECULA CA 92592 | CURRENT OCCUPANT 27919 JEFFERSON AVE TEMECULA CA 92590 2681 | BUSINESS OWNER OR OCCUPANT 27919 JEFFERSON AVE STE 201 TEMECULA CA 92590 2653 |
| BUSINESS OWNER OR OCCUPANT 27919 JEFFERSON AVE STE 204 TEMECULA CA 92590 2653 | BUSINESS OWNER OR OCCUPANT 27919 JEFFERSON AVE STE 206 TEMECULA CA 92590 2653 | HELEN JANE MUHICH OR CURRENT OCCUPANT 27920 AVENIDA AVILA TEMECULA CA 92592 |
| RAYMOND PADILLA OR CURRENT OCCUPANT 27940 CORTE MELOSA TEMECULA CA 92592 | CURRENT OCCUPANT 27941 JEFFERSON AVE TEMECULA CA 92590 6605 | BUSINESS OWNER OR OCCUPANT 27941 JEFFERSON AVE STE A TEMECULA CA 92590 6617 |
| BUSINESS OWNER OR OCCUPANT 27941 JEFFERSON AVE STE B TEMECULA CA 92590 6617 | CURRENT RESIDENT 27961 CALLE CASERA TEMECULA CA 92592 3054 | PAULA C TINAZ OR CURRENT OCCUPANT 27961 CALLE CASERA #16 TEMECULA CA 92592 |
| CURRENT OCCUPANT 27961 CALLE CASERA 162 TEMECULA CA 92592 3054 | CURRENT OCCUPANT 27962 DEL RIO RD TEMECULA CA 92590 2617 | CURRENT OCCUPANT 27964 CALLE CASERA TEMECULA CA 92592 3054 |
| CARL EDWARDS OR CURRENT OCCUPANT 27969 CALLE CASERA TEMECULA CA 92592 | BUSINESS OWNER OR OCCUPANT 27969 JEFFERSON AVE TEMECULA CA 92590 6613 | CURRENT OCCUPANT 27969 JEFFERSON ST TEMECULA CA 92590 6613 |
| STEPHANIE YVONNE MORENO OR CURRENT OCCUPANT 27972 CALLE CASERA TEMECULA CA 92592 | CURRENT OCCUPANT 27977 CALLE CASERA TEMECULA CA 92592 3054 | BRETT M BYLER OR CURRENT OCCUPANT 27980 CALLE CASERA TEMECULA CA 92592 |

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| STEVEN JON SIMPSON OR CURRENT OCCUPANT 27985 CALLE CASERA TEMECULA CA 92592 | CURRENT OCCUPANT 27985 CALLE CASERA 159 TEMECULA CA 92592 3054 | CURRENT RESIDENT 27988 CALLE CASERA TEMECULA CA 92592 3054 |
| JOE J GUERRERO OR CURRENT OCCUPANT 27988 CALLE CASERA #16 TEMECULA CA 92592 | CURRENT OCCUPANT 27988 CALLE CASERA 169 TEMECULA CA 92592 3054 | CURRENT RESIDENT 27993 CALLE CASERA TEMECULA CA 92592 3054 |
| CURRENT OCCUPANT 27993 CALLE CASERA 158 TEMECULA CA 92592 3054 | ABEGAIL V BUESINGER OR CURRENT OCCUPANT 27993 CALLE CASERA PL TEMECULA CA 92592 | CURRENT OCCUPANT 27995 AVENIDA AVILA TEMECULA CA 92592 7002 |
| CURRENT RESIDENT 27996 CALLE CASERA TEMECULA CA 92592 3054 | KIMBERLY S MCCAMON OR CURRENT OCCUPANT 27996 CALLE CASERA #17 TEMECULA CA 92592 | CURRENT OCCUPANT 27996 CALLE CASERA 170 TEMECULA CA 92592 3054 |
| CARLOS & EMMA ALVAREZ FAM LTD PARTNERSHIP OR CURRENT OCCUPANT 27999 JEFFERSON AVE TEMECULA CA 92590 | BUSINESS OWNER OR OCCUPANT 27999 JEFFERSON AVE STE A TEMECULA CA 92590 6613 | BUSINESS OWNER OR OCCUPANT 27999 JEFFERSON AVE STE B TEMECULA CA 92590 6613 |
| CURRENT OCCUPANT 27999 JEFFERSON ST TEMECULA CA 92590 6613 | CURRENT RESIDENT 28001 CALLE CASERA TEMECULA CA 92592 3064 | CURRENT OCCUPANT 28001 CALLE CASERA 157 TEMECULA CA 92592 3064 |
| JOSEPH ANTHONY SUPPA OR CURRENT OCCUPANT 28004 CALLE CASERA TEMECULA CA 92592 | CURRENT OCCUPANT 28004 CALLE CASERA 171 TEMECULA CA 92592 3064 | BUSINESS OWNER OR OCCUPANT 28007 JEFFERSON AVE STE D TEMECULA CA 92590 6610 |
| BUSINESS OWNER OR OCCUPANT 28007 JEFFERSON AVE STE E TEMECULA CA 92590 6610 | CURRENT RESIDENT 28009 CALLE CASERA TEMECULA CA 92592 3064 | DOUG SMITH OR CURRENT OCCUPANT 28009 CALLE CASERA #156 TEMECULA CA 92592 |
| CURRENT OCCUPANT 28009 CALLE CASERA 156 TEMECULA CA 92592 3064 | BUSINESS OWNER OR OCCUPANT 28011 JEFFERSON AVE STE A TEMECULA CA 92590 2689 | BUSINESS OWNER OR OCCUPANT 28011 JEFFERSON AVE STE B TEMECULA CA 92590 2633 |
| CURRENT OCCUPANT 28011 JEFFERSON ST TEMECULA CA 92590 2633 | SELDERS JILL FRANCES TRUST DATED 02/21/19 OR CURRENT OCCUPANT 28017 CALLE CASERA #15 TEMECULA CA 92592 | CURRENT OCCUPANT 28017 CALLE CASERA 155 TEMECULA CA 92592 3064 |
| CYNTHIA B CABRERA OR CURRENT OCCUPANT 28025 CALLE CASERA TEMECULA CA 92592 | CURRENT OCCUPANT 28025 CALLE CASERA 154 TEMECULA CA 92592 3064 | SOUTHWEST CHRISTIAN CHURCH OR CURRENT OCCUPANT 28030 DEL RIO RD TEMECULA CA 92590 |
| RONALD JAMES SCHATZLE OR CURRENT OCCUPANT 28033 CALLE CASERA TEMECULA CA 92592 | CURRENT OCCUPANT 28037 CALLE ESTRELLA TEMECULA CA 92592 3022 | CURRENT RESIDENT 28041 CALLE CASERA TEMECULA CA 92592 3064 |
| STEFANUS TEDJA OR CURRENT OCCUPANT 28041 CALLE CASERA #15 TEMECULA CA 92592 | CURRENT OCCUPANT 28041 CALLE CASERA 152 TEMECULA CA 92592 3064 | ANACLETO V ASPIRAS JON OR CURRENT OCCUPANT 28045 CALLE ESTRELLA TEMECULA CA 92592 |
| CURRENT OCCUPANT 28046 DEL RIO RD TEMECULA CA 92590 2612 | FRONT FALSE OR CURRENT OCCUPANT 28046 DEL RIO RD #C TEMECULA CA 92590 | BUSINESS OWNER OR OCCUPANT 28046 DEL RIO RD STE A TEMECULA CA 92590 2612 |
| BUSINESS OWNER OR OCCUPANT 28046 DEL RIO RD STE C TEMECULA CA 92590 2612 | BUSINESS OWNER OR OCCUPANT 28046 DEL RIO RD STE D TEMECULA CA 92590 2612 | CURRENT OCCUPANT 28049 CALLE CASERA TEMECULA CA 92592 3064 |
| CURRENT RESIDENT 28053 CALLE ESTRELLA TEMECULA CA 92592 3022 | RONALD J SCOTT OR CURRENT OCCUPANT 28057 CALLE CASERA TEMECULA CA 92592 | SOHAIL HEMMATI OR CURRENT OCCUPANT 28058 CALLE ESTRELLA TEMECULA CA 92592 |

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| CURRENT OCCUPANT 28060 DEL RIO RD TEMECULA CA 92590 2620 | NICHOLAS ENGLE OR CURRENT OCCUPANT 28061 CALLE ESTRELLA TEMECULA CA 92592 | BUSINESS OWNER OR OCCUPANT 28061 JEFFERSON AVE STE 101 TEMECULA CA 92590 2659 |
| BUSINESS OWNER OR OCCUPANT 28061 JEFFERSON AVE STE 102 TEMECULA CA 92590 2659 | BUSINESS OWNER OR OCCUPANT 28061 JEFFERSON AVE STE 103 TEMECULA CA 92590 2659 | BUSINESS OWNER OR OCCUPANT 28061 JEFFERSON AVE STE 104 TEMECULA CA 92590 2659 |
| BUSINESS OWNER OR OCCUPANT 28061 JEFFERSON AVE STE 105 TEMECULA CA 92590 2659 | BUSINESS OWNER OR OCCUPANT 28061 JEFFERSON AVE STE 106 TEMECULA CA 92590 2659 | BUSINESS OWNER OR OCCUPANT 28061 JEFFERSON AVE STE 107 TEMECULA CA 92590 2659 |
| BUSINESS OWNER OR OCCUPANT 28061 JEFFERSON AVE STE 108 TEMECULA CA 92590 2659 | BUSINESS OWNER OR OCCUPANT 28061 JEFFERSON AVE STE 109 TEMECULA CA 92590 2659 | CURRENT OCCUPANT 28061 JEFFERSON ST TEMECULA CA 92590 2690 |
| CHRISTINA LEE BILINSKI OR CURRENT OCCUPANT 28065 CALLE CASERA TEMECULA CA 92592 | CHARLES BOURLAND OR CURRENT OCCUPANT 28066 CALLE ESTRELLA TEMECULA CA 92592 | LAKYRA NICOLE PHARMS OR CURRENT OCCUPANT 28067 CALLE BONITA TEMECULA CA 92592 |
| DYLAN MICHAEL CATALINE OR CURRENT OCCUPANT 28069 CALLE ESTRELLA TEMECULA CA 92592 | CURRENT RESIDENT 28072 CALLE BONITA TEMECULA CA 92592 3001 | GONZALO BOTELLO OR CURRENT OCCUPANT 28073 CALLE CASERA TEMECULA CA 92592 |
| HUGH K FRIEDSON OR CURRENT OCCUPANT 28074 CALLE ESTRELLA TEMECULA CA 92592 | TEMECULA VALLEY PIPE & SUPPLY CO OR CURRENT OCCUPANT 28074 DEL RIO RD TEMECULA CA 92590 | CURRENT OCCUPANT 28075 CALLE BONITA TEMECULA CA 92592 3001 |
| CURRENT OCCUPANT 28075 JEFFERSON AVE TEMECULA CA 92590 6610 | NAGY SALEM OR CURRENT OCCUPANT 28077 CALLE ESTRELLA TEMECULA CA 92592 | CURRENT OCCUPANT 28082 CALLE ESTRELLA TEMECULA CA 92592 3022 |
| LUISA MARIA BOWEN OR CURRENT OCCUPANT 28083 CALLE BONITA TEMECULA CA 92592 | CURRENT RESIDENT 28088 CALLE BONITA TEMECULA CA 92592 3001 | SALENA DESHAN MCDANIEL OR CURRENT OCCUPANT 28090 CALLE ESTRELLA TEMECULA CA 92592 |
| CURRENT OCCUPANT 28093 JEFFERSON ST TEMECULA CA 92590 6610 | CURRENT RESIDENT 28096 CALLE BONITA TEMECULA CA 92592 3001 | ZAINUL LALJI OR CURRENT OCCUPANT 28098 CALLE ESTRELLA TEMECULA CA 92592 |
| CURRENT OCCUPANT 28100 JEFFERSON AVE TEMECULA CA 92590 6604 | BUSINESS OWNER OR OCCUPANT 28111 JEFFERSON AVE TEMECULA CA 92590 6603 | CURRENT OCCUPANT 28111 JEFFERSON ST TEMECULA CA 92590 6603 |
| CURRENT OCCUPANT 28115 DEL RIO RD TEMECULA CA 92590 2678 | BUSINESS OWNER OR OCCUPANT 28120 JEFFERSON AVE STE 101 TEMECULA CA 92590 6606 | BUSINESS OWNER OR OCCUPANT 28120 JEFFERSON AVE STE 201 TEMECULA CA 92590 6607 |
| BUSINESS OWNER OR OCCUPANT 28120 JEFFERSON AVE STE 206 TEMECULA CA 92590 6607 | CURRENT OCCUPANT 28120 JEFFERSON ST TEMECULA CA 92590 6607 | BUSINESS OWNER OR OCCUPANT 28121 JEFFERSON AVE TEMECULA CA 92590 6603 |
| CURRENT OCCUPANT 28121 JEFFERSON ST TEMECULA CA 92590 6603 | BUSINESS OWNER OR OCCUPANT 28125 JEFFERSON AVE TEMECULA CA 92590 6603 | BUSINESS OWNER OR OCCUPANT 28127 JEFFERSON AVE TEMECULA CA 92590 6603 |
| BUSINESS OWNER OR OCCUPANT 28129 JEFFERSON AVE TEMECULA CA 92590 6603 | BUSINESS OWNER OR OCCUPANT 28131 JEFFERSON AVE TEMECULA CA 92590 6603 | CURRENT OCCUPANT 28134 JEFFERSON AVE TEMECULA CA 92590 6604 |
| CURRENT OCCUPANT 28165 JEFFERSON ST TEMECULA CA 92590 6621 | CURRENT RESIDENT 28179 TIERRA VISTA RD TEMECULA CA 92592 3075 | CURRENT RESIDENT 28184 TIERRA VISTA RD TEMECULA CA 92592 3075 |
| CURRENT RESIDENT 28187 TIERRA VISTA RD TEMECULA CA 92592 3075 | CURRENT OCCUPANT 28190 JEFFERSON AVE TEMECULA CA 92590 6604 | CURRENT RESIDENT 28192 TIERRA VISTA RD TEMECULA CA 92592 3075 |
| CURRENT RESIDENT 28200 TIERRA VISTA RD TEMECULA CA 92592 3074 | CURRENT RESIDENT 28203 TIERRA VISTA RD TEMECULA CA 92592 3074 | CURRENT RESIDENT 28208 TIERRA VISTA RD TEMECULA CA 92592 3074 |

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| CURRENT RESIDENT 28216 TIERRA VISTA RD TEMECULA CA 92592 3074 | CURRENT OCCUPANT 28219 JEFFERSON STREET TEMECULA CA 92590 | II HOSPITALITY STARWOOD OR CURRENT OCCUPANT 28220 JEFFERSON AVE TEMECULA CA 92590 |
| CURRENT RESIDENT 28224 TIERRA VISTA RD TEMECULA CA 92592 3025 | CURRENT RESIDENT 28232 TIERRA VISTA RD TEMECULA CA 92592 3025 | CURRENT RESIDENT 28234 CORTE MALBINO TEMECULA CA 92592 3076 |
| CURRENT RESIDENT 28235 CORTE MALBINO TEMECULA CA 92592 3076 | CURRENT RESIDENT 28240 TIERRA VISTA RD TEMECULA CA 92592 3025 | CURRENT RESIDENT 28242 CORTE MALBINO TEMECULA CA 92592 3076 |
| CURRENT RESIDENT 28243 CORTE MALBINO TEMECULA CA 92592 3076 | CURRENT RESIDENT 28243 TIERRA VISTA RD TEMECULA CA 92592 3025 | CURRENT RESIDENT 28248 TIERRA VISTA RD TEMECULA CA 92592 3025 |
| CURRENT RESIDENT 28250 CORTE MALBINO TEMECULA CA 92592 3076 | CURRENT RESIDENT 28251 CORTE MALBINO TEMECULA CA 92592 3076 | CURRENT RESIDENT 28251 TIERRA VISTA RD TEMECULA CA 92592 3025 |
| CURRENT RESIDENT 28256 TIERRA VISTA RD TEMECULA CA 92592 3025 | CURRENT RESIDENT 28259 CORTE MALBINO TEMECULA CA 92592 3076 | CURRENT RESIDENT 28259 TIERRA VISTA RD TEMECULA CA 92592 3025 |
| CURRENT RESIDENT 28263 TIERRA VISTA RD TEMECULA CA 92592 3025 | CURRENT RESIDENT 28264 CORTE OCASO TEMECULA CA 92592 3081 | CURRENT RESIDENT 28264 TIERRA VISTA RD TEMECULA CA 92592 3025 |
| CURRENT RESIDENT 28267 CORTE MALBINO TEMECULA CA 92592 3076 | CURRENT RESIDENT 28272 CORTE OCASO TEMECULA CA 92592 3081 | CURRENT RESIDENT 28272 TIERRA VISTA RD TEMECULA CA 92592 3071 |
| CURRENT RESIDENT 28275 TIERRA VISTA RD TEMECULA CA 92592 3071 | CURRENT RESIDENT 28280 CORTE OCASO TEMECULA CA 92592 3081 | CURRENT RESIDENT 28280 TIERRA VISTA RD TEMECULA CA 92592 3071 |
| CURRENT RESIDENT 28283 TIERRA VISTA RD TEMECULA CA 92592 3071 | CURRENT RESIDENT 28287 TIERRA VISTA RD TEMECULA CA 92592 3071 | CURRENT RESIDENT 28288 CORTE OCASO TEMECULA CA 92592 3081 |
| CURRENT RESIDENT 28288 TIERRA VISTA RD TEMECULA CA 92592 3071 | CURRENT RESIDENT 28289 CORTE OCASO TEMECULA CA 92592 3081 | CURRENT RESIDENT 28291 TIERRA VISTA RD TEMECULA CA 92592 3071 |
| CURRENT RESIDENT 28296 CORTE OCASO TEMECULA CA 92592 3081 | CURRENT RESIDENT 28296 TIERRA VISTA RD TEMECULA CA 92592 3071 | CURRENT RESIDENT 28297 CORTE OCASO TEMECULA CA 92592 3081 |
| CURRENT RESIDENT 28299 TIERRA VISTA RD TEMECULA CA 92592 3071 | CURRENT RESIDENT 28304 TIERRA VISTA RD TEMECULA CA 92592 3072 | CURRENT RESIDENT 28305 CORTE OCASO TEMECULA CA 92592 3079 |
| CURRENT RESIDENT 28308 CORTE OCASO TEMECULA CA 92592 3079 | CURRENT RESIDENT 28312 TIERRA VISTA RD TEMECULA CA 92592 3072 | CURRENT RESIDENT 28313 CORTE OCASO TEMECULA CA 92592 3079 |
| CURRENT OCCUPANT 28314 MERCEDES ST TEMECULA CA 92590 1837 | CURRENT RESIDENT 28320 TIERRA VISTA RD TEMECULA CA 92592 3072 | CURRENT RESIDENT 28321 CORTE OCASO TEMECULA CA 92592 3079 |
| CURRENT RESIDENT 28322 CORTE OCASO TEMECULA CA 92592 3079 | CURRENT OCCUPANT 28322 OLD TOWN FRONT ST TEMECULA CA 92590 1814 | CURRENT RESIDENT 28328 TIERRA VISTA RD TEMECULA CA 92592 3073 |
| CURRENT RESIDENT 28329 CORTE OCASO TEMECULA CA 92592 3079 | CURRENT OCCUPANT 28330 MERCEDES RD TEMECULA CA 92590 1837 | BUSINESS OWNER OR OCCUPANT 28330 MERCEDES ST TEMECULA CA 92590 1837 |
| CURRENT RESIDENT 28336 TIERRA VISTA RD TEMECULA CA 92592 3073 | CURRENT RESIDENT 28337 CORTE OCASO TEMECULA CA 92592 3079 | CURRENT RESIDENT 28338 CORTE OCASO TEMECULA CA 92592 3079 |
| CURRENT RESIDENT 28344 TIERRA VISTA RD TEMECULA CA 92592 3073 | CURRENT RESIDENT 28345 CORTE OCASO TEMECULA CA 92592 3079 | CURRENT RESIDENT 28350 CORTE OCASO TEMECULA CA 92592 3079 |
| CURRENT RESIDENT 28352 TIERRA VISTA RD TEMECULA CA 92592 3073 | CURRENT RESIDENT 28353 CORTE OCASO TEMECULA CA 92592 3079 | CURRENT RESIDENT 28360 TIERRA VISTA RD TEMECULA CA 92592 3073 |

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| CURRENT RESIDENT 28368 TIERRA VISTA RD TEMECULA CA 92592 3073 | CURRENT RESIDENT 28376 TIERRA VISTA RD TEMECULA CA 92592 3073 | INV SERVICES ABLE OR CURRENT OCCUPANT 2845 WESTWOOD BLVD LOS ANGELES CA 90064 |
| CURRENT OCCUPANT 28600 DEL RIO RD TEMECULA CA 92590 | BUSINESS OWNER OR OCCUPANT 28600 MERCEDES ST STE 100 TEMECULA CA 92590 2716 | BUSINESS OWNER OR OCCUPANT 28600 MERCEDES ST STE 101 TEMECULA CA 92590 2716 |
| BUSINESS OWNER OR OCCUPANT 28636 OLD TOWN FRONT ST STE 100 TEMECULA CA 92590 2795 | BUSINESS OWNER OR OCCUPANT 28636 OLD TOWN FRONT ST STE 102 TEMECULA CA 92590 2795 | BUSINESS OWNER OR OCCUPANT 28636 OLD TOWN FRONT ST STE 103 TEMECULA CA 92590 2700 |
| BUSINESS OWNER OR OCCUPANT 28636 OLD TOWN FRONT ST STE 107 TEMECULA CA 92590 2720 | BUSINESS OWNER OR OCCUPANT 28636 OLD TOWN FRONT ST STE 108 TEMECULA CA 92590 2720 | BUSINESS OWNER OR OCCUPANT 28636 OLD TOWN FRONT ST STE 109 TEMECULA CA 92590 2720 |
| BUSINESS OWNER OR OCCUPANT 28636 OLD TOWN FRONT ST STE 200 TEMECULA CA 92590 2796 | BUSINESS OWNER OR OCCUPANT 28636 OLD TOWN FRONT ST STE 201 TEMECULA CA 92590 2796 | BUSINESS OWNER OR OCCUPANT 28636 OLD TOWN FRONT ST STE 202 TEMECULA CA 92590 2796 |
| BUSINESS OWNER OR OCCUPANT 28636 OLD TOWN FRONT ST STE 203 TEMECULA CA 92590 2790 | BUSINESS OWNER OR OCCUPANT 28636 OLD TOWN FRONT ST STE 204 TEMECULA CA 92590 2790 | BUSINESS OWNER OR OCCUPANT 28656 OLD TOWN FRONT ST TEMECULA CA 92590 2704 |
| BUSINESS OWNER OR OCCUPANT 28663 OLD TOWN FRONT ST TEMECULA CA 92590 2741 | CURRENT OCCUPANT 28671 CALLE CORTEZ TEMECULA CA 92590 4602 | BUSINESS OWNER OR OCCUPANT 28676 OLD TOWN FRONT ST TEMECULA CA 92590 2704 |
| BUSINESS OWNER OR OCCUPANT 28677 OLD TOWN FRONT ST STE A TEMECULA CA 92590 2776 | BUSINESS OWNER OR OCCUPANT 28677 OLD TOWN FRONT ST STE C TEMECULA CA 92590 2776 | BUSINESS OWNER OR OCCUPANT 28677 OLD TOWN FRONT ST STE F TEMECULA CA 92590 2777 |
| BUSINESS OWNER OR OCCUPANT 28677 OLD TOWN FRONT ST STE I TEMECULA CA 92590 2777 | BUSINESS OWNER OR OCCUPANT 28677 OLD TOWN FRONT ST STE J TEMECULA CA 92590 2777 | BUSINESS OWNER OR OCCUPANT 28690 MERCEDES ST STE 101 TEMECULA CA 92590 2758 |
| BUSINESS OWNER OR OCCUPANT 28690 MERCEDES ST STE 102 TEMECULA CA 92590 2758 | CURRENT RESIDENT 28693 OLD TOWN FRONT ST APT 201 TEMECULA CA 92590 2788 | CURRENT RESIDENT 28693 OLD TOWN FRONT ST APT 202 TEMECULA CA 92590 2788 |
| CURRENT RESIDENT 28693 OLD TOWN FRONT ST APT 203 TEMECULA CA 92590 2788 | CURRENT RESIDENT 28693 OLD TOWN FRONT ST APT 204 TEMECULA CA 92590 2788 | CURRENT RESIDENT 28693 OLD TOWN FRONT ST APT 205 TEMECULA CA 92590 2788 |
| CURRENT RESIDENT 28693 OLD TOWN FRONT ST APT 206 TEMECULA CA 92590 2788 | CURRENT RESIDENT 28693 OLD TOWN FRONT ST APT 207 TEMECULA CA 92590 2788 | CURRENT RESIDENT 28693 OLD TOWN FRONT ST APT 208 TEMECULA CA 92590 2788 |
| CURRENT RESIDENT 28693 OLD TOWN FRONT ST APT 209 TEMECULA CA 92590 2787 | CURRENT RESIDENT 28693 OLD TOWN FRONT ST APT 210 TEMECULA CA 92590 2787 | CURRENT RESIDENT 28693 OLD TOWN FRONT ST APT 211 TEMECULA CA 92590 2787 |
| CURRENT RESIDENT 28693 OLD TOWN FRONT ST APT 212 TEMECULA CA 92590 2787 | CURRENT RESIDENT 28693 OLD TOWN FRONT ST APT 213 TEMECULA CA 92590 2787 | CURRENT RESIDENT 28693 OLD TOWN FRONT ST APT 214 TEMECULA CA 92590 2787 |
| CURRENT RESIDENT 28693 OLD TOWN FRONT ST APT 215 TEMECULA CA 92590 2787 | CURRENT RESIDENT 28693 OLD TOWN FRONT ST APT 216 TEMECULA CA 92590 2787 | CURRENT RESIDENT 28693 OLD TOWN FRONT ST APT 217 TEMECULA CA 92590 2787 |
| CURRENT RESIDENT 28693 OLD TOWN FRONT ST APT 218 TEMECULA CA 92590 2787 | CURRENT RESIDENT 28693 OLD TOWN FRONT ST APT 219 TEMECULA CA 92590 2787 | CURRENT RESIDENT 28693 OLD TOWN FRONT ST APT 220 TEMECULA CA 92590 2787 |
| CURRENT RESIDENT 28693 OLD TOWN FRONT ST APT 301 TEMECULA CA 92590 2787 | CURRENT RESIDENT 28693 OLD TOWN FRONT ST APT 302 TEMECULA CA 92590 2789 | CURRENT RESIDENT 28693 OLD TOWN FRONT ST APT 303 TEMECULA CA 92590 2789 |
| CURRENT RESIDENT 28693 OLD TOWN FRONT ST APT 304 TEMECULA CA 92590 2789 | CURRENT RESIDENT 28693 OLD TOWN FRONT ST APT 305 TEMECULA CA 92590 2789 | BUSINESS OWNER OR OCCUPANT 28693 OLD TOWN FRONT ST OFC TEMECULA CA 92590 2789 |
| BUSINESS OWNER OR OCCUPANT 28693 OLD TOWN FRONT ST STE 101 TEMECULA CA 92590 2788 | BUSINESS OWNER OR OCCUPANT 28693 OLD TOWN FRONT ST STE 104 TEMECULA CA 92590 2788 | BUSINESS OWNER OR OCCUPANT 28693 OLD TOWN FRONT ST STE 300 TEMECULA CA 92590 2789 |
| BUSINESS OWNER OR OCCUPANT 28693 OLD TOWN FRONT ST STE 400 TEMECULA CA 92590 2789 | BUSINESS OWNER OR OCCUPANT 28693 OLD TOWN FRONT ST STE 402 TEMECULA CA 92590 2789 | BUSINESS OWNER OR OCCUPANT 28699 OLD TOWN FRONT ST TEMECULA CA 92590 2741 |

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| CURRENT OCCUPANT 28700 LAS HACIENDAS ST TEMECULA CA 92590 2651 | BUSINESS OWNER OR OCCUPANT 28700 OLD TOWN FRONT ST TEMECULA CA 92590 2834 | CURRENT OCCUPANT 28701 YNEZ RD TEMECULA CA 92591 |
| CURRENT OCCUPANT 28710 LAS HACIENDAS ST B TEMECULA CA 92590 2679 | CURRENT OCCUPANT 28715 LAS HACIENDAS TEMECULA CA 92590 | RICHARD RICHARDSON OR CURRENT OCCUPANT 28715 VIA MONTEZUMA TEMECULA CA 92590 |
| BUSINESS OWNER OR OCCUPANT 28718 OLD TOWN FRONT ST TEMECULA CA 92590 2841 | ASSISTANCE LEAGUE OF TEMECULA VALLEY OR CURRENT OCCUPANT 28720 VIA MONTEZUMA TEMECULA CA 92590 | BUSINESS OWNER OR OCCUPANT 28721 OLD TOWN FRONT ST TEMECULA CA 92590 2840 |
| CURRENT OCCUPANT 28772 CALLE TEMECULA CA 92591 | BUSINESS OWNER OR OCCUPANT 28780 OLD TOWN FRONT ST STE A1 TEMECULA CA 92590 2848 | BUSINESS OWNER OR OCCUPANT 28780 OLD TOWN FRONT ST STE A2 TEMECULA CA 92590 2848 |
| BUSINESS OWNER OR OCCUPANT 28780 OLD TOWN FRONT ST STE A3 TEMECULA CA 92590 2848 | BUSINESS OWNER OR OCCUPANT 28780 OLD TOWN FRONT ST STE A4 TEMECULA CA 92590 2848 | BUSINESS OWNER OR OCCUPANT 28780 OLD TOWN FRONT ST STE A5 TEMECULA CA 92590 2848 |
| BUSINESS OWNER OR OCCUPANT 28780 OLD TOWN FRONT ST STE A6 TEMECULA CA 92590 2848 | BUSINESS OWNER OR OCCUPANT 28780 OLD TOWN FRONT ST STE A7 TEMECULA CA 92590 2848 | BUSINESS OWNER OR OCCUPANT 28780 OLD TOWN FRONT ST STE A8 TEMECULA CA 92590 2848 |
| BUSINESS OWNER OR OCCUPANT 28780 OLD TOWN FRONT ST STE A9 TEMECULA CA 92590 2848 | BUSINESS OWNER OR OCCUPANT 28780 OLD TOWN FRONT ST STE B1 TEMECULA CA 92590 2849 | BUSINESS OWNER OR OCCUPANT 28780 OLD TOWN FRONT ST STE B10 TEMECULA CA 92590 2849 |
| BUSINESS OWNER OR OCCUPANT 28780 OLD TOWN FRONT ST STE B11 TEMECULA CA 92590 2864 | BUSINESS OWNER OR OCCUPANT 28780 OLD TOWN FRONT ST STE B2 TEMECULA CA 92590 2849 | BUSINESS OWNER OR OCCUPANT 28780 OLD TOWN FRONT ST STE B3 TEMECULA CA 92590 2849 |
| BUSINESS OWNER OR OCCUPANT 28780 OLD TOWN FRONT ST STE B4 TEMECULA CA 92590 2849 | BUSINESS OWNER OR OCCUPANT 28780 OLD TOWN FRONT ST STE B7 TEMECULA CA 92590 2849 | BUSINESS OWNER OR OCCUPANT 28780 OLD TOWN FRONT ST STE C1 TEMECULA CA 92590 2850 |
| BUSINESS OWNER OR OCCUPANT 28780 OLD TOWN FRONT ST STE C2 TEMECULA CA 92590 2850 | BUSINESS OWNER OR OCCUPANT 28780 OLD TOWN FRONT ST STE C3 TEMECULA CA 92590 2850 | BUSINESS OWNER OR OCCUPANT 28780 OLD TOWN FRONT ST STE C4 TEMECULA CA 92590 2850 |
| BUSINESS OWNER OR OCCUPANT 28780 OLD TOWN FRONT ST STE C5 TEMECULA CA 92590 2850 | BUSINESS OWNER OR OCCUPANT 28780 OLD TOWN FRONT ST STE C6 TEMECULA CA 92590 2850 | BUSINESS OWNER OR OCCUPANT 28780 OLD TOWN FRONT ST STE D5 TEMECULA CA 92590 2851 |
| FARMS TRADING OPERATIONS ECO OR CURRENT OCCUPANT 28790 LAS HACIENDAS ST TEMECULA CA 92590 | BUSINESS OWNER OR OCCUPANT 28822 OLD TOWN FRONT ST STE 101 TEMECULA CA 92590 2893 | BUSINESS OWNER OR OCCUPANT 28822 OLD TOWN FRONT ST STE 103 TEMECULA CA 92590 2893 |
| BUSINESS OWNER OR OCCUPANT 28822 OLD TOWN FRONT ST STE 104 TEMECULA CA 92590 2893 | BUSINESS OWNER OR OCCUPANT 28822 OLD TOWN FRONT ST STE 106 TEMECULA CA 92590 2893 | BUSINESS OWNER OR OCCUPANT 28822 OLD TOWN FRONT ST STE 107 TEMECULA CA 92590 2893 |
| BUSINESS OWNER OR OCCUPANT 28822 OLD TOWN FRONT ST STE 108 TEMECULA CA 92590 2893 | BUSINESS OWNER OR OCCUPANT 28822 OLD TOWN FRONT ST STE 109 TEMECULA CA 92590 2893 | BUSINESS OWNER OR OCCUPANT 28822 OLD TOWN FRONT ST STE 110 TEMECULA CA 92590 2893 |
| BUSINESS OWNER OR OCCUPANT 28822 OLD TOWN FRONT ST STE 201 TEMECULA CA 92590 2894 | BUSINESS OWNER OR OCCUPANT 28822 OLD TOWN FRONT ST STE 202 TEMECULA CA 92590 2894 | BUSINESS OWNER OR OCCUPANT 28822 OLD TOWN FRONT ST STE 203 TEMECULA CA 92590 2894 |
| BUSINESS OWNER OR OCCUPANT 28822 OLD TOWN FRONT ST STE 204 TEMECULA CA 92590 2894 | BUSINESS OWNER OR OCCUPANT 28822 OLD TOWN FRONT ST STE 205 TEMECULA CA 92590 2894 | BUSINESS OWNER OR OCCUPANT 28822 OLD TOWN FRONT ST STE 206 TEMECULA CA 92590 2894 |
| BUSINESS OWNER OR OCCUPANT 28822 OLD TOWN FRONT ST STE 207 TEMECULA CA 92590 2723 | BUSINESS OWNER OR OCCUPANT 28822 OLD TOWN FRONT ST STE 208 TEMECULA CA 92590 2723 | BUSINESS OWNER OR OCCUPANT 28822 OLD TOWN FRONT ST STE 209 TEMECULA CA 92590 2723 |
| BUSINESS OWNER OR OCCUPANT 28822 OLD TOWN FRONT ST STE 210 TEMECULA CA 92590 2723 | BUSINESS OWNER OR OCCUPANT 28822 OLD TOWN FRONT ST STE 301 TEMECULA CA 92590 2723 | BUSINESS OWNER OR OCCUPANT 28822 OLD TOWN FRONT ST STE 303 TEMECULA CA 92590 2723 |
| BUSINESS OWNER OR OCCUPANT 28822 OLD TOWN FRONT ST STE 304 TEMECULA CA 92590 2723 | BUSINESS OWNER OR OCCUPANT 28822 OLD TOWN FRONT ST STE 305 TEMECULA CA 92590 2723 | BUSINESS OWNER OR OCCUPANT 28822 OLD TOWN FRONT ST STE 307 TEMECULA CA 92590 2723 |

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| BUSINESS OWNER OR OCCUPANT 28936 OLD TOWN FRONT ST STE 104 TEMECULA CA 92590 2890 | BUSINESS OWNER OR OCCUPANT 28936 OLD TOWN FRONT ST STE 106 TEMECULA CA 92590 2890 | BUSINESS OWNER OR OCCUPANT 28936 OLD TOWN FRONT ST STE 201 TEMECULA CA 92590 2890 |
| BUSINESS OWNER OR OCCUPANT 28936 OLD TOWN FRONT ST STE 202 TEMECULA CA 92590 2890 | BUSINESS OWNER OR OCCUPANT 28936 OLD TOWN FRONT ST STE 203 TEMECULA CA 92590 2890 | BUSINESS OWNER OR OCCUPANT 28936 OLD TOWN FRONT ST STE 204 TEMECULA CA 92590 2890 |
| BUSINESS OWNER OR OCCUPANT 28936 OLD TOWN FRONT ST STE 205 TEMECULA CA 92590 2890 | BUSINESS OWNER OR OCCUPANT 28936 OLD TOWN FRONT ST STE 206 TEMECULA CA 92590 2890 | BUSINESS OWNER OR OCCUPANT 28936 OLD TOWN FRONT ST STE 207 TEMECULA CA 92590 2890 |
| CURRENT RESIDENT 28945 E VALLEJO AVE TEMECULA CA 92592 2312 | CURRENT RESIDENT 28950 E VALLEJO AVE TEMECULA CA 92592 2316 | BUSINESS OWNER OR OCCUPANT 28950 OLD TOWN FRONT ST STE 101 TEMECULA CA 92590 2891 |
| BUSINESS OWNER OR OCCUPANT 28950 OLD TOWN FRONT ST STE 102 TEMECULA CA 92590 2891 | BUSINESS OWNER OR OCCUPANT 28964 OLD TOWN FRONT ST TEMECULA CA 92590 2810 | BUSINESS OWNER OR OCCUPANT 28975 OLD TOWN FRONT ST STE 100 TEMECULA CA 92590 2863 |
| BUSINESS OWNER OR OCCUPANT 28975 OLD TOWN FRONT ST STE 101 TEMECULA CA 92590 2863 | BUSINESS OWNER OR OCCUPANT 28975 OLD TOWN FRONT ST STE 200 TEMECULA CA 92590 2863 | BUSINESS OWNER OR OCCUPANT 28975 OLD TOWN FRONT ST STE 201 TEMECULA CA 92590 2863 |
| CURRENT RESIDENT 28980 E VALLEJO AVE TEMECULA CA 92592 2316 | BUSINESS OWNER OR OCCUPANT 28980 OLD TOWN FRONT ST TEMECULA CA 92590 2810 | BUSINESS OWNER OR OCCUPANT 28981 OLD TOWN FRONT ST STE 100 TEMECULA CA 92590 2871 |
| BUSINESS OWNER OR OCCUPANT 28981 OLD TOWN FRONT ST STE 101 TEMECULA CA 92590 2871 | BUSINESS OWNER OR OCCUPANT 28991 OLD TOWN FRONT ST STE 101 TEMECULA CA 92590 2858 | BUSINESS OWNER OR OCCUPANT 28991 OLD TOWN FRONT ST STE 102 TEMECULA CA 92590 2858 |
| BUSINESS OWNER OR OCCUPANT 28991 OLD TOWN FRONT ST STE 103 TEMECULA CA 92590 2858 | BUSINESS OWNER OR OCCUPANT 28991 OLD TOWN FRONT ST STE 105 TEMECULA CA 92590 2858 | BUSINESS OWNER OR OCCUPANT 28991 OLD TOWN FRONT ST STE 106 TEMECULA CA 92590 2858 |
| BUSINESS OWNER OR OCCUPANT 28991 OLD TOWN FRONT ST STE 201 TEMECULA CA 92590 5804 | BUSINESS OWNER OR OCCUPANT 28991 OLD TOWN FRONT ST STE 202 TEMECULA CA 92590 5804 | BUSINESS OWNER OR OCCUPANT 28991 OLD TOWN FRONT ST STE 206 TEMECULA CA 92590 5804 |
| BUSINESS OWNER OR OCCUPANT 28991 OLD TOWN FRONT ST STE 207 TEMECULA CA 92590 5804 | BUSINESS OWNER OR OCCUPANT 28991 OLD TOWN FRONT ST STE 208 TEMECULA CA 92590 5804 | BUSINESS OWNER OR OCCUPANT 28999 OLD TOWN FRONT ST STE 101 TEMECULA CA 92590 2842 |
| BUSINESS OWNER OR OCCUPANT 28999 OLD TOWN FRONT ST STE 104 TEMECULA CA 92590 2842 | BUSINESS OWNER OR OCCUPANT 28999 OLD TOWN FRONT ST STE 107 TEMECULA CA 92590 2842 | BUSINESS OWNER OR OCCUPANT 28999 OLD TOWN FRONT ST STE 202 TEMECULA CA 92590 5806 |
| BUSINESS OWNER OR OCCUPANT 28999 OLD TOWN FRONT ST STE 203 TEMECULA CA 92590 5806 | BUSINESS OWNER OR OCCUPANT 28999 OLD TOWN FRONT ST STE 206 TEMECULA CA 92590 5806 | LYNN H LADENES OR CURRENT OCCUPANT 29 SOUTHAMPTON CT NEWPORT BEACH CA 92660 |
| BUSINESS OWNER OR OCCUPANT 29000 OLD TOWN FRONT ST STE A TEMECULA CA 92590 2811 | BUSINESS OWNER OR OCCUPANT 29000 OLD TOWN FRONT ST STE B TEMECULA CA 92590 2811 | CURRENT RESIDENT 29043 VALLEJO AVE TEMECULA CA 92592 2307 |
| BUSINESS OWNER OR OCCUPANT 29065 OLD TOWN FRONT ST TEMECULA CA 92590 2812 | BUSINESS OWNER OR OCCUPANT 29095 OLD TOWN FRONT ST TEMECULA CA 92590 2812 | BUSINESS OWNER OR OCCUPANT 29105 OLD TOWN FRONT ST TEMECULA CA 92590 2812 |
| BUSINESS OWNER OR OCCUPANT 29115 OLD TOWN FRONT ST TEMECULA CA 92590 2812 | BUSINESS OWNER OR OCCUPANT 29141 VALLEJO AVE TEMECULA CA 92592 2319 | BUSINESS OWNER OR OCCUPANT 29275 SANTIAGO RD TEMECULA CA 92592 3023 |
| CHH OR CURRENT OCCUPANT 293 WINFIELD CIR CORONA CA 92880 | CURRENT OCCUPANT 29345 RANCHO CALIFORNIA RD TEMECULA CA 92591 5201 | CURRENT OCCUPANT 29363 RANCHO CALIFORNIA RD TEMECULA CA 92590 |
| GERTRUDE OR CURRENT OCCUPANT 29379 RANCHO CALIF RD #108 TEMECULA CA 92591 | CURRENT RESIDENT 29560 CORTE COPA TEMECULA CA 92592 3032 | CURRENT RESIDENT 29565 CORTE COPA TEMECULA CA 92592 3032 |
| CURRENT RESIDENT 29570 CORTE COPA TEMECULA CA 92592 3032 | CURRENT RESIDENT 29573 CORTE COPA TEMECULA CA 92592 3032 | CURRENT RESIDENT 29581 CORTE COPA TEMECULA CA 92592 3032 |
| CURRENT RESIDENT 29582 CORTE COPA TEMECULA CA 92592 3032 | CURRENT RESIDENT 29592 CORTE COPA TEMECULA CA 92592 3032 | CURRENT RESIDENT 29613 VIA MONDO TEMECULA CA 92592 3066 |

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| CURRENT RESIDENT 29621 VIA MONDO TEMECULA CA 92592 3066 | IRIS AI CHEN OR CURRENT OCCUPANT 29629 BRANWIN ST MURRIETA CA 92563 | CURRENT RESIDENT 29629 VIA MONDO TEMECULA CA 92592 3066 |
| CURRENT RESIDENT 29637 VIA MONDO TEMECULA CA 92592 3066 | CURRENT RESIDENT 29645 VIA MONDO TEMECULA CA 92592 3066 | CURRENT RESIDENT 29653 VIA MONDO TEMECULA CA 92592 3066 |
| CURRENT RESIDENT 29661 VIA MONDO TEMECULA CA 92592 3066 | CURRENT RESIDENT 29669 VIA MONDO TEMECULA CA 92592 3066 | CURRENT RESIDENT 29677 VIA MONDO TEMECULA CA 92592 3066 |
| CURRENT RESIDENT 29685 VIA MONDO TEMECULA CA 92592 3066 | BUSINESS OWNER OR OCCUPANT 29775 SANTIAGO RD TEMECULA CA 92592 3055 | CURRENT RESIDENT 29840 GATEVIEW CT TEMECULA CA 92592 3028 |
| CURRENT RESIDENT 29843 GATEVIEW CT TEMECULA CA 92592 3028 | CURRENT RESIDENT 29850 GATEVIEW CT TEMECULA CA 92592 3028 | CURRENT RESIDENT 29870 LONGVALE CT TEMECULA CA 92592 3008 |
| CURRENT RESIDENT 29875 LONGVALE CT TEMECULA CA 92592 3008 | CURRENT RESIDENT 29888 LONGVALE CT TEMECULA CA 92592 3008 | CURRENT RESIDENT 29891 LONGVALE CT TEMECULA CA 92592 3008 |
| CURRENT RESIDENT 29904 LONGVALE CT TEMECULA CA 92592 3042 | CURRENT RESIDENT 29907 LONGVALE CT TEMECULA CA 92592 3043 | CURRENT RESIDENT 29920 LONGVALE CT TEMECULA CA 92592 3042 |
| BUSINESS OWNER OR OCCUPANT 29920 TEMECULA PKWY TEMECULA CA 92592 6928 | CURRENT RESIDENT 29923 LONGVALE CT TEMECULA CA 92592 3043 | CURRENT RESIDENT 29939 LONGVALE CT TEMECULA CA 92592 3043 |
| CURRENT RESIDENT 29940 LONGVALE CT TEMECULA CA 92592 3042 | BUSINESS OWNER OR OCCUPANT 29950 TEMECULA PKWY STE 101 TEMECULA CA 92592 6935 | BUSINESS OWNER OR OCCUPANT 29950 TEMECULA PKWY STE 102 TEMECULA CA 92592 6935 |
| CURRENT RESIDENT 29955 LONGVALE CT TEMECULA CA 92592 3043 | III HOSPITALITY STARWOOD OR CURRENT OCCUPANT 3001 E ANDY DEVINE AVE KINGMAN AZ 86401 | JAMES BAEZ OR CURRENT OCCUPANT 30028 LOS NOGALES ST TEMECULA CA 92591 |
| XINGYUAN LI OR CURRENT OCCUPANT 3006 LACEWING WAY RICHMOND TX 77469 | MCDONALDS CORP OR CURRENT OCCUPANT 30111 TECHNOLOGY NO #120 MURRIETA CA 92563 | HOSPITALITY STARWOOD OR CURRENT OCCUPANT 3023 E ANDY DEVINE AVE KINGMAN AZ 86401 |
| RICHARD BRIAN BECK OR CURRENT OCCUPANT 30384 POINT MARINA DR CANYON LAKE CA 92587 | BRITTANEY LINCOLN OR CURRENT OCCUPANT 30388 SENELA CT TEMECULA CA 92592 | LAS HACIENDAS DEV CHW OR CURRENT OCCUPANT 3111 CAMINO DEL RIO N STE SAN DIEGO CA 92108 |
| KATHRYN D KINCAID OR CURRENT OCCUPANT 31364 CABERN CT TEMECULA CA 92591 | DOUGLAS E WILMOTH OR CURRENT OCCUPANT 31378 CORTE SENORA TEMECULA CA 92592 | BYRON JOHN SHULTZ OR CURRENT OCCUPANT 321 CALLE PUEBLO SAN CLEMENTE CA 92672 |
| MORRISON LYNITA JEAN REVOCABLE TRUST OR CURRENT OCCUPANT 32218 CALLE BALAREZA TEMECULA CA 92592 | PC VIDOR INC OR CURRENT OCCUPANT 3237 SAN AMADEO #B LAGUNA WOODS CA 92637 | PROP CO TEMECULA OR CURRENT OCCUPANT 3250 OCEAN PARK BLVD #350 SANTA MONICA CA 90405 |
| DANIEL L LEE OR CURRENT OCCUPANT 326 S TERRAZO DR BREA CA 92823 | JAMES PORT OR CURRENT OCCUPANT 3273 SAN FERNANDO RD LOS ANGELES CA 90065 | JEAN DOMENIGONI OR CURRENT OCCUPANT 33011 HOLLAND RD WINCHESTER CA 92596 |
| PALM PLAZA KIMCO OR CURRENT OCCUPANT 3333 NEW HYDE PARK NEW YORK NY 11042 | BRENDAN RYAN MIRANDA OR CURRENT OCCUPANT 33464 SCARBOROUGH LN TEMECULA CA 92592 | ANA MARIA TRUST DATED 07/07/2020 OR CURRENT OCCUPANT 33583 WINSTON WAY #A TEMECULA CA 92592 |
| KHAN FAMILY TRUST DTD 05/11//20 OR CURRENT OCCUPANT 34108 STARPOINT TEMECULA CA 92592 | KHAN FAMILY TRUST DATED 5/11/220 OR CURRENT OCCUPANT 34108 STARPOINT ST TEMECULA CA 92592 | DAVID A ANDERSEN OR CURRENT OCCUPANT 3510 EDINGTON DR RANCHO CORDOVA CA 95742 |

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| MARILOU ULLOM OR CURRENT OCCUPANT 3553 AMES PL CARLSBAD CA 92010 | CHARLES PAUL OR CURRENT OCCUPANT 3684 BAYSIDE WALK SAN DIEGO CA 92109 | AVE JEFFERSON OR CURRENT OCCUPANT 3685 MOTOR AVE #150 LOS ANGELES CA 90034 |
| DIANE MARGARINI OR CURRENT OCCUPANT 37303 PASEO TULIPA MURRIETA CA 92563 | RUIHUA SHEN OR CURRENT OCCUPANT 38060 BEAR CANYON DR MURRIETA CA 92562 | WILSON DAVID R TRUST DTD 1/8/2003 OR CURRENT OCCUPANT 3882 SAN PABLO AVE OCEANSIDE CA 92057 |
| PAUL B RYAN OR CURRENT OCCUPANT 3908 SHADY RIDGE DR CORONA CA 92881 | KAISER FOUNDATION HEALTH PLAN INC OR CURRENT OCCUPANT 393 E WALNUT ST PASADENA CA 91188 | ANDREAS KASSEL OR CURRENT OCCUPANT 39520 MURRIETA HOT SPRINGS MURRIETA CA 92563 |
| M&M GOSCH OR CURRENT OCCUPANT 400 CARRIAGE CIR HEMET CA 92545 | RICHARD C DOUGLAS OR CURRENT OCCUPANT 40200 CALLE BANDIDO MURRIETA CA 92562 | BUSINESS OWNER OR OCCUPANT 41000 MAIN ST TEMECULA CA 92590 2764 |
| BUSINESS OWNER OR OCCUPANT 41065 1ST ST STE A TEMECULA CA 92590 2746 | CURRENT OCCUPANT 41115 WINCHESTER RD TEMECULA CA 92591 6001 | BUSINESS OWNER OR OCCUPANT 41115 WINCHESTER RD STE 101 TEMECULA CA 92591 6001 |
| BUSINESS OWNER OR OCCUPANT 41115 WINCHESTER RD STE 102 TEMECULA CA 92591 6001 | BUSINESS OWNER OR OCCUPANT 41125 WINCHESTER RD STE A1 TEMECULA CA 92591 6045 | BUSINESS OWNER OR OCCUPANT 41125 WINCHESTER RD STE A2 TEMECULA CA 92591 6045 |
| BUSINESS OWNER OR OCCUPANT 41125 WINCHESTER RD STE A3 TEMECULA CA 92591 6045 | BUSINESS OWNER OR OCCUPANT 41125 WINCHESTER RD STE B3A TEMECULA CA 92591 6045 | BUSINESS OWNER OR OCCUPANT 41125 WINCHESTER RD STE B3B TEMECULA CA 92591 6045 |
| BUSINESS OWNER OR OCCUPANT 41125 WINCHESTER RD STE B4A TEMECULA CA 92591 6045 | BUSINESS OWNER OR OCCUPANT 41125 WINCHESTER RD STE B4B TEMECULA CA 92591 6045 | BUSINESS OWNER OR OCCUPANT 41125 WINCHESTER RD STE B5 TEMECULA CA 92591 6045 |
| BUSINESS OWNER OR OCCUPANT 41125 WINCHESTER RD STE B6 TEMECULA CA 92591 6045 | BUSINESS OWNER OR OCCUPANT 41125 WINCHESTER RD STE B8 TEMECULA CA 92591 6045 | BUSINESS OWNER OR OCCUPANT 41125 WINCHESTER RD STE B9 TEMECULA CA 92591 6014 |
| CURRENT OCCUPANT 41195 WINCHESTER RD TEMECULA CA 92591 6001 | BUSINESS OWNER OR OCCUPANT 41457 SANBORN AVE TEMECULA CA 92590 5605 | CAPITAL TEMECULA OR CURRENT OCCUPANT 41540 WINCHESTER RD TEMECULA CA 92590 |
| PIONEER GAS INC OR CURRENT OCCUPANT 41555 WINCHESTER RD TEMECULA CA 92590 | EHG ASSOC OR CURRENT OCCUPANT 41623 MARGARITA RD #100 TEMECULA CA 92591 | MARY ANN RAMSAY OR CURRENT OCCUPANT 41623 MARGARTIA RD #100 TEMECULA CA 92591 |
| CURRENT OCCUPANT 41790 MORENO DR TEMECULA CA 92590 | ENERGY AU OR CURRENT OCCUPANT 41805 ALBRAE ST FREMONT CA 94538 | CURRENT OCCUPANT 41818 6TH ST TEMECULA CA 92590 1825 |
| CURRENT OCCUPANT 41830 6TH ST TEMECULA CA 92590 1825 | CURRENT RESIDENT 41831 5TH ST TEMECULA CA 92590 2708 | CURRENT RESIDENT 41841 4TH ST TEMECULA CA 92590 2705 |
| CURRENT OCCUPANT 41841 MORENO RD TEMECULA CA 92590 1809 | QUYEN Q TRAN OR CURRENT OCCUPANT 41842 6TH ST TEMECULA CA 92590 | CURRENT RESIDENT 41843 5TH ST TEMECULA CA 92590 2708 |
| CURRENT RESIDENT 41844 4TH ST TEMECULA CA 92590 2705 | CURRENT OCCUPANT 41845 6TH ST TEMECULA CA 92590 1825 | CURRENT RESIDENT 41846 5TH ST TEMECULA CA 92590 2708 |
| CURRENT RESIDENT 41850 4TH ST TEMECULA CA 92590 2705 | CURRENT OCCUPANT 41850 MORENO RD TEMECULA CA 92590 1807 | CURRENT RESIDENT 41853 4TH ST TEMECULA CA 92590 2705 |
| CURRENT OCCUPANT 41854 6TH ST TEMECULA CA 92590 1825 | CURRENT RESIDENT 41855 5TH ST TEMECULA CA 92590 2708 | CURRENT RESIDENT 41858 5TH ST TEMECULA CA 92590 2708 |
| CURRENT RESIDENT 41861 4TH ST TEMECULA CA 92590 2705 | CURRENT RESIDENT 41866 6TH ST TEMECULA CA 92590 1825 | CURRENT RESIDENT 41868 4TH ST TEMECULA CA 92590 2705 |

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| CURRENT RESIDENT 41868 5TH ST TEMECULA CA 92590 2708 | CURRENT RESIDENT 41871 4TH ST TEMECULA CA 92590 2705 | CURRENT OCCUPANT 41873 MORENO RD TEMECULA CA 92590 1809 |
| CURRENT RESIDENT 41874 6TH ST TEMECULA CA 92590 1825 | CURRENT RESIDENT 41875 5TH ST TEMECULA CA 92590 2708 | BUSINESS OWNER OR OCCUPANT 41875 C ST TEMECULA CA 92592 3029 |
| CURRENT RESIDENT 41876 5TH ST TEMECULA CA 92590 2708 | CURRENT RESIDENT 41878 4TH ST TEMECULA CA 92590 2705 | RANDY GIBSON OR CURRENT OCCUPANT 41880 6TH ST TEMECULA CA 92590 |
| CURRENT RESIDENT 41881 5TH ST TEMECULA CA 92590 2708 | CURRENT RESIDENT 41884 5TH ST TEMECULA CA 92590 2708 | CURRENT RESIDENT 41885 4TH ST TEMECULA CA 92590 2705 |
| CURRENT OCCUPANT 41895 MOTOR CAR PKWY TEMECULA CA 92591 4652 | CURRENT OCCUPANT 41900 MORENO DR TEMECULA CA 92590 1808 | BUSINESS OWNER OR OCCUPANT 41900 MORENO RD TEMECULA CA 92590 1808 |
| BUSINESS OWNER OR OCCUPANT 41910 C ST TEMECULA CA 92592 3027 | SURESH PATEL OR CURRENT OCCUPANT 41910 CARLETON WAY TEMECULA CA 92591 | BUSINESS OWNER OR OCCUPANT 41911 5TH ST STE 100 TEMECULA CA 92590 2730 |
| BUSINESS OWNER OR OCCUPANT 41911 5TH ST STE 102 TEMECULA CA 92590 2730 | BUSINESS OWNER OR OCCUPANT 41911 5TH ST STE 200 TEMECULA CA 92590 2730 | BUSINESS OWNER OR OCCUPANT 41911 5TH ST STE 202 TEMECULA CA 92590 2760 |
| BUSINESS OWNER OR OCCUPANT 41911 5TH ST STE 300 TEMECULA CA 92590 2730 | BUSINESS OWNER OR OCCUPANT 41911 5TH ST STE 302 TEMECULA CA 92590 2730 | BUSINESS OWNER OR OCCUPANT 41911 C ST TEMECULA CA 92592 3053 |
| CURRENT OCCUPANT 41915 MOTOR CAR PKWY TEMECULA CA 92591 5623 | BUSINESS OWNER OR OCCUPANT 41918 3RD ST TEMECULA CA 92590 2744 | CURRENT OCCUPANT 41919 MORENO RD TEMECULA CA 92590 1841 |
| BUSINESS OWNER OR OCCUPANT 41919 MORENO RD STE A TEMECULA CA 92590 1811 | BUSINESS OWNER OR OCCUPANT 41920 6TH ST STE A TEMECULA CA 92590 1835 | BUSINESS OWNER OR OCCUPANT 41920 6TH ST STE D TEMECULA CA 92590 1836 |
| BUSINESS OWNER OR OCCUPANT 41920 6TH ST STE F TEMECULA CA 92590 1836 | BUSINESS OWNER OR OCCUPANT 41920 6TH ST STE G TEMECULA CA 92590 1836 | BUSINESS OWNER OR OCCUPANT 41920 6TH ST STE H TEMECULA CA 92590 1836 |
| BUSINESS OWNER OR OCCUPANT 41923 2ND ST STE 101 TEMECULA CA 92590 2832 | BUSINESS OWNER OR OCCUPANT 41923 2ND ST STE 102 TEMECULA CA 92590 2832 | BUSINESS OWNER OR OCCUPANT 41923 2ND ST STE 103 TEMECULA CA 92590 2832 |
| BUSINESS OWNER OR OCCUPANT 41923 2ND ST STE 104 TEMECULA CA 92590 2832 | BUSINESS OWNER OR OCCUPANT 41923 2ND ST STE 105 TEMECULA CA 92590 2832 | BUSINESS OWNER OR OCCUPANT 41923 2ND ST STE 106 TEMECULA CA 92590 2832 |
| BUSINESS OWNER OR OCCUPANT 41923 2ND ST STE 201 TEMECULA CA 92590 2833 | BUSINESS OWNER OR OCCUPANT 41923 2ND ST STE 202 TEMECULA CA 92590 2833 | BUSINESS OWNER OR OCCUPANT 41923 2ND ST STE 203 TEMECULA CA 92590 2833 |
| BUSINESS OWNER OR OCCUPANT 41923 2ND ST STE 204 TEMECULA CA 92590 2833 | BUSINESS OWNER OR OCCUPANT 41923 2ND ST STE 205 TEMECULA CA 92590 2833 | BUSINESS OWNER OR OCCUPANT 41923 2ND ST STE 300 TEMECULA CA 92590 2836 |
| BUSINESS OWNER OR OCCUPANT 41923 2ND ST STE 401 TEMECULA CA 92590 2839 | BUSINESS OWNER OR OCCUPANT 41923 2ND ST STE 402 TEMECULA CA 92590 2839 | BUSINESS OWNER OR OCCUPANT 41923 2ND ST STE 403 TEMECULA CA 92590 2839 |
| BUSINESS OWNER OR OCCUPANT 41923 2ND ST STE 404 TEMECULA CA 92590 2839 | BUSINESS OWNER OR OCCUPANT 41923 2ND ST STE 405 TEMECULA CA 92590 2839 | BUSINESS OWNER OR OCCUPANT 41925 3RD ST TEMECULA CA 92590 2743 |
| BUSINESS OWNER OR OCCUPANT 41925 5TH ST STE 101 TEMECULA CA 92590 2739 | BUSINESS OWNER OR OCCUPANT 41925 5TH ST STE 102 TEMECULA CA 92590 2739 | BUSINESS OWNER OR OCCUPANT 41925 5TH ST STE 103 TEMECULA CA 92590 2739 |
| CURRENT RESIDENT 41925 5TH ST UNIT 201 TEMECULA CA 92590 2738 | CURRENT RESIDENT 41925 5TH ST UNIT 202 TEMECULA CA 92590 2738 | CURRENT RESIDENT 41925 5TH ST UNIT 203 TEMECULA CA 92590 2738 |
| CURRENT RESIDENT 41925 5TH ST UNIT 204 TEMECULA CA 92590 2738 | CURRENT RESIDENT 41925 5TH ST UNIT 205 TEMECULA CA 92590 2738 | CURRENT RESIDENT 41925 5TH ST UNIT 206 TEMECULA CA 92590 2738 |

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| CURRENT RESIDENT 41925 5TH ST UNIT 207 TEMECULA CA 92590 2738 | CURRENT RESIDENT 41925 5TH ST UNIT 208 TEMECULA CA 92590 2738 | CURRENT RESIDENT 41925 5TH ST UNIT 301 TEMECULA CA 92590 2738 |
| CURRENT RESIDENT 41925 5TH ST UNIT 302 TEMECULA CA 92590 2738 | CURRENT RESIDENT 41925 5TH ST UNIT 303 TEMECULA CA 92590 2738 | CURRENT RESIDENT 41925 5TH ST UNIT 304 TEMECULA CA 92590 2738 |
| CURRENT RESIDENT 41925 5TH ST UNIT 305 TEMECULA CA 92590 2738 | CURRENT RESIDENT 41925 5TH ST UNIT 306 TEMECULA CA 92590 2738 | CURRENT RESIDENT 41925 5TH ST UNIT 307 TEMECULA CA 92590 2738 |
| CURRENT RESIDENT 41925 5TH ST UNIT 308 TEMECULA CA 92590 2738 | CURRENT RESIDENT 41925 5TH ST UNIT 401 TEMECULA CA 92590 2739 | CURRENT RESIDENT 41925 5TH ST UNIT 402 TEMECULA CA 92590 2739 |
| CURRENT RESIDENT 41925 5TH ST UNIT 403 TEMECULA CA 92590 2739 | CURRENT RESIDENT 41925 5TH ST UNIT 404 TEMECULA CA 92590 2739 | CURRENT RESIDENT 41925 5TH ST UNIT 405 TEMECULA CA 92590 2739 |
| CURRENT RESIDENT 41925 5TH ST UNIT 406 TEMECULA CA 92590 2739 | CURRENT RESIDENT 41925 5TH ST UNIT 407 TEMECULA CA 92590 2739 | CURRENT RESIDENT 41925 5TH ST UNIT 408 TEMECULA CA 92590 2739 |
| CURRENT OCCUPANT 41925 MOTOR CAR PKWY TEMECULA CA 92591 5624 | BUSINESS OWNER OR OCCUPANT 41929 3RD ST TEMECULA CA 92590 2743 | BUSINESS OWNER OR OCCUPANT 41935 4TH ST TEMECULA CA 92590 2706 |
| CURRENT OCCUPANT 41941 MORENO RD TEMECULA CA 92590 1810 | BUSINESS OWNER OR OCCUPANT 41955 4TH ST STE 101 TEMECULA CA 92590 2749 | BUSINESS OWNER OR OCCUPANT 41955 4TH ST STE 102 TEMECULA CA 92590 2749 |
| BUSINESS OWNER OR OCCUPANT 41955 4TH ST STE 103 TEMECULA CA 92590 2749 | BUSINESS OWNER OR OCCUPANT 41955 4TH ST STE 200 TEMECULA CA 92590 2749 | BUSINESS OWNER OR OCCUPANT 41955 4TH ST STE 210 TEMECULA CA 92590 2749 |
| BUSINESS OWNER OR OCCUPANT 41955 4TH ST STE 300 TEMECULA CA 92590 2749 | BUSINESS OWNER OR OCCUPANT 41955 4TH ST STE 310B TEMECULA CA 92590 2749 | BUSINESS OWNER OR OCCUPANT 41955 4TH ST STE 315 TEMECULA CA 92590 2749 |
| BUSINESS OWNER OR OCCUPANT 41955 4TH ST STE 320 TEMECULA CA 92590 2749 | BUSINESS OWNER OR OCCUPANT 41955 MAIN ST TEMECULA CA 92590 2727 | BUSINESS OWNER OR OCCUPANT 41958 5TH ST TEMECULA CA 92590 2710 |
| BUSINESS OWNER OR OCCUPANT 41964 MAIN ST STE A TEMECULA CA 92590 2774 | BUSINESS OWNER OR OCCUPANT 41964 MAIN ST STE B TEMECULA CA 92590 2774 | BUSINESS OWNER OR OCCUPANT 41964 MAIN ST STE C TEMECULA CA 92590 2774 |
| BUSINESS OWNER OR OCCUPANT 41964 MAIN ST STE D TEMECULA CA 92590 2774 | BUSINESS OWNER OR OCCUPANT 41964 MAIN ST STE E TEMECULA CA 92590 2774 | BUSINESS OWNER OR OCCUPANT 41964 MAIN ST STE F TEMECULA CA 92590 2774 |
| BUSINESS OWNER OR OCCUPANT 41964 MAIN ST STE G TEMECULA CA 92590 2774 | BUSINESS OWNER OR OCCUPANT 41965 3RD ST STE A TEMECULA CA 92590 2779 | BUSINESS OWNER OR OCCUPANT 41965 3RD ST STE B TEMECULA CA 92590 2779 |
| BUSINESS OWNER OR OCCUPANT 41971 MAIN ST TEMECULA CA 92590 2761 | BUSINESS OWNER OR OCCUPANT 41975 4TH ST TEMECULA CA 92590 2706 | IN N OUT BURGER INC OR CURRENT OCCUPANT 4199 CAMPUS DR #900 IRVINE CA 92612 |
| CURRENT OCCUPANT 42050 DLR DR TEMECULA CA 92591 4801 | CURRENT OCCUPANT 42069 DLR DR TEMECULA CA 92591 4801 | CURRENT OCCUPANT 42074 DLR DR TEMECULA CA 92591 4801 |
| CURRENT OCCUPANT 42081 DLR DR TEMECULA CA 92591 4801 | CURRENT OCCUPANT 42129 DLR DR TEMECULA CA 92591 | ABDUL ARYAN OR CURRENT OCCUPANT 4230 S ZEPHYR ST LAKEWOOD CO 80235 |
| CAROLYN S PUTNAM OR CURRENT OCCUPANT 42544 ARJAY MURRIETA CA 92562 | VOSS DENNIS & NANCY J JOINT LIVING TRUST DATED 04/24 OR CURRENT OCCUPANT 42587 JOLENE CT TEMECULA CA 92592 | CURRENT RESIDENT 42902 AVENIDA AMISTAD TEMECULA CA 92592 3065 |
| CURRENT RESIDENT 42910 AVENIDA AMISTAD TEMECULA CA 92592 3065 | CURRENT OCCUPANT 42918 AVENIDA AMISTAD TEMECULA CA 92592 3065 | MICHAEL M HARUN OR CURRENT OCCUPANT 42921 AVENIDA AMISTAD TEMECULA CA 92592 |

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| CURRENT RESIDENT 42922 CALLE CRISTAL TEMECULA CA 92592 3003 | CURRENT RESIDENT 42925 CALLE CRISTAL TEMECULA CA 92592 3003 | ANA MARIA ERDELYI OR CURRENT OCCUPANT 42926 AVENIDA AMISTAD TEMECULA CA 92592 |
| ELSIE D FLORES OR CURRENT OCCUPANT 42929 AVENIDA AMISTAD TEMECULA CA 92592 | CURRENT RESIDENT 42930 CALLE CRISTAL TEMECULA CA 92592 3003 | CURRENT RESIDENT 42933 CALLE CRISTAL TEMECULA CA 92592 3003 |
| LEANNE R FJALSTAD OR CURRENT OCCUPANT 42934 AVENIDA AMISTAD TEMECULA CA 92592 | CURRENT OCCUPANT 42937 AVENIDA AMISTAD TEMECULA CA 92592 3065 | CURRENT RESIDENT 42938 CALLE CRISTAL TEMECULA CA 92592 3003 |
| CURRENT RESIDENT 42941 CALLE CRISTAL TEMECULA CA 92592 3003 | CURRENT OCCUPANT 42942 AVENIDA AMISTAD TEMECULA CA 92592 3065 | ROMMEL H PARSEH OR CURRENT OCCUPANT 42945 AVENIDA AMISTAD TEMECULA CA 92592 |
| CURRENT RESIDENT 42946 CALLE CRISTAL TEMECULA CA 92592 3003 | CURRENT OCCUPANT 42950 AVENIDA AMISTAD TEMECULA CA 92592 3065 | REDDICK GLORIA JEAN LIVING TRUST OR CURRENT OCCUPANT 42953 AVENIDA AMISTAD TEMECULA CA 92592 |
| CURRENT RESIDENT 42954 CALLE CRISTAL TEMECULA CA 92592 3003 | LETOURNEAU REVOCABLE LIVING TRUST DTD 10/19/07 OR CURRENT OCCUPANT 42958 AVENIDA AMISTAD TEMECULA CA 92592 | CURRENT OCCUPANT 42961 AVENIDA AMISTAD TEMECULA CA 92592 3065 |
| CURRENT RESIDENT 42962 CALLE CRISTAL TEMECULA CA 92592 3003 | ARNOLD WILLIAM MCCLAIN OR CURRENT OCCUPANT 42966 AVENIDA AMISTAD TEMECULA CA 92592 | STEPHANIE CLARK COLLINS OR CURRENT OCCUPANT 42969 AVENIDA AMISTAD TEMECULA CA 92592 |
| CURRENT RESIDENT 42970 CALLE CRISTAL TEMECULA CA 92592 3003 | CURRENT RESIDENT 42973 CALLE CRISTAL TEMECULA CA 92592 3003 | CURRENT OCCUPANT 42974 AVENIDA AMISTAD TEMECULA CA 92592 3065 |
| TRACEY HANNAN OR CURRENT OCCUPANT 42977 AVENIDA AMISTAD TEMECULA CA 92592 | CURRENT RESIDENT 42978 CALLE CRISTAL TEMECULA CA 92592 3003 | STEPHANIE STAR JOHNSON OR CURRENT OCCUPANT 42981 CALLE CRISTAL TEMECULA CA 92592 |
| JANE G WILLIAMS OR CURRENT OCCUPANT 42982 AVENIDA AMISTAD TEMECULA CA 92592 | CURRENT OCCUPANT 42985 AVENIDA AMISTAD TEMECULA CA 92592 3065 | CURRENT RESIDENT 42986 CALLE CRISTAL TEMECULA CA 92592 3003 |
| CURRENT RESIDENT 42989 CALLE CRISTAL TEMECULA CA 92592 3003 | CURRENT OCCUPANT 42990 AVENIDA AMISTAD TEMECULA CA 92592 3065 | CURRENT RESIDENT 42994 CALLE CRISTAL TEMECULA CA 92592 3003 |
| ANDY PHUC TUNG OR CURRENT OCCUPANT 42998 AVENIDA AMISTAD TEMECULA CA 92592 | CURRENT RESIDENT 43002 CALLE CRISTAL TEMECULA CA 92592 3018 | CURRENT RESIDENT 43003 CORTE FRESCA TEMECULA CA 92592 3069 |
| CURRENT RESIDENT 43004 CORTE FRESCA TEMECULA CA 92592 3069 | CURRENT OCCUPANT 43006 AVENIDA AMISTAD TEMECULA CA 92592 3096 | CURRENT RESIDENT 43010 CALLE CRISTAL TEMECULA CA 92592 3018 |
| CURRENT RESIDENT 43011 CORTE FRESCA TEMECULA CA 92592 3069 | CURRENT RESIDENT 43012 CORTE FRESCA TEMECULA CA 92592 3069 | SETIADI BUDIONO OR CURRENT OCCUPANT 43014 AVENIDA AMISTAD TEMECULA CA 92592 |
| CURRENT RESIDENT 43019 CORTE FRESCA TEMECULA CA 92592 3069 | CURRENT RESIDENT 43020 CORTE FRESCA TEMECULA CA 92592 3069 | JESUS VILLANUEVA DICHOSO OR CURRENT OCCUPANT 43021 CALLE CRISTAL TEMECULA CA 92592 |
| CURRENT OCCUPANT 43022 AVENIDA AMISTAD TEMECULA CA 92592 3096 | CURRENT RESIDENT 43027 CORTE FRESCA TEMECULA CA 92592 3069 | CURRENT RESIDENT 43028 CORTE FRESCA TEMECULA CA 92592 3069 |

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| CURRENT OCCUPANT 43029 CALLE CRISTAL TEMECULA CA 92592 3018 | BRUCE M MARSHALL OR CURRENT OCCUPANT 43030 AVENIDA AMISTAD TEMECULA CA 92592 | CURRENT RESIDENT 43034 CORTE FRESCA TEMECULA CA 92592 3069 |
| CURRENT RESIDENT 43035 CORTE FRESCA TEMECULA CA 92592 3069 | CURRENT RESIDENT 43036 AVENIDA CIELO TEMECULA CA 92592 3049 | CASMIR BRASGA OR CURRENT OCCUPANT 43037 CALLE CRISTAL TEMECULA CA 92592 |
| JULIA NGUYEN OR CURRENT OCCUPANT 43038 AVENIDA AMISTAD TEMECULA CA 92592 | CURRENT RESIDENT 43042 CALLE CRISTAL TEMECULA CA 92592 3018 | CURRENT RESIDENT 43043 CORTE FRESCA TEMECULA CA 92592 3069 |
| CURRENT RESIDENT 43044 AVENIDA CIELO TEMECULA CA 92592 3049 | CURRENT RESIDENT 43044 CORTE FRESCA TEMECULA CA 92592 3069 | CURRENT OCCUPANT 43045 CALLE CRISTAL TEMECULA CA 92592 3018 |
| ESTRADA VICTORIA G REVOCABLE LIVING TRUST 2021 OR CURRENT OCCUPANT 43046 AVENIDA AMISTAD TEMECULA CA 92592 | ANTHONY R KNOX OR CURRENT OCCUPANT 43049 AVENIDA AMISTAD TEMECULA CA 92592 | CURRENT RESIDENT 43050 CALLE CRISTAL TEMECULA CA 92592 3018 |
| CURRENT RESIDENT 43051 CORTE FRESCA TEMECULA CA 92592 3069 | CURRENT RESIDENT 43052 AVENIDA CIELO TEMECULA CA 92592 3049 | BLISS ALINO OR CURRENT OCCUPANT 43053 CALLE CRISTAL TEMECULA CA 92592 |
| SALVADOR MORENO OR CURRENT OCCUPANT 43054 AVENIDA AMISTAD TEMECULA CA 92592 | HUGO HERNANDEZ OR CURRENT OCCUPANT 43057 AVENIDA AMISTAD TEMECULA CA 92592 | CURRENT RESIDENT 43058 CALLE CRISTAL TEMECULA CA 92592 3018 |
| CURRENT RESIDENT 43058 CORTE FRESCA TEMECULA CA 92592 3069 | CURRENT RESIDENT 43059 CORTE FRESCA TEMECULA CA 92592 3069 | CURRENT RESIDENT 43060 AVENIDA CIELO TEMECULA CA 92592 3049 |
| HAI LY OR CURRENT OCCUPANT 43061 CALLE CRISTAL TEMECULA CA 92592 | WYATT J MCDUFFEE OR CURRENT OCCUPANT 43062 AVENIDA AMISTAD TEMECULA CA 92592 | JIONG LI OR CURRENT OCCUPANT 43065 AVENIDA AMISTAD TEMECULA CA 92592 |
| ERNEST VILLARREAL OR CURRENT OCCUPANT 43066 AVENIDA ABRIL TEMECULA CA 92592 | CURRENT OCCUPANT 43066 AVENIDA ABRIL 139 TEMECULA CA 92592 3045 | CURRENT RESIDENT 43067 CORTE FRESCA TEMECULA CA 92592 3069 |
| CURRENT RESIDENT 43068 AVENIDA CIELO TEMECULA CA 92592 3049 | CURRENT RESIDENT 43068 CORTE FRESCA TEMECULA CA 92592 3069 | PATRICK PAUL DOYLE OR CURRENT OCCUPANT 43070 AVENIDA AMISTAD TEMECULA CA 92592 |
| MARK WILLIAM CLARK OR CURRENT OCCUPANT 43071 AVENIDA CIELO TEMECULA CA 92592 | CURRENT RESIDENT 43074 AVENIDA ABRIL TEMECULA CA 92592 3045 | CURRENT OCCUPANT 43074 AVENIDA ABRIL 140 TEMECULA CA 92592 3045 |
| CURRENT RESIDENT 43075 CORTE FRESCA TEMECULA CA 92592 3069 | CURRENT RESIDENT 43076 AVENIDA CIELO TEMECULA CA 92592 3049 | ERIC CRAIG OR CURRENT OCCUPANT 43078 AVENIDA AMISTAD TEMECULA CA 92592 |
| NORMA B VILICANA OR CURRENT OCCUPANT 43079 AVENIDA CIELO TEMECULA CA 92592 | CURRENT RESIDENT 43080 CORTE FRESCA TEMECULA CA 92592 3069 | CODY SPINHIME OR CURRENT OCCUPANT 43081 AVENIDA AMISTAD TEMECULA CA 92592 |
| CURRENT RESIDENT 43082 AVENIDA ABRIL TEMECULA CA 92592 3045 | CURRENT OCCUPANT 43082 AVENIDA ABRIL 141 TEMECULA CA 92592 3045 | CURRENT RESIDENT 43083 CORTE FRESCA TEMECULA CA 92592 3069 |
| CURRENT RESIDENT 43084 AVENIDA CIELO TEMECULA CA 92592 3049 | CURRENT OCCUPANT 43086 AVENIDA AMISTAD TEMECULA CA 92592 3096 | CURRENT OCCUPANT 43087 AVENIDA CIELO TEMECULA CA 92592 3049 |

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| ARSHIL ALI MORRAVEJI OR CURRENT OCCUPANT 43089 AVENIDA AMISTAD TEMECULA CA 92592 | CURRENT OCCUPANT 43090 AVENIDA ABRIL TEMECULA CA 92592 3045 | CURRENT RESIDENT 43090 CORTE FRESCA TEMECULA CA 92592 3069 |
| CURRENT RESIDENT 43091 CORTE FRESCA TEMECULA CA 92592 3069 | CURRENT RESIDENT 43092 AVENIDA CIELO TEMECULA CA 92592 3049 | ROSADO SOPHIE RIVERA OR CURRENT OCCUPANT 43094 AVENIDA AMISTAD TEMECULA CA 92592 |
| SHUNDA R MCGINEST OR CURRENT OCCUPANT 43095 AVENIDA CIELO TEMECULA CA 92592 | JACOB SOKOLOWSKI OR CURRENT OCCUPANT 43097 AVENIDA AMISTAD TEMECULA CA 92592 | WEILIE YI OR CURRENT OCCUPANT 43098 AVENIDA ABRIL TEMECULA CA 92592 |
| CURRENT RESIDENT 43098 CORTE FRESCA TEMECULA CA 92592 3069 | CURRENT RESIDENT 43099 CORTE FRESCA TEMECULA CA 92592 3069 | CURRENT RESIDENT 43100 AVENIDA CIELO TEMECULA CA 92592 3052 |
| SUSAN R QUIGLEY OR CURRENT OCCUPANT 43102 AVENIDA AMISTAD TEMECULA CA 92592 | TREVOR J AVERS OR CURRENT OCCUPANT 43103 AVENIDA CIELO TEMECULA CA 92592 | JUAN MANUEL ARIAS OR CURRENT OCCUPANT 43106 AVENIDA ABRIL TEMECULA CA 92592 |
| CURRENT RESIDENT 43108 AVENIDA CIELO TEMECULA CA 92592 3052 | CURRENT RESIDENT 43108 CORTE FRESCA TEMECULA CA 92592 3070 | JACOB SAIED HESKEL FAMILY TRUST DATED 08/07/2018 OR CURRENT OCCUPANT 43109 CORTE LUCETA TEMECULA CA 92592 |
| CURRENT OCCUPANT 43109 CORTE LUCETTA ST TEMECULA CA 92592 7007 | SCOTT H KENNEY OR CURRENT OCCUPANT 43110 AVENIDA AMISTAD TEMECULA CA 92592 | JACQUELINE A AMBAT OR CURRENT OCCUPANT 43111 AVENIDA CIELO TEMECULA CA 92592 |
| CURRENT OCCUPANT 43114 AVENIDA ABRIL TEMECULA CA 92592 3046 | ELFELT JOHN REVOCABLE LIVING TRUST DATED 11/30/2018 OR CURRENT OCCUPANT 43114 AVENIDA ABRIL BLDG #4 TEMECULA CA 92592 | CURRENT RESIDENT 43115 CORTE FRESCA TEMECULA CA 92592 3070 |
| CURRENT RESIDENT 43116 AVENIDA CIELO TEMECULA CA 92592 3052 | PAUL J EDNOFF OR CURRENT OCCUPANT 43117 CORTE LUCETTA TEMECULA CA 92592 | CURRENT RESIDENT 43117 CORTE LUCETTA ST TEMECULA CA 92592 7007 |
| CURRENT OCCUPANT 43117 CORTE LUCETTA ST 164 TEMECULA CA 92592 7007 | DANNY W PARKER OR CURRENT OCCUPANT 43118 AVENIDA AMISTAD TEMECULA CA 92592 | KELLY JINHEE HAN OR CURRENT OCCUPANT 43119 AVENIDA CIELO TEMECULA CA 92592 |
| AFIFA FAIQ OR CURRENT OCCUPANT 43122 AVENIDA ABRIL TEMECULA CA 92592 | CURRENT RESIDENT 43122 CORTE FRESCA TEMECULA CA 92592 3070 | CURRENT RESIDENT 43123 CORTE FRESCA TEMECULA CA 92592 3070 |
| CURRENT RESIDENT 43124 AVENIDA CIELO TEMECULA CA 92592 3052 | WAYNE GREGORY OR CURRENT OCCUPANT 43125 CORTE LUCETTA TEMECULA CA 92592 | CURRENT OCCUPANT 43125 CORTE LUCETTA ST TEMECULA CA 92592 7007 |
| CHRISTOPHER N PHILLIPS OR CURRENT OCCUPANT 43126 AVENIDA AMISTAD TEMECULA CA 92592 | CHRISTIAN PATRICK POLANCO OR CURRENT OCCUPANT 43127 AVENIDA CIELO TEMECULA CA 92592 | TONI MAINES OR CURRENT OCCUPANT 43130 AVENIDA ABRIL TEMECULA CA 92592 |
| CURRENT RESIDENT 43130 CORTE FRESCA TEMECULA CA 92592 3070 | CURRENT RESIDENT 43131 CORTE FRESCA TEMECULA CA 92592 3070 | CURRENT RESIDENT 43132 AVENIDA CIELO TEMECULA CA 92592 3052 |
| ALLAN M AROMIN OR CURRENT OCCUPANT 43134 AVENIDA AMISTAD TEMECULA CA 92592 | CHAD DEHART OR CURRENT OCCUPANT 43135 AVENIDA CIELO TEMECULA CA 92592 | CURRENT RESIDENT 43140 AVENIDA CIELO TEMECULA CA 92592 3052 |
| DAVID TRIE OR CURRENT OCCUPANT 43142 AVENIDA AMISTAD TEMECULA CA 92592 | CURRENT RESIDENT 43148 AVENIDA CIELO TEMECULA CA 92592 3052 | CURRENT OCCUPANT 43150 AVENIDA AMISTAD TEMECULA CA 92592 3099 |

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| MARILEN A JIMENEZ OR CURRENT OCCUPANT 43158 AVENIDA AMISTAD TEMECULA CA 92592 | CURRENT RESIDENT 43301 CALLE NACIDO TEMECULA CA 92592 3068 | CURRENT RESIDENT 43302 CALLE NACIDO TEMECULA CA 92592 3068 |
| CURRENT RESIDENT 43304 CORTE RIALTO TEMECULA CA 92592 3058 | CURRENT RESIDENT 43309 CALLE NACIDO TEMECULA CA 92592 3068 | CURRENT RESIDENT 43310 CALLE NACIDO TEMECULA CA 92592 3068 |
| CURRENT RESIDENT 43311 CORTE RIALTO TEMECULA CA 92592 3059 | CURRENT RESIDENT 43312 CORTE RIALTO TEMECULA CA 92592 3058 | CURRENT RESIDENT 43317 CALLE NACIDO TEMECULA CA 92592 3068 |
| CURRENT RESIDENT 43318 CALLE NACIDO TEMECULA CA 92592 3068 | CURRENT RESIDENT 43319 CORTE RIALTO TEMECULA CA 92592 3059 | CURRENT RESIDENT 43320 CORTE RIALTO TEMECULA CA 92592 3058 |
| CURRENT RESIDENT 43325 CALLE NACIDO TEMECULA CA 92592 3068 | CURRENT RESIDENT 43326 CALLE NACIDO TEMECULA CA 92592 3068 | CURRENT RESIDENT 43327 CORTE RIALTO TEMECULA CA 92592 3059 |
| CURRENT RESIDENT 43328 CORTE RIALTO TEMECULA CA 92592 3058 | CURRENT RESIDENT 43332 CALLE NACIDO TEMECULA CA 92592 3068 | CURRENT RESIDENT 43335 CORTE RIALTO TEMECULA CA 92592 3059 |
| CURRENT RESIDENT 43336 CORTE RIALTO TEMECULA CA 92592 3058 | CURRENT RESIDENT 43342 CALLE NACIDO TEMECULA CA 92592 3068 | CURRENT RESIDENT 43343 CALLE NACIDO TEMECULA CA 92592 3068 |
| CURRENT RESIDENT 43343 CORTE RIALTO TEMECULA CA 92592 3059 | CURRENT RESIDENT 43344 CORTE RIALTO TEMECULA CA 92592 3058 | CURRENT RESIDENT 43350 CALLE NACIDO TEMECULA CA 92592 3068 |
| CURRENT RESIDENT 43351 CALLE NACIDO TEMECULA CA 92592 3068 | CURRENT RESIDENT 43351 CORTE RIALTO TEMECULA CA 92592 3059 | CURRENT RESIDENT 43352 CORTE RIALTO TEMECULA CA 92592 3058 |
| CURRENT RESIDENT 43359 CALLE NACIDO TEMECULA CA 92592 3068 | CURRENT RESIDENT 43359 CORTE RIALTO TEMECULA CA 92592 3059 | CURRENT RESIDENT 43360 CALLE NACIDO TEMECULA CA 92592 3068 |
| CURRENT RESIDENT 43360 CORTE RIALTO TEMECULA CA 92592 3058 | CURRENT RESIDENT 43367 CALLE NACIDO TEMECULA CA 92592 3068 | CURRENT RESIDENT 43367 CORTE RIALTO TEMECULA CA 92592 3059 |
| CURRENT RESIDENT 43368 CALLE NACIDO TEMECULA CA 92592 3068 | CURRENT RESIDENT 43375 CALLE NACIDO TEMECULA CA 92592 3068 | CURRENT RESIDENT 43375 CORTE RIALTO TEMECULA CA 92592 3059 |
| CURRENT RESIDENT 43376 CORTE RIALTO TEMECULA CA 92592 3058 | CURRENT RESIDENT 43380 CALLE NACIDO TEMECULA CA 92592 3067 | CURRENT RESIDENT 43383 CALLE NACIDO TEMECULA CA 92592 3067 |
| CURRENT RESIDENT 43383 CORTE RIALTO TEMECULA CA 92592 3059 | CURRENT RESIDENT 43388 CORTE RIALTO TEMECULA CA 92592 3058 | CURRENT RESIDENT 43391 CALLE NACIDO TEMECULA CA 92592 3067 |
| CURRENT RESIDENT 43391 CORTE RIALTO TEMECULA CA 92592 3059 | CURRENT RESIDENT 43392 CALLE NACIDO TEMECULA CA 92592 3067 | CURRENT RESIDENT 43398 CORTE RIALTO TEMECULA CA 92592 3058 |
| CURRENT RESIDENT 43399 CALLE NACIDO TEMECULA CA 92592 3067 | CURRENT RESIDENT 43399 CORTE RIALTO TEMECULA CA 92592 3059 | CURRENT RESIDENT 43402 CALLE NACIDO TEMECULA CA 92592 3033 |
| CURRENT RESIDENT 43407 CALLE NACIDO TEMECULA CA 92592 3035 | CURRENT RESIDENT 43410 CALLE NACIDO TEMECULA CA 92592 3033 | CURRENT RESIDENT 43415 CALLE NACIDO TEMECULA CA 92592 3035 |
| CURRENT RESIDENT 43415 CORTE RIALTO TEMECULA CA 92592 3061 | CURRENT RESIDENT 43416 CORTE RIALTO TEMECULA CA 92592 3061 | QUNCHU WANG OR CURRENT OCCUPANT 4342 NASHOTAH CLAREMONT CA 91711 |
| CURRENT RESIDENT 43423 CALLE NACIDO TEMECULA CA 92592 3035 | CURRENT RESIDENT 43423 CORTE RIALTO TEMECULA CA 92592 3061 | CURRENT RESIDENT 43428 CORTE RIALTO TEMECULA CA 92592 3061 |
| CURRENT RESIDENT 43431 CALLE NACIDO TEMECULA CA 92592 3035 | CURRENT RESIDENT 43431 CORTE RIALTO TEMECULA CA 92592 3061 | CURRENT RESIDENT 43436 CALLE NACIDO TEMECULA CA 92592 3033 |

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| CURRENT RESIDENT 43439 CALLE NACIDO TEMECULA CA 92592 3035 | CURRENT RESIDENT 43439 CORTE RIALTO TEMECULA CA 92592 3061 | CURRENT RESIDENT 43440 CORTE RIALTO TEMECULA CA 92592 3061 |
| CURRENT RESIDENT 43446 CALLE NACIDO TEMECULA CA 92592 3033 | CURRENT RESIDENT 43447 CALLE NACIDO TEMECULA CA 92592 3035 | CURRENT RESIDENT 43447 CORTE RIALTO TEMECULA CA 92592 3061 |
| CURRENT RESIDENT 43450 CORTE RIALTO TEMECULA CA 92592 3061 | CURRENT RESIDENT 43455 CALLE NACIDO TEMECULA CA 92592 3035 | CURRENT RESIDENT 43455 CORTE RIALTO TEMECULA CA 92592 3061 |
| CURRENT RESIDENT 43456 CALLE NACIDO TEMECULA CA 92592 3033 | CURRENT RESIDENT 43460 CORTE RIALTO TEMECULA CA 92592 3060 | CURRENT RESIDENT 43463 CALLE NACIDO TEMECULA CA 92592 3035 |
| CURRENT RESIDENT 43463 CORTE RIALTO TEMECULA CA 92592 3061 | CURRENT RESIDENT 43464 CALLE NACIDO TEMECULA CA 92592 3033 | CURRENT RESIDENT 43471 CALLE NACIDO TEMECULA CA 92592 3035 |
| CURRENT RESIDENT 43471 CORTE RIALTO TEMECULA CA 92592 3061 | CURRENT RESIDENT 43472 CALLE NACIDO TEMECULA CA 92592 3033 | CURRENT RESIDENT 43472 CORTE RIALTO TEMECULA CA 92592 3060 |
| CURRENT RESIDENT 43479 CALLE NACIDO TEMECULA CA 92592 3035 | CURRENT RESIDENT 43479 CORTE RIALTO TEMECULA CA 92592 3061 | CURRENT RESIDENT 43480 CALLE NACIDO TEMECULA CA 92592 3033 |
| CURRENT RESIDENT 43480 CORTE RIALTO TEMECULA CA 92592 3060 | CURRENT RESIDENT 43487 CORTE RIALTO TEMECULA CA 92592 3061 | CURRENT RESIDENT 43490 CALLE NACIDO TEMECULA CA 92592 3033 |
| CURRENT RESIDENT 43490 CORTE RIALTO TEMECULA CA 92592 3060 | CURRENT RESIDENT 43495 CORTE RIALTO TEMECULA CA 92592 3061 | CURRENT RESIDENT 43500 CALLE NACIDO TEMECULA CA 92592 3034 |
| CURRENT RESIDENT 43500 CORTE RIALTO TEMECULA CA 92592 3062 | CURRENT RESIDENT 43503 CORTE RIALTO TEMECULA CA 92592 3063 | CURRENT RESIDENT 43510 CALLE NACIDO TEMECULA CA 92592 3034 |
| CURRENT RESIDENT 43511 CALLE NACIDO TEMECULA CA 92592 3036 | CURRENT RESIDENT 43520 CALLE NACIDO TEMECULA CA 92592 3034 | CURRENT RESIDENT 43521 CALLE NACIDO TEMECULA CA 92592 3036 |
| CURRENT RESIDENT 43528 CALLE NACIDO TEMECULA CA 92592 3034 | CURRENT RESIDENT 43529 CALLE NACIDO TEMECULA CA 92592 3036 | CURRENT RESIDENT 43536 CALLE NACIDO TEMECULA CA 92592 3034 |
| CURRENT RESIDENT 43537 CALLE NACIDO TEMECULA CA 92592 3036 | CURRENT RESIDENT 43544 CALLE NACIDO TEMECULA CA 92592 3034 | CURRENT RESIDENT 43545 CALLE NACIDO TEMECULA CA 92592 3036 |
| CURRENT RESIDENT 43553 CALLE NACIDO TEMECULA CA 92592 3036 | KARCHER INV BERNARD OR CURRENT OCCUPANT 4363 SKYWALKER DR SOMIS CA 93066 | CURRENT RESIDENT 43858 BUTTERNUT DR TEMECULA CA 92592 3037 |
| CURRENT RESIDENT 43860 BUTTERNUT DR TEMECULA CA 92592 3037 | CURRENT RESIDENT 43862 BUTTERNUT DR TEMECULA CA 92592 3037 | CURRENT RESIDENT 43863 BUTTERNUT DR TEMECULA CA 92592 3038 |
| CURRENT RESIDENT 43864 BUTTERNUT DR TEMECULA CA 92592 3037 | CURRENT RESIDENT 43865 BUTTERNUT DR TEMECULA CA 92592 3038 | CURRENT RESIDENT 43866 BUTTERNUT DR TEMECULA CA 92592 3037 |
| CURRENT RESIDENT 43868 BUTTERNUT DR TEMECULA CA 92592 3037 | CURRENT RESIDENT 43869 BUTTERNUT DR TEMECULA CA 92592 3038 | CURRENT RESIDENT 43870 BUTTERNUT DR TEMECULA CA 92592 3037 |
| CURRENT RESIDENT 43872 BUTTERNUT DR TEMECULA CA 92592 3037 | CURRENT RESIDENT 43874 BUTTERNUT DR TEMECULA CA 92592 3037 | CURRENT RESIDENT 43875 BUTTERNUT DR TEMECULA CA 92592 3038 |
| CURRENT RESIDENT 43876 BUTTERNUT DR TEMECULA CA 92592 3037 | CURRENT RESIDENT 43878 BUTTERNUT DR TEMECULA CA 92592 3037 | CURRENT RESIDENT 43879 BUTTERNUT DR TEMECULA CA 92592 3038 |
| CURRENT RESIDENT 43880 BUTTERNUT DR TEMECULA CA 92592 3037 | CURRENT RESIDENT 43882 BUTTERNUT DR TEMECULA CA 92592 3037 | CURRENT RESIDENT 43883 BUTTERNUT DR TEMECULA CA 92592 3038 |

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| CURRENT RESIDENT 43884 BUTTERNUT DR TEMECULA CA 92592 3037 | CURRENT RESIDENT 43885 BUTTERNUT DR TEMECULA CA 92592 3038 | CURRENT RESIDENT 43885 NORTHGATE AVE TEMECULA CA 92592 3047 |
| CURRENT RESIDENT 43886 BUTTERNUT DR TEMECULA CA 92592 3037 | CURRENT RESIDENT 43887 BUTTERNUT DR TEMECULA CA 92592 3038 | CURRENT RESIDENT 43888 BUTTERNUT DR TEMECULA CA 92592 3037 |
| CURRENT RESIDENT 43889 BUTTERNUT DR TEMECULA CA 92592 3038 | CURRENT RESIDENT 43897 NORTHGATE AVE TEMECULA CA 92592 3047 | CURRENT RESIDENT 43909 NORTHGATE AVE TEMECULA CA 92592 3006 |
| CURRENT RESIDENT 43912 GATEWOOD WAY TEMECULA CA 92592 3013 | CURRENT RESIDENT 43915 HIGHLANDER DR TEMECULA CA 92592 3021 | CURRENT RESIDENT 43918 HIGHLANDER DR TEMECULA CA 92592 3020 |
| CURRENT RESIDENT 43921 NORTHGATE AVE TEMECULA CA 92592 3006 | CURRENT RESIDENT 43922 NORTHGATE AVE TEMECULA CA 92592 3005 | CURRENT RESIDENT 43926 GATEWOOD WAY TEMECULA CA 92592 3013 |
| CURRENT RESIDENT 43933 NORTHGATE AVE TEMECULA CA 92592 3006 | CURRENT RESIDENT 43934 HIGHLANDER DR TEMECULA CA 92592 3020 | CURRENT RESIDENT 43935 HIGHLANDER DR TEMECULA CA 92592 3021 |
| CURRENT RESIDENT 43938 NORTHGATE AVE TEMECULA CA 92592 3005 | CURRENT RESIDENT 43940 GATEWOOD WAY TEMECULA CA 92592 3013 | CURRENT RESIDENT 43945 NORTHGATE AVE TEMECULA CA 92592 3006 |
| CURRENT RESIDENT 43950 HIGHLANDER DR TEMECULA CA 92592 3020 | CURRENT RESIDENT 43951 GATEWOOD WAY TEMECULA CA 92592 3014 | CURRENT RESIDENT 43951 HIGHLANDER DR TEMECULA CA 92592 3021 |
| CURRENT RESIDENT 43954 GATEWOOD WAY TEMECULA CA 92592 3013 | CURRENT RESIDENT 43957 NORTHGATE AVE TEMECULA CA 92592 3006 | CURRENT RESIDENT 43960 NORTHGATE AVE TEMECULA CA 92592 3005 |
| CURRENT RESIDENT 43960 QUIET MEADOW RD TEMECULA CA 92592 3016 | CURRENT RESIDENT 43963 GATEWOOD WAY TEMECULA CA 92592 3014 | CURRENT RESIDENT 43966 HIGHLANDER DR TEMECULA CA 92592 3020 |
| CURRENT RESIDENT 43967 HIGHLANDER DR TEMECULA CA 92592 3021 | CURRENT RESIDENT 43967 NORTHGATE AVE TEMECULA CA 92592 3006 | CURRENT RESIDENT 43968 GATEWOOD WAY TEMECULA CA 92592 3013 |
| CURRENT RESIDENT 43976 QUIET MEADOW RD TEMECULA CA 92592 3016 | CURRENT RESIDENT 43977 GATEWOOD WAY TEMECULA CA 92592 3014 | CURRENT RESIDENT 43980 NORTHGATE AVE TEMECULA CA 92592 3005 |
| CURRENT RESIDENT 43981 NORTHGATE AVE TEMECULA CA 92592 3006 | CURRENT RESIDENT 43982 HIGHLANDER DR TEMECULA CA 92592 3020 | CURRENT RESIDENT 43991 GATEWOOD WAY TEMECULA CA 92592 3014 |
| CURRENT RESIDENT 43992 NORTHGATE AVE TEMECULA CA 92592 3005 | CURRENT RESIDENT 43992 QUIET MEADOW RD TEMECULA CA 92592 3016 | CURRENT RESIDENT 43993 NORTHGATE AVE TEMECULA CA 92592 3006 |
| CURRENT RESIDENT 43998 HIGHLANDER DR TEMECULA CA 92592 3020 | PATEL VINODKUMAR R & SANGITA V PATEL LIVING TRUST 8/ OR CURRENT OCCUPANT 44 MOULTON ST SAN FRANCISCO CA 94123 | CURRENT RESIDENT 44004 NORTHGATE AVE TEMECULA CA 92592 3048 |
| CURRENT RESIDENT 44004 SHELDON CT TEMECULA CA 92592 3007 | CURRENT RESIDENT 44005 NORTHGATE AVE TEMECULA CA 92592 3000 | CURRENT RESIDENT 44007 QUIET MEADOW RD TEMECULA CA 92592 3017 |
| CURRENT RESIDENT 44017 NORTHGATE AVE TEMECULA CA 92592 3000 | CURRENT RESIDENT 44019 SHELDON CT TEMECULA CA 92592 3007 | CURRENT RESIDENT 44020 SHELDON CT TEMECULA CA 92592 3007 |
| CURRENT RESIDENT 44023 QUIET MEADOW RD TEMECULA CA 92592 3017 | CURRENT RESIDENT 44024 QUIET MEADOW RD TEMECULA CA 92592 3051 | CURRENT RESIDENT 44028 HIGHLANDER DR TEMECULA CA 92592 3056 |
| CURRENT RESIDENT 44029 NORTHGATE AVE TEMECULA CA 92592 3000 | CURRENT RESIDENT 44035 SHELDON CT TEMECULA CA 92592 3007 | CURRENT RESIDENT 44036 SHELDON CT TEMECULA CA 92592 3007 |
| CURRENT RESIDENT 44041 HIGHLANDER DR TEMECULA CA 92592 3057 | CURRENT RESIDENT 44041 NORTHGATE AVE TEMECULA CA 92592 3000 | CURRENT RESIDENT 44041 QUIET MEADOW RD TEMECULA CA 92592 3017 |

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| CURRENT RESIDENT 44042 HIGHLANDER DR TEMECULA CA 92592 3056 | CURRENT RESIDENT 44051 SHELDON CT TEMECULA CA 92592 3007 | CURRENT RESIDENT 44052 SHELDON CT TEMECULA CA 92592 3007 |
| CURRENT RESIDENT 44053 NORTHGATE AVE TEMECULA CA 92592 3000 | CURRENT RESIDENT 44056 HIGHLANDER DR TEMECULA CA 92592 3056 | CURRENT RESIDENT 44056 QUIET MEADOW RD TEMECULA CA 92592 3051 |
| CURRENT RESIDENT 44061 QUIET MEADOW RD TEMECULA CA 92592 3017 | CURRENT RESIDENT 44065 HIGHLANDER DR TEMECULA CA 92592 3057 | CURRENT RESIDENT 44065 NORTHGATE AVE TEMECULA CA 92592 3000 |
| CURRENT RESIDENT 44065 SHELDON CT TEMECULA CA 92592 3007 | CURRENT RESIDENT 44068 SHELDON CT TEMECULA CA 92592 3007 | CURRENT RESIDENT 44070 HIGHLANDER DR TEMECULA CA 92592 3056 |
| CURRENT RESIDENT 44072 QUIET MEADOW RD TEMECULA CA 92592 3051 | CURRENT RESIDENT 44077 NORTHGATE AVE TEMECULA CA 92592 3000 | CURRENT RESIDENT 44079 HIGHLANDER DR TEMECULA CA 92592 3057 |
| CURRENT RESIDENT 44083 QUIET MEADOW RD TEMECULA CA 92592 3017 | CURRENT RESIDENT 44084 HIGHLANDER DR TEMECULA CA 92592 3056 | CURRENT RESIDENT 44088 QUIET MEADOW RD TEMECULA CA 92592 3051 |
| CURRENT RESIDENT 44089 NORTHGATE AVE TEMECULA CA 92592 3000 | CURRENT RESIDENT 44098 HIGHLANDER DR TEMECULA CA 92592 3056 | CURRENT RESIDENT 44099 HIGHLANDER DR TEMECULA CA 92592 3057 |
| HERMAN G P LEMKE OR CURRENT OCCUPANT 4410 EL CAMINO REAL NO #201 LOS ALTOS CA 94022 | CURRENT RESIDENT 44101 NORTHGATE AVE TEMECULA CA 92592 3050 | CURRENT RESIDENT 44104 QUIET MEADOW RD TEMECULA CA 92592 3015 |
| CURRENT RESIDENT 44112 HIGHLANDER DR TEMECULA CA 92592 3019 | CURRENT RESIDENT 44113 NORTHGATE AVE TEMECULA CA 92592 3050 | CURRENT RESIDENT 44115 HIGHLANDER DR TEMECULA CA 92592 3019 |
| CURRENT RESIDENT 44120 QUIET MEADOW RD TEMECULA CA 92592 3015 | CURRENT RESIDENT 44125 NORTHGATE AVE TEMECULA CA 92592 3050 | CURRENT RESIDENT 44250 CABO ST TEMECULA CA 92592 2304 |
| CURRENT RESIDENT 44255 CABO ST TEMECULA CA 92592 2304 | CURRENT RESIDENT 44264 CABO ST TEMECULA CA 92592 2304 | CURRENT RESIDENT 44278 CABO ST TEMECULA CA 92592 2304 |
| CURRENT RESIDENT 44279 CABO ST TEMECULA CA 92592 2304 | BUSINESS OWNER OR OCCUPANT 44515 BEDFORD CT TEMECULA CA 92592 2541 | BUSINESS OWNER OR OCCUPANT 44519 BEDFORD CT TEMECULA CA 92592 2541 |
| BUSINESS OWNER OR OCCUPANT 44520 BEDFORD CT TEMECULA CA 92592 2541 | BUSINESS OWNER OR OCCUPANT 44535 BEDFORD CT STE A TEMECULA CA 92592 2552 | BUSINESS OWNER OR OCCUPANT 44535 BEDFORD CT STE B TEMECULA CA 92592 2552 |
| BUSINESS OWNER OR OCCUPANT 44535 BEDFORD CT STE D TEMECULA CA 92592 2552 | BUSINESS OWNER OR OCCUPANT 44535 BEDFORD CT STE E TEMECULA CA 92592 2552 | BUSINESS OWNER OR OCCUPANT 44535 BEDFORD CT STE F TEMECULA CA 92592 2552 |
| BUSINESS OWNER OR OCCUPANT 44535 BEDFORD CT STE G TEMECULA CA 92592 2552 | JAMIE T CORNEJO OR CURRENT OCCUPANT 45161 FIELDBROOK CT TEMECULA CA 92592 | HERITAGE INN OF TEMECULA OR CURRENT OCCUPANT 4520 36TH AVE FARGO ND 58104 |
| CHRISTOPHER BRANUELAS OR CURRENT OCCUPANT 45261 SILVERADO LN TEMECULA CA 92592 | MOB JEFFERSON OR CURRENT OCCUPANT 499 N EL CAMINO REAL ENCINITAS CA 92024 | GROUP HENKIN OR CURRENT OCCUPANT 520 NEWPORT CENTER DR #48 NEWPORT BEACH CA 92660 |
| TEMECULA PROP LBN OR CURRENT OCCUPANT 605 N BROADWAY ESCONDIDO CA 92025 | SHAATH & OUDAH ENTERPRISES INC OR CURRENT OCCUPANT 6135 PEREGRINE DR MIRA LOMA CA 91752 | DWB2 OR CURRENT OCCUPANT 6628 MOWER PL SAN DIEGO CA 92130 |
| MILDRED INTRAVIA OR CURRENT OCCUPANT 6767 HUNTINGTON DR SAN BERNARDINO CA 92407 | RUIHUA SHEN OR CURRENT OCCUPANT 68060 BEAR CANYON DR MURRIETA CA 92562 | STEVE MICHAEL HAXTON OR CURRENT OCCUPANT 7138 E 29TH ST YUMA AZ 85365 |
| PLAZA PROP MADISON OR CURRENT OCCUPANT 730 DESIGN CT #401 CHULA VISTA CA 91911 | COLLEEN L KELLY OR CURRENT OCCUPANT 7302 GOLDEN STATE LN CARLSBAD CA 92011 | REALTY INCOME PROPERTIES 23 OR CURRENT OCCUPANT 7707 SW 44TH ST OKLAHOMA CITY OK 73179 |

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| WELLPROFIT INTERNATIONAL INC OR CURRENT OCCUPANT 8 COMMONWEALTH IRVINE CA 92618 | MNY ENTERPRISE OR CURRENT OCCUPANT 8018 E SANTA ANA CANYON # ANAHEIM CA 92808 | KAZI ASSOCIATES INC OR CURRENT OCCUPANT 83 PARSON BROWN IRVINE CA 92618 |
| JEFFERSON PLAZA CENTER OR CURRENT OCCUPANT 8558 CHALMERS DR #401 LOS ANGELES CA 90035 | PAAD OR CURRENT OCCUPANT 865 DOLPHIN DR DANVILLE CA 94526 | PROP KLTK OR CURRENT OCCUPANT 8677 VILLA LA JOLLA #1212 LA JOLLA CA 92037 |
| LAWRENCE P MEAR OR CURRENT OCCUPANT 871 CALLE VALLARTA SAN CLEMENTE CA 92673 | STATE OF CALIF OR CURRENT OCCUPANT 915 L ST SACRAMENTO CA 95814 | PROP TEC OR CURRENT OCCUPANT 940 W COLTON AVE REDLANDS CA 92374 |
| DCH INV INC OR CURRENT OCCUPANT 955 ROUTE 9 N SOUTH AMBOY NJ 8879 | 24TH STREET HOLDINGS OR CURRENT OCCUPANT 9710 BRIMBALL RD BAKERSFIELD CA 93312 | TOWER PLAZA MCS OR CURRENT OCCUPANT 990 HIGHLAND DR #200 SOLANA BEACH CA 92075 |
| MOTEL 6 OPERATING OR CURRENT OCCUPANT P O BOX 117508 CARROLLTON TX 75011 | LODGING TEMECULA OR CURRENT OCCUPANT P O BOX 15 ABERDEEN SD 57402 | GENERAL TELEPHONE CO OF CALIF OR CURRENT OCCUPANT P O BOX 152206 IRVING TX 75015 |
| DENNYS INC OR CURRENT OCCUPANT P O BOX 1600 ROWLETT TX 75088 | STATE OF CALIF OR CURRENT OCCUPANT P O BOX 1799 SACRAMENTO CA 95808 | TOWER PLAZA INC OR CURRENT OCCUPANT P O BOX 2156 BEVERLY HILLS CA 90213 |
| WELLS FARGO BANK NATL ASSN OR CURRENT OCCUPANT P O BOX 2609 CARLSBAD CA 92018 | HAT PROP TEMECULA RED OR CURRENT OCCUPANT P O BOX 320099 ALEXANDRIA VA 22320 | ESA PROP BRE OR CURRENT OCCUPANT P O BOX 49550 CHARLOTTE NC 28277 |
| PRIME STEAKS & SPIRITS INC OR CURRENT OCCUPANT P O BOX 52 TEMECULA CA 92589 | TEMECULA VALLEY PIPE & SUPPLY CO OR CURRENT OCCUPANT P O BOX 562 TEMECULA CA 92589 | ANNE LIEBERMAN OR CURRENT OCCUPANT P O BOX 778 TEMECULA CA 92593 |
| HOME SAVINGS OF AMERICA OR CURRENT OCCUPANT P O BOX 8265 WICHITA FALLS TX 76307 | MICHAEL STACK OR CURRENT OCCUPANT P O BOX 890368 TEMECULA CA 92589 | RANCHO CALIF CORP PARK ASSN OR CURRENT OCCUPANT P O BOX 9016 TEMECULA CA 92589 |
| CITY OF TEMECULA OR CURRENT OCCUPANT P O BOX 9033 TEMECULA CA 92589 | TEMECULA LAND HOLDINGS OR CURRENT OCCUPANT P O BOX 9036 TEMECULA CA 92589 | PALM PLAZA KIMCO OR CURRENT OCCUPANT P O BOX 927000 HOFFMAN ESTATES IL 60192 |
| GERDES CORP OR CURRENT OCCUPANT PO BOX 2327 TEMECULA CA 92593 | TEMECULA PREG OR CURRENT OCCUPANT PO BOX 27240 SAN DIEGO CA 92198 | BRE 26201 YNEZ OWNER OR CURRENT OCCUPANT PO BOX 3879 CHICAGO IL 60690 |
| BANK OF COMMERCE OR CURRENT OCCUPANT PO BOX 460169 HOUSTON TX 77056 | JAMES L RAMSAY OR CURRENT OCCUPANT PO BOX 52 TEMECULA CA 92593 | KEVIN JOHNSTON 2288 BUENA VISTA AVENUE LIVERMORE, CA 94550 |

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