

Executive Order S-3-05 (Statewide GHG Targets)

On June 1, 2005, Governor Arnold Schwarzenegger signed Executive Order S-3-05, which proclaimed that California is vulnerable to the impacts of climate change. It declared that increased temperatures could reduce snowpack in the Sierra Nevada Mountains; could further exacerbate California's air quality problems; and could potentially cause a rise in sea levels. In an effort to avoid or reduce the impacts of climate change, Executive Order S-3-05 called for a reduction in GHG emissions to the year 2000 level by 2010, to year 1990 levels by 2020, and to 80 percent below 1990 levels by 2050.¹⁶

As discussed in further detail below, executive orders do not have the same status as a law because in California's constitutional system, it is the Legislature, not the Governor, who is entrusted with the role of making statewide laws. (SAHMC 1997, p. 836; CA 1990.). The Legislature declined to include the Executive Order's 2050 goal in AB 32 (discussed below), and again declined to use the EO's 2050 goal in adopting SB 375 (discussed below); nor has it incorporated it in any implementing legislation or applicable plans. Additionally, although the CARB has the requisite authority to adopt whatever regulations are necessary beyond the AB 32 horizon year 2020 to meet the target set forth in S-3-05, the agency has not done so. Since the Legislature has never enacted EO S-3-05's 2050 target, and no expert agency has interpreted CEQA to require it, the 2050 target has only the force and effect of an executive order issued by a former Governor. There is no authority that suggests that the constitutional authority to establish CEQA significance thresholds resides in the Governor. CEQA is a statute, and the authority to amend and revise its requirements falls first to the Legislature. The Legislature alone has the authority to enact, amend, or revise legislation, absent some express delegation of authority to the Governor or an executive branch agency through statutory enactments. (PECG 2010, p. 1015.) If the Legislature has delegated any of its authority to define CEQA's requirements, it delegated that authority to OPR and not to the Governor's office.

Moreover, CARB's Scoping Plan to implement AB 32 looked beyond 2020 to assess whether implementing the Scoping Plan would achieve the State's long-term climate goals and determined that it would: "Climate scientists tell us that the 2050 target represents the level of greenhouse gas emissions that advanced economies must reach if the climate is to be stabilized in the latter half of the 21st century. Full implementation of the Scoping Plan will put California on a path toward these required long-term reductions. Just as importantly, it will put into place many of the measures needed to keep us on that path." (CARB 2008, p.117.) The 2014 Scoping Plan Update confirms this: "California is on track to meet the near-term 2020 greenhouse gas limit and is well positioned to maintain and continue reductions beyond 2020 as required by AB 32"; and it recognizes the potential for California to "reduce emissions by 2030 to levels squarely in line with those needed in the developed world and to stay on track to reduce emissions to 80 percent below 1990 levels by 2050." (CARB 2014, p. 2.) However, the 2014 Scoping Plan Update also concludes that additional actions will be needed to continue reducing emissions and meet the 2050 goals in the face of anticipated population and economic growth. (CARB 2014) In fact, overwhelming scientific evidence supports the conclusion that significant technological innovation, well beyond the scope of an individual development project, are absolutely necessary components of any plausible path to achieving the EO S-3-05's 2050 target. These new innovations to change fuel technology and energy generation are entirely outside the jurisdiction and control of the County. Achieving these goals will require wholesale shifts in fuel and energy

¹⁶ <https://www.gov.ca.gov/news.php?id=1861>

technology, neither of which are currently available, rendering any further analysis of a given development project's impacts relative to the 2050 target too speculative for purposes of determining CEQA significance.

Executive Order B-30-15 (Statewide Interim GHG Targets)

California EO B-30-15 (April 29, 2015) set an "interim" statewide emission target to reduce greenhouse emissions to 40 percent below 1990 levels by 2030, and directed state agencies with jurisdiction over greenhouse gas emissions to implement measures pursuant to statutory authority to achieve this 2030 target and the 2050 target of 80 percent below 1990 levels.¹⁷ Specifically, the Executive Order directed the CARB to update the Scoping Plan to express this 2030 target in metric tons. Since the CARB has not yet prepared a GHG Inventory for 2030, it is not possible to prepare a numeric analysis that incorporates the 2030 target. This new Executive Order is subject to all the same limitations and infeasibility as discussed above for EO S-03-05. However, EO B-30-15 is more specific in its direction to state agencies so it remains to be seen how it will be implemented, and like EO S-3-05, neither the CARB nor the legislature have incorporated the target set forth in B-30-15 in any implementing legislation or applicable plans. However, SB 350 was signed into law and (discussed below) it requires the state to double energy efficiency savings in electricity and natural gas by retail customers by 2030 and raises the Renewable Portfolio Standard (RPS) so that half of the state's electricity must be procured from renewable sources by 2030.

Senate Bill 97 (CEQA Guidelines)

SB 97 required OPR to prepare amended CEQA Guidelines for submission to the CNRA regarding GHG analysis and feasible mitigation of the effects of GHG emissions as required by CEQA. These amendments became effective as of March 18, 2010. The adoption of SB 97 and subsequent CEQA amendments are widely recognized as confirmation that lead agencies are required to include an analysis of climate change impacts in CEQA documents.

The CEQA Guidelines GHG Amendments adopted pursuant to SB 97 state in Section 15064.4(a) that lead agencies should "make a good faith effort, based to the extent possible on scientific and factual data, to describe, calculate or estimate" GHG emissions. Section 15064.4(a) notes that an agency may identify emissions by either selecting a "model or methodology" to quantify the emissions or by relying on "qualitative analysis or other performance based standards" (CNRA 2009a). Section 15064.4(b) provides that the lead agency should consider the following when assessing the significance of impacts from GHG emissions on the environment:

- The extent a project may increase or reduce GHG emissions as compared to the environmental setting
- Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project
- The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions (CNRA 2009a)

¹⁷ https://www.gov.ca.gov/docs/4.1.15_Executive_Order.pdf

In addition, Section 15064.7(c) of the CEQA Amendments specifies that "[w]hen adopting thresholds of significance, a lead agency may consider thresholds of significance previously adopted or recommended by other public agencies, or recommended by experts, provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence" (CNRA 2009a). Similarly, the revision to Appendix G, Environmental Checklist Form which is often used as a basis for lead agencies' selection of significance thresholds, does not prescribe specific thresholds. Rather, Appendix G asks whether the project would conflict with a plan, policy, or regulation adopted to reduce GHG emissions or generate GHG emissions that would significantly affect the environment, indicating that the determination of what is a significant effect on the environment should be left to the lead agency.

Accordingly, the CEQA Amendments do not prescribe specific methodologies for performing an assessment of GHG impacts, do not establish specific thresholds of significance, and do not mandate specific mitigation measures. Rather, the CEQA Amendments emphasize the lead agency's discretion to determine the appropriate thresholds of significance consistent with the manner in which other impact areas are handled in CEQA (CNRA 2009a).

The CEQA Amendments indicate that lead agencies should consider all feasible means, supported by substantial evidence and subject to monitoring and reporting, of mitigating the significant effects of GHG emissions. As pertinent to a project, these potential mitigation measures set forth in Section 15126.4(c), may include (1) measures in an existing plan or mitigation program for the reduction of GHG emissions that are required as part of the lead agency's decision; (2) reductions in GHG emissions resulting from a project through implementation of project design features; (3) off-site measures, including offsets, to mitigate a project's emissions; and (4) carbon sequestration measures (CNRA 2009a).

Among other things, the CRNA noted in its Public Notice for these changes that impacts of GHG emissions should focus on the cumulative impact on climate change. The Public Notice states: (CNRA 2009b)

- While the Proposed Amendments do not foreclose the possibility that a single project may result in greenhouse gas emissions with a direct impact on the environment, the evidence before [CRNA] indicates that in most cases, the impact will be cumulative. Therefore, the Proposed Amendments emphasize that the analysis of greenhouse gas emissions should center on whether a project's incremental contribution of greenhouse gas emissions is cumulatively considerable.

Thus, the CEQA Amendments continue to make clear that the significance of GHG emissions is most appropriately considered on a cumulative level.

Energy-Related Sources

Renewable Portfolio Standards (SB 1078, SB 107, and SBX1-2)

Established in 2002 under SB 1078, accelerated in 2006 under SB 107 and again in 2011 under SBX1-2, California's Renewable Portfolio Standard (RPS) requires retail sellers of electric services to increase procurement from eligible renewable energy resources to 33 percent of total retail sales by 2020 (SB 1078, SB 1368, AIR 2011). The 33 percent standard is consistent with the RPS goal established in the Scoping Plan (CARB 2008). As interim measures, the RPS requires 20 percent of retail sales to be sourced from renewable energy by 2013 and 25 percent

by 2016. Initially, the RPS provisions applied to investor-owned utilities, community choice aggregators, and electric service providers. SBX1-2 added, for the first time, publicly owned utilities to the entities subject to RPS.

Senate Bill 1

Senate Bill 1 of 2006 (SB 1) established the statewide California Solar Initiative, also required the California Energy Commission (CEC) to implement regulations that required sellers of production homes to offer a solar energy system option to all prospective homebuyers. Besides offering solar as an option to prospective homebuyers, sellers of homes constructed on land for which an application for a tentative subdivision map has been deemed complete on or after January 1, 2011, must disclose to the prospective homebuyer the total installed cost of the solar option, the estimated cost savings associated with the solar energy system option, information about California solar energy system incentives, and information about the Go Solar California website. Sellers of production homes affected by this law may opt for the solar offset program rather than offer solar as an option to prospective homebuyers. The solar offset program requires sellers to install a solar system elsewhere which is equivalent to the aggregate capacity of solar that would have been installed in an affected subdivision if 20% of the buyers had opted for the solar option.

Assembly Bill 1109

Assembly Bill 1109 (AB 1109), the Lighting Efficiency and Toxic Reduction Act, required the establishment of minimum energy efficiency standards for all general purpose lights. The standards are structured to reduce average statewide electrical energy consumption by not less than 50 percent from the 2007 levels for indoor residential lighting and not less than 25 percent from the 2007 levels for indoor commercial and outdoor lighting by 2018.

Senate Bill 350

Senate Bill 350 (SB 350), signed October 7, 2015, is the *Clean Energy and Pollution Reduction Act of 2015*. SB 350 is the implementation of some of the goals of EO B-30-15. The objectives of SB 350 are,

- 1) To increase from 33 percent to 50 percent, the procurement of our electricity from renewable sources.
- 2) To double the energy efficiency savings in electricity and natural gas final end uses of retail customers through energy efficiency and conservation.

GHG Emissions Standard for Baseload Generation (SB 1368)

Senate Bill 1368 (SB 1368) (September 29, 2006) prohibits any retail seller of electricity in California from entering into a long-term financial commitment for baseload generation if the GHG emissions are higher than those from a combined-cycle natural gas power plant. This performance standard applies to electricity generated both within and outside of California and to publicly owned as well as investor-owned electric utilities.

Mobile Sources

Mobile Source Reductions (AB 1493)

Assembly Bill 1493 ("the Pavley Standard" or AB 1493) required the CARB to adopt regulations by January 1, 2005, to reduce GHG emissions from non-commercial passenger vehicles and light-duty trucks of model year 2009 through 2016. The bill also required the California Climate Action Registry to develop and adopt protocols for the reporting and certification of GHG emissions reductions from mobile sources for use by the CARB in granting emission reduction credits. The bill authorizes the CARB to grant emission reduction credits for reductions of GHG emissions prior to the date of enforcement of regulations, using model year 2000 as the starting point for reduction.

In 2004, the CARB applied to the EPA for a waiver under the federal Clean Air Act to authorize implementation of these regulations. The waiver request was formally denied by the USEPA in December 2007 after California filed suit to prompt federal action. In January 2008, the State Attorney General filed a new lawsuit against the EPA for denying California's request for a waiver to regulate and limit GHG emissions from these vehicles. In January 2009, President Barack Obama issued a directive to the EPA to reconsider California's request for a waiver. On June 30, 2009, the EPA granted the waiver to California for its GHG emission standards for motor vehicles. As part of this waiver, EPA specified the following provision: the CARB may not hold a manufacturer liable or responsible for any noncompliance caused by emission debits generated by a manufacturer for the 2009 model year. The CARB has adopted a new approach to passenger vehicles (cars and light trucks) by combining the control of smog-causing pollutants and GHG emissions into a single coordinated package of standards. The new approach also includes efforts to support and accelerate the numbers of plug-in hybrids and zero-emission vehicles in California. These standards will apply to all passenger and light duty trucks used by customers, employees of and deliveries to the proposed Project.

Low Carbon Fuel Standard

Executive Order S-01-07 (January 18, 2007) requires a 10 percent or greater reduction in the average fuel carbon intensity for transportation fuels in California regulated by CARB. The CARB identified the Low Carbon Fuel Standard (LCFS) as a Discrete Early Action item under AB 32 and the final resolution (09-31) was issued on April 23, 2009 (CARB 2009a). In 2009, the CARB approved for adoption the LCFS regulation which was amended in 2011 and re-adopted in 2015. The LCFS will reduce greenhouse gas emissions by reducing the carbon intensity of transportation fuels used in California by at least 10 percent by 2020. Carbon intensity is a measure of the GHG emissions associated with the various production, distribution, and use steps in the "lifecycle" of a transportation fuel.

Advanced Clean Cars

In January 2012, the CARB approved the Advanced Clean Cars Program, a new emissions-control program for model year 2017 through 2025.

The program combines the control of smog, soot, and GHGs with requirements for greater numbers of zero-emission vehicles. By 2025, when the rules will be fully implemented, the new automobiles will emit 34 percent fewer global warming gases and 75 percent fewer smog-forming emissions.

The program also requires car manufacturers to offer for sale an increasing number of zero-emission vehicles (ZEVs) each year, including battery electric, fuel cell, and plug-in hybrid electric vehicles.

In December 2012, the CARB adopted regulations allowing car manufacturers to comply with California's GHG emissions requirements for model years 2017-2025 through compliance with the EPA GHG requirements for those same model years (CARB 2012).

Transportation Fuel: Phased-In Cap-and-Trade Compliance Obligation

Pursuant to AB 32, the CARB was allowed, but not required, to include among mechanisms intended to reduce GHG emissions a "system of market-based declining annual aggregate emission limits." As noted above, the CARB developed a Scoping Plan that directed the CARB staff to develop, among other programs, a cap-and-trade mechanism that would apply a declining aggregate cap on GHG emissions and provide a flexible compliance system using tradable instruments. On October 20, 2011, the CARB adopted the final cap-and-trade regulation (CCR Title 17, Subchapter 10, Article 5). The program will impose a "cap" on the total GHG emissions from covered entities in the state and the quantity of emissions allowed under the cap will decrease each year, ultimately reaching the goal of returning state-wide GHG emissions to 1990 levels by 2020. The quantity of allowed emissions actually increases between 2014 and 2015, but that is to account for the addition of the fuel importers and distributors and additional electricity importers to the program as discussed below. The net effect is to reduce overall GHG emissions.

The Cap-and-Trade Program started on January 1, 2012 and will proceed in "compliance phases," the first of which began on January 1, 2013. In the first phase, the program applies to electric utilities, importers of electricity, and specified industries, including refineries. Approximately 350 electric utilities and approximately 600 industrial facilities were included in the initial phase of the program. In 2015, importers and distributors of fossil fuels were added to the program in the second phase. Specifically, on January 1, 2015, cap-and-trade compliance obligations were phased in for suppliers of natural gas, reformulated gasoline blendstock for oxygenate blending (RBOB), distillate fuel oils, and liquefied petroleum gas that meet or exceed specified emissions thresholds. The threshold that triggers a cap-and-trade compliance obligation for a fuel supplier is 25,000 metric tons or more of CO₂e annually from the GHG emissions that would result from full combustion or oxidation of quantities of fuels (including natural gas, RBOB, distillate fuel oil, liquefied petroleum gas, and blended fuels that contain these fuels) imported and/or delivered to California. Phasing in of cap-and-trade compliance obligations for transportation fuel providers further reduces GHG emissions attributable to mobile sources, beyond the GHG emissions reductions achieved by the Pavley Standard, LCFS, and Advanced Clean Cars Program discussed above. This analysis does not incorporate GHG emissions reductions based on cap-and-trade compliance obligations applicable to transportation fuel suppliers.

Heavy-duty Vehicle Greenhouse Gas Regulation

In December 2008, the CARB adopted the Heavy-duty Vehicle Greenhouse Gas Regulation (HDV GHG Regulation) to reduce GHG emissions by improving the fuel efficiency of heavy-duty tractors that pull 53-foot or longer box-type trailers. Fuel efficiency is improved through improvements in tractor and trailer aerodynamics and the use of low rolling resistance tires. The tractors and trailers subject to this regulation must use USEPA SmartWay certified tractors and

trailers, or retrofit their existing fleet with SmartWay verified technologies. Trucks serving the Project that are not drayage trucks will be regulated under this statute and required to comply with SmartWay standards to reduce GHG emissions. As part of the regulatory package for the HDV GHG Regulation, the CARB also reviewed and implemented the Drayage Truck Regulation and Truck and Bus Regulation. These three regulations were collectively adopted to address emissions from trucks (CARB 2010a).

Building Standards

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

Energy Conservation Standards for new residential and commercial buildings were originally adopted by the California Energy Resources Conservation and Development Commission in June 1977 and most recently revised in 2013 (Title 24 CCR Part 6 [CCR, 2008]). In general, Title 24 requires the design of building shells and building components to conserve energy. The standards are updated periodically to allow for consideration and possible incorporation of new energy efficiency technologies and methods. The 2012 Appliance Efficiency Regulations (Title 20 CCR §1601-1608) dated October 2012, were adopted by the California Energy Commission on January 12, 2012, and were effective as of February 1, 2013. The regulations include standards for both federally-regulated appliances and non-federally regulated appliances. While these regulations are now often seen as "business as usual" in California, they do exceed the standards imposed by any other state and reduce GHG emissions by reducing energy demand.

The California Energy Commission adopted changes to the 2013 Building Energy Efficiency Standards contained in Title 24 CCR Part 6 (also known as the California Energy Code) and associated administrative regulations in Part 1 (collectively referred to here as the Standards). The 2013 Building Energy Efficiency Standards are 25 percent more efficient than previous standards for residential construction and 30 percent better for nonresidential construction (CBSC 2012). The 2016 Building Energy Efficiency Standards will reduce the energy consumption for residential units by about 28 percent and by about five percent for nonresidential units. (CEC 2015) The standards will offer builders better windows, insulation, lighting, ventilation systems, and other features that reduce energy consumption in homes and businesses. Title 24 CCR Part 6 went into effect January 1, 2017. (CBSC 2016).

California Green Building Code

Part 11 of the California Building Standards Code in Title 24 of the CCR¹⁸ is also known as the CALGreen Code. The development of the CALGreen Code is intended to: (1) cause a reduction in greenhouse gas emissions from buildings; (2) promote environmentally responsible, cost-effective, healthier places to live and work; (3) reduce energy and water consumption; and (4) respond to the directives by the Governor.

The CALGreen Code requires waste reduction measures including: providing readily accessible areas that serve the entire building and are identified for the depositing, storage and collection of nonhazardous materials for recycling, and a minimum 50 percent diversion of construction and demolition waste from landfills. Water reduction measures include: a 20 percent mandatory

¹⁸ 2016 Title 24 Part 11 of the California Building Standards Code can be accessed at: <https://codes.iccsafe.org/public/chapter/content/2058/>.

reduction in indoor was use; separate water meters for buildings in excess of 50,000 square feet; moisture-sensing irrigation systems for larger landscaped areas; and the reduction of generation of wastewater by either installing water-conserving fixtures or using non-potable water systems. Pollution reduction measures include requiring low-pollutant emitting interior finish materials such as paints, carpet, vinyl flooring, and particleboard. Mandatory inspections of energy systems (i.e., heat furnace, air conditioner, mechanical equipment) for nonresidential buildings over 10,000 square feet are required to ensure that all are working at their maximum capacity according to their design efficiencies. The Code also requires long-term bicycle parking for buildings with over 10 tenant-occupants by providing secure bicycle parking for 5 percent of the tenant-occupied motorized vehicle parking capacity, and requires designated parking in commercial projects for any combination of low-emitting, fuel-efficient and carpool/vanpool vehicles to encourage alternative transportation methods.

The following sections of the CALGreen Code are applicable to this Project:

CALGreen Section 5.106.4

Bicycle parking. Comply with Sections 5.106.4.1 and 5.106.4.2; or meet local ordinance or the University of California Policy on Sustainable Practices, whichever is stricter.

5.106.4.1 Short-term bicycle parking.

If the project is anticipated to generate visitor traffic, provide permanently anchored bicycle racks within 200 feet of the visitors' entrance, readily visible to passers-by, for 5 percent of visitor motorized vehicle parking capacity, with a minimum of one two-bike capacity rack.

5.106.4.2 Long-term bicycle parking.

For buildings with over 10 tenant-occupants, provide secure bicycle parking for 5 percent of motorized vehicle parking capacity, with a minimum of one space. Acceptable parking facilities shall be convenient from the street and may include: 1. Covered, lockable enclosures with permanently anchored racks for bicycles; 2. Lockable bicycle rooms with permanently anchored racks; and 3. Lockable, permanently anchored bicycle lockers. Note: Additional information on recommended bicycle accommodations may be obtained from Sacramento Area Bicycle Advocates.

CALGreen Section 5.106.5.2

Designated parking for clean air vehicles. In new projects or additions or alterations that add 10 or more vehicular parking spaces, provide designated parking for any combination of low-emitting, fuel-efficient and carpool/van pool vehicles. Projects with 201 parking spaces or over require at least 8 percent of total number of parking spaces. The Project will comply with section 106.5.2.

CALGreen Section 5.106.5.3

Construction shall facilitate installation of electric vehicle supply equipment (EVSE). When EVSEs are installed it shall be in accordance with the California Building Code.

5.106.5.3.2 Multiple charging space requirements.

When multiple charging spaces are required raceways are required to be installed at the time of construction and shall be installed in accordance with the California Electrical Code. Construction plans and specifications shall include, but are not limited to, the following:

1. The type and location of the EVSE.
2. The raceway(s) shall originate at a service panel or a subpanel(s) serving the area, and shall terminate in close proximity to the proposed location of the charging equipment and into listed suitable cabinet(s), box(es), enclosure(s) or equivalent.
3. Plan design shall be based upon 40-ampere minimum branch circuits.
4. Electrical calculations shall substantiate the design of the electrical system, to include the rating of equipment and any on-site distribution transformers and have sufficient capacity to simultaneously charge all required EVs at its full rated amperage.
5. The service panel or subpanel(s) shall have sufficient capacity to accommodate the required number of dedicated branch circuit(s) for the future installation of the EVSE.

CALGreen Section 5.504.5.3

In mechanically ventilated buildings, provide regularly occupied areas of the building with air filtration media for outside and return air that provides at least a Minimum Efficiency Reporting Value (MERV) of 8. Specified filters shall be installed prior to occupancy, and recommendations for maintenance with filters of the same value shall be included in the operation and maintenance manual.

Waste Diversion

California Integrated Waste Management Act of 1989

The California Integrated Waste Management Act of 1989 (Public Resources Code Sections 40000 et seq.) requires each jurisdiction's source reduction and recycling element to include an implementation schedule that shows (1) diversion of 25 percent of all solid waste by January 1, 1995, through source reduction, recycling, and composting activities; and (2) diversion of 50 percent of all solid waste on and after January 1, 2000, through source reduction, recycling, and composting facilities.¹⁹ Additionally, jurisdictions are not prohibited from implementing source reduction, recycling, and composting activities designed to exceed these requirements.²⁰

AB 341 (2011) amended the California Integrated Waste Management Act of 1989 to include a provision declaring that it is the policy goal of the state that not less than 75 percent of solid waste generated be source reduced, recycled, or composted by the year 2020, and annually thereafter.²¹ In addition, AB 341 required the California Department of Resources Recycling and

¹⁹ Cal. Pub. Res. Code § 41780(a).

²⁰ Cal. Pub. Res. Code § 41780(b).

²¹ Cal. Pub. Res. Code § 41780.01(a).

Recovery (CalRecycle) to develop strategies to achieve the state's policy goal.²² CalRecycle conducted several stakeholder workshops and published a discussion document in May 2012 titled *California's New Goal: 75 Percent Recycling*, which identifies concepts that CalRecycle believes would assist the state in reaching the 75 percent goal by 2020.²³

Other Applicable State Regulations and Policies

Executive Order S-13-08

On November 14, 2008, Governor Arnold Schwarzenegger signed Executive Order S-13-08 which called on state agencies to develop a strategy for identification of and preparation for expected climate change impacts in California. The resulting 2009 California Climate Adaptation Strategy (CAS) report was developed by the CNRA in coordination with the CAT. The report presents the best available science relevant to climate impacts in California and proposes a set of recommendations for California decision-makers to assess vulnerability and promote resiliency in order to reduce California's vulnerability to climate change. Guidance regarding adaptation strategies is general in nature and emphasizes incorporation of strategies into existing planning policies and processes.

In addition to requiring the CAT to create a Climate Adaptation Strategy, Executive Order S-13-08 ordered the creation of a comprehensive Sea Level Rise Assessment Report. The report, published in June 2012, indicates that the sea level along most of California's coast is expected to rise about one meter over the next century and is likely to increase the risk of damage in the form of flooding, coastal erosion, and wetland loss due to storm surges and high waves. The sea level increase is slightly higher than projected for global sea levels (NRC 2012; ONPI 2012).

Executive Order S-13-08 also called for the California Ocean Protection Council (OPC) to work with the other CAT State agencies to develop interim guidance for assessing the potential impacts of sea level rise due to climate change in California. In coordination with National Academy of Sciences (NAS) efforts, the OPC drafted interim guidance recommending that state agencies consider a range of sea level rise scenarios for the years 2050 and 2100 in order to assess project vulnerability, reduce expected risks, and increase resiliency to sea level rise. The draft resolution and interim guidance document is consistent with the Ocean Protection Act (Division 26.5, Public Resource Code Section 3561 5(a)(1)), which specifically directs the OPC to coordinate activities of state agencies to improve the effectiveness of state efforts to protect ocean resources. An update to the 2009 CAS report, the final "Safeguarding California Plan," was published in July 2014.²⁴

Assembly Bill 1613 (Waste Heat and Carbon Emissions Reduction Act)

AB 1613 directed the CEC, the CPUC, and the CARB to implement the Waste Heat and Carbon Emissions Reduction Act, which is designed to encourage development of new combined heat and power (CHP) systems in California with a generating capacity of not more than 20 megawatts. In June 2010, the CEC published modified final guidelines establishing technical criteria for eligibility of CHP systems for programs to be developed by the CPUC and publicly

²² Cal. Pub. Res. Code § 41780.02.

²³ Available online at <http://www.calrecycle.ca.gov/75percent/Plan.pdf> (last accessed September 2013).

²⁴ State of California, http://resources.ca.gov/docs/climate/Final_Safeguarding_CA_Plan_July_31_2014.pdf.

owned utilities (CEC 2010). Section 2843 of the Act provides that the CEC's guidelines require that CHP systems:

- Be designed to reduce waste energy
- Have a minimum efficiency of 60%
- Have NO_x emissions of no more than 0.07 pounds per megawatt-hour
- Be sized to meet the eligible customer generation thermal load
- Operate continuously in a manner that meets the expected thermal load and optimizes the efficient use of waste heat
- Be cost-effective, technologically feasible, and environmentally beneficial

As directed by AB 1613, the CPUC also established (1) a standard tariff for the sale of electricity to electricity corporations for delivery to the electrical grid (State of California, 201 3a); and (2) a "pay as you save" pilot program requiring electricity corporations to finance the installation of qualifying CHP systems by non-profit and government entities. A January 2011 decision by an administrative law judge determined that the pilot program will not be established due to lack of customer interest and difficulties in instituting a program that meets California Department of Corporations requirements (Decision 11 -01 -010 Before the Public Utilities Commission of the State of California, 2011).

Senate Bill X7 7 (Water Conservation Act of 2009)

The Water Conservation Act of 2009 sets an overall goal of reducing per-capita urban water use by 20 percent by December 31, 2020. The state was required to make incremental progress toward this goal by reducing per-capita water use by at least 10 percent by December 31, 2015. Reduction in water consumption directly reduces the energy necessary and the associated emissions to convey, treat, and distribute the water and it also reduces emissions from wastewater treatment.

The Department of Water Resources adopted a regulation on February 16, 2011 that sets forth criteria and methods for exclusion of industrial process water from the calculation of gross water use for purposes of urban water management planning. The regulation would apply to all urban retail water suppliers required to submit an Urban Water Management Plan, as set forth in the Water Code, Division 6, Part 2.6, Sections 10617 and 10620.

Model Water Efficient Landscape Ordinance

The Model Water Efficient Landscape Ordinance (Ordinance) was required by AB 1881, the Water Conservation Act. The bill required local agencies to adopt a local landscape ordinance at least as effective in conserving water as the Model Ordinance by January 1, 2010. Reductions in water use of 20 percent consistent with (SBX-7-7) 2020 mandate are expected upon compliance with the Ordinance. Governor Brown's Drought Executive Order of April 1, 2015 (EO B-29-15) directed DWR to update the Ordinance through expedited regulation. The California Water Commission approved the revised Ordinance on July 15, 2015 effective December 15, 2015. New development projects that include landscape areas of 500 square feet or more are

subject to the Ordinance. The update requires: more efficient irrigation systems; incentives for graywater usage; improvements in on-site stormwater capture; limiting the portion of landscapes that can be planted with high water use plants; and reporting requirements for local agencies.

CARB Refrigerant Management Program

The CARB adopted a regulation in 2009 (CARB 2009b) to reduce refrigerant GHG emissions from stationary sources through refrigerant leak detection and monitoring, leak repair, system retirement and retrofitting, reporting and recordkeeping, and proper refrigerant cylinder use, sale, and disposal. The regulation is set forth in sections 95380 to 95398 of Title 17, California Code of Regulations. The rules implementing the regulation establish a limit on statewide GHG emissions from stationary facilities with refrigeration systems with more than 50 pounds of a high GWP refrigerant. The refrigerant management program is designed to (1) reduce emissions of high-GWP GHG refrigerants from leaky stationary, non-residential refrigeration equipment; (2) reduce emissions from the installation and servicing of refrigeration and air-conditioning appliances using high-GWP refrigerants; and (3) verify GHG emission reductions.

5.3.2.3 Regional Regulations

South Coast Air Quality Management District Policies

CEQA Guidelines and Proposed GHG Thresholds

SCAQMD is principally responsible for comprehensive air pollution control for Los Angeles, Orange, and the urbanized portions of Riverside and San Bernardino Counties, including the project site. SCAQMD works directly with SCAG, County transportation commissions and local governments, and cooperates actively with all federal and state government agencies to regulate air quality.

In April 2008, SCAQMD convened a Working Group to develop GHG significance thresholds. On December 5, 2008, the SCAQMD Governing Board adopted its staff proposal for an interim CEQA GHG significance threshold for projects where the SCAQMD is the lead agency. As to all other projects where the SCAQMD is not the lead agency, the Board has, to date, only adopted an interim threshold of 10,000 MTCO₂E per year for industrial stationary source projects (SCAQMD 2008).

For all other projects, SCAQMD staff proposed a multiple tier analysis to determine the appropriate threshold to be used. The draft proposal suggests the following tiers: Tier 1 is any applicable CEQA exemptions; Tier 2 is consistency with a GHG reduction plan; Tier 3 is a screening value or bright line; Tier 4 is a performance based standard; and Tier 5 is GHG mitigation offsets (SCAQMD 2008). According to the presentation given at the September 28, 2010 Working Group meeting, SCAQMD staff proposed a Tier 3 draft threshold of 1,400 to 3,500 MT CO₂e/year depending on if the project was commercial, mixed use, or residential. For the Tier 4 draft threshold, SCAQMD staff presented a percent emission reduction target option but did not provide any specific recommendation for a percent emission reduction target; instead it referenced the San Joaquin Valley Air Pollution Control District (SJVAPCD) approach. The percent reduction target is based on consistency with AB 32 as it was based on the same numeric reductions calculated in the Scoping Plan to reach 1990 levels by 2020. The second Tier 4 option is to utilize an efficiency target for 2020 of 4.8 metric tons per service population per year for project level thresholds (SCAQMD 2010).

The Working Group has not convened since the fall of 2010. As of September 2016, the proposal has not been considered or approved for use by the SCAQMD Board. In the meantime, no GHG significance thresholds are approved for use in the South Coast Air Basin (Basin). However, that does not preclude lead agencies from utilizing the draft thresholds to evaluate the potential impacts associated with general development projects. The County of Riverside utilizes these draft thresholds to determine the significance of new developments within its jurisdiction.

5.3.2.4 Local Regulations

Riverside County General Plan

The Air Quality and Healthy Communities Elements of the Riverside County General Plan (GP) contain the following goals, policies and implementation measures related to GHG emissions to which the Project will be required to comply:

County of Riverside GP – Air Quality Element

- AQ 5.1** Utilize source reduction, recycling and other appropriate measures to reduce the amount of solid waste disposed of in landfills.
- AQ 8.8** Promote land use patterns which reduce the number and length of motor vehicle trips.
- AQ 8.9** Promote land use patterns that promote alternative modes of travel.
- AQ 19.3** Require new development projects subject to County discretionary approval to achieve the greenhouse gas reduction targets established in the CAP either through:
- a. Garnishing 100 points through the Implementation Measures found the County's CAP; or
 - b. Requiring quantification of project specific GHG emissions and reduction of GHG emissions to, at minimum, the applicable GHG reduction threshold established in the CAP.
- AQ 20.11** Increase energy efficiency of the new developments through efficient use of utilities (water, electricity, natural gas) and infrastructure design. Also, increase energy efficiency through use of energy efficient mechanical systems and equipment.
- AQ 20.13** Reduce water use and wastewater generation in both new and existing housing, commercial and industrial uses. Encourage increased efficiency of water use for agricultural activities.
- AQ 20.14** Reduce the amount of water used for landscaping irrigation through implementation of County Ordinance 859 and increase use of non-potable water.

- AQ 20.20** Reduce the amount of solid waste generation by increasing solid waste recycle, maximizing waste diversion, and composting for residential and commercial generators. Reduction in decomposable organic solid waste will reduce the methane emissions at County landfills.

County of Riverside GP - Healthy Communities Element

- HC 2.2** Promote increased physical activity, reduced driving and increased walking, cycling and public transit by: (AI 139, 140)
- a) Requiring where appropriate the development of compact, development patterns that are pedestrian and bicycle friendly.
 - b) Increasing opportunities for active transportation (walking and biking) and transit use.
 - c) Encouraging the development of neighborhood grocery stores that provide fresh produce.
- HC 3.1** Where appropriate, require high density, mixed use development near existing and proposed high use transit centers.
- HC 3.3** Where appropriate, require pedestrian-oriented design that encourages the use of bicycles and walking as alternatives to driving and increases levels of physical activity.
- HC 5.5** When building sidewalks, ensure that they are sufficiently wide and clear of obstructions to facilitate pedestrian movement and access for the disabled.
- HC 5.6** Implement traffic-calming and traffic-slowing measures on roads with a high level of pedestrian and non-motorized vehicle activity. (AI 138, 142, 143)
- HC 6.1** Coordinate with transportation service providers and transportation planning entities to improve access to multi-modal transportation options throughout the County of Riverside, including public transit.
- HC 6.3** Coordinate with transportation service providers and transportation planning entities to ensure that public transportation facilities are located a convenient distance from residential areas.
- HC 6.5** Promote job growth within Riverside County to reduce the substantial out-of-county job commutes that exist today.
- HC 9.2** Require appropriate infrastructure, public facilities, and services
- HC 9.4** Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space.
- HC 9.5** Where appropriate, require neighborhood retail, service and public facilities within walking distance of residential areas.

- HC 11.1** Improve access to fresh fruits, vegetables, and other healthy food by encouraging a mix of food establishments that offer healthy food choices
- HC 14.1** When feasible, avoid siting homes and other sensitive receptors near known or anticipated sources of air pollution
- HC 14.2** When feasible, avoid locating new sources of air pollution near homes and other sensitive receptors.
- HC 14.3** When feasible incorporate design features into projects, including flood control and water quality basins, to minimize the harborage of vectors such as mosquitoes.

Riverside County Climate Action Plan

In conjunction with the 2015 General Plan Update, the County released a Climate Action Plan (CAP). Notably, the CAP sets County-wide GHG emissions targets consistent with state reduction goals in AB 32. The CAP is not part of the General Plan per se; rather, it is a separate document that provides another implementation tool of the General Plan to guide development in the County (CAP 2015 §1.3).

The CAP identifies actions necessary to reduce GHGs across a variety of sectors and includes:

- An analysis of GHG emissions and sources attributable to Riverside County;
- Estimates on how those emissions are expected to increase;
- Recommended policies and actions that can reduce GHG emissions to meet state, federal, and international targets;
- A timeline of implementation; and,
- A defined tracking and reporting mechanism that will measure progress toward the goals.

The CAP includes a series of implementation measures (IMs) that may be used by new development proposals to demonstrate consistency with the CAP and by extension, AB 32. A Riverside County GHG Screening Table containing a menu of GHG reduction options is included as Appendix F to the CAP. If a project can obtain 100 points from the screening table, the mitigated project will implement pertinent reduction measures to meet the CAP GHG reduction goals, and a "less than significant" finding can be made under CEQA (CAP 2015 §7.5). Several of the categories are not assigned points and are listed as "TBD." As such, the project's point value cannot be assessed at this time.

Alternatively, the CAP provides that individual developments that wish to model and mitigate projects directly may do so; in such case, consistency with the CAP is shown by demonstrating a 25 percent reduction in GHG emissions compared to the adjusted BAU scenario²⁵ for

²⁵ The adjusted BAU is based on the 2020 adjusted BAU found in the Final Supplement to the AB 32 Scoping Plan (CARB 2011.) County of Riverside Draft EIR No. 521, Section 4.7 (Public Review Draft February 2015) (available at

residential, commercial, industrial, institutional, and mixed-use projects, and by including all measures necessary to achieve such reductions in the project's design, Conditions of Approval, or project-specific CEQA mitigation measures (2015 GP, New Policy AQ 19.3).

The proposed Project is evaluated using the CAP screening tables in this DEIR.

5.3.3 Comments Received in Response to NOP

In response to the Notice of Preparation (NOP), no comment letters were received related to greenhouse gas emissions.

5.3.4 Project Design Considerations

The Project proposes a mix of non-residential land uses in close proximity to residential uses, which reduce vehicle miles travelled (VMT) and resulting GHG emissions. The Project will also improve sidewalks on adjacent roadways to improve pedestrian access.

5.3.5 Thresholds of Significance

The Riverside County Planning Department has not established local CEQA significance thresholds as described in Section 15064.7 of the State CEQA Guidelines. The Riverside County Planning Department generally utilizes the CEQA significance thresholds in Appendix G ("Environmental Checklist") of the State CEQA Guidelines. The Environmental Checklist prepared by the County for the Project (see Appendix A of this document) indicates that impacts related to the Toscana Village at Temescal Valley Project may be considered potentially significant if the proposed Project would:

- Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; and/or
- Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

5.3.6 Environmental Impacts before Mitigation

Threshold: *Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.*

The Project's significance with respect to GHG emissions is evaluated based on its consistency with the County of Riverside Climate Action Plan (CAP). Specifically, the CAP includes screening tables that measure the reduction of greenhouse gas emissions attributable to certain design and construction measures incorporated into development projects. Accordingly, "the Screening Table assigns points for each option incorporated into a project as mitigation or a project design feature ... Projects that garner at least 100 points will be consistent with the reduction quantities anticipated in the County's GHG Technical Report. As such, those projects that garner a total of 100 points or greater would not require quantification of project specific GHG emissions.

<http://planning.rctlma.org/ZoningInformation/GeneralPlan/GeneralPlanAmendmentNo960EIRNo521CAPFebruary2015.aspx>, last accessed March 2015.)

Consistent with CEQA Guidelines, such projects would be determined to have a less than significant individual and cumulative impact for GHG emissions” (CAP 2015).

Riverside County CAP Table 1: Screening Table for GHG Implementation Measures for Commercial Development and Public Facilities was completed for the proposed Project and points assigned for measures that the Project will implement (Appendix D). The Project will earn points for compliance with all applicable codes and regulations as well as Project-specific commitments to install GHG emission-reducing features.

As shown in the County’s CAP Screening Table (Appendix D), the Project is implementing the following measures:

- E5.A.1: Install enhanced insulation (walls R-13, roof/attic, R-38)
- E5.A.2: Install modestly enhanced window insulation (5% > Title 24)
- E5.A.3: Install enhanced cool roof (CRRC Rated 0.2 aged solar reflectance, 0.75 thermal emittance)
- E5.B.1: Install modest duct insulation (R-6)
- E5.B.2: Install improved efficiency heating, ventilating, and air conditioning (HVAC) (SEER 14/65% AFUE or 8 HSPF)
- E5.B.4: Install high efficiency water heater (0.72 Energy Factor)
- E5.B.6: Install efficient lights (25% of in-unit fixtures considered high efficacy. (High efficacy is defined as 40 lumens/watt for 15 watt or less fixtures; 50 lumens/watt for 15-40 watt)
- W1.C.1: Eliminate conventional turf from landscaping
- W1.C.2: Install weather based irrigation control systems or moisture sensors (demonstrate 20% reduced water use)
- W1.D.2 and W1.D.3: Install water efficient toilets/urinals (1.5 gallons per minute (gpm)) and faucets (1.28 gpm)
- W2.A.1: Install recycled water (purple pipe) irrigation system on site
- T1.A.3: Complete sidewalk to residential within ½ mile and provide bike lockers and secure racks
- T4.A.1: Provide reserved preferential parking spaces for car-share, carpool, and ultra-low or zero emission vehicles. (This measure is also included as **MM AQ 1**)
- T5.B.1: Synchronize signals along arterials used by project and connect signals along arterials to existing Intelligent Transportation Systems (ITS). The Project will synchronize the existing signal at the intersection of Temescal Canyon Road and Indian Truck Trail

and proposed signals at Project driveways 2, 3, and 4 along Temescal Canyon Road (also included in **MM AQ 2**).

- T6.B.1: Provide pedestrian linkage between commercial and residential land uses within 1 mile
- T7.B.1: Provide circuit and capacity in garages/parking areas for installation of electric vehicle charging stations, consistent with CALGreen code. (This measure is also included as **MM AQ 3**)
- T8.A.1: All commercial vehicles are restricted to 5-minutes or less per trip on site and at loading docks.
- SW1.B.1: Provide separated recycling bins within each commercial building/floor and provide large external recycling collection bins at central location for collection truck pick-up
- SW2.B.1: Recycle 20% of construction debris

In sum, the Project earned 125 points on the County's CAP Screening Table from the measures listed above, which is well above the 100 point threshold for consistency with the reduction quantities anticipated in the County's CAP. Therefore, the Project would not require quantification of project-specific GHG emissions and impacts related to direct or indirect generation of GHG emissions will be **less than significant with implementation of the County's CAP Screening Table**.

Additionally, the Project is required to implement mitigation measures **MM AQ 1** through **MM AQ 5**. **MM AQ 1** through **MM AQ 3** are included the CAP Screening Table and require preferential parking for low emissions vehicles, circuit and capacity for electric vehicle charging stations, and require traffic signal synchronization. **MM AQ 4** requires electric hookups at loading docks to reduce idling emission and **MM AQ 5** promotes the use of telecommuting and alternative work schedules, which can reduce VMT.

Threshold: *Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases.*

Riverside County adopted its Climate Action Plan in December 2015 to establish goals and policies to ensure that the impact of development on air quality is minimized, energy is conserved and land use decisions made by Riverside County and all internal operations within the County are consistent with adopted state legislation. Following the state's adopted AB 32 GHG reduction target, Riverside County has set a goal to reduce emissions back to 1990 levels by the year 2020. This target was calculated as a 15% decrease from 2008 levels, as recommended in the AB 32 Scoping Plan (CAP 2015).

Consistency with the County's CAP can be demonstrated using the County's CAP Screening Table or via Project-specific emissions modeling. The proposed Project was analyzed using the County's CAP Screening Table. If a project can obtain 100 points from the screening table, the mitigated project will implement pertinent reduction measures to meet the CAP GHG reduction goals, and a "less than significant" finding can be made under CEQA (CAP § 7.5). As shown above, the Project earned 125 points on the County's CAP Screening Table, which is well above

the 100 point threshold for consistency with the reduction quantities anticipated in the County's CAP.

Therefore, the Project would not require quantification of project-specific GHG emissions and impacts related to direct or indirect generation of GHG emissions will be **less than significant with implementation of the County's CAP Screening Table**.

5.3.7 Proposed Mitigation Measures

Mitigation measures **MM AQ 1** through **MM AQ 5**, shown in Section 5.1 and included below for reference, will reduce GHG emissions generated by the Project:

MM AQ 1 Consistent with the 2016 CalGreen Code, the Project shall provide reserved preferential parking spaces for car-share, carpool, and ultra-low or zero emission vehicles; or, provide larger parking spaces that can accommodate vans used for ride-sharing programs and reserve them for vanpools and include adequate passenger waiting/loading areas.

MM AQ 2 The Project shall synchronize signals at the intersection of Temescal Canyon Road and Indian Truck Trail and proposed signals at driveways 2, 3, and 4 along Temescal Canyon Road, which is designated as an arterial.

MM AQ 3 The Project shall provide circuit and capacity for electric vehicle (EV) charging stations in construction plans and specifications to facilitate future installation of electric vehicle supply equipment (EVSE). As required by the 2016 CalGreen Building Code, 10 percent of the proposed parking spaces at the Project site will require EV charging circuit and capacity and it is assumed that a minimum of 4 areas will contain these spaces.

MM AQ 4: Where transport refrigeration units (TRUs) are in use, electrical hookups will be installed at all loading and unloading stalls in order to allow TRUs with electric standby capabilities to use them.

MM AQ 5 The Project shall provide information to future office tenants about the benefits of telecommuting and alternative work schedules that include reducing the number of commute trips and therefore vehicle miles traveled from employees.

5.3.8 Summary of Project-Specific Environmental Effects after Mitigation Measures are Implemented

With implementation of mitigation measures **MM AQ 1** through **MM AQ 5** and all of the measures identified on the Project's CAP Screening Table, Project-related impacts will be **less than significant**.

5.3.9 References

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5.4 Hydrology and Water Quality

The focus of this section is to analyze potential impacts related to Hydrology and Water Quality. Based upon the analysis in the IS/NOP prepared for this Project (Appendix A), various thresholds related to Hydrology and Water Quality were found to have potentially significant impacts and thus are analyzed herein.

The analysis in this section is based on the *Drainage Report (K&Aa)* and the *Preliminary Project Specific Water Quality Management Plan (K&Ab)* prepared by K&A Engineering, Inc. in June 2017 (contained in Appendix E).

5.4.1 Setting

Regional Hydrology

The Project site is in the Santa Ana River Sub-Watershed of the greater Santa Ana River Watershed. The Santa Ana River Watershed drains a 2,650 square-mile area. The Santa Ana River drains the largest coastal system in Southern California and flows over 100 miles to a discharge point into the Pacific Ocean at the location of the City of Huntington Beach. The total length of the Santa Ana River and its tributaries is approximately 700 miles. Temescal Creek is located northeast of the Project site. Temescal Creek is tributary to and discharges to the Santa Ana River approximately 18 miles northwest of the Project site.

Project Site Hydrology

The area evaluated in the Drainage Report includes the Project site and areas upstream that drain to the site. There are five (5) watershed drainage areas in the Drainage Report and are summarized as follows:

Drainage Area A is the southerly side of the Project site. The area drains toward Indian Truck Trail into the existing inlets and storm drains system across the street into an existing unnamed wash that is tributary to Temescal Creek.

Drainage Area B is approximately 21 acres and tributary to the west side of the I-15 freeway and portion of the I-15 freeway pavement drainage through an existing Line 12 culvert across the freeway. This is conveyed across the Project site toward Temescal Canyon Road through an existing 24-inch Corrugated Metal Pipe (CMP) culvert.

Drainage Area C is approximately 6 acres and tributary from the middle area of the Project site draining toward an existing 24-inch Reinforced Concrete Pipe (RCP) culvert across Temescal Canyon Road.

Drainage Area D is like the Drainage Area B, tributary to the west side of the freeway through an existing Line 10 culvert, then across the Project site through several culverts and drain through an existing 48-inch CMP culvert across Temescal Canyon Road.

Drainage Area E is the area on the northerly side of the Project site and drains to an existing unnamed wash. (K&Aa)

According to the Flood Insurance Rate Map No. FM06065C1390G on the Federal Emergency Management Agency's (FEMA) website, the Project site is located within Zone X or areas outside of the 100-year floodplain. (K&Aa)

Water Quality

The California Porter-Cologne Water Quality Control Act (Section 13000 of the California Water Code), and the Federal Water Pollution Control Act Amendment of 1972 (also referred to as the Clean Water Act) require that comprehensive water quality control plans be developed for all waters in the State of California. In order to accomplish this, the California State Water Resources Control Board divided the state into planning regions and the present system of nine Regional Water Quality Control Boards (RWQCB). The Project site and vicinity are in the purview of the Santa Ana RWQCB. Therefore, the Santa Ana RWQCB's Santa Ana River Basin Region 8) Water Quality Control Plan is the governing water quality plan for the region, which sets forth goals and objectives for protecting water quality within the region. (Basin Plan)

The receiving waters of flows from the Project site are listed as “impaired” in accordance with the Clean Water Act 303(d) list regulations. Impairment is typically associated with point and non-point sources of water pollutants including industrial discharge and agricultural operations, respectively, and includes such pollutants as pathogens, high nutrient loads, salts and selenium. **Table 5.0-I: Receiving Waters of Project Site Runoff**, lists the receiving waters of stormwater runoff from the Project site. The beneficial uses of the receiving surface waters of the Project site are also summarized in the table.

Table 5.0-I: Receiving Waters of Project Site Runoff

Receiving Waters	EPA Approved 303(d) List Impairments	Designated Beneficial Uses	Proximity to Receiving Waters
Local Storm Drain System	None	None	Within or adjacent to Project site
Temescal Creek Reach 1	pH	AGR, IND, GWR, REC1, REC2, WARM, WILD	100-200 feet from Project site boundary
Santa Ana River Reach 3	Pathogens, Copper, Lead	AGR, GWR, REC1, REC2, WARM, WILD, RARE, SPWN	18 miles
Prado Park Lake	Pathogens, Nutrients	REC1, REC2, WARM, WILD, RARE	18 miles
Definitions			
AGR (Agricultural Supply)	Waters are used for farming, horticulture or ranching. These uses may include, but are not limited to, irrigation, stock watering, and support of vegetation for range grazing.		
GWR (Groundwater Recharge)	Waters are used for natural or artificial recharge of groundwater for purposes that may include, but are not limited to, future extraction, maintaining water quality or halting saltwater intrusion into freshwater aquifers.		
IND (Industrial Process Supply)	Waters are used for industrial activities that depend primarily on water quality. These may include, but are not limited to, process water supply and all uses of water related to product manufacture or food preparation.		
REC1 (Water Contact Recreation)	Waters are used for recreational activities involving body contact with water where ingestion of water is reasonably possible. These uses may include, but are not limited to, swimming, wading, water-skiing, skin and scuba diving, surfing, whitewater activities, fishing and use of natural hot springs.		

REC2 (Non-contact Water Recreation)	Waters are used for recreational activities involving proximity to water, but not normally involving body contact with water where ingestion of water would be reasonably possible. These uses include, but are not limited to, picnicking, sunbathing, hiking, beachcombing, camping, boating, tidepool and marine life study, hunting, sightseeing and aesthetic enjoyment in conjunction with the above activities.
WARM (Warm Freshwater Habitat)	Waters support warm water ecosystems that may include, but are not limited to, preservation and enhancement of aquatic habitats, vegetation, fish and wildlife, including invertebrates.
WILD (Wildlife Habitat)	Waters support wildlife habitats that may include, but are not limited to, the preservation and enhancement of vegetation and prey species used by waterfowl and other wildlife.
RARE (Rare, Threatened or Endangered Species)	Waters support the habitats necessary for the survival and successful maintenance of plant or animal species designated under state or federal law as rare, threatened or endangered.
SPWN (Spawning, Reproduction and Development)	Waters support high quality aquatic habitats necessary for reproduction and early development of fish and wildlife.

5.4.2 Related Regulations

5.4.2.1 Federal Regulations

Clean Water Act

The basis of the Clean Water Act (CWA) was enacted in 1948 and was called the Federal Water Pollution Control Act, but the Act was substantially reorganized and expanded in 1972. CWA became the Act's name with amendments in 1972 when the Act became the "Clean Water Act" with amendments. The CWA establishes the basic structure for regulating discharges of pollutants into the waters of the US and regulating quality standards for surface waters. Under the CWA, the US Environmental Protection Agency (EPA) has implemented pollution control programs such as setting wastewater standards for industry and water quality standards for all contaminants in surface waters. The CWA made it unlawful to discharge any pollutant from a point source into navigable waters, unless a NPDES permit program to control discharges is obtained. The EPA defines point sources as discrete conveyances such as pipes or man-made ditches. Industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters.

The provisions of the CWA applicable to the proposed Project include the following:

- CWA Section 401 required federal agencies to obtain a Water Quality Certification from states, territories, and Indian tribes before issuing permits that would result in increased pollutant loads to a water body. A Section 401 certification can be issued only if increased

pollutant loads would not cause or contribute to exceedances of water quality standards; and

- CWA Section 401 authorizes the National Pollutant Discharge Elimination System (NPDES) permit program that covers point sources of pollution discharging to a water body. The NPDES program also requires operators of construction sites one acre or larger to prepare a Stormwater Pollution Prevention Plan (SWPPP) for construction activities and obtain authorization to discharge stormwater under an NPDES construction stormwater permit.

5.4.2.2 State Regulations

Porter-Cologne Water Quality Control Act

The Porter-Cologne Water Quality Control Act is the principal state law regulating water quality in California. The Porter-Cologne Water Quality Control Act establishes a comprehensive program to protect water quality and the beneficial uses of water, and applies to both surface and groundwater. As mentioned above, the State Water Resources Control Board adopts statewide water quality control plans and its nine RWQBs are required to develop and adopt regional water quality control plans, or basin plans, that conform to state water quality policy. The Project site is in the Santa Ana RWQCB's Santa Ana River Basin Plan which designates beneficial uses of water bodies to be protected and establishes water quality objectives.

5.4.2.3 Local Regulations

Riverside County Ordinance No. 751 (as amended through 754.4)

Riverside County Ordinance No. 754 (codified as Chapter 13.12 in the Riverside County Code of Ordinances) requires new development or redevelopment projects to control stormwater runoff to prevent deterioration of water quality that would impair subsequent or competing uses of water. The purpose and intent of the Riverside County Stormwater/Urban Runoff Management and Discharge Controls Ordinance is to ensure the future, health, safety, and general welfare of the County residents by:

- Reducing pollutants in stormwater discharges to the maximum extent practicable;
- Regulating illicit connections and discharges to the storm drain system; and
- Regulating non-stormwater discharges to the storm drain system. The intent of this ordinance is to protect and enhance the water quality of County watercourses, water bodies, groundwater, and wetlands in a manner pursuant to and consistent with applicable requirements contained in the Federal Clean Water Act, Porter-Cologne Water Quality Control Act, and any applicable state or federal regulations promulgated thereto, and any related administrative orders or permits issued in connection therewith.

5.4.3 Comments Received in Response to NOP

There were no comment letters received in response to the NOP that were related to water quality. Two Caltrans letters were received that relate to hydrology and drainage.

5.4.4 Project Design Considerations

Per the Drainage Study, the onsite drainage system was designed in accordance with the Riverside County Design Standards and the Riverside County Hydrology Manual. The Preliminary Project Specific WQMP was prepared in accordance with the Water Quality Management Plan, A Guidance Document for the Santa Ana Region of Riverside County, approved by the Santa Ana Regional Water Quality Control Board on October 22, 2012.

5.4.5 Thresholds of Significance

The Riverside County Planning Department has not established local CEQA significance thresholds as described in Section 15064.7 of the State CEQA Guidelines. The Riverside County Planning Department generally utilizes the CEQA significance thresholds in Appendix G ("Environmental Checklist") of the State CEQA Guidelines. The Environmental Checklist prepared by the County for the Project (see Appendix A of this document) indicates that impacts related the Toscana Village at Temescal Valley Project may be considered potentially significant if the proposed project would:

- Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or off site;
- Violate any water quality standards or waste discharge requirements;
- Create or contribute to runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff;
- Otherwise substantially degrade water quality;
- Include new or retrofitted stormwater Treatment Control Best Management Practices (BMPs) (e.g., water quality treatment basins, constructed treatment wetlands), the operation of which could result in significant environmental effects (e.g., increased vectors or odors);
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site;
- Change absorption rates or the rate and amount of surface runoff; and/or
- Change the amount of surface water in any water body.

5.4.6 Environmental Impacts before Mitigation

Threshold: Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or offsite.

Construction

Construction of the Project would involve grading, paving, utility installation, building construction and landscaping installation; these activities would have the potential to generate water-borne pollutants such as silt, debris, chemicals, paints, and other solvents with the potential to affect water quality. In the absence of protective and avoidance measures construction of the Project has the potential to result in short-term impacts to water quality.

Pursuant to the requirements of the Santa Ana RWQCB and Riverside County Ordinance No. 754, prior to commencement of construction activities, the Project would be required to obtain coverage under the State of California NPDES General Construction Permit. The NPDES permit is required for all projects that include construction activities, such as clearing, soil stockpiling, grading, and/or excavation that disturb at least one (1) acre of total land area. Compliance with the NPDES permit involves the preparation and implementation of a SWPPP for construction related activities. The SWPPP will specify the BMPs that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern, including sediment, are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the property. Examples of BMPs that could be used during Project construction include, but are not limited to, sandbag barriers, geotextiles, storm drain inlet protection, sediment traps, rip-rap, and soil stabilizers/hydro seeding.

Mandatory compliance with the SWPPP would ensure that the Project does not result in substantial erosion or siltation onsite or offsite during short-term construction activities. Thus, water quality impacts associated with short-term construction activities would be less than significant and no mitigation would be required.

Long Term Operations

To meet the requirements of the County's NPDES permit and in accordance with the Riverside County Ordinance No. 754, the Project is required to prepare and implement a Water Quality Management Plan (WQMP). The WQMP is a site specific, post-construction water quality management program designed to minimize the release of potential waterborne pollutants, including pollutants of concern for downstream receiving waters, under long-term conditions with BMPs. Implementation of the WQMP ensures on-going, long-term protection of the water shed basin. Compliance with the WQMP would be required as a condition of approval for the Project including long-term maintenance of onsite water quality features to ensure their long-term effectiveness.

A Preliminary Project Specific Water Quality Management Plan was prepared for the Project (Appendix E). The Preliminary Project Specific WQMP describes and illustrates, in broad outline, how the drainage for the entire Project will comply with the WQMP requirements. More detailed final Project Specific WQMPs for each phase will be submitted with applications for subsequent recordation, grading or building permits as appropriate. Stormwater BMPs with sufficient capacity to serve each phase addressed by the Final WQMP must be functional prior to issuance of occupancy permits, or certificates of use (or equivalent), even if those stormwater BMPs are in a subsequent Phase of the Project. (K&Ab)

Based on the proposed uses, the Project may generate the following pollutants:

- Bacterial indicators;
- Metals;

- Nutrients;
- Pesticides and fertilizers (landscape maintenance);
- Toxic organic compounds;
- Sediment;
- Trash and debris; and
- Oil and grease.

The grading and drainage design of the Project has been developed to maintain the natural discharge patterns as much as practical. The site contains soils with high runoff potential and poor infiltration rates. Based on Low Impact Development (LID) BMP Prioritization, for alternate BMPs situated in sites with poor infiltration rates, bio-retention and porous pavement were selected as the most appropriate treatment BMPs. The Preliminary Project Specific WQMP identifies the following operational BMPs for the Project: bio-retention/detention basins, porous pavement. The modified bio-retention basins have a high removal efficiency for bacteria, nutrients, sediments, pesticides, trash, oil, and grease. The BMPs must be designed/sized to ensure the Design Capture Volume will be addressed by each selected BMP. (K&Ab)

Project development and other improvements include local storm drain systems which convey developed flows and street runoff to proposed Bio-retention/Detention Basins. For hydromodification, the proposed Detention Basins include sufficient volume above the proposed Bio-retention volume that will satisfy the requirement of post-development peak discharge, volume and time of concentration for the for the 2-year, 24-hour storm that does not exceed the pre-development peak runoff by more than 10-percent and thus, will not create a hydrologic condition of concern in downstream receiving waters. The Detention Basins will control outlet velocities such that downstream erosion and habitat loss are minimized. (K&Ab)

Mandatory compliance with the Preliminary Site Specific WQMP and the Final Site Specific WQMPs for each Phase would ensure that the Project does not result in substantial erosion or siltation onsite or offsite during long-term operations. Thus, water quality impacts associated erosion and siltation onsite or offsite would **be less than significant** and no mitigation would be required.

Threshold: Violate any water quality standards or waste discharge requirements.

As outlined under the threshold analysis above, prior to commencement of construction activities, the Project would be required to obtain coverage under the State of California NPDES General Construction Permit. Compliance with the NPDES permit involves the preparation and implementation of a SWPPP for construction related activities. The SWPPP will specify the BMPs that the Project would be required to implement during construction activities to ensure that all potential pollutants of concern, are prevented, minimized, and/or otherwise appropriately treated prior to being discharged from the property.

Also, as outlined above, the Preliminary Project Specific WQMP identifies the following operational LID BMPs for the Project: bio-retention/detention basins, porous pavement. The modified bio-retention basins have a high removal efficiency for bacteria, nutrients, sediments,

pesticides, trash, oil, and grease. The BMPs must be designed/sized to ensure the Design Capture Volume will be addressed by each selected BMP. (K&Ab)

The Preliminary Project Specific WQMP also identifies source control BMPs that include permanent, structural features that are required (such as roof over and berms around trash and recycling areas), and operational BMPs (such as regular sweeping and "housekeeping") that must be implemented by the site's occupant or user. Examples of source control BMPs, include but are not limited to: roofing, gutters and trim will not be made of copper or other unprotected metals that may leach into runoff; rooftop equipment with potential to produce pollutants will be covered and/or have secondary containment; food service operations will be connected to a grease interceptor before discharging to the sanitary sewer. Examples of operational BMPs include, but are not limited to: inspect onsite drainage facilities at a minimum, once before the onset of the rainy season, once during rainy season, and once after rainy season; irrigation maintenance to repair leaky or broken sprinklers; plazas, sidewalks, and parking lots will be swept regularly to prevent accumulation of litter and debris. (K&Ab)

Mandatory compliance with the construction SWPPP and operational WQMPs would ensure that the Project does not violate any water quality standards or waste discharge requirements. Thus, water quality impacts from the Project would **be less than significant** and no mitigation would be required.

Threshold: Create or contribute to runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

The proposed Project's storm drain system will generally follow the existing drainage pattern onsite. The westerly offsite flows will be intercepted and conveyed through the site until discharging to the existing storm drains (culverts) that cross under Temescal Canyon Road. The Drainage Study was prepared to support the drainage system design of the Project. The study outlines the existing drainage patterns (consistent with original drainage prior to any site grading) and offsite flow tributary to the Project site and provides an evaluation of runoff from the Project site under full development buildout and in the rough grading condition. The study includes calculations to estimate offsite and onsite storm water peak runoff discharges to design the storm drain system and provide hydraulic calculations for the sizing of the storm drain pipe system. (K&Aa)

The proposed backbone storm drain system is designed for ultimate/ proposed condition for 100-year storm event. The drainage study was prepared to document the sediment basin, inlet/catch basin sizing, storm drain water surface profile as well as the storm drain system to make sure that the system is capable adequately conveying flows from a 100-year event. (K&Aa)

Mandatory compliance with the construction SWPPP and operational WQMPs would ensure that the Project does not additional sources of polluted runoff.

Therefore, stormwater drainage capacity and water quality impacts from the Project would **be less than significant** and no mitigation would be required.

Threshold: Otherwise substantially degrade water quality.

Mandatory compliance with the construction SWPPP and operational WQMPs would ensure that the Project does not substantially degrade water quality. Thus, water quality impacts from the Project would **be less than significant** and no mitigation would be required.

Threshold: Include new or retrofitted stormwater Treatment Control Best Management Practices (BMPs) (e.g., water quality treatment basins, constructed treatment wetlands), the operation of which could result in significant environmental effects (e.g., increased vectors or odors).

As outlined in the Preliminary Project Specific WQMP, treatment control BMPs are required. Development of the Project site, including construction of these BMPs, potential to result in significant environmental effects is evaluated in this EIR.

Vectors, such as mosquitoes, require standing water for a minimum of 72 hours to breed. Longer periods of standing water would be required for algae to develop, a potential source of odors. BMPs are designed to meet vector control requirements, which includes a 72 hour drain time from a basin full condition. Normal maintenance activities for bio-retention/Detention Basins, including landscape maintenance, debris and trash removal, would further minimize potential effects related to vectors and odors. Thus, potential odor or vector impacts from the Project would **be less than significant** and no mitigation would be required.

Threshold: Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site.

The Project site does not contain a natural stream or river. A natural stream, Temescal Creek, is located west of and runs generally parallel to the Project site. The Project site does contain seven drainage features that span the site generally from southwest to northeast and convey stormwater runoff from the I-15 freeway and the Project site to culverts in Temescal Canyon Road, ultimately discharging to Temescal Creek.

The proposed Project's storm drain system will generally follow the existing drainage pattern onsite. The westerly offsite flows will be intercepted and conveyed through the site until discharging to the existing storm drains (culverts) that cross under Temescal Canyon Road. (K&Aa)

Although development of the Project site will increase the amount of impervious surfaces and consequently the amount of surface runoff generated, the BMPs identified in the WQMP and designed specifically for the Project site conditions, would ensure that the increase in the rate or amount of surface runoff is not substantial and would not result in flooding onsite or offsite. Thus, potential flooding impacts from the Project would **be less than significant** and no mitigation would be required.

Threshold: Change absorption rates or the rate and amount of surface runoff.

As outlined in the Preliminary Project Specific WQMP, the site contains soils with high runoff potential and poor infiltration rates. Based on LID BMP Prioritization, for alternate BMPs situated in sites with poor infiltration rates, bio-retention and porous pavement were selected as the most appropriate treatment BMPs. (K&Ab) Although development of the Project site will increase the amount of impervious surfaces and consequently the amount of surface runoff, the BMPs

identified in the WQMP and designed specifically for the Project site conditions, would ensure that the increase in the amount of surface runoff is not substantial.

Project development and other improvements include local storm drain systems which convey developed flows and street runoff to proposed Bio-retention/Detention Basins. For hydromodification, the proposed Detention Basins include sufficient volume above the proposed Bio-retention volume that will satisfy the requirement of post-development peak discharge, volume and time of concentration for the for the 2-year, 24-hour storm that does not exceed the pre-development peak runoff by more than 10-percent and thus, will not create a hydrologic condition of concern in downstream receiving waters. (K&Ab)

Mandatory compliance with the operational WQMPs would ensure that the Project does not substantially increase the amount of surface runoff. Thus, potential stormwater runoff impacts from the Project would **be less than significant** and no mitigation would be required.

Threshold: Change the amount of surface water in any water body.

Mandatory compliance with the operational WQMPs would ensure that the Project does not substantially increase the amount of surface runoff. Thus, potential stormwater runoff impacts from the Project would **be less than significant** and no mitigation would be required.

5.4.7 Proposed Mitigation Measures

Overall, the proposed Project would have less than significant impacts to drainage, hydrology, and water quality with implementation of required SWPPP(s) and WQMPs. As a result, no mitigation measures are required.

5.4.8 Summary of Project-Specific Environmental Effects after Mitigation Measures are Implemented

The proposed Project would have less than significant impacts related to drainage, hydrology, and water quality with compliance with existing regulations and mitigation measures are not required.

5.4.9 References

The following references were used in the preparation of this section of the DEIR:

- | | |
|------------|---|
| Basin Plan | Santa Ana Regional Water Quality Control Board, <i>Santa Ana Region Basin Plan</i> , 1995, updated February 2008 and June 2011. (Available at http://www.waterboards.ca.gov/santaana/water_issues/programs/basin_plan/index.shtml , accessed on August 31, 2017.) |
| K&Aa | K&A Engineering, Inc., <i>Preliminary Drainage Report for Toscana Village at Temescal Valley</i> , June 2017. (Appendix E) |
| K&Ab | K&A Engineering, Inc., <i>Preliminary Project Specific Water Quality Management Plan, Project Title: Toscana Village at Temescal Valley</i> , June 2017. (Appendix E) |

5.5 Land Use and Planning

The focus of this section is to analyze potential impacts related to Land Use and Planning. Based upon the analysis in the IS/NOP prepared for this Project (Appendix A), all thresholds related to Land Use and Planning were found to have potentially significant impacts and are analyzed herein.

5.5.1 Setting

The proposed project is located within an unincorporated part of the western portion of the County of Riverside, California. The site consists of approximately 27 acres of land. Future development of all land within the County is guided by the Riverside County General Plan 2008 which was adopted October 2003. The General Plan was comprehensively revised in 2003 and most recently updated in 2015. The update is referred to as, "General Plan Amendment No. 960." Since its adoption 83 General Plan Amendments have been adopted by the Board of Supervisors through a series of resolutions as of December 2008. The amendments include land use designation, text and map (Land Use Element, Circulation Element, Area Plans, Policy Areas, etc.) modifications. The General Plan expresses the community's vision of its long-term land use policies to guide development within the County.

5.5.2 Related Regulations

5.5.2.1 Federal Regulations

No federal regulations would be applicable to land use and planning with respect to the proposed Project.

5.5.2.2 State Regulations

Article XI, Section 7 of the California State Constitution is the primary authority for cities and counties to regulate land use. California State Planning and Land Use Law (Government Code § 65000 et seq.) sets forth minimum standards to be observed in local land use regulatory practices, reserving in cities and counties the maximum degree of control in such matters.

5.5.2.3 Regional Regulations

Southern California Association of Governments (SCAG)

The Southern California Association of Governments (SCAG) is a regional agency established pursuant to CA Gov. Code § 6500, Joint Powers Authority law. SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). SCAG serves as an area-wide clearinghouse for regionally significant projects. SCAG reviews the consistency of local plans, projects, and programs with regional plans. Guidance provided by this review process is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

The proposed Project site is located within the Western Riverside Council of Governments (WRCOG) sub-region of SCAG. The applicable SCAG policy documents include the Regional Comprehensive Plan and Guide (2016), the Regional Transportation Plan (RTP), and Compass

Growth Vision. Because the proposed Project meets the CEQA definition of having a statewide, regional, or area-wide significance, the proposed Project is subject to an individual consistency evaluation with regional plans such as those published by SCAG.

South Coast Air Quality Management District Air Quality Management Plan (SCAQMD AQMP)

California Health & Safety Code § 40702 et seq., California Clean Air Act requires that an Air Quality Management Plan (AQMP) be developed and subsequently updated every three years for air basins with nonattainment status. The proposed Project site is located in the South Coast Air Basin (SoCAB). According to the most recent state area designation maps provided by CARB, the SoCAB currently does not meet state or federal criteria for ozone (8-hour standard) or particulate matter smaller than 2.5 microns (PM_{2.5}), and does not meet the state criteria for ozone (1-hour standard) or particulate matter smaller than 10 microns (PM₁₀). The South Coast Air Quality Management District's (SCAQMD) Governing Board adopted its 2016 AQMP, in March 2017.

The 2012 AQMP is a plan for the regional improvement of air quality. As part of adoption of the County's GPA No. 960, the associated EIR No. 521 analyzed the General Plan growth projections for consistency with the AQMP that was in place at the time, and concluded that the General Plan is consistent with the SCAQMD's AQMP. Projects such as the proposed Project relate to the air quality planning process through the growth forecasts that were used as inputs into the regional transportation model. If a proposed Project is consistent with these growth forecasts, and if all available emissions reduction strategies are implemented as effectively as possible on a project-specific basis, then the proposed Project is consistent with the AQMP. Although the SCAQMD recommends projects that are inconsistent with the AQMP be designated as having a significant air quality impact, consistency itself is not considered as a sufficient basis to support a finding of less than significant impact.

As part of adoption of the County's GPA No. 960, the associated EIR No. 521 analyzed the General Plan growth projections for consistency with the 2012 AQMP that was in place at the time, and concluded that the General Plan is consistent with the SCAQMD's AQMP. Projects such as the proposed Project relate to the air quality planning process through the growth forecasts that were used as inputs into the regional transportation model. If a proposed Project is consistent with these growth forecasts, and if all available emissions reduction strategies are implemented as effectively as possible on a project-specific basis, then the proposed Project is consistent with the AQMP. Although the SCAQMD recommends projects that are inconsistent with the AQMP be designated as having a significant air quality impact, consistency itself is not considered as a sufficient basis to support a finding of less than significant impact.

5.5.2.4 Local Regulations

Riverside County General Plan

The Riverside County General Plan is a policy document that reflects the County's vision for the future of Riverside County. The General Plan was comprehensively revised in 2003 and most recently updated in 2015. The update is referred to as, "General Plan Amendment No. 960." For purposes of analysis in this EIR, the 2003 baseline document and 2015 update were used to provide a comprehensive view of the County's vision for future development. The General Plan is organized into nine separate elements, including Land Use, Circulation, Multipurpose Open

Space, Safety, Noise, Housing, Air Quality, Healthy Communities, and Administration. Each General Plan Element is instrumental to achieving the County's long-term development goals. Each element contains a series of policies that guide the course of action the County must take to achieve the County's vision for future development.

In addition, the General Plan divides the County into 19 Area Plans. The purpose of these Area Plans is to provide more detailed land use and policy direction regarding local issues such as land use, circulation, open space and other topical areas. The proposed Project site is located within the Elsinore Area Plan of the General Plan (Figure 3.0-4 – Area Plans). The following section provides a summary of each General Plan Element and the Elsinore Area Plan.

Land Use Element

The General Plan Land Use Element functions as a guide to planners, the general public, and decision makers as to the ultimate pattern of development. The Land Use Element designates the general distribution, general location, and extent of land uses, such as housing, business, industry, open space, agriculture, natural resources, recreation, and public/quasi-public uses. These designations are reflected on the General Plan Land Use Map, which categorizes individual parcels of land into five basic categories ("Foundation Components"): Rural; Rural Community; Community Development; Agriculture; and Open Space. As reflected on the General Plan Land Use Map, the Land Use Element provides for a balanced mixture of land uses, including commercial, office, industrial, agriculture, and open space. For each of the various land use designations, the General Plan provides standards for residential density and non-residential intensity, and provides specific policies intended to ensure that residential product types, densities, and intensities respond to a multitude of market segments. The Land Use Element governs how land is to be utilized; therefore, many of the issues and policies contained in other plan elements are linked in some degree to this element.

Circulation Element

The purpose of the Circulation Element is to provide for the movement of goods and people, including pedestrians, bicycles, transit, train, air and automobile traffic flows within and through the community. Efficient traffic circulation is important to economic viability and the creation and preservation of a quality living environment. The Circulation Element designates future road improvements and extensions; addresses non-motorized transportation alternatives; and identifies funding options. The various roadway improvements and extensions contemplated by the Circulation Element are reflected on the General Plan Circulation Plan. The various roadway classifications depicted on the Circulation Plan correspond to specific roadway cross-sections, which provide specific standards for right-of-way widths, lane configurations, medians, and landscaping requirements.

Multipurpose Open Space Element

The Multipurpose Open Space Element addresses forms of open space in the County, including scenic, habitat, and recreation. This element has the purpose of addressing the protection and preservation of natural resources, agriculture, and open space areas; managing mineral resources; preserving and enhancing cultural resources; and providing recreational opportunities for the residents of Riverside County. The Multipurpose Open Space Element also contains figures that detail the locations of water resources, vegetation communities, parks, forests, recreation areas, mineral resources, and cultural resources within the County. Together with the

Multiple Species Habitat Conservation Plan (MSHCP), the Multipurpose Open Space Element seeks to preserve and protect identified open space areas in order to maintain or improve environmental quality.

Safety Element

The Safety Element has the primary objective of reducing death, injuries, property damage, and economic and social impact of potential hazards within the County. The Safety Element serves to develop a framework by which safety considerations are introduced into the land use planning process; facilitate the identification and mitigation of hazards for new development; strengthen existing codes, project review, and permitting processes; present policies directed at identifying and reducing hazards in existing development; and strengthen earthquake, flood, inundation, and wildland fire preparedness planning and post-disaster reconstruction policies. Within the Safety Element, policies are presented which pertain to seismic, slope and soil instability; flood and inundation; fire safety; hazardous waste and materials; and disaster preparedness, response, and recovery hazards.

Noise Element

The purpose of the Noise Element is to identify sources of noise generation in the County and provide policies to ensure development does not expose people to unacceptable noise levels. The establishment of desirable maximum noise levels and implementation of noise regulations are also included as part of the Noise Element. The Noise Element provides a systematic approach to identifying and managing noise problems in the community; quantifies existing and projected noise levels; addresses excessive noise exposure; and directs community planning for regulation of noise. The Noise Element includes policies, standards, criteria, programs, diagrams, a reference to action items, and maps related to the protection of public health and welfare with respect to noise.

Housing Element

The 2013-2021 Housing Element identifies and establishes County policies intended to fulfill the housing needs of existing and future residents in Riverside County. It establishes policies that guide County decision-making and set forth an action plan to implement its housing goals. The Housing Element includes a review of previous housing goals, an assessment of the effectiveness of those goals, and an assessment of housing needs. Additionally, the Housing Element includes an inventory of resources and constraints related to meeting housing needs in the County; an analysis of affordable housing developments and programs intended to preserve such housing; community goals for the maintenance, preservation, improvement and development of housing; and a program which sets forth a five-year schedule of actions that the County is undertaking or intends to undertake in implementing the policies set forth in the Housing Element.

Air Quality Element

The intent of the Air Quality Element is to provide background information on the physical and regulatory environment affecting air quality in the County. This element also identifies goals, policies, and programs that are meant to balance the County's actions regarding land use, circulation, and other issues potentially affecting air quality. This element works in conjunction with local and regional air quality planning efforts to address ambient air quality standards set

forth by the Federal Environmental Protection Agency (EPA) and the California Air Resources Board (CARB). The Air Quality Element sets ambient air quality standards for various air pollutants based on State and Federal standards. The Element also contains policies regarding sensitive receptors, mobile and stationary pollution sources, energy efficiency and conservation, jobs and housing, and transportation.

Healthy Communities Element

The Healthy Communities Element was added as part of General Plan Update No. 960, and provides a framework for translating the General Plan vision for a healthy Riverside County into reality by identifying policies aimed at achieving that vision. The Element addresses areas where public health and planning intersect, including transportation and active living; access to nutritious foods; access to health care; mental health; quality of life; and environmental health. This Element addresses overall health; land uses and community design; transportation system (with an emphasis on nonmotorized transportation); arts and culture; social capital; complete communities; parks, trails, and open space; access to healthy foods and nutrition; healthcare and mental healthcare; schools, recreational centers and daycare centers; and environmental health.

Administration Element

The Administration Element focuses on the administration of the General Plan, which is the sole responsibility of the County of Riverside, under the authority of the Board of Supervisors. Administration of the General Plan policies includes establishing, maintaining, and applying tools and procedures for interpreting the intent of the General Plan and applying the interpretation to a variety of circumstances. This Element details the vision for Riverside County, General Planning Principles, Countywide Elements and Planning Policies/Area Plan, Appendices of the General Plan, and other administrative topics

Elsinore Area Plan

The proposed Project site is located within the Elsinore Area Plan (ELAP). The Elsinore Area Plan is a component of the Riverside County General Plan, and focuses on the southwest planning area of the County, which is bounded to the south by San Diego County, to the west by Orange County, to the northwest by the Temescal Canyon Area Plan, to the north by the Lake Mathews/Woodcrest Area Plan and Mead Valley Area Plan, to the east by the Sun City/Menifee Valley Area Plan, and to the southeast by the Southwest Area Plan. The Elsinore Area Plan guides the evolving character of the area, and uses the County of Riverside General Plan vision to establish policies for development and conservation within this specific area of Riverside County. The Elsinore Area Plan describes the physical characteristics of the area, including its special features. The Elsinore Area Plan also includes a Land Use Plan that covers the southwest County planning area, as well as policies and exhibits that hone in on the planning area to describe the physical, environmental, and regulatory characteristics within that area in greater detail than is achieved in the County General Plan. Each section of the Elsinore Area Plan (includes physical/special features, policy areas, land uses, circulation, multipurpose open space, and hazards) addresses pertinent issues facing the southwest County planning area.

Riverside County Zoning Ordinance

The Riverside County Zoning Ordinance currently applies “Manufacturing – Service Commercial” (M-SC) to the entirety of the site. The M-SC zoning classification is applicable to property for which a development would include building uses that would accommodate manufacturing and industrious commercial types of business. This would be conducive with large warehouse size build developments. The proposed Project’s consistency with the applicable portion of the Zoning Ordinance is discussed (as applicable) below in Subsection 5.5.6.

Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP)

Riverside County has adopted a Multiple Species Habitat Conservation Plan (MSHCP), which is a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP). The MSHCP promotes conservation of species and their associated habitats in Riverside County through implementation of several HCPs that affect lands within the County. The Western Riverside County MSHCP and the Coachella Valley MSHCP are the two dominant plans that impact the largest portions of the county. These plans coordinate multijurisdictional habitat-planning and conservation efforts in the region to promote biological and ecological diversity while accommodating the appropriate construction of new development and infrastructure projects. Riverside County catalogs acquisitions and conservation of lands with respect to the HCPs, and periodically updates the General Plan Land Use maps accordingly.

Riverside County Airport Land Use Compatibility Plan Policy Document

Within the State of California, Government Code Section 65302.3(a) requires that general plans, specific plans, and amendments must be consistent with the adopted airport land use plans adopted or amended pursuant to Section 21675 of the Public Utilities Code (PUC). The intent behind Comprehensive Land Use Plans for Airports within the County of Riverside is to protect and promote the safety and welfare of residents within the airport vicinity, as well as airport patrons. The land use plans are also intended to ensure the continued operation of the airports. Specifically, these plans seek to protect the public from the adverse effects of aircraft noise, to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures or activities encroach upon or adversely affect the use of navigable airspace. Implementation of the Comprehensive Land Use Plans promotes compatible urban development within an airport’s vicinity and incompatible development is restricted; thus, allowing for the continued operation of the airports. The proposed Project is not located within an Airport Influence Area.

5.5.3 Comments Received in Response to NOP

In response to the Notice of Preparation (NOP), no comment letters were received related to land use and planning.

5.5.4 Project Design Considerations

Design features refer to ways in which the proposed Project will avoid or minimize potential impacts through the design of the Project. The proposed Project has been designed with sensitivity to the adjacent land uses and the existing residential communities to the north, west and south.

5.5.5 Thresholds of Significance

The Riverside County Planning Department has not established local CEQA significance thresholds as described in Section 15064.7 of the State CEQA Guidelines. The Riverside County Planning Department generally utilizes the CEQA significance thresholds in Appendix G (“Environmental Checklist”) of the State CEQA Guidelines. The Environmental Checklist prepared by the County for the proposed Project (see Appendix A of this document) indicates that impacts related the Toscana Village at Temescal Valley Project may be considered potentially significant if the proposed Project would:

- result in a substantial alteration of the present or planned land use of an area;
- affect land use within a city sphere of influence and/or within adjacent city or county boundaries;
- be consistent with the site’s existing or proposed zoning;
- be compatible with existing surrounding zoning;
- be compatible with existing and planned surrounding land uses;
- be consistent with the land use designations and policies of the Comprehensive General Plan (including those of any applicable Specific Plan) or regional plans; and/or
- disrupt or divide the physical arrangement of an established community (including a low-income or minority community).

5.5.6 Environmental Impacts before Mitigation

Threshold: Result in a substantial alteration of the present or planned land use of an area.

Under the existing conditions, the Project site is vacant. Although the proposed Project’s changes to onsite land use would result in substantial changes from the existing vacant condition, the impacts associated with such change are evaluated in this EIR.

Pursuant to the Project site’s existing General Plan and ELAP, the land use designation for the proposed Project site is Light Industrial (LI), **Figure 3.0-5 – General Plan Land Use**. The proposed Project would amend the General Plan and ELAP to designate the entire Project site as Commercial Retail (CR) and change the zoning to Scenic Highway Commercial (C-P-S) to accommodate the proposed restaurant, gas station with convenient store, retail, office, supermarket, bank, and pharmacy uses.

LI allows for industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses, whereas CR allows for local and regional serving retail and services uses. The CR land use designation proposed by the Project would not differ substantially from the range of uses that are allowed under existing land use designations and zoning. Thus, the Project’s conversion of areas planned for LI to CR is not regarded as a substantial alteration of the planned land use for the Project site and **potential impacts are less than significant**.

Threshold: Affect land use within a city sphere of influence and/or within adjacent city or county boundaries.

The proposed Project is within unincorporated Riverside County. The closest incorporated cities to the proposed Project site are Corona to the north and Lake Elsinore to the south. The proposed Project site is within the sphere of influence of the City of Corona and has a land use designation of Light Industrial, which is consistent with the County's existing land use designation. Therefore, consistent with the analysis above, the CR land use designation proposed by the Project would not differ substantially from the range of uses that are allowed under existing Corona Sphere of Influence land use designation. Thus, the Project's conversion of areas planned for LI to CR is not regarded as a substantial alteration of the planned land use for the Project site and **potential impacts are less than significant**. The proposed Project is not within the sphere of influence of the City of Lake Elsinore. The Project site is not located in close proximity to Riverside County's boundary with either Orange County to the west or San Diego County to the south.

The Temescal Valley Municipal Advisory Council (TMAC) is an advisory body of local citizens with the purpose of representing the Temescal Valley community to the Riverside County 1st District Supervisor, Kevin Jeffries. The TMAC provides a mechanism for community information and dialogue between the 1st District County Supervisor and the Temescal Valley community. The TMAC was instrumental in organizing opposition to the proposed annexation of Temescal Valley into the City of Corona. The annexation proposal was not approved by LAFCO in 2013.

As the proposed Project is not located within the sphere of influence of Corona or Lake Elsinore and not within adjacent city or county boundaries, it will not affect land use within these areas. **No impact** would occur.

Threshold: Be consistent with the site's existing or proposed zoning.

The Project site is zoned Manufacturing – Service Commercial (M-SC), **Figure 3.0-6 - Zoning**. A Change of Zone (CZ 7859) is proposed with this Project to change the current zoning from M-SC to Scenic Highway Commercial (C-P-S) zoning. Both the M-SC and the C-P-S zoning would allow complete development of the site. Development of the proposed Project, with a total of up to 194,000 square feet of restaurant, office, pharmacy, supermarket, bank, gas and convenient store uses, would be consistent with the land use regulations and development standards for the C-P-S zone, as established by the County's Zoning Ordinance (Ordinance No. 348). The environmental effects associated with developing the Project site in accordance with the C-P-S zoning is analyzed throughout this EIR. There would not be any significant, physical environmental effects associated with changing the zoning of the Project site. The proposed Project would be consistent with the proposed C-P-S zone designation and impacts are **less than significant**.

Threshold: Be compatible with existing surrounding zoning.

The existing zoning surrounding the Project site consists of M-SC to the north, Specific Plan Zone (SP 327) to the east and north, Mixed Use Area (MUA) to the east, and Specific Plan (SP 256) to the west, **Figure 3.0-6 - Zoning**. As identified in the Elsinore Area Plan (Figure 4) and Temescal Canyon Area Plan (Figure 4), SP 327 located north and east of the Project site is part of the Community of Spanish Hills (also known as Terramor) and is a growing community with new residential construction occurring. The Community of Sycamore Creek is opposite of the I-

15 freeway (SP 256) to the west of the proposed Project site. The Community of Horsethief Canyon Ranch (including SP 152 & 333) is southeast of the proposed Project site. It is anticipated that the development and build out of the communities would represent a substantial portion of visitors to the proposed Project, once constructed. The proposed Project would not require or result in changes to the existing surrounding zoning. Additionally, the existing surrounding zoning would not be inconsistent with the proposed Project's zone change, where the proposed zone change would actually create more compatible zoning directly adjacent to residential development as compared to existing zoning. The proposed development under C-P-S zoning would compliment and provide services for the residential communities in the area. The proposed Project would be compatible with existing surrounding zoning and **less than significant impacts** would occur.

Threshold: Be compatible with existing and planned surrounding land uses.

As outlined above, SP 327 located north and east of the Project site is part of the Community of Spanish Hills (also known as Terramor) and is a growing community with new residential construction occurring. The Community of Sycamore Creek is opposite of the I-15 freeway (SP 256) to the west of the proposed Project site. The Community of Horsethief Canyon Ranch (including SP 152 & 333) is southeast of the proposed Project site. It is anticipated that the development and build out of the communities would represent a substantial portion of visitors to the proposed Project, once constructed. The proposed Project would be compatible with the surrounding existing and planned land uses. Surrounding land uses such as LI, CR (Commercial Retail), OS-C (Open Space- Conservation), MDR (Medium Density Residential), HDR (High Density Residential), and RM (Rural Mountainous) would be complimentary for the proposed Project as the proposed Project would ultimately offer an array of goods and services for the existing and developing communities in the area. **Less than significant impacts** would occur.

Threshold: Be consistent with the land use designations and policies of the Comprehensive General Plan (including those of any applicable Specific Plan) or regional plans.

Riverside County General Plan/ Elsinore Area Plan

The proposed Project includes amending the General Plan and ELAP to change the land use designation from LI to CR. The proposed Project would involve development of restaurant, fast food restaurant, gas station with convenient store, retail, office, supermarket, bank, and pharmacy building uses consistent with the CR designation. As outlined above, the proposed GPA is not regarded as a substantial alteration of the planned land use for the Project site. With Riverside County's approval of the proposed GPA, the proposed Project developments would be consistent with the land use designations of the General Plan and the ELAP. The proposed Project would include a Conditional Use Permit for the sale of beer and wine at the gas station/convenience store for off-site consumption. The proposed Project is not part of a Specific Plan.

ELAP policies applicable to the Project are outlined below along with the Project's consistency with each.

ELAP Overlays and Policy Areas

The Project site is located in ELAP Mt. Palomar Night Time Lighting Policy Area.

ELAP Local Land Use Policies

ELAP 7.1 Adhere to the lighting requirements of Riverside County for standards that are intended to limit light leakage and spillage that may interfere with the operations of the Palomar Observatory.

The proposed project is required to be compliant with Ordinance No. 655, which restricts the permitted use of certain light fixtures emitting undesirable light rays into the night sky which have detrimental effects. The proposed project will not conflict with ELAP 7.1 or Ordinance No. 655.

ELAP Local Circulation Policies

ELAP 8.1 Design and develop the vehicular roadway system per Figure 7, Circulation, and in accordance with the functional classifications and standards specified in the Planned Circulations Systems section of the General Plan Circulation Element.

ELAP 8.2 Maintain Riverside County's roadway Level of Service standards as described in the Level of Service section of the General Plan Circulation Element.

ELAP 9.1 Implement the Trails and Bikeway System, Figure 8, through such means as dedication or purchase, as discussed in the Non-Motorized Transportation section of the General Plan Circulation Element.

ELAP 10.1 Protect Interstate 15 and State Route 74 from change that would diminish the aesthetic value of adjacent properties through adherence to the Scenic Corridors sections of the General Plan Land Use and Circulation Elements.

As outlined in more detail in Section 5.7, Transportation/ Traffic the project is required to make improvements to existing roadway facilities including Temescal Canyon Road and Indian Truck Trail Road to comply with the Circulation Element and to meet the County's roadway Level of Service standards.

The proposed Project includes construction of a trail along the Project's frontage with Temescal Canyon Road, consistent with the Circulation Element.

The Project site's graded elevation will be lower than the I-15 freeway north and southbound lanes. The Project will not substantially obstruct views of the surrounding hillsides or of Temescal Creek. The Project will be required to follow the County's Design Standards and Guidelines for architecture.

Therefore, the proposed Project will not conflict with ELAP Local Circulation Policies.

ELAP Local Open Space Policies

ELAP 15.1 Protect viable oak woodlands through adherence to the Oak Tree Management Guidelines adopted by Riverside County and the Vegetation section of the Multipurpose Open Space Element of the General Plan.

ELAP 16.1 Protect sensitive biological resources in the Elsinore Area Plan through adherence to policies found in the Multiple Species Habitat Conservation Plans,

Environmentally Sensitive lands, Wetlands, and Floodplain and Riparian Area Management sections of the General Plan Multipurpose Open Space Element.

ELAP 16.5 Conserve wetlands including Temescal Wash, Collier Marsh, Alberhill Creek, Wasson Creek, and the lower San Jacinto River (including marsh habitats and maintaining water quality).

As outlined in more detail in Section 5.2, Biological Resources, the Project will follow the Oak Tree Management Guidelines to protect and preserve the oak trees on the Project to the greatest extent feasible or a Heritage Tree Preservation and Protection Plan would be in place prior to grading and construction.

The Project site contains 0.61 acre of riparian/riverine/wetland resources, which will largely be impacted by the grading and site development. A Riparian/Riverine Determination of Biological Equivalent or Superior Preservation has been prepared that outlines the mitigation to offset impacts in compliance with the Western Riverside County Multiple Species Conservation Plan (MSCHP).

Therefore, the proposed Project will not conflict with ELAP Local Open Space Policies.

ELAP Local Hazard Policies

ELAP 19.1 Protect life and property from seismic-related incidents through adherence to the Seismic Hazards section of the General Plan Safety Element.

The proposed Project site is not located within an Alquist-Priolo Earthquake Fault Zone or contain known faults. The proposed Project is required to be constructed in accordance with the current California Building Code (CBC) as referenced in Chapter 15.12 (Uniform Building Code) of the Riverside County Code. Therefore, the proposed Project will not conflict with ELAP Local Hazard Policies.

Regional Plans

Consistency with the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) is contained in Section 5.2 (Biological Resources) and Section 5.1 (Air Quality) discusses consistency with the applicable Air Quality Management Plan. Section 5.4 (Greenhouse Gas Emissions) includes a discussion of consistency with Riverside County's Climate Action Plan.

SCAG is the designated metropolitan planning organization, and as such, is mandated by the federal government to research and draw up plans for transportation, growth management, hazardous waste management, and air quality. The proposed Project's consistency with the 2016-2040 *Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS)* is outlined in **Table 5.0-J: Consistency Analysis with SCAG 2016-2040 RTP SCS Goals below.**

Table 5.0-J: Consistency Analysis with SCAG 2012-2035 RTP/SCS Goals

RTP/SCS Goal	Goal Statement	Project Consistency Discussion
G1	Align the plan investments and policies with improving regional economic development and competitiveness.	No inconsistency identified. This policy would be implemented by cities and the counties within the SCAG region as part of comprehensive local and regional planning efforts.
G2	Maximize mobility and accessibility for all people and goods in the region.	No inconsistency identified. Section 5.7 of this EIR, Transportation/Traffic, evaluates Project-related traffic impacts and specifies mitigation measures to ensure that roadway and intersection and intersection improvements needed to accommodate Project traffic volumes are implemented concurrent with proposed development.
G3	Ensure travel safety and reliability for all people and goods in the region.	No inconsistency identified. There is no component of the proposed Project that would result in a substantial safety hazard to motorists.
G4	Preserve and ensure a sustainable regional transportation system.	No inconsistency identified. This policy would be implemented by cities and the counties within the SCAG region as part of the overall planning and maintenance of the regional transportation system. The proposed Project would have no adverse effect on such planning or maintenance efforts.
G5	Maximize the productivity of our transportation system.	No inconsistency identified. This policy would be implemented by cities and the counties within the SCAG region as part of comprehensive transportation planning efforts. The proposed Project would be consistent with the County of Riverside General Plan Transportation Element, which meets this goal to maximize productivity.
G6	Protect the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, e.g., bicycling and walking).	No inconsistency identified. An analysis of the Project's environmental impacts is provided throughout this EIR, and mitigation measures are specified where warranted. Air quality is addressed in EIR Subsection 5.1, Air Quality, and mitigation measures are specified to reduce the proposed Project's air quality impacts to the extent feasible. Additionally, and as discussed in EIR Subsection 5.3, Greenhouse Gas Emissions, the proposed Project proposes to incorporate various measures related to building design, landscaping, and energy systems to promote the efficient use of energy. The Project study

		area is within the service area of the Riverside Transit Authority (RTA), a public transit agency serving various jurisdictions within Riverside County. The proposed Project would not conflict with any existing or planned RTA routes.
G7	Actively encourage and create incentives for energy efficiency, where possible.	No inconsistency identified. This policy provides guidance to County staff to establish local incentive programs to encourage and promote energy efficient development. The proposed Project's design features related to building design, landscaping, and energy systems to promote the efficient use of energy are discussed throughout this EIR.
G8	Encourage land use and growth patterns that facilitate transit and active transportation.	No inconsistency identified. This policy provides guidance to the County to establish a local land use plan that facilitates the use of transit and non-motorized forms of transportation. The Project proposes a GPA to change the land use designation of the site. Based on the foregoing analysis, the Project is not inconsistent with this RTP/SCS goal.
G9	Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	No inconsistency identified. This policy provides guidance to the County to monitor the transportation network and to coordinate with other agencies as appropriate.

Upon the GPA, the proposed Project would be consistent with the land use designations and policies of the Comprehensive General Plan, including the ELAP, as well as SCAG's 2016-2040 RTP/SCS. **Less than significant impacts** would occur.

Threshold: Disrupt or divide the physical arrangement of an established community (including a low-income or minority community).

The proposed Project site currently consists of vacant, undeveloped land that has experienced various degrees of human disturbance. The Communities of Sycamore Creek, Horsethief Canyon Ranch, and Spanish Hills are the closest communities in the area to the proposed Project and are located west/northwest, southeast, and northeast of the Project, respectively. The southwest boundary of Project site is bordered by the I-15 freeway. The northwest boundary of the Project site is bordered by Temescal Canyon Road and Temescal Creek. The proposed Project would not disrupt or divide the physical arrangement of an established community (including a low-income or minority community). **Less than significant impacts** would occur.

5.5.7 Proposed Mitigation Measures

Overall, the proposed Project would have less than significant impacts related to land use and planning. As a result, no mitigation measures are required.

5.5.8 Summary of Project-Specific Environmental Effects after Mitigation Measures are Implemented

The proposed Project would have less than significant impacts and mitigation measures are not required.

5.5.9 References

The following references were used in the preparation of this section of the DEIR:

City of Corona 2014	City of Corona, General Plan and Zoning Map Book 2014, (Available at https://www.coronaca.gov/government/departments/community-development/planning-division/general-plan-and-zoning-maps , accessed December 2017)
County 2008	County of Riverside, General Plan 2008, (Available at http://planning.rctlma.org/ZoningInformation/GeneralPlan/RiversideCountyGeneralPlan2008.aspx , accessed April 2017)
County 2015	County of Riverside, Zoning Code (Available at http://planning.rctlma.org/ZoningInformation/GeneralPlan.aspx , accessed April 2017)
County Code	Riverside County Code of Ordinances (Available at https://www.municode.com/library/ca/riverside_county/codes/code_of_ordinances?nodeId=TIT8HESA_CH8.80OULI , accessed April 2017)
TMAC	Temescal Municipal Advisory Council (Available at http://www.rivcodistrict1.org/opencms/Cities_and_Communities/TemescalMac.html , accessed July 2017)
County EAP	County of Riverside, Elsinore Area Plan (Available at http://planning.rctlma.org/Portals/0/genplan/general_plan_2016/area_plans/E_LAP_120815m.pdf?ver=2016-04-01-100908-960 , accessed April 2017)

5.6 Noise

This focus of this section is to analyze the Project's potential impacts with regard to temporary, periodic, and permanent increases to ambient noise levels, compliance with existing noise standards, ground-borne vibration potential impacts related to noise, specifically the existing and future highway noise to the Project site, and the impact of noise generated on-site by the Project to the area surrounding the site. The analysis in this section is based on the *Temescal*

Valley Gateway Noise Impact Analysis, June 28, 2017 (the NIA) prepared by Kunzman Associates. The NIA is included as Appendix F of this DEIR.

5.6.1 Setting

The following presents a discussion of noise fundamentals applicable to the Project, together with an assessment of existing ambient noise levels and noise sources in the Project vicinity.

Characteristics of Sound

Noise is most often defined as unwanted sound. Although sound can be easily measured, the perceptibility is subjective and the physical response to sound complicates the analysis of its impact on people. People judge the relative magnitude of sound in subjective terms such as “noisy” or “loud.” To the human ear, sound has two significant characteristics: pitch and loudness. Pitch is generally an annoyance, while loudness can affect our ability to hear. The analysis of any project’s noise impact defines the noise environment of the project area in terms of sound intensity and its effect on adjacent land uses and receivers.

Quantification of Sound

Sound is a pressure wave created by a moving or vibrating source that travels through an elastic medium such as air. Sound pressure magnitude is measured and quantified using a logarithmic ratio of pressures, the scale of which defines the level of sound in decibels (dB). Because human hearing is not equally sensitive to sound at all frequencies, the A-weighting system is used to adjust quantified or measured sound levels to approximate this frequency-dependent response; A-weighted sound is expressed as dBA. (NIA, p. 6)

From the noise source to the receiver, noise changes both in level and frequency spectrum. The most obvious is the decrease in noise as the distance from the source increases. The manner in which noise reduces with distance depends on whether the source is a point or line source as well as ground absorption, atmospheric effects and refraction, and shielding by natural and manmade features. Sound from point sources, such as air conditioning condensers, radiates uniformly outward as it travels away from the source in a spherical pattern. The noise drop-off rate associated with this geometric spreading is 6 dBA per each doubling of the distance (dBA/DD) (Caltrans, pp. 2-27–2-28). Transportation noise sources such as roadways are typically analyzed as line sources, since at any given moment the receiver may be impacted by noise from multiple vehicles at various locations along the roadway. Because of the geometry of a line source, the noise drop-off rate associated with the geometric spreading of a line source is 3 dBA with each doubling of distance (Caltrans, p. 2-29).

As a source of reference, common indoor and outdoor noise sources, presented in terms of dBA, are shown in relation to the approximate corresponding noise level in **Table 5.0-K: Representative Environmental Noise Levels**.

Table 5.0-K: Representative Environmental Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110	rock band
jet fly-over at 1,000 feet	105	
	100	
gas lawnmower at 3 feet	95	
	90	
diesel truck, 50 mph at 50 feet	85	food blender at 3 feet
	80	garbage disposal at 3 feet
noisy urban area during daytime	75	
gas lawnmower at 100 feet	70	vacuum cleaner at 10 feet
commercial area	65	normal speech at 3 feet
heavy traffic at 300 feet	60	
	55	large business office
quiet urban area during daytime	50	dishwasher in next room
	45	
quiet urban area during nighttime	40	theater, large conference room (background)
quiet suburban area during nighttime	35	
	30	Library
quiet rural area during nighttime	25	bedroom at night, concert hall (background)
	20	
	15	broadcast/recording studio
	10	
	5	
lowest threshold of human hearing	0	lowest threshold of human hearing

Notes:

From California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013, Table 2-5, p. 2 20

Noise is an unwanted or objectionable sound which consists of pitch, loudness, and duration. The effects of noise on people vary but can include general annoyance, interference with speech communication, sleep disturbance, and in extreme circumstances, hearing impairment. Federal and State agencies have established noise and land use compatibility guidelines that use averaging methods to noise measurement.

Two measurement scales commonly used in California are the Community Noise Equivalent Level (CNEL) and the day-night level (DNL or L_{dn}). CNEL is a 24-hour weighted average measure of community noise; DNL is also a 24-hour average measure, but it only weighs nighttime hours. To account for increased human sensitivity at night, the L_{dn} scale includes a 10 dB weighting penalty on noise occurring during the 10:00 p.m. to 7:00 a.m. time period. The CNEL scale includes a 5 dB weighting penalty on noise occurring during the 7:00 p.m. to 10:00 p.m. time period, and a 10 dB weighting penalty on noise occurring during the 10:00 p.m. to 7:00 a.m. time period. This weighting accounts for the increased human sensitivity to noise during the evening and nighttime hours. As such, it is widely accepted that average healthy ear can barely perceive changes of 3 dBA; that a change of 5 dBA is readily perceptible; and that an increase or decrease of 10 dBA sounds twice as loud. (NIA, p. 6)

Other noise rating scales of importance when assessing the annoyance factor include the peak or maximum noise level (L_{max}), which is the highest exponential, time-averaged sound level that occurs during a stated period. Short-term noise impacts in this discussion are specified in terms of maximum levels, denoted by L_{max} which reflects acoustical peaks during operational conditions and addresses the annoying aspects of constant noise.

Average noise levels over a period of minutes or hours are expressed as dBA L_{eq} , or the equivalent noise level for that period of time. For example, $L_{eq(3)}$ would represent a 3-hour average. When no time period is specified, a one-hour average is assumed. (NIA, p. 6)

Noise is particularly problematic when noise-sensitive land uses are affected. The County of Riverside lists the following uses as "noise-sensitive" and discourages these uses in areas in excess of 65 dBA CNEL: schools, rest homes, mental care facilities, libraries, hospitals, places of worship, long-term care facilities, residential uses, and passive recreation uses (EIR No. 521, p. 4.15-74).

Groundborne Vibration

Groundborne vibration is not a common environmental problem. It is unusual for vibration from sources such as buses and trucks to be perceptible, even in locations close to major roads. Some common sources of groundborne vibration are trains, buses on rough roads, and construction activities such as blasting, pile-driving, and operating heavy earth-moving equipment.

Vibration is an oscillatory motion which can be described in terms of the displacement, velocity, or acceleration. Displacement is the easiest descriptor to understand. For a vibrating floor, the displacement is simply the distance that a point on the floor moves away from its static position. The velocity represents the instantaneous speed of the floor movement and acceleration is the rate of change of the speed.

Although displacement is easier to understand than velocity or acceleration, it is rarely used for describing groundborne vibration. Most transducers used for measuring groundborne vibration use either velocity or acceleration. Furthermore, the response of humans, buildings, and equipment to vibration is more accurately described using velocity or acceleration. The effects of groundborne vibration include "feelable" movement of the building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. The rumble is the noise radiated from the motion of the room surfaces. In essence, the room surfaces act like a giant loudspeaker causing what is called groundborne noise. In extreme cases, the vibration can cause damage to buildings. Sensitive receptors for vibration include structures (especially older masonry structures); people (especially residents, the elderly, and the sick) and vibration sensitive equipment.

There are several different methods used to quantify vibration. The peak particle velocity (PPV) is defined as the maximum instantaneous peak of the vibration signal. The PPV is most frequently used to describe vibration impacts to buildings and is typically measured in inches per second (in/sec). The root mean square (RMS) amplitude is most frequently used to describe the effect of vibration on the human body. The RMS amplitude is defined as the squared amplitude of the signal. The PPV and RMS velocity are normally described in inches per second in the United States. Although it is not universally accepted, decibel notation (VdB) is in common use for vibration.

Typically, groundborne vibration generated by man-made activities attenuates rapidly with distance from the source of vibration. Man-made vibration issues are therefore, usually confined to short distances (i.e., 500 feet or less) from the source. Sensitive receptors for vibration include structures (especially older residential structures), people (especially nearby residents, the elderly, and the sick), and vibration sensitive equipment.

Existing Site and Surrounding Conditions

The Project site encompasses approximately 27 acres of vacant land within the Elsinore Area Plan of the Riverside County General Plan as shown on **Figure 3.0-4 – Riverside County Area Plans**. Surface elevations range from approximately 1,078 to 1,215 feet above mean sea level with areas of greater topographic relief located along the western boundary of the Project site. The Project site is a narrow strip of land between the Interstate 15 (I-15) and Temescal Canyon Road, and immediately north of Indian Truck Trail. Areas to the west of the I-15 consist of residential, commercial, and industrial land uses as shown on **Figure 3.0-2 – Aerial Map**. Corona Lake (aka Lee Lake) and associated recreational land uses are located to the southeast. Areas to the east of the site consist of vacant, undeveloped land extending up to Estelle Mountain. Immediately east of the project site and east of Temescal Canyon Road is a hill that separates the site from the Temescal Canyon Wash. The wash flows around the eastern side of the hill in a northerly direction adjacent to Temescal Canyon Road.

The County General Plan Land Use Designations for the Project site and surrounding properties are shown on **Figure 3.0-5 – General Plan Land Use**. The Project includes a General Plan Amendment (No. 1146) to change the land use designation of the entire Project site from to “Community Development: Light Industrial (CD:LI)” to “Community Development: Commercial Retail (CD:CR).” Likewise, the Project includes a Change of Zone application (No. 7859) to change the zoning of the entire project site from “Manufacturing – Service Commercial (M-SC)” to “Scenic Highway Commercial (C-P-S).”

Access points to the Project site will be located along Temescal Canyon Road, just north of where Temescal Canyon Road intersects with Indian Truck Trail on- and off-ramps to the I-15.

Existing Noise Levels

To determine existing ambient noise levels at the Project site and nearby sensitive receptors, an American National Standards Institute (ANSI Section S14 1979, Type 1) Larson Davis model LxT sound level meter was used. Ambient noise measurements were taken at four locations, as shown on **Figure 5.6-1 – Noise Measurement Locations**.

Both short-term and long-term ambient noise measurements were made. Long-term (24-hour) noise measurements were taken at the northern boundary of the Project site (location LTNM1 as shown on **Figure 5.6-1**). Short-term (10-minute) daytime measurements taken at the three locations shown on **Figure 5.6-1** as STNM1, STNM2, and STNM3. The dates, times, and results of the short-term ambient noise measurements are presented in **Table 5.0-L: Existing Noise Levels in Project Vicinity**. Monitoring locations are shown on **Figure 5.6-1**.

Table 5.0-L: Existing Daytime Noise Levels in Project Vicinity (dBA)^a

Noise Measurement Location ^b	Land Use	Date	Time Started	L _{eq} (10 minute)	L _{max} ^c	L _{min} ^d
STNM1 (Mayhew Canyon Road and Coral Canyon Road)	Residential	01/26/2017	11:13 a.m.	63.8	83.2	48.2
STNM2 (Soapberry Street and Campbell Ranch Road)	Residential		11:42 a.m.	61.0	73.4	54.3
STNM3 (Fire station on Campbell Ranch Road)	Public Facilities		12:21 p.m.	69.4	73.3	61.7

Notes: Results based on 10 minutes of monitoring.

^a Source: NIA, Table 3, p. 12.

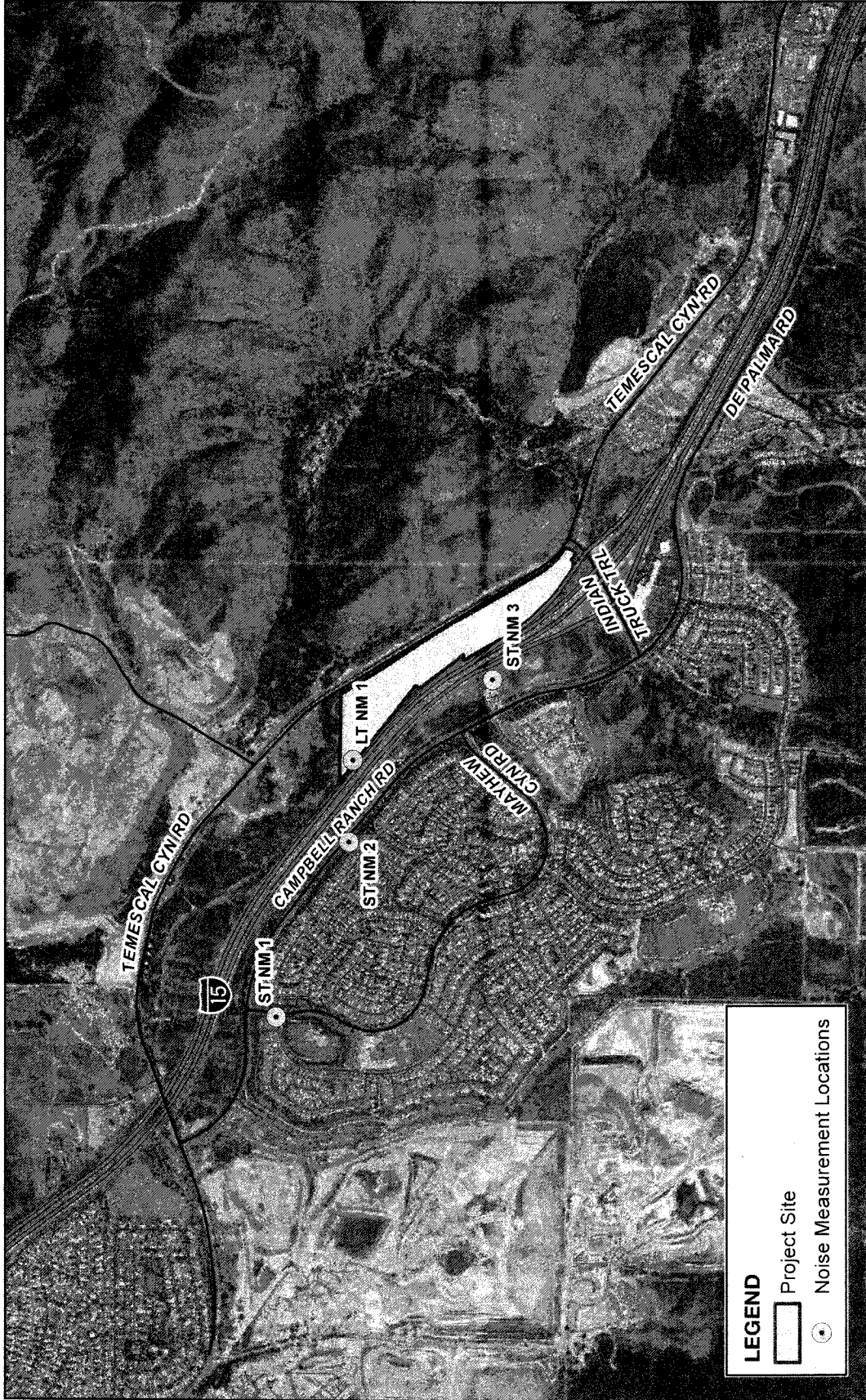
^b Noise monitoring positions are shown on **Figure 5.6-1**.

^c L_{max} is the single highest recorded noise level event during monitoring.

^d L_{min} is the single lowest recorded noise level event during monitoring.

Primary noise sources at locations STNM1, STNM2, and STNM3 include vehicular traffic from Mayhew Canyon Road, Coral Canyon Road, Campbell Ranch Road, Soapberry Road, and I-15. Aircraft noise, residential noise, and bird song were also audible, but not dominant.

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Sources: Kunzman Associates Inc., June 2017;
 Riverside Co. GIS, 2017; USAD NAIP, 2016.

Figure 5.6-1 - Noise Measurement Locations

Toscana Village



Ambient 24-hour noise levels were measured from 4:00 p.m. on January 26, 2017 to 3:00 p.m. on January 27, 2017 at the northwest corner of the Project site adjacent to the I-15 Freeway (shown as "LTNM1" on **Figure 5.6-1**). The hourly results from the long-term monitoring are presented in **Table 5.0-M: Existing 24-Hour Noise Levels in Project Vicinity**.

Table 5.0-M: Existing 24-Hour Noise Levels in Project Vicinity^a

Measurements at LTNM1	Reading	Monitored Ambient Noise Level (dBA)		
		L_{eq}^c	L_{max}^d	L_{min}^e
Overall Summary	4:00 p.m. (day)	77.9	92.0	53.6
1	4:00 p.m.	79.4	92.0	68.3
2	5:00 p.m.	79.0	91.7	68.4
3	6:00 p.m.	78.9	90.2	68.5
4	7:00 p.m.	78.5	85.4	68.0
5	8:00 p.m.	77.7	88.3	65.5
6	9:00 p.m.	76.7	88.1	65.4
7	10:00 p.m. (night begins)	75.7	85.9	59.9
8	11:00 p.m.	74.0	84.7	58.9
9	12:00 a.m.	73.0	87.0	55.1
10	1:00 a.m.	72.6	84.6	57.1
11	2:00 a.m.	73.4	85.0	53.6
12	3:00 a.m.	76.6	86.4	58.0
13	4:00 a.m.	80.8	89.5	69.8
14	5:00 a.m.	81.1	87.6	69.8
15	6:00 a.m.	76.4	86.2	64.2
16	7:00 a.m. (day begins)	72.4	86.3	62.1
17	8:00 a.m.	75.9	89.2	61.5
18	9:00 a.m.	79.2	85.3	65.5
19	10:00 a.m.	79.2	84.8	66.9
20	11:00 a.m.	78.8	88.4	66.3
21	12:00 a.m.	78.7	87.6	65.9
22	1:00 p.m.	78.8	90.6	67.1
23	2:00 p.m.	78.8	89.0	65.3
24	3:00 p.m.	78.8	86.0	67.5

Notes:

- a Source: NIA, Table 4, p. 13.
- b Noise monitoring positions are shown on **Figure 5.6-1**.
- c L_{eq} is the average noise level over the hour measured.
- d L_{max} is the single highest recorded noise level event during the hour measured.
- e L_{min} is the single lowest recorded noise level event during the hour measured.

At location LTNM1 (the northwest corner of the Project site adjacent to I-15 Freeway), the results of the 24-hour ambient noise measurements (**Table 5.0-M**), indicate that daytime (7:00 a.m. to 10 p.m.) noise levels ranged between 72.4 dBA L_{eq} (at 7:00 a.m.) and 79.4 dBA L_{eq} (at 4:00 p.m.). Nighttime (10:00 p.m. to 7:00 a.m.) noise levels measured at location LTNM1 ranged from 72.6 dBA (at 1:00 a.m.) to 81.1 dBA (at 5:00 a.m.). The primary noise source at LTNM1 is vehicular traffic from I-15, Temescal Canyon Road, and Indian Truck Trail. Based on the 24-hour ambient measurements shown in **Table 5.0-M**, the CNEL at LTNM 1 is 84 dBA (NMI).

5.6.2 Related Regulations

This section reviews some of the various federal, state and local regulations, policies and standards that exist to address noise. Many of these regulations serve to reduce potential adverse impacts caused by noise within Riverside County.

5.6.2.1 Federal Regulations

The adverse impact of noise was officially recognized by the federal government in the Noise Control Act of 1972, which serves three purposes:

- Promulgating noise emission standards for interstate commerce;
- Assisting State and local abatement efforts; and
- Promoting noise education and research.

The Federal Office of Noise Abatement and Control was initially tasked with implementing the Noise Control Act. However, the Office of Noise Abatement and Control has since been eliminated, leaving the development of federal noise policies and programs to other federal agencies and interagency committees. For example, the Occupational Safety and Health Administration (OSHA) agency prohibits exposure of workers to excessive sound levels. The United States Department of Transportation assumed a significant role in noise control through its various operating agencies. The Federal Aviation Administration regulates noise of aircraft and airports. Surface transportation system noise is regulated by a host of agencies, including the Federal Transit Administration and Federal Highway Administration (FHWA). Finally, the federal government actively advocates that local jurisdictions use their land use regulatory authority to arrange new development in such a way that “noise sensitive” uses are either prohibited from being sited adjacent to a highway or, alternately, that the developments are planned and constructed in such a manner that potential noise impacts are minimized.

Since the federal government has preempted the setting of standards for noise levels that can be emitted by the transportation sources, the County is restricted to regulating the noise generated by the transportation system through nuisance abatement ordinances and land use planning.

The proposed Project will comply with the appropriate OSHA regulations relative to worker exposure to noise during Project construction and operation.

5.6.2.2 State Regulations

State of California General Plan Guidelines 2003

Through not adopted by law, the State of California General Plan Guidelines 2003, published by the California Governor’s Office of Planning and Research (OPR) (OPR Guidelines), provide guidance for the computability of projects within areas of specific noise exposure. The OPR Guidelines identify the suitability of various types of construction relative to a range of outdoor noise levels and provide each local community some flexibility in setting local noise standards that allow for the variability in community preferences. Findings presented in the Levels of Environmental Noise Document (EPA 1974) influenced the recommendation of the OPR

Guidelines, most importantly in the choice of noise exposure metrics (i.e. L_{dn} or CNEL) and in the upper limits for the Normally Acceptable outdoor exposure of noise-sensitive uses. The OPR Guidelines include a Noise and Land Use Compatibility Matrix identifies acceptable and unacceptable community noise exposure limits for various land use categories. The City of Riverside has utilized the State's noise/land use compatibility matrix as a model to create their own.

Noise Insulation Standards

The California Commission of Housing and Community Development officially adopted noise standards in 1974. In 1988, the Building Standards Commission revised the noise standards (California Noise Insulation Standards).

The proposed Project will comply with the appropriate noise insulation standards.

California Government Code

California Government Code Section 65302 mandates the legislative body of each county and city in California adopt a noise element as part of its comprehensive general plan. The local noise element must recognize the land use compatibility guidelines published by the State Department of Health Services. The guidelines rank noise land use compatibility in terms of normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable. The County's General Plan contains a noise element that ranks land use compatibility as required by the California Government Code.

5.6.2.3 Riverside County Regulations

General Plan Noise Element

In compliance with California Government Code Section 65302, the Riverside County General Plan Noise Element identifies noise and land use compatibility criteria that identifies "Normally Acceptable," "Conditionally Acceptable," "Normally Unacceptable," and "Conditionally Unacceptable" noise exposure ranges for various land uses as shown in **Table 5.6-D – Community Noise Exposure Levels for Land Use Compatibility** (Table N-1 of the Riverside County General Plan).

These standards are primarily used for planning purposes such as determining a project's compatibility with a proposed site with regard to existing and future acoustical impacts upon a project site sourced from the surrounding environment. In other words, the noise impacts *from* existing surrounding land uses *to* a proposed project.

The "Normally Acceptable" range is defined as: specific land use is satisfactory, based on the assumption that any building is of normal conventional construction, without any special noise insulation requirements.

The "Conditionally Acceptable" range is defined as: new construction or development should be undertaken only after a detailed analysis of noise reduction requirements is made and needed noise insulation features included in design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

The “Normally Unacceptable” range is defined as: new construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in design.

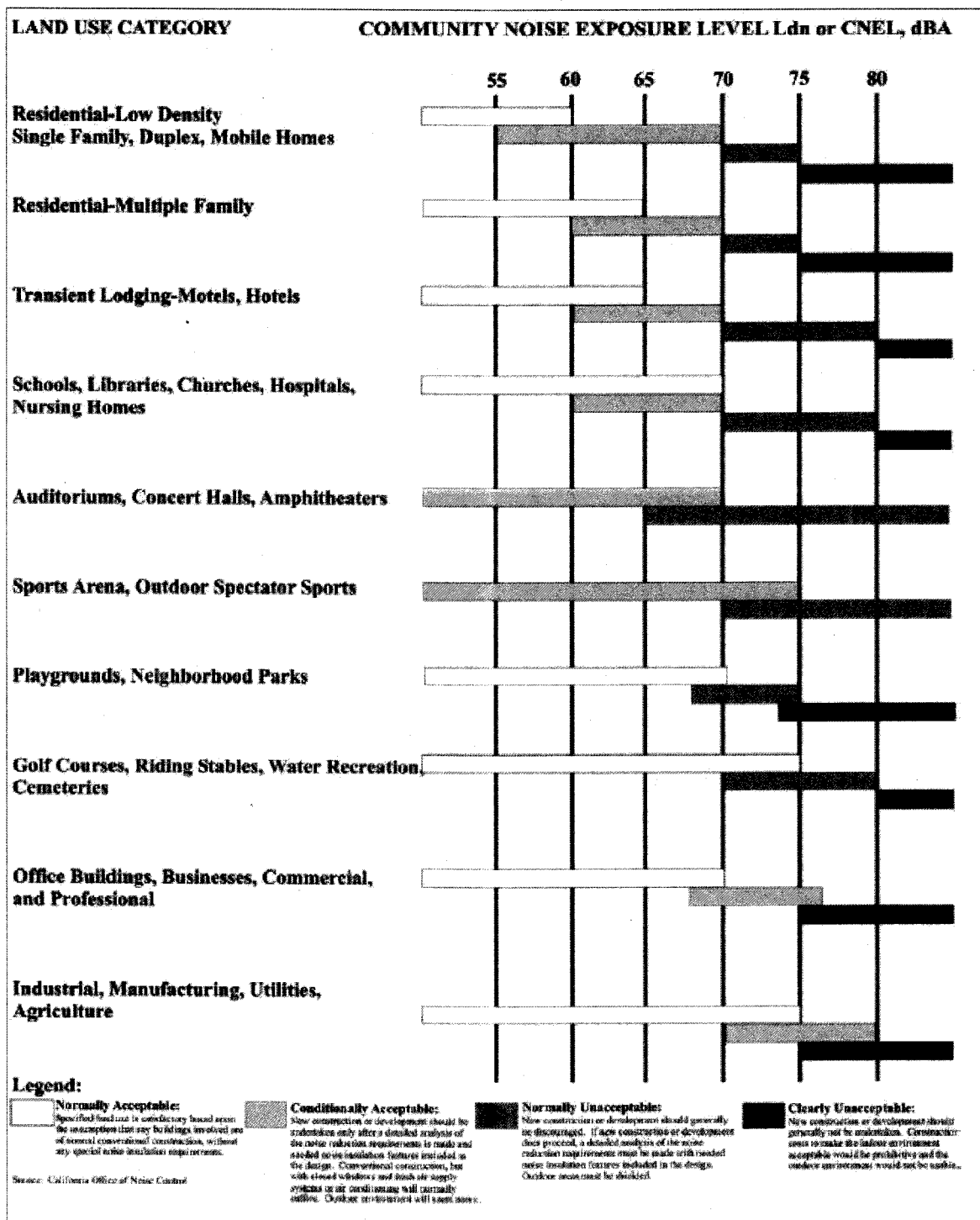
The “Conditionally Unacceptable” range is defined as: new construction or development should generally not be undertaken, unless it can be demonstrated that noise reduction requirements can be employed to reduce noise impacts to an acceptable level. If new construction or development does proceed, a detailed analysis of noise reduction requirements must be made and needed noise insulation features included in the design.

The Riverside County land use compatibility standards for acceptable community noise exposure are shown in Table N-1 of the General Plan Noise Element and reproduced on the following page as **Table 5.6-D**.

The Project proposes commercial uses, which places it in the land use category of “Office Buildings, Business, Commercial, and Professional.” Noise levels for this land use category are shown as being “Normally Acceptable” ranging up to 70 dBA CNEL, “Conditionally Acceptable” ranging from 70 to 78 dBA CNEL and “Normally Unacceptable” starting from 78 dBA CNEL.

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Table 5.0-N: Community Noise Exposure Levels for Land Use Compatibility^a



Noise-producing land uses must be compatible with adjacent land uses in order for the land use plan to be successful. If existing land uses emit noise above a certain level, they are not

compatible with one another, and therefore noise attenuation devices must be used to mitigate the noise to acceptable levels indoors and outdoors. (General Plan Noise Element, p. N-4).

The Noise Element of the Riverside County General Plan contains the following policies related to noise to which the Project will be required to comply:

- N 1.2** Guide noise-tolerant land uses into areas irrevocably committed to land uses that are noise-producing, such as transportation corridors or within the projected noise contours of any adjacent airports.
- N 1.4** Determine if existing land uses will present noise compatibility issues with proposed projects by undertaking site surveys.
- N 1.5** Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, visitors and noise-sensitive uses of Riverside County.
- N 1.6** Minimize noise spillover or encroachment from commercial and industrial land uses into adjoining residential neighborhoods or noise-sensitive uses.
- N 1.7** Require proposed land uses, affected by unacceptably high noise levels, to have an acoustical specialist prepare a study of the noise problems and recommend structural and site design features that will adequately mitigate the noise problem.

The following policies address noise mitigation strategies when noise emitted from a land use must be mitigated to acceptable levels indoors and outdoors in order for other, more noise-sensitive land uses to locate in proximity to these noise producers.

- N 2.3** Mitigate exterior and interior noises to the levels listed in Table N-2 [reproduced herein as **Table 5.0-N**] to the extent feasible, for stationary sources:

The following policies address noise producers.

- N 3.5** Require that a noise analysis be conducted by an acoustical specialist for all proposed projects that are noise producers. Include recommendations for design mitigation if the project is to be located either within proximity of a noise-sensitive land use, or land designated for noise-sensitive land uses.
- N 3.7** Encourage noise-tolerant land uses, such as commercial or industrial, to locate in areas already committed to land uses that are noise-producing.

The following policies address and mitigate noise emitted from stationary noise producers.

- N 4.1** Prohibit facility-related noise received by any sensitive use from exceeding the following worst case noise levels: 45 dBA-10-minute Leq between 10:00 p.m. and 7:00 a.m.; 65 dBA-10-minute Leq between 7:00 a.m. and 10:00 p.m.
- N 4.8** Require that the parking structures, terminals, and loading docks of commercial or industrial land uses be designed to minimize the potential noise impacts of vehicles on the site as well as on adjacent land uses.

The following policies address the issues of roadway traffic noise, and methods to reduce the noise impact of roads on adjacent and nearby land uses.

- N 9.3** Require development that generates increased traffic and subsequent increases in the ambient noise level adjacent to noise-sensitive land uses to provide for appropriate mitigation measures.

The following policies address noise from construction activities.

- N 13.1** Minimize the impacts of construction noise on adjacent uses within acceptable practices.
- N 13.2** Ensure that construction activities are regulated to establish hours of operation in order to prevent and/or mitigate the generation of excessive or adverse noise impacts on surrounding areas.
- N 13.4** Require that all construction equipment utilizes noise reduction features (e.g. mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.

The following policies address building and design techniques to mitigate noise to acceptable indoor and outdoor levels.

- N 14.1** Enforce the California Building Standards that sets standards for building construction to mitigate interior noise levels to the tolerable 45 CNEL limit. These standards are utilized in conjunction with the Uniform Building Code by the County's Building Department to ensure that noise protection is provided to the public. Some design features may include extra-dense insulation, double-paned windows, and dense construction materials.
- N 14.6** Prevent the transmission of excessive and unacceptable noise levels between individual tenants and businesses in commercial structures and between individual dwelling units in multi-family residential structures.

County Ordinance No. 847 – Regulating Noise

Ordinance No. 847 addresses sound disturbances and sets various acceptable noise limits. Though not explicitly used to set CEQA thresholds of significance, the ordinance does "establish countywide standards regulating noise," although a number of activities and uses are exempt from the regulations. Pertinent County Ordinance No. 847 sound level standards are presented in **Table 5.0-O: County Ordinance No. 847 Sound Level Standards**.

Table 5.0-O: County Ordinance No. 847 Sound Level Standards^a

Land Use Designation	Density ^b	Maximum Decibel Level (dB L _{max})	
		7 a.m.-10 p.m.	10 p.m. – 7 a.m.
Light Industrial (existing)	0.25-0.60 FAR	75	55
Commercial Retail (proposed)	0.20-0.35 FAR	65	55
Residential (all types)	Varies from 2 acre min. lot to 20+ dwelling units per acre.	55	45

Notes:

- a Source: Riverside County General Plan EIR No. 521, Table 4.15-J, p. 4.15-72, from Riverside County Ordinance No. 847.1, Regulating Noise. As amended through June 19, 2007.
- b Density for these land uses is measured as Floor to Area Ratio or FAR, which is the buildable area per net lot acreage.

Ordinance No. 847 states that “no person shall create any sound...on any property that causes the exterior sound level on any other occupied property to exceed the sound level standards set forth in Table 1 [reproduced as **Table 5.0-O** above].” The ordinance also sets a series of additional “special sound source standards” that apply to motor vehicles, power tools and equipment, audio equipment, sound amplifying equipment and live music.

Ordinance No. 847 provides for several exemptions from the noise standards including for cooling and heating units, property maintenance equipment (between the hours of 7:00 a.m. and 8:00 p.m.), safety and alarm device, and motor vehicles. Construction is also exempt as long as construction is limited to the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May. Section 7 of the ordinance also allows for an application to be submitted by the project proponent for a general construction exception that is reviewed by the Director of Building and Safety.

Ordinance No. 847 also contains a prohibition of the operation of audio equipment between the hours of 10:00 p.m. and 8:00 a.m. such that it can be heard inside an inhabited dwelling and at any other time that it can be heard at a distance greater than 100 feet from the source (Section c - Audio Equipment)

County Ordinance No. 457.103 – Section 1.F Construction Noise

Project construction activities will be required to comply with Riverside County Ordinance No. 457.103 which states, “Whenever a construction site is within one-quarter mile of an occupied residence or residences, no construction activities shall be undertaken between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September and between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May.” Because the Project site is located approximately 0.13-mile (700 feet) from residences, the Project is subject to this County standard.

County Department of Public Health

The Riverside County Department of Public Health requires that facility-related noise, as projected to any portion of any surrounding property containing a "habitable dwelling, hospital, school, library or nursing home," must not exceed the following noise levels: 45 dBA for 10-minute noise equivalent level (L_{eq}) between the hours of 10:00 p.m. and 7:00 a.m. (nighttime standard); and 65 dBA for 10-minute L_{eq} between 7:00 a.m. and 10:00 p.m. (daytime standard). Because the Project provides for commercial land uses that would project noise onto a "habitable dwelling," the Project is subject to this County standard.

5.6.3 Comments Received in Response to NOP

No comment letters were received in response to the Notice of Preparation (NOP), that related to noise.

5.6.4 Project Design Considerations

Design considerations refer to ways in which the proposed Project will limit or mitigate for potential impacts through the design of the project. The proposed Project includes the following design considerations to reduce noise impacts:

- Building entrances are oriented away from I-15 for all buildings except for Building 3.
- Building 3 is set back away from I-15 along the Project sites northern boundary.

5.6.5 Thresholds of Significance

Riverside County has not established local CEQA significance thresholds as described in Section 15064.7 of the State CEQA Guidelines. However, the Riverside County "Environmental Assessment Form: Initial Study" (Environmental Assessment No. 42664, which is part of the Notice of Preparation for the subject project (see Appendix A) indicates that noise impacts may be considered potentially significant if the proposed project would:

- Expose people residing or working in the project area to excessive highway noise;
- Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project;
- Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project;
- Expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies; and/or
- Expose persons to or generate excessive groundborne vibration or groundborne noise levels.

5.6.6 Environmental Impacts before Mitigation

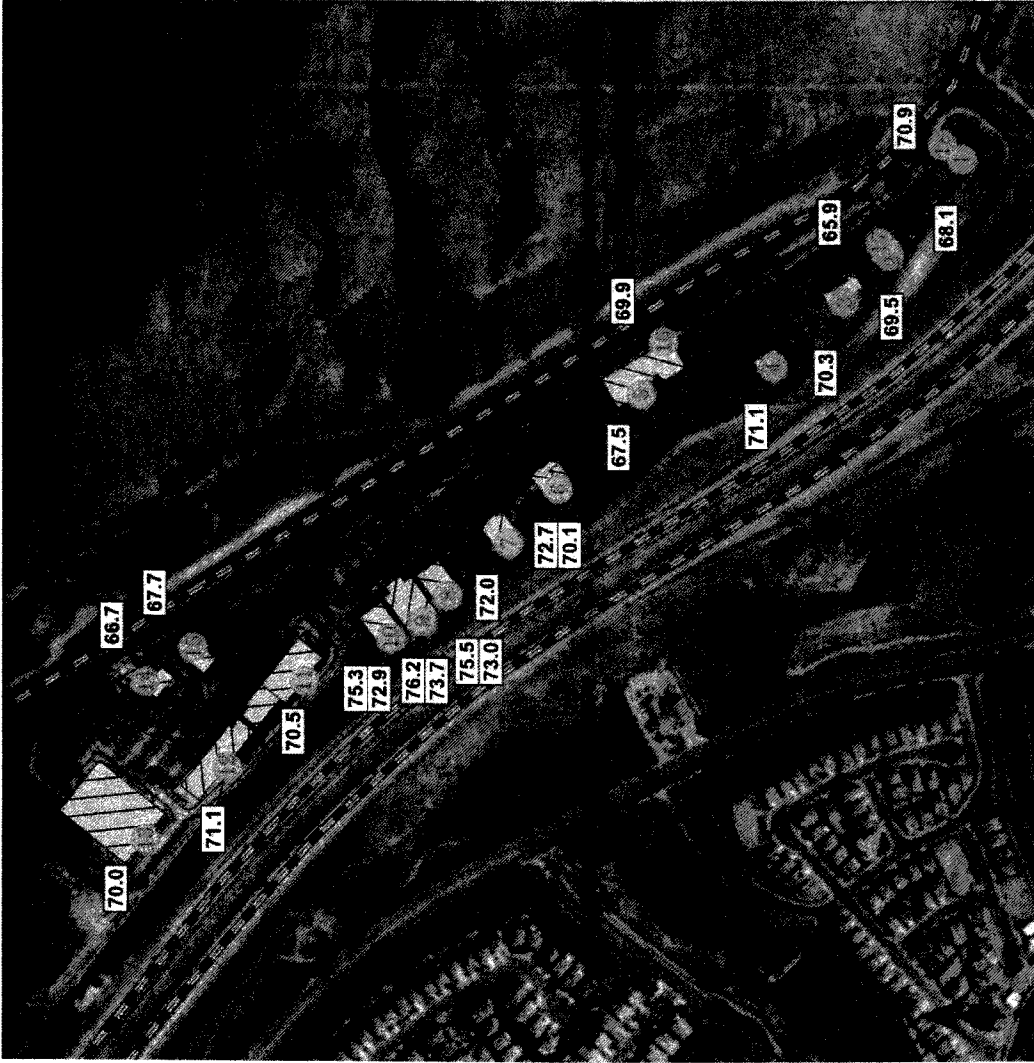
Threshold: *Would the Project expose people residing or working in the project area to excessive highway noise?*

The County of Riverside General Plan Noise Element land use compatibility guidelines for community noise exposure is provided in **Table 5.0-N: Community Noise Exposure Levels for Land Use Compatibility** (sourced from California Office of Noise Control). **Table 5.0-N** noise levels for different land use categories that are “Normally Acceptable,” “Conditionally Acceptable,” “Normally Unacceptable,” and “Conditionally Unacceptable”. As shown on **Table 5.0-N**, office buildings, businesses, commercial and professional land uses are “Normally Acceptable” in areas with noise levels up to 70 dBA CNEL and “Conditionally Acceptable” in areas with noise levels up to 78 dBA CNEL (NIA, p. 26).

If traffic noise levels along the I-15 Freeway and Temescal Canyon Road generate noise levels that exceed 78 dBA CNEL at the proposed Project site, and if no measures to mitigate interior noise levels are implemented in the Project buildings, the Project would not be consistent with the Community Noise Exposure Table.

The NIA calculated future (buildout) vehicle traffic noise levels along the I-15 Freeway and Temescal Canyon Road using the “SoundPLAN” model (NIA, p. 15). The input and output data of the SoundPLAN model is included as Appendix F to the NIA. The results of the analysis in the NIA suggest future vehicle noise levels from the I-15 Freeway to the Project site will range between 68.1 and 76.2 dBA CNEL at the building facades that will face I-15. Likewise, future traffic-generated noise levels from Temescal Canyon Road will range between 66.7 and 70.9 dBA CNEL at the Project building facades that face Temescal Canyon Road (NIA, p. 26). SoundPLAN model results are shown in **Figure 5.6-2 – Future Traffic Noise Levels** and **Figure 5.6-3 – Future Traffic Noise Contours**. Areas shown in red located nearest the I-15 Freeway are projected to have noise in excess of 75 dBA at buildout. It is important to note that there are no outdoor use areas or parking lots in the portion of the Project site within the “greater than 75 dBA” noise contour.

The model results suggest that future traffic noise levels along I-15 and Temescal Canyon Road will exceed the County’s exterior “Normally Acceptable” land use compatibility upper range of 70 dBA CNEL for Office Buildings, Business, Commercial, and Professional” uses, but not the “Conditionally Acceptable” land use compatibility upper range of 78 dBA CNEL.



Source: Kunzman Associates Inc., June 2017

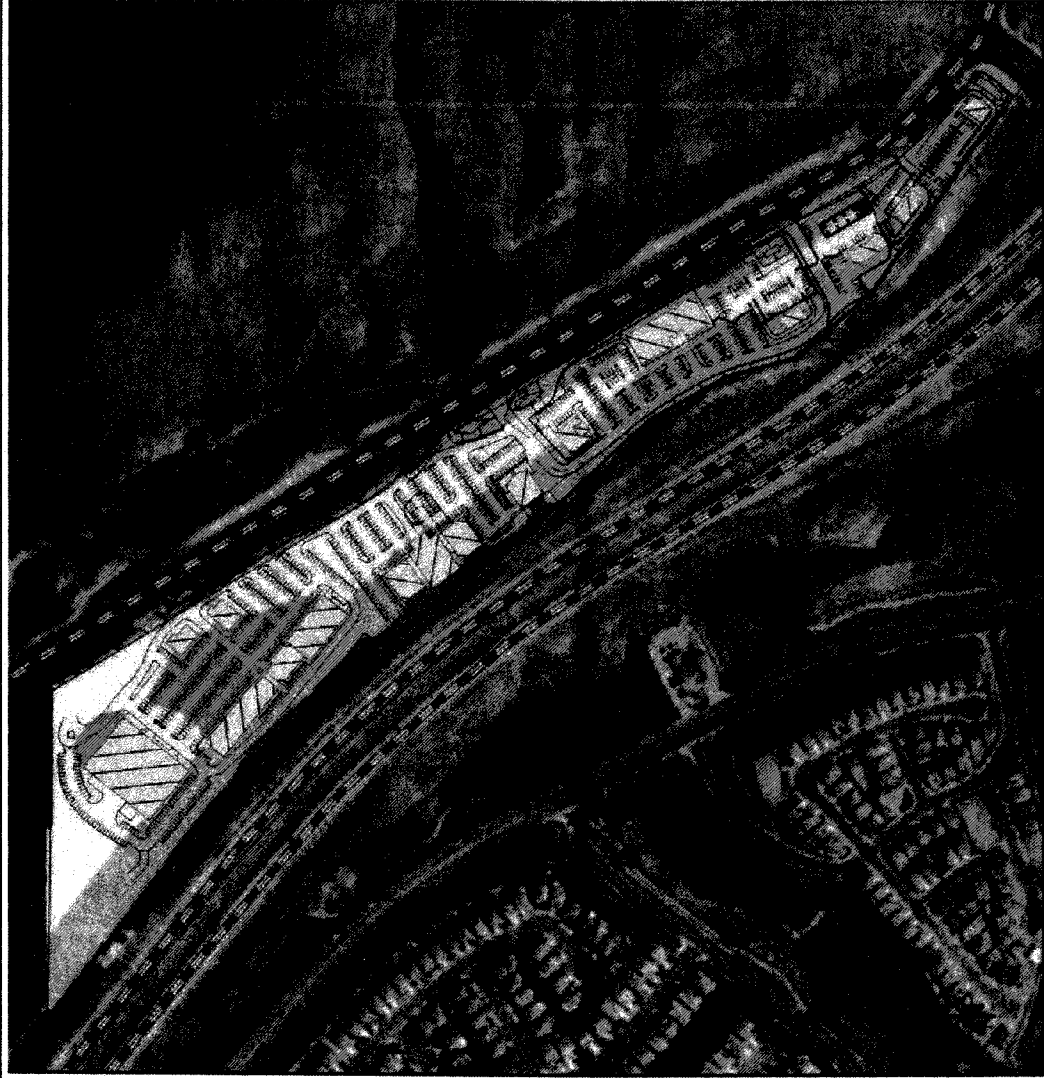


Not to Scale

Figure 5.6-2 - Future Traffic Noise Levels

Toscana Village





Source: Kunzman Associates Inc., June 2017



Not to Scale

Figure 5.6-3 - Future Traffic Noise Contours

Toscana Village



According to the County General Plan Land Use Compatibility for Community Noise Exposure table, projects proposed within the “Conditionally Acceptable” should only be undertaken after a detailed analysis of the noise reduction requirements is made and needed insulation features incorporated into the building design. Because conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice, a Final Noise Study will be prepared prior to building permit issuance to confirm that the proposed Project’s building materials will provide sufficient interior noise attenuation. Mitigation measure MM Noise 1 requires preparation of a Final Noise Study. To reduce exterior noise resulting from traffic on I-15 and neighboring roads, the Project will implement mitigation measure **MM Noise 2**, which requires shielding for outdoor use areas located within the 65-70 dBA CNEL and 70-75 dBA CNEL noise contours as shown on **Figure 5.6-3 – Future Traffic Noise Contours**.

With implementation of mitigation measures **MM Noise 1** and **MM Noise 2**, impacts with regard to highway noise to the proposed Project will be reduced to **less than significant**.

Threshold: *Would the Project result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?*

The term “substantial” as used in this regard, is not defined in most environmental compliance documents, neither the State nor the County of Riverside have established a specific definition, either qualitative or quantitative, for a “substantial increase” (NIA, p. 25). An increase of three decibels is the industry-accepted threshold whereupon human beings with average hearing can be expected to perceive an actual change in audible noise. However, a “barely perceptible change” alone does not necessarily warrant a “substantial increase” in noise levels (NIA, p. 25).

Off-site noise levels from Project-generated traffic were modeled using the Federal Highway Administration (FHWA) Traffic Noise Prediction Model FHWA-RD-77-108 along roadway segments in the Project vicinity. Project-specific increases in noise levels at a distance of 50 feet from roadway centerline was used to provide a direct comparison of potential increases or decreases in noise levels based upon various traffic scenarios. It is important to note that at this distance from the roadway centerline, no specific noise standard necessarily applies. The change in noise levels is the focus of this analysis, rather than the resulting independent noise level for any one segment.

As discussed in Section 5.7 – Transportation/Traffic, the proposed Project is expected to generate 16,126 average vehicle trip ends per day at buildout (7,728 average daily trip ends for Phase I, and 8,398 average daily trip ends from Phase II). As shown in **Table 5.0-P: Existing and Existing Plus Project Traffic Noise Levels** increases in noise levels along the affected roadway segments from these additional trips range from less than 1 dBA to approximately 8.5 dBA. (NIA, p. 30)

Table 5.0-P: Existing and Existing Plus Project Traffic Noise Levels

Roadway	Segment	Average Daily Traffic Volumes			Noise Levels 50-ft from Centerline (dBA CNEL)			
		Existing	Existing Plus Project	Existing	Existing Plus Project	Increase	Exceed Standard ?	Substantial ?
Temescal Canyon Road	West of Campbell Ranch Road	6,200	8,000	72.19	72.77	0.58	Yes	No
	Campbell Ranch Road to I-15 Freeway	900	2,700	63.80	66.81	3.01	Yes	Yes
	North of Indian Truck Trail	1,400	18,300	65.72	74.19	8.47	Yes	Yes
	Indian Truck Trail to Horsethief Road	2,500	5,200	68.24	70.11	1.87	Yes	No
	South of Horsethief Road	3,300	4,200	69.45	70.00	0.55	Yes	No
Campbell Ranch Road	Temescal Canyon Road to Mayhew Canyon Road	5,400	5,400	70.23	70.23	0.00	Yes	No
	Mayhew Canyon Road to Indian Truck Trail	7,100	8,900	71.42	71.87	0.45	Yes	No
Mayhew Canyon Road	Indian Truck Trail to Horsethief Road	13,400	15,200	74.18	74.42	0.24	Yes	No
	West of Campbell Ranch Road	4,000	4,900	64.13	65.01	0.88	Yes	No
Indian Truck Trail	Temescal Canyon Road to I-15 Freeway NB ramps	3,500	14,300	68.35	72.03	3.68	Yes	Yes
	I-15 NB ramps to I-15 SB ramps	5,500	12,700	70.31	72.26	1.95	Yes	No
	I-15 SB ramps to Campbell Ranch Road	14,400	18,000	74.49	74.94	0.45	Yes	No
Horsethief Road	West of Temescal Canyon Road	3,300	5,100	63.29	65.18	1.89	Yes	No

Notes: Reproduced from NIA, Table 9. Standard used is County standard of 65 dBA CNEL. Average daily traffic volumes were calculated based on the PM peak hour intersection volumes provided in the Traffic Impact Analysis (Trames, 2016) in Appendix G.

Model results indicate that the existing traffic noise levels for the roadway segments analyzed range between 63.3 to 74.5 dBA CNEL. With addition of the Project-generated traffic, the noise levels are estimated to increase ranging from 65.0 to 74.9 dBA CNEL at 50 feet from the centerline at each road segment. The greatest single increase in traffic-generated noise levels would be located along the segment of Temescal Canyon Road north of Indian Truck Trail (8.5 dBA CNEL). However, the overall increase in traffic-generated noise levels from the Project compared to the existing condition is 0.4 dBA²⁶ pertaining to the highest area traffic noise levels and 1.7 dBA²⁷ pertaining to the lowest area traffic noise levels. As the overall increases are well below 3 dBA, traffic-generated noise levels from the Project are not considered significant.

The Project site is a narrow strip of land located between Interstate 15 (I-15) and Temescal Canyon Road, and immediately north of Indian Truck Trail. The Project site is bordered on the north by Temescal Canyon Road; to the east by Temescal Canyon Road; to the west by I-15; and to the south by Indian Truck Trail and I-15.

Uses that are immediately adjacent to the Project site currently consist of roads, an interstate, and vacant land. General Plan land use designations that lie adjacent to the Project are Community Development:Light Industrial and Community Development:Mixed Use to the east, Rural:Rural Mountainous to the east, Community Development:Mixed Use and Rural:Rural Residential to the South, and Open Space:Conservation to the north and west.

Developed areas that lie beyond the Project site that are not directly adjacent to the Project site include residential, commercial, and industrial land uses to the west. These developed land uses are separated from the Project site by I-15. Corona Lake and associated recreational land uses are located to the east just under a half mile from the Project site. Areas to the east of the Project site consist of vacant, undeveloped land extending up to Estelle Mountain. Immediately east of the Project site and east of Temescal Canyon Road is a hill that separates the Project site from the Temescal Canyon Wash.

Although vehicle traffic will increase on the surrounding roadways used to access the Project site, there are no sensitive land uses located adjacent to the Project site. Potential sensitive receptors located to the west and southeast of the site are separated from the Project site by I-15 which is significant existing source of noise.

Existing noise levels within the single family residential development west of Campbell Ranch Road; located southwest of I-15 and the Project site, range from between 61 dBA and 69.4 dBA during the daytime. Hourly noise levels taken during the long term noise measurements ranged between 72.4 dBA and 81.1 dBA with primary noise sources stemming from vehicular traffic from Mayhew Canyon Road, Coral Canyon Road, Campbell Ranch Road, Soap Berry Street, and I-15. (NIA, p. 11), As stated above, the addition of the Project-generated traffic increase ranging from 65.0 to 74.9 dBA CNEL at 50 feet from the centerline at each road segment; which is still lower than the highest recorded existing noise levels of the residential development on the southwest side of I-15.

²⁶ 74.5 dBA (Existing) – 74.9 dBA (with Project) = Increase of 0.4 dBA

²⁷ 63.3 dBA (Existing) – 65.0 dBA (with Project) = Increase of 1.7 dBA

Thus, impacts to sensitive receptors are considered less than significant. Therefore, impacts resulting from a long-term increase in ambient noise levels from Project-generated traffic will be **less than significant**. (NIA, p. 25)

Threshold: *Would the Project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*

Construction-generated noise varies depending on the phase, type of equipment, and location of construction activities with respect to sensitive receptors. Development of each phase of the proposed Project (i.e., Phase I and Phase II) is expected to consist of four general phases: site preparation, paving, framing, and finishing. Site preparation (e.g. grading) will generate the loudest noise levels (NIA, p. 24). The NIA modeled a worst-case construction scenario using the Federal Highway Administration "Road Construction Noise Model" (RCNM). Construction modeling for the proposed Project assumed the simultaneous use of the following pieces of equipment at staggering distances of 25 feet to 250 feet from the property line: four scrapers, one rubber-tire dozer, two dozers, one motor grader, one water truck, one skip loader, one excavator, one loader, and two generators. The generators were modeled at a distance of 800 feet from the property line, which is the likely location of site staging and the construction management trailer. (NIA, p.24)

Based on these assumptions, RCNM model results indicate that construction noise levels could reach 89.6 dBA L_{eq} at the property line of the Project site. The closest sensitive receptors are the residences located across I-15, roughly 0.13 miles south of the Project site. Existing long term noise level measurements range between 72.4 dBA and 81.1 dBA. However, it is important to note that no intervening shielding from topography or structures were considered in the modeling of Project construction noise levels. The existing residences are separated from the Project site by I-15, an existing significant noise source, and located approximately 30 to 60 feet higher in elevation than the Project site. These existing residences have six-foot tall noise barriers (walls) at the top of the slope of their yards. The combination of the noise masking effect of the freeway noise, the distance of the residences from the Project site, and the height and location of the walls will attenuate Project-related construction noise levels at these sensitive receptors. In addition to the Project complying with County Ordinance No. 847 and limiting construction activities to daytime hours. Implementation of mitigation measures **MM Noise 3** and **MM Noise 4** will further reduce temporary construction noise impacts. These mitigation measures require construction equipment to be outfitted with properly operating and maintained mufflers and staged as far away from sensitive receptors as feasible. Implementation of mitigation measure **MM Noise 5**, prohibits the use of amplified music and sound on the Project site during Project construction. Through compliance with County Ordinance No. 847 and implementation of mitigation measures **MM Noise 3** through **MM Noise 5**, temporary noise impacts will be reduced to **less than significant**. (NIA, pp. 24-25)

Commercial developments, such as the proposed Project, usually include early morning deliveries, loading/unloading of delivery vehicles, backup beepers, and refrigeration equipment that may result in temporary increases in ambient noise levels. In addition, landscaping and other maintenance equipment, vehicle engines, and a myriad of possibilities such as loud conversation, vehicle alarms, drive-thru speakers and loud music may generate substantial periodic increases in ambient noise levels. (NIA, p. 27)

Maximum noise events associated with the Project's proposed on-site land uses are expected to range between 55 and 70 dBA (L_{max}) at a distance of 50-feet from the source and could reach

up to 78 dBA L_{max} , according to the NIA (p. 27). However, the NIA determined that Project noise levels would not be audible from the residences located nearest the Project site (approximately 0.13 mile) because the existing noise level measurements at these locations range between 72.4 dBA and 81.1 dBA and due to the masking effect of the traffic noise from I-15, as discussed above (NIA, pp. 24 and 27). Through compliance with the provisions of County Ordinance No. 847, Section 6, which limits the hours for vehicle sound systems, power tools/equipment, audio equipment and sound amplifying equipment/live music, the Project will have limited impacts between the proposed structures (NIA, pp. 24) and 27). Therefore, impacts are **less than significant**.

Threshold: *Would the Project expose persons to, or generation of, noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?*

As discussed under the threshold *Would the Project expose people residing or working in the project area to excessive highway noise*, the Project site is located in a location with relatively high traffic noise coming from I-15, and will result in additional traffic-sourced noise from Project-generated trips. To reduce impacts from traffic-sourced noise to County standards for both outdoor use areas and building interiors, the Project will implement mitigation measures **MM Noise 1** and **MM Noise 2**.

As discussed under the threshold *Would the Project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project*, noise will be generated during Project construction. However, as discussed in Section 5.6.2.3, construction between the hours of 6:00 a.m. and 6:00 p.m. during the months of June through September and between the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May are exempt from the standards in County Ordinance No. 847; thus the County does not have a standard with regard to construction noise during those hours. In addition to compliance with the construction hours set forth in Ordinance No. 847, the Project will implement mitigation measures **MM Noise 3**, **MM Noise 4** and **MM Noise 5**, to reduce construction noise. (NIA, pp. 24–25)

Therefore, with implementation of mitigation measures **MM Noise 1 through MM Noise 5** and through compliance with current regulations, the proposed Project will not expose persons to, or cause the generation of, noise levels in excess of current adopted standards. (NIA, pp. 24–27)

Threshold: *Would the Project expose persons to, or generation of, excessive groundborne vibration or groundborne noise levels?*

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods employed. Operation of construction equipment causes ground vibrations that spread through the ground and diminish in strength with distance. Buildings founded on the soil in the vicinity of the construction site respond to these vibrations, with varying results ranging from no perceptible effects at the lowest levels, low rumbling sounds and perceptible vibrations at moderate levels, and slight damage at the highest levels. Ground vibrations from construction activities do not often reach the levels that can damage structures, but they can achieve the audible and feelable/perceptible ranges in buildings very close to the site. (FTA, p. 12-10) **Table 5.0-Q: Typical Human Reaction and Effect on Buildings Due to Groundborne Vibration**, displays some of the common human reactions to various levels of groundborne vibration (expressed in PPV) and its effect on buildings.

Table 5.0-Q: Typical Human Reaction and Effect on Buildings Due to Groundborne Vibration^a

Vibration Level (PPV) ^b (inches/second)	Human Reaction	Effect on Buildings
0.006-0.019	Threshold of perception, possibility of intrusion,	Vibrations unlikely to cause damage of any type
0.08	Vibration readily perceptible	Recommended upper level of vibration to which ruins ancient monuments should be subjected
0.10	Level at which continuous vibration begins to annoy people	Virtually no risk of "architectural" (i.e., not structural) damage to normal buildings
0.20	Vibrations annoying to people in buildings	Threshold at which there is a risk to dwelling – houses with plastered walls and ceilings
0.4-0.6	Vibrations considered unpleasant by people subjected to continuous vibrations and unacceptable to some people walking on bridges	Vibrations at a greater level than normally expected from traffic, but would cause "architectural" damage and possibly minor structural damage

Notes:
 a Source: Appendix X, Table 2, p.8.
 b PPV = Peak Particle Velocity.

Some common pieces of construction equipment and the vibration they have been measured to generate by the Federal Transit Administration are provided in **Table 5.0-R**.

Table 5.0-R: Typical Construction Equipment Vibration Source Levels

Equipment	At 25 feet	At 50 feet	At 100 feet
	Peak Particle Velocity (inches per second)		
Calm shovel drop (slurry wall)	0.202	0.071	0.025
Vibratory roller	0.210	0.074	0.026
Hoe ram	0.089	0.031	0.011
Large bulldozer	0.089	0.031	0.011
Caisson drilling	0.089	0.031	0.011
Loaded trucks	0.076	0.027	0.010
Jackhammer	0.035	0.012	0.004
Small bulldozer	0.003	0.001	0.0004

Notes: Reproduced from NIA, Table 1, Source data from the Federal Transit Administration: *Transit Noise and Vibration Impact Assessment, 2006*.
Bolded values are considered to be of annoyance to people.



The NIA determined that construction of the proposed Project will require equipment that may cause noticeable groundborne vibrations in the area. However, ground vibrations diminish in strength quickly over relatively short distances. People and structures respond to these vibrations with varying results ranging from no perceptible effects at low levels to structural damage at the highest levels (NIA, p. 27).

A vibration impact would generally be considered significant if it involves any construction-related or operations-related impacts in excess of 0.20 inches per second (in/sec) PPV (ibid, p. 27). The nearest structures to the Project site are the residences located approximately 0.13 mile south of the Project, across from the I-15 Freeway (roughly 700 feet).

As described above in **Table 5.0-R**, a vibratory roller could produce a PPV of 0.21 in/sec at 25 feet from the source and a large bulldozer could produce up to 0.089 PPV at 25 feet. Because there are no sensitive receptors or structures within 25 feet of the Project site, construction-generated vibrations will be **less than significant**.

During operation of the proposed Project, heavy trucks can be expected to visit the site to deliver supplies on a regular basis. These trucks would not be anticipated to exceed 0.10 in/sec PPV at 10 feet (NIA, p. 28). Operational-related vibration levels at the nearest off-site structures, which are located greater than 25 feet away from the traveled roadway segments, would not be anticipated to exceed even the most conservative threshold of 0.2 inch/second ppv (NIA, p. 28). Therefore, impacts with regard to the exposure or generation of excessive groundborne vibration during Project operation will also be **less than significant**.

5.6.7 Proposed Mitigation Measures

An EIR is required to describe feasible mitigation measures which could minimize significant adverse impacts pursuant to State *CEQA Guidelines* section 15126.4. Mitigation measures were evaluated for their ability to reduce noise impacts to below the level of significance.

Operation

The following mitigation measures shall be implemented to reduce traffic noise levels on the Project site:

MM Noise 1 A Final Acoustical Impact Analysis shall be prepared by a noise specialist and submitted to the County Department of Environmental Health for each implementing development plan of the Project (i.e., site plans). The Final Acoustical Impact Analysis shall determine whether the proposed building elevations and wall assemblies of the building facades that will face the I-15 Freeway and Temescal Canyon Road will adequately reduce interior noise levels to 55 dBA CNEL. The Final Acoustical Impact Analysis shall identify any necessary building design measures to meet the interior noise level standard of 55 dBA CNEL and these measures shall be incorporated into the building(s).

MM Noise 2 Any outdoor use areas (such as restaurant patios and courtyards) that provide tables and/or active and passive outdoor recreation areas that are located within the yellow or orange contours shown on **Figure 5.6-3 – Future Traffic Noise Contours** shall be shielded by proposed buildings and/or six-foot barriers. The barriers shall be solid with no cracks and shall completely block the line of sight

between outdoor use areas and the I-15 Freeway. Outdoor use areas shall not be located in areas within the red contour area shown on **Figure 5.6-3 – Future Traffic Noise Contours**.

Construction

In addition to adherence to the construction hours identified in Ordinance No. 847, the Project shall implement the following mitigation measures during construction.

- MM Noise 3** During all Project-related excavation and grading, the construction contractor(s) shall equip all construction equipment, fixed and mobile, with properly operating and maintained mufflers consistent with manufacturer standards.
- MM Noise 4** The contractor(s) shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors (residences) nearest the Project site during all Project construction.
- MM Noise 5** The use of amplified music or sound is prohibited on the Project site during construction.

5.6.8 Summary of Project-Specific Environmental Effects after Mitigation Measures are Implemented

Mitigation measure **MM Noise 1** is designed to ensure the proposed structures will have interior noise levels that meet the interior standard of 55 dBA due to the existing and future noise levels coming from I-15 and Temescal Canyon Road. Likewise, mitigation measure **MM Noise 2** addresses the exterior of the proposed Project such that outdoor areas likely to be used by people will be shielded from existing and future freeway noise levels. It also prohibits certain areas of the Project site that are directly adjacent to the freeway from being used for such outdoor areas to the future noise levels expected from the freeway.

Mitigation measures **MM Noise 3**, **MM Noise 4**, and **MM Noise 5** ensure construction-related noise levels to sensitive receptors remain less than significant even though existing noise levels at these receiver locations are higher than that of proposed Project and will already be masked from the Project by topography and existing solid walls.

In summary, after the mitigation measures are implemented the construction and operational noise levels of the propose Project will be **less than significant**.

5.6.9 References

The following references were used in the preparation of this section of the DEIR:

- Caltrans California Department of Transportation, *Technical Noise Supplement to the Traffic Noise Analysis Protocol*, September 2013. (Available at http://www.dot.ca.gov/hq/env/noise/pub/TeNS_Sept_2013B.pdf, accessed August 1, 2017.)

County Noise Element	County of Riverside, <i>Riverside County General Plan Noise Element</i> , adopted December 8, 2015. (Available at http://planning.rctlma.org/Portals/0/genplan/general_plan_2016/elements/Ch07_Noise_120815.pdf?ver=2016-04-01-100805-193 , accessed July 2017.)
EIR No. 521	Riverside, County of. 2015. <i>Draft Environmental Impact Report No. 521 for Riverside County General Plan Amendment 960</i> . County of Riverside. (Available at http://planning.rctlma.org/ZoningInformation/GeneralPlan/GeneralPlanAmendmentNo960EIRNo521CAPFebruary2015/DraftEnvironmentalImpactReportNo521.aspx , accessed July 2017.)
NIA	Kunzman Associates, Inc. <i>Temescal Valley Gateway Noise Impact Analysis</i> , June 28, 2017. (Appendix F)
NMI	NoiseMeters Inc., <i>Ldn, Lden, CNEL – Community Noise Calculators</i> website. (Available at https://www.noisemeters.com/apps/ldn-calculator.asp , accessed August 15, 2017.)

5.7 Transportation/Traffic

The focus of this section is to analyze potential impacts related to Transportation/Traffic. The analysis in this section is based on the *Traffic Impact Analysis for the Temescal Gateway Project*, prepared by Trames Solutions Inc. dated March 6, 2018 (TSI); also referred to as the "TIA"). This report is contained in its entirety in Appendix G to this document.

5.7.1 Setting

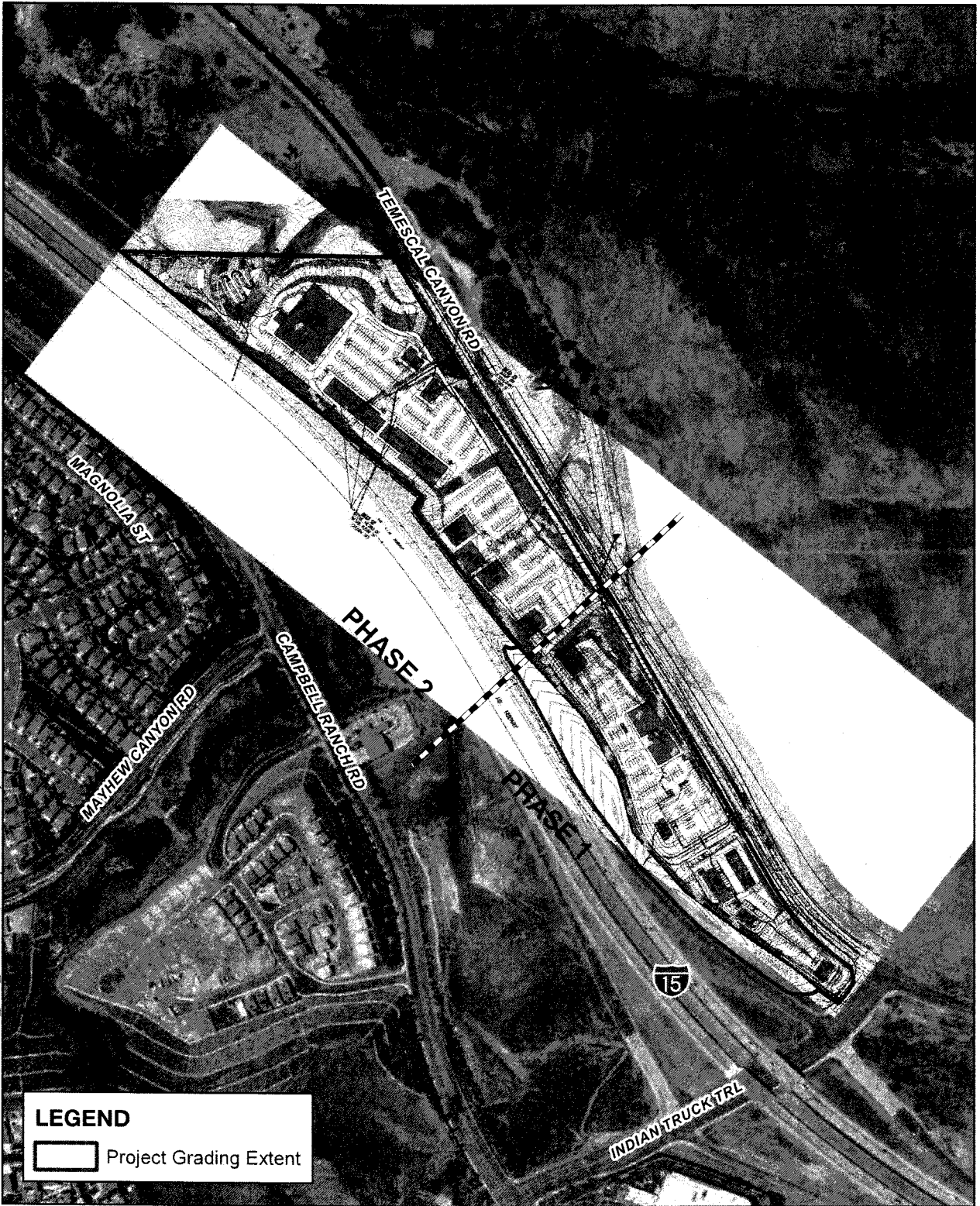
The proposed Project site is currently vacant with no developed vehicular access within the site. It is located northwest of Indian Truck Trail between Interstate 15 (I-15) and Temescal Canyon Road in the County of Riverside. Temescal Canyon Road provides direct access to the property.

Project Summary


The Toscana Village at Temescal Canyon proposes a total of 194,000 square feet of development and will construct the following road improvements: southbound right-turn-only lane at the Temescal Canyon Road/Indian Truck Trail intersection and northbound left-turn-only lane at the Temescal Canyon Road/Project Driveway 3 intersection. The Project will be developed in two phases as reflected in **Figure 5.7-1, Proposed Project** and described below:

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G:\2016\16-0273\GIS\TIA_Site_Plan.mxd; Map revised 28 Jul 2017



LEGEND

 Project Grading Extent

Sources: Riverside Co. GIS, 2017;
USDA NAIP, 2016.

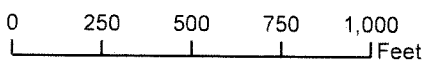


Figure 5.7-1 - Proposed Project
Toscana Village

ALBERT A.
WEBB
ASSOCIATES

Phase I

Phase I proposes the construction of 6 buildings totaling approximately 61,000 square feet for fast food, retail, office, and gas station use as outlined in **Table 5.0-S: Phase I Buildings**, below.

Table 5.0-S: Phase I Buildings

Building Number	Proposed Use	Square Footage (square feet)
1	Fast Food Restaurant	3,400
2	Fast Food Restaurant	3,400
3	Gas Station with Convenience Store and Car Wash	3,800
4	Restaurant	4,500
5	Retail (1 st Floor) and Office (2 nd Floor)	39,900
6	Restaurant	6,000
TOTAL		61,000

Buildings 1 thru 4 and 6 will be single story while Building 5 will be two-story. Three access points to Phase I buildings will be located along Temescal Canyon Road. The first will be located between Buildings 1 and 2. The second will be located between Buildings 3 and 4. The third will be located north of Building 6 and constitutes the northwest extent of Phase I. The six buildings will be served by a total of approximately 389 parking spaces.

Phase II

Phase II includes the construction of 9 buildings totaling approximately 133,000 square feet for restaurant, bank, office, retail and supermarket uses as outlined in **Table 5.0-T: Phase II Buildings**, below.

Table 5.0-T: Phase II Buildings

Building Number	Proposed Use	Square Footage (square feet)
7	Restaurant	6,000
8	Office	14,000
9	Office	14,000
10	Office	14,000
11	Pharmacy	14,000
12	Retail	21,000
13	Bank or Restaurant	3,500
14	Restaurant	3,500
15	Supermarket	43,000
TOTAL		133,000

Buildings 7, and 11 thru 15 will be single story while Buildings 8 thru 10 will be two-story. Phase II will provide one access point along Temescal Canyon Road, near the northeast corner of the site and Building 15. The nine buildings will be served by a total of approximately 749 parking spaces.

Roadway System

The current street system in the Project area consists of roadways designated by the County of Riverside General Plan, Circulation Element, *Figure C-1, Circulation Plan: County of Riverside Existing Circulation Plan*, as Freeway, Expressway, Primary Arterial, Secondary Arterial, Major Collector, and Collector. Primary Arterial Streets serve major traffic movements or major traffic corridors. Secondary Arterial Streets are intended to carry local traffic between the local street system and the primary arterial system.

There is one primary transportation artery located within the project vicinity: Interstate 15 (I-15). This regional serving freeway provides access to the proposed Project and is within the jurisdiction of the California Department of Transportation (Caltrans):

- **Interstate 15** is a north-south freeway that locally connects the Project area with the Riverside, Corona, Ontario, Norco, and San Bernardino areas to the north, and Lake Elsinore, Wildomar, Murrieta, and Temecula areas to the south. The nearest on- and off-ramp to the Project site accessing I-15 is Indian Truck Trail, located adjacent to the Project site's southeastern border and currently provides three lanes of travel in each direction. The Riverside County Transportation Commission (RCTC) and the California Department of Transportation (Caltrans) have identified the I-15 corridor, starting at I-15/Cajalco Road interchange in the City of Corona and I-15/State Route 60 interchange, for future improvements that will construct one or two tolled expressed lanes in each direction. (RCTC I-15).

The existing roadways within the vicinity of the Project site are described below:

- **Temescal Canyon Road** is a designated 128-foot Arterial along the frontage of the Project by the County of Riverside General Plan, and is currently a two-lane undivided roadway along the eastern boundary of the Project site. The roadway extends north to El Cerrito Road and South to Lake Street. The roadway exists as a collector street with two lanes to an Arterial with four lanes with a curbed median.
- **Indian Truck Trail** is a designated a 152-foot Urban Arterial by the County of Riverside Temescal Canyon Area Plan Circulation General Plan, and is currently a six-lane undivided roadway along the southeastern boundary of the Project site. The roadway extends west of Campbell Ranch Road under the I-15 bridge to Temescal Canyon Road. The roadway contains a north on ramp and a south on ramp as well as a north and south off ramp.
- **Campbell Ranch Road** is a designated 118-foot Major Highway, and is currently a four-lane undivided roadway along the western boundary of I-15.

Alternative Transportation

Currently, no bus transit is available in the vicinity of the Project site.

Study Area

Per the Riverside County Transportation Department Traffic Impact Analysis Preparation Guide (RCTD 2008), the minimum area to be studied shall include any intersections of "Collector" or

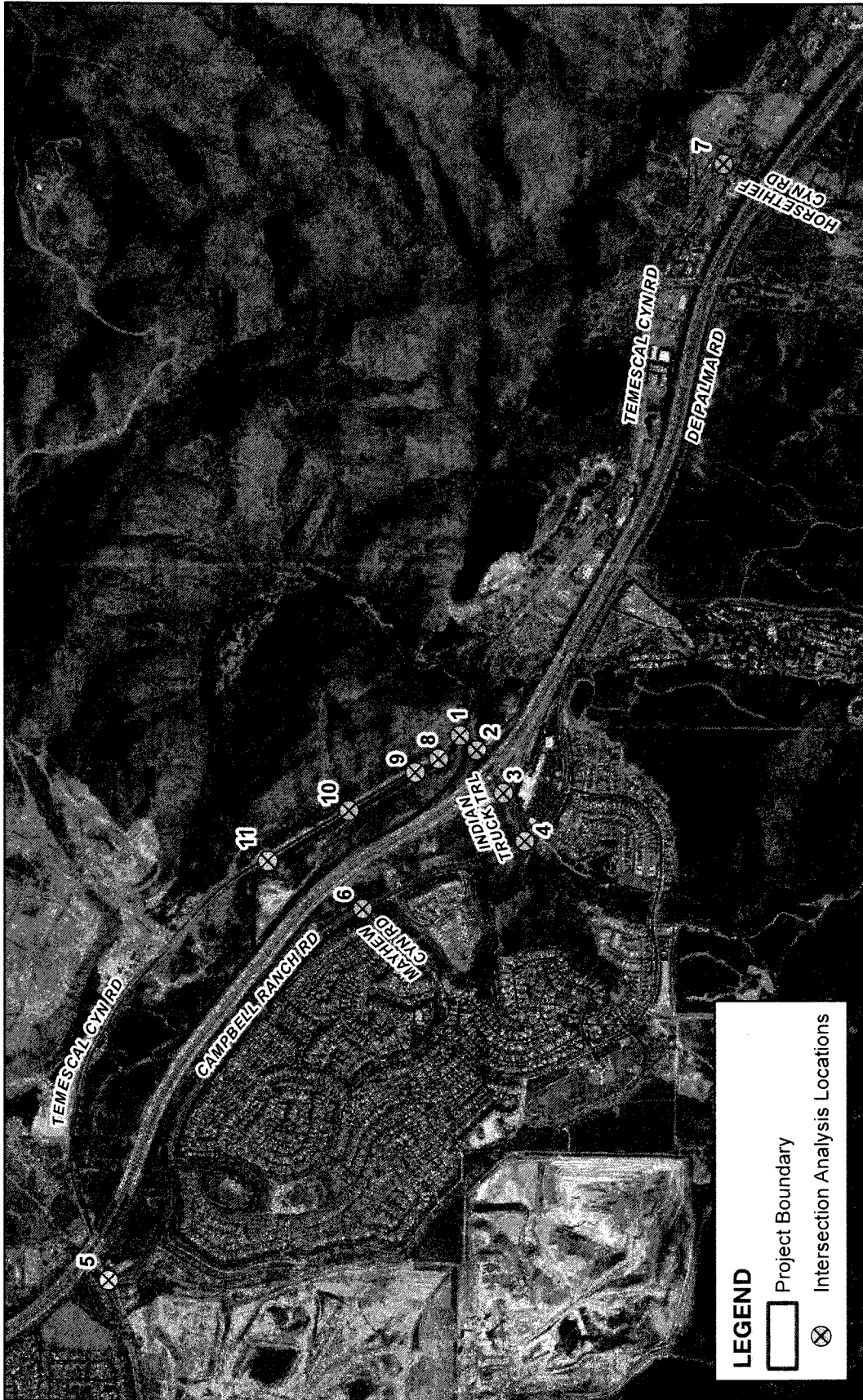
higher classification street with "Collector" or higher classification streets, at which the proposed project will add 50 or more peak hour trips. In consultation with the County of Riverside Transportation Department and the approved TIA Scoping Agreement (included as Appendix A of the TIA, which is included as Appendix G of this DEIR), the following eleven intersections (**Figure 5.7-2, Study Area Map**) were selected for analysis in the TIA (Appendix G):

The study area includes the following intersections:

1. Temescal Canyon Road / Indian Truck Trail
2. I-15 NB Ramp / Indian Truck Trail
3. I-15 SB Ramp / Indian Truck Trail
4. Campbell Ranch Road / Indian Truck Trail
5. Campbell Ranch Road / Temescal Canyon Road
6. Mayhew Canyon Road / Campbell Ranch Road
7. Temescal Canyon Road / Horsethief Canyon Road
8. Temescal Canyon Road / Driveway 1
9. Temescal Canyon Road / Driveway 2
10. Temescal Canyon Road / Driveway 3
11. Temescal Canyon Road / Driveway 4

The existing number of through lanes and traffic controls (i.e., stop sign, traffic signal) the above Project study area intersections are shown on **Figure 5.7-3, Existing Roadway System**.

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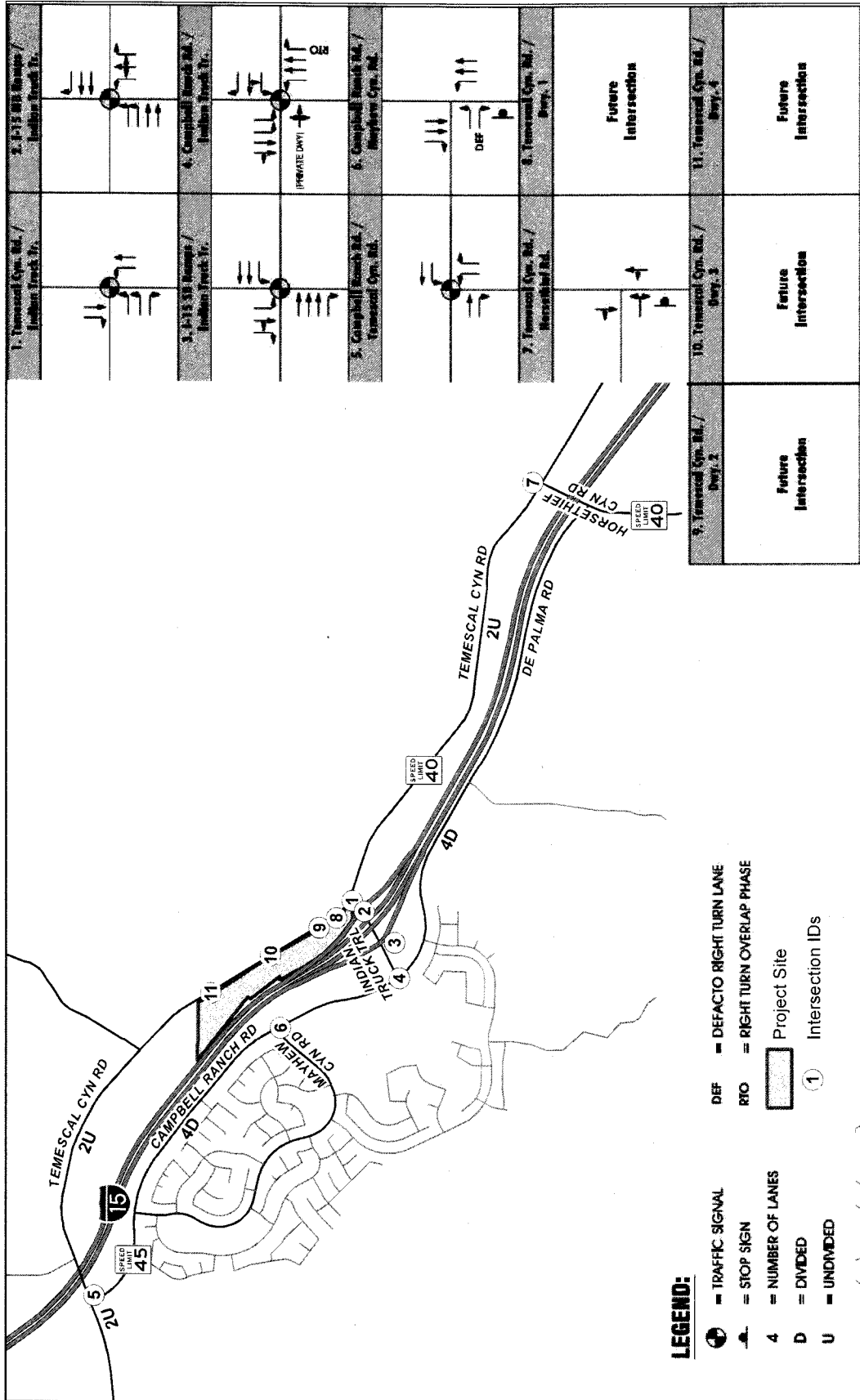
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Sources: Trames Solutions, Riverside Co. GIS, 2017; USDA NAIP, 2016.

Figure 5.7-2 - Study Area Map

Toscana Village





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Sources: Trames Solutions Inc., July 2016;
Riverside Co. GIS, 2017.

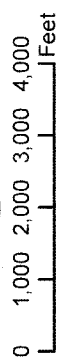


Figure 5.7-3 - Existing Roadway System
Toscana Village



Significance Criteria and Methodology

Intersections

Traffic operations are quantified through the determination of "Level of Service" (LOS). Level of Service is a qualitative measure of traffic operating conditions, whereby a letter grade "A" through "F" is assigned to an infrastructure facility (intersection) representing progressively worsening traffic conditions. The specific LOS definitions for intersections in the County are described in **Table 5.5-C, Intersection LOS Criteria**.

The recently updated Riverside County General Plan has the following minimum target levels of service designated for the review of development proposals in the unincorporated areas of Riverside County with respect to transportation impacts on roadways designated in the Riverside County Circulation Plan (Figure C-1) which are currently County maintained, or are intended to be accepted into the County maintained roadway system:

LOS C shall apply to all development proposals in any area of the Riverside County not located within the boundaries of an Area Plan, as well those areas located within the following Area Plans: REMAP, Eastern Coachella Valley, Desert Center, Palo Verde Valley, and those non-Community Development areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.

LOS D shall apply to all development proposals located within any of the following Area Plans:

Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.

LOS E may be allowed by the Board of Supervisors within designated areas where transit oriented development and walkable communities are proposed.

Notwithstanding the forgoing minimum LOS targets, the Board of Supervisors may, on occasion by virtue of their discretionary powers, approve a project that fails to meet these LOS targets in order to balance congestion management considerations in relation to benefits, environmental impacts and costs, provided an Environmental Impact Report, or equivalent, has been completed to fully evaluate the impacts of such approval. Any such approval must incorporate all feasible mitigation measures, make specific findings to support the decision, and adopt a statement of overriding considerations.

The LOS standards identified by the 2003 General Plan provide a more conservative threshold requirement of LOS C. As LOS Standards established by the 2015 General Plan update are currently in litigation, a supplemental analysis was prepared to determine if any additional improvements will be required to achieve LOS "C."

The County of Riverside requires the use of the Transportation Research Board Highway Capacity Manual (HCM), 2000 Update or most recent release.

The HCM defines level of service as a qualitative measure, which describes operational conditions within a traffic stream, generally in terms of such factors as speed and travel time,

freedom to maneuver, traffic interruptions, comfort and convenience, and safety. The criteria used to evaluate Level of Service (LOS) conditions vary based on the type of roadway and whether the traffic flow is considered interrupted or uninterrupted. The HCM methodology expresses the level of service at an intersection in terms of delay time for the various intersection approaches. The HCM uses different procedures depending on the type of intersection control. LOS at study area intersections have been evaluated using the following HCM intersection analysis program: Traffix. Peak hour factors (PHF), where known from existing traffic counts, have been used to access intersection operations.

Signalized Intersections

Signalized intersections were evaluated in the TIA using the Operational Method as described in Chapter 18 of the HCM2010. According to this methodology, the level of service for signalized intersections is based upon the weighted average control delay, in seconds per vehicle, of all vehicles passing through the intersection. **Table 5.0-U, Intersection LOS Criteria**, below, shows the criteria used to determine the level of service for signalized intersections

Unsignalized Intersections

Unsignalized intersections were evaluated in the TIA using Chapters 19 and 20 of the HCM2010. According to this methodology, the level of service for all-way stop intersections is based upon the weighted average control delay, in seconds per vehicle, of all vehicles passing through the intersection. For two-way stop controlled intersections, the level of service is based on the highest control delay of all controlled movements for the intersection. **Table 5.0-U**, below, shows the criteria used to determine the level of service for unsignalized intersections.

Existing Traffic Signal Warrants

Traffic signal warrant analysis included in this report utilizes the signal warrant criteria presented in the latest edition of the Federal Highway Administration's (FHWA) Manual on Uniform Traffic Control Devices (MUTCD). The Peak Hour Volume-based Warrant 3 is used for all existing unsignalized intersections within the study area. For future unsignalized intersection, the Caltrans planning level average daily traffic (ADT) based signal warrant analysis is utilized.

Table 5.0-U: Intersection LOS Criteria

LOS	Description	Average Total Delay per Vehicle (seconds)	
		Signalized Intersection	Unsignalized Intersection
A	Excellent operation. Completely free-flow conditions. The operation of vehicles is virtually unaffected by the presence of other vehicles, and operations are constrained only by the geometric features of the highway and by driver preferences. Maneuverability within the traffic stream is good. Minor disruptions to flow are easily absorbed without a change in travel speed.	0 to 10	0 to 10
B	Very good operation. Free flow conditions, although the presence of other vehicles becomes noticeable. Average	10.01 – 20	10.01 – 15

	travel speeds are the same as in LOS A, but drivers have slightly less freedom to maneuver. Minor disruptions are still easily absorbed, although local deterioration in LOS will be more obvious.		
C	Good operation. The influence of traffic density on operations becomes marked. The ability to maneuver within the traffic stream is clearly affected by other vehicles. Minor disruptions can cause serious local deterioration in service, and queues will form behind any significant traffic disruption.	20.01 – 35	15.01 – 25
D	Fair operation. The ability to maneuver is restricted due to traffic congestion. Travel speed is reduced by the increasing volume. Only minor disruptions can be absorbed without extensive queues forming and the service deteriorating.	35.01 – 55	25.01 – 35
E	Poor operation. Operations at or near capacity, an unstable level. Vehicles are operating with the minimum spacing for maintaining uniform flow.	55.01 – 80	35.01 – 50
F	Forced or breakdown flow. It occurs either when vehicles arrive at a rate greater than the rate at which they are discharged or when the forecast demand exceeds the computed capacity of a planned facility. Although operations at these points – and on sections immediately downstream – appear to be at capacity, queues form behind these breakdowns. Operations within queues are highly unstable, with vehicles experiencing brief periods of movement followed by stoppages.	80.01 and up	50.01 and up

Freeways

Mainline

The freeway mainline segment analysis based on the HCM methodology. The density and LOS for the freeway segments north and south of Indian Truck Trail has been evaluated based on peak hour directional volumes using the HCS2010 Freeways Version 6.65 software. The measure used to provide an estimate of LOS is density, reported in passenger car/mile/lane (pc/mi/ln).

Ramps

Merge/diverge operations analysis methods have been used to evaluate freeway on-ramps and off-ramps of the proposed Project. The density and level of service at the I-15/Indian Truck Trail on and off-ramps have been evaluated using the HCS2010 Ramps Version 6.65 software. The measure of effectiveness reported in passenger car/mile/lane (pc/mi/ln) are calculated based on the existing number of travel lanes, number of lanes at the on and off ramps both at the analysis junction and at upstream and downstream locations, if applicable, and acceleration/deceleration lengths at each merge/diverge point.

The LOS thresholds for each mainline freeway segment and freeway ramps are reflected in **Table 5.0-V: Freeway LOS Criteria**, below.

Table 5.0-V: Freeway LOS Criteria

LOS	Maximum Density (pc/mi/ln)	
	Mainline Segments	Ramps
A	0.0 – 11.0	0.0 – 10.0
B	11-1 – 18.0	10-1 – 20.0
C	18.1 – 26.0	20.1 – 28.0
D	26.1 – 35.0	28.1 – 35.0
E	>35.1 – 45.0	>35
F	>45.0	Demand Exceeds Capacity

For ramp analysis purposes, the I-15 mainline volume data was obtained from the Caltrans Performance Measurement System (PeMS) website. Freeway mainline peak hour volumes were obtained between May 3 through 5, 2016 and have been flow conserved with freeway-ramp-to-arterial peak hour count data. The maximum value observed within the three day period is utilized for the AM and PM peak hours. In addition, truck percentages from the Caltrans 2014 Annual Average Daily Truck Traffic on the California State Highway System were utilized which present 11 percent truck percentage along I-15 within the study area.

Ambient Growth

Ambient or background growth accounts for unknown area growth in traffic volumes due to development outside of the study area and general growth resulting in traffic due to changes in neighboring communities that cannot be accurately modeled. In order to evaluate traffic conditions for the study year, area wide growth on existing roadways must be projected. The majority of the anticipated growth within the study area is accounted for with other cumulative project traffic. County of Riverside Transportation Department staff has previously reviewed and approved a two percent ambient growth rate which has been utilized in the TIA.

The ambient growth rate is applied to existing traffic volumes to account for area-wide growth that is not reflected by cumulative development projects. Further, ambient growth has been added to daily and peak-hour traffic volumes on surrounding roadways in addition to traffic generated by the Project. The remaining growth is anticipated to be accounted for by development of future projects in the study area that have been approved and/or being processed concurrently.

Project Trip Generation

Trip generation rates used to estimate project traffic and a summary of the project's trip generation are shown in **Table 5.0-W: Trip Generation Rates**. Trips generated by the project's proposed land uses were estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, 2012.

Primary traffic refers to trips that are intending to go to the project as their primary destination. Pass-by trips are not new trips but those that are already on the roadway system but are anticipated to "pass-by" the project on their way to a primary destination. Internal trips are those that go to more than one use on the project site within the same trip.

Table 5.0-W: Trip Generation Rates

Land Use	ITE Code	Quantity ¹	Peak Hour Trip Rates						Daily	
			AM		PM		Total			
			IN	OUT	IN	OUT				
Phase I										
Gas/Service Station w/Food Mart and Car Wash	946	12	VFP	6.04	5.8	11.84	7.07	6.79	13.86	152.84
Fast Food w/ Drive Thru	934	6.8	TSF	23.16	22.26	45.42	16.98	15.67	32.65	496.12
High Turnover (Sit-Down) Restaurant	932	10.5	TSF	5.95	4.86	10.81	5.91	3.94	9.85	127.15
General Office Building	710	14	TSF	2.5	0.34	2.84	1.14	5.58	6.72	21.04
Shopping Center	820	25.9	TSF	1.64	1	2.64	4.49	4.87	9.36	108.96
Phase II										
General Office Building	710	42	TSF	2	0.27	2.27	0.51	2.48	2.99	16.17
Shopping Center	820	21	TSF	1.78	1.09	2.87	4.81	5.21	10.02	117.26
Supermarket	850	43	TSF	2.11	1.29	3.4	4.83	4.65	9.48	102.24
Drive-in Bank	912	3.5	TSF	6.92	5.43	12.35	12.91	12.91	25.82	148.15
High Turnover (Sit-Down) Restaurant	932	9.5	TSF	5.95	4.86	10.81	5.91	3.94	9.85	127.15
Pharmacy/Drugstore w/Drive-Thru window	881	14	TSF	1.52	1.14	2.66	4.22	4.4	8.62	88.16

Source: TSI, Table 4-1

Notes:

1. VFP=Vehicle Fueling Position; TSF=Thousand Square Feet

A summary of trips the Project is anticipated to generate is shown in **Table 5.0-X: Trip Generation Summary**, below.

Table 5.0-X: Trip Generation Summary

Land Use	Quantity ¹	Peak Hour								Daily	
		AM		PM		PM		Total			
		IN	OUT	IN	OUT	IN	OUT	IN	OUT		
Phase I											
Gas/Service Station w/Food Mart and Car Wash	12	VFP	72	70	142	85	81	166			1,834
Fast Food w/ Drive Thru	6.8	TSF	157	151	308	115	107	222			3,374
High Turnover (Sit-Down) Restaurant	10.5	TSF	62	51	113	62	41	103			1,335
General Office Building	14.0	TSF	35	5	40	16	78	94			295
Shopping Center	25.9	TSF	42	26	68	116	126	242			2,822
Phase I Subtotal			368	303	671	394	433	827			9,660
		Pass-By Reduction (15%)	(55)	(45)	(101)	(59)	(65)	(124)			(1,449)
		Internal Trips (5%)	(17)	(17)	(34)	(21)	(20)	(41)			(483)
TOTAL (Phase I)			296	241	537	314	348	662			7,728
Phase II											
General Office Building	42	TSF	84	11	95	21	104	125			679
Shopping Center	21	TSF	37	23	60	101	109	210			2,462
Supermarket	42	TSF	91	55	146	208	200	408			4,396
Drive-in Bank	3.5	TSF	24	55	146	208	200	408			4,396
High Turnover (Sit-Down) Restaurant	9.5	TSF	57	46	103	56	37	93			1,208
Pharmacy/Drugstore w/Drive-Thru window	14	TSF	21	16	37	59	62	121			1,234
Phase II Subtotal			314	170	484	490	557	1047			10,498
		Pass-By Pass Reduction (15%)	(47)	(26)	(73)	(74)	(84)	(157)			(1,575)
		Internal Trips (5%)	(12)	(12)	(24)	(26)	(26)	(52)			(525)
TOTAL (Phase II)			225	132	387	390	447	837			8,398
Total Project Trip Generation			551	373	924	704	795	1,499			16,126

Source: TSI, Table 4-2

Phase I

The Project is anticipated to generate a total of approximately 7,728 trip-ends per day in Phase I with 537 vehicles per hour during the AM peak hour and 662 vehicles per hour during the PM peak hour.

Phase II

The Project is anticipated to generate a total of approximately 8,398 trip-ends per day in Phase II with 387 vehicles per hour during the AM peak hour and 837 vehicles per hour during the PM peak hour.

Thus, buildout of the project (Phase I plus Phase II) is expected to generate a total of 16,126 trip-ends per day with 924 vehicles per hour during the AM peak hour and 1,499 vehicles per hour during the PM peak hour.

Project Trip Distribution

The Project trip distribution, reflected in **Figure 5.7-4, Project Trip Distribution**, was developed based on anticipated travel patterns to and from the Project site. The project's trip distribution patterns are based on the proximity of the residential units to the proposed driveway locations, the surrounding trip attractors (residential communities, commercial opportunities, etc.), and the regional freeway interchanges.

Project Trip Assignment

The assignment of traffic from the project site to the adjoining roadway system is based on the project trip generation, trip distribution, proposed arterial highway and local street system improvements that would be in place by the time of initial occupancy of the project.

Project Modal Split

The traffic reducing potential of public transit was not considered in the TIA. It is unlikely that the project trips will be further reduced to/from the site by nonmotorized modes of travel due to the lack of; 1) convenient transit opportunities, 2) bike lanes, and 3) pedestrian trails. Therefore, the traffic projections provided within the TIA are considered conservative since public transit could reduce traffic volumes in the project area.

Cumulative Analysis

The CEQA Guidelines require that other reasonably foreseeable development projects which are either approved or being processed concurrently in the study area also be included as part of a cumulative analysis scenario. The cumulative setting for the proposed Project is discussed in Section 6.0 Other CEQA Topics and includes the nearby developments for opening year traffic conditions provided by the County of Riverside Department of Transportation staff.

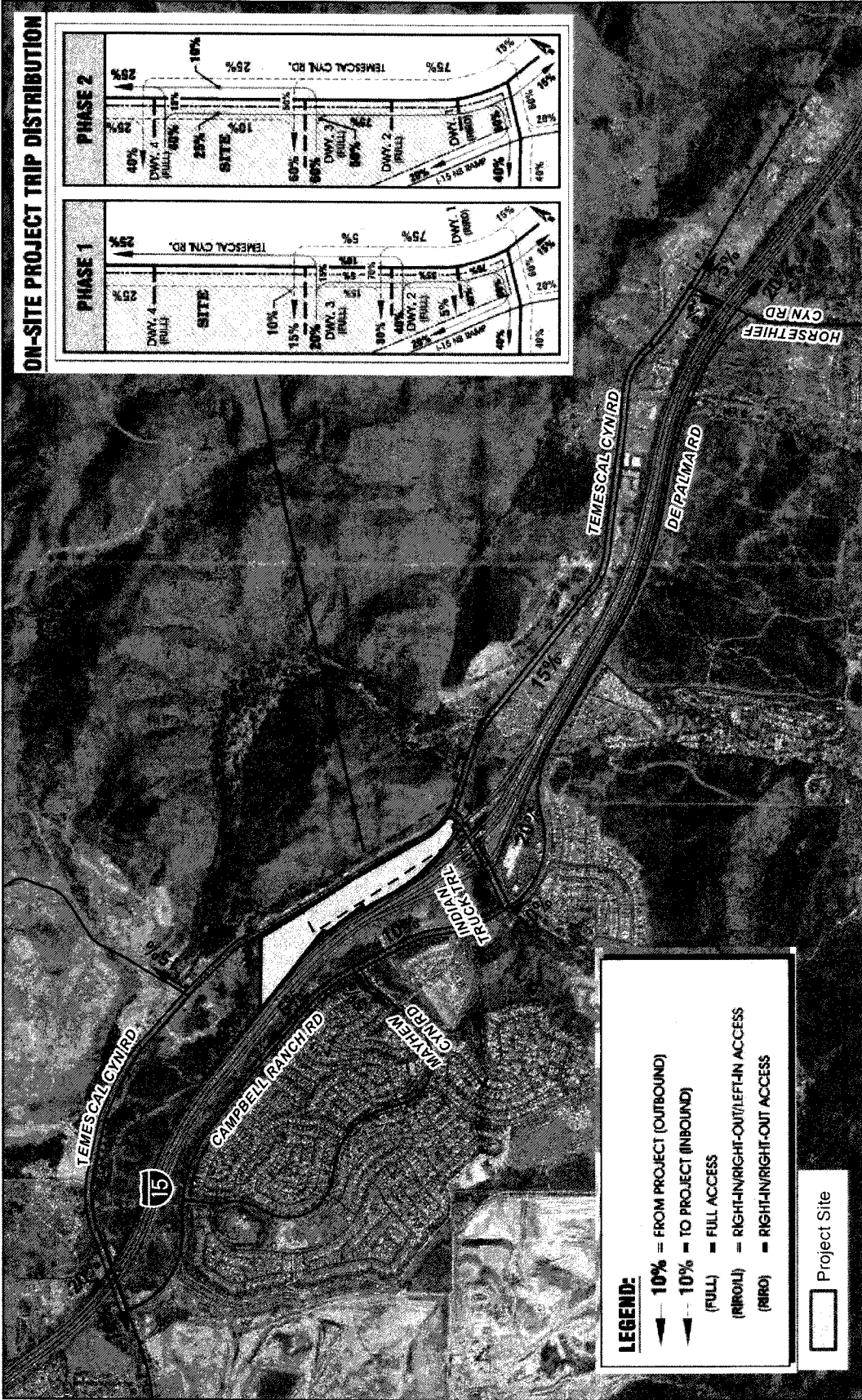


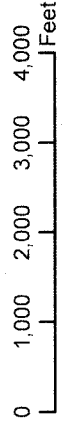
Figure 5.7-4 - Project Trip Distribution

Toscana Village



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Sources: Trames Solutions Inc., July 2016;
 Riverside Co. GIS, 2017; USDA NAIP, 2016.



Traffic Impact Analysis Scenarios

Future intersection and freeway performance is determined by evaluating existing conditions compared to future scenarios with Phase I and Phase II project conditions. The TIA analyzes the impacts from the proposed Project using the following scenarios consistent with the County of Riverside requirements for evaluation of potential traffic impacts:

- Existing Conditions (E)
- Existing Plus Project (Phase I and Phase II) Conditions (E+P)
- Existing Plus Ambient Plus Project (Phase I) Conditions (E+A+P)
- Existing Plus Ambient Plus Project (Phase II) Conditions (E+A+P)
- Existing Plus Ambient Plus Project (Phase I and Phase II) Plus Cumulative Conditions (E+A+P+C)

The Existing Condition includes current traffic counts with existing geometrics at study area intersections, freeway segments, and freeway ramps as they currently exist.

The Existing plus Project scenario includes traffic counts at study area intersections, freeway segments, and freeway ramps as they currently exist with implementation of Phase I and Phase II Project conditions without improvements.

The Existing plus Ambient plus Project scenario includes traffic counts at study area intersections, freeway segments, and freeway ramps as they currently exist with ambient conditions and implementation of Phase I and Phase II Project conditions without improvements.

Intersections

In the Existing Condition, all study area intersections are operating at an acceptable LOS D or better during peak hours as reflected in **Table 5.0-Y, Intersection Analysis**, below.

Freeway Segments

In the Existing condition, all study area freeway segments are operating at an acceptable LOS D or better during peak hours as reflected in **Table 5.0-Z, Freeway Segment Analysis**, below.

Freeway Ramps

In the Existing Condition, the following freeway ramp is operating at an unacceptable LOS during the PM peak hour **Table 5.0-AA, Freeway Ramp Analysis**, below.

- I-15 southbound off-ramp at Indian Truck Trail

All other study area ramp locations are operating an acceptable LOS D or better during peak hours.

5.7.2 Related Regulations

5.7.2.1 Federal Regulations

No federal regulations are applicable to the Project with respect to transportation/traffic.

5.7.2.2 State Regulations

California Department of Transportation

As determined by the California Department of Transportation (CALTRANS), the LOS for Operating state highways facilities is based upon measures of effectiveness (MOEs). These MOEs describe the measures best suited for analyzing State highway facilities (i.e., freeway segments, signalized intersections, on- or off-ramps, etc.). Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities. However, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing State highway facility is operating at less than the appropriate target LOS, the existing MOE should be maintained. In general, the region-wide goal for an acceptable LOS on all freeways, roadway segments, and intersections is "E." (TSI).

5.7.2.3 Regional Regulations

Southern California Association of Governments

As the designated Metropolitan Planning Organization for the Southern California region, the Southern California Association of Governments (SCAG) is the agency responsible for carrying out these policies and programs. SCAG is a regional agency established pursuant to California Government Code §6500, also referred to as the Joint Powers Authority law. SCAG is designated as a Council of Governments (COG), a Regional Transportation Planning Agency (RTPA), and a Metropolitan Planning Organization (MPO). The Project site is within SCAG's regional authority. Below are overviews of SCAG's Transportation Program relevant to the Project.

Regional Transportation Plan

In 2016, SCAG prepared an updated Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) with goals to: 1) align the plan investments and policies with improving regional economic development and competitiveness; 2) maximize mobility and accessibility for all people and goods in the region; 3) ensure travel safety and reliability for all people and goods in the region; 4) preserve and ensure a sustainable transportation system; 5) maximize productivity of the transportation system; 6) protect the environment and health of residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking); 7) actively encourage and create incentives for energy efficiency, where possible; 8) encourage land use and growth patterns that facilitate transit and non-motorized transportation; and 9) maximize the security of the regional transportation system. Performance measures and funding strategies also are included to ensure that the adopted goals are achieved through implementation. This EIR evaluates Project consistency with the 2016 RTP/SCS. (RTP).

Congestion Management Program

The Riverside County Congestion Management Program (CMP) was prepared by the Riverside County Transportation Commission (RCTC) in accordance with Proposition 111, passed in June 1990. The CMP was established with the intent to more directly link land use, transportation, and air quality to prompt reasonable growth management programs that would more effectively utilize new transportation funds, alleviate traffic congestion and related impacts, and improve air quality. Deficiencies along the CMP system must be identified when they occur so that improvement measures can be identified. Understanding the reason for these deficiencies and identifying ways to reduce the impact of future growth and development along a critical CMP corridor is intended to conserve scarce funding resources and help target those resources appropriately. In the vicinity of the project site, I-15 is a CMP Interstate for which the proposed project will contribute traffic to the travel lanes and ramps. (CMP, p. 2-3).

5.7.2.4 Local Regulations

Funding Mechanisms

“Fair share” fees, which include the Western Riverside County Transportation Uniform Mitigation Fee (TUMF), and the County of Riverside Development Impact Fees (DIF), ensure that area-wide traffic conditions do not worsen as development occurs.

Transportation Uniform Mitigation Fee (TUMF)

TUMF programs provide funds for interchanges, roads, and bridge facilities of major regional significance. Riverside County is a participant, along with various cities, in two regional TUMF programs administered by WRCOG in Western Riverside County. The Project proponent will be required to pay the TUMF in accordance with the fee schedule in effect at the time of issuance of a building permit, pursuant to Riverside County Ordinance No. 824.

Please note that, although the TUMF program pays for needed facilities, it does not collect 100 percent of the fees needed to implement the identified improvements and does rely on outside (uncommitted) funds to bridge the funding gap.

Development Impact Fee – Ordinance No. 659

Riverside County Ordinance No. 659 establishes development impact fees (COR ORD 659). A component of Ordinance No. 659 is collected for the purpose of paying for transportation improvements, including roads, bridges, major improvements, and signals. The Project proponent will be required to pay DIF in accordance with the fee schedule for Elsinore Area Plan in effect at the time of construction, pursuant to Riverside County Ordinance No. 659.13.

Riverside County General Plan

The Circulation Element of the Riverside County General Plan (GP) contains the following goals, policies and implementation measures related to the circulation system to which project will be required to comply:

County of Riverside GP – Circulation Element

C 2.1 The following minimum target levels of service have been designated for the review of development proposals in the unincorporated areas of Riverside County with respect to transportation impacts on roadways designated in the Riverside County Circulation Plan (Figure C-1) which are currently County maintained, or are intended to be accepted into the County maintained roadway system:

LOS C shall apply to all development proposals in any area of the Riverside County not located within the boundaries of an Area Plan, as well those areas located within the following Area Plans: REMAP, Eastern Coachella Valley, Desert Center, Palo Verde Valley, and those non- Community Development areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.

LOS D shall apply to all development proposals located within any of the following Area Plans:

Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.

LOS E may be allowed by the Board of Supervisors within designated areas where transit oriented development and walkable communities are proposed.

Notwithstanding the forgoing minimum LOS targets, the Board of Supervisors may, on occasion by virtue of their discretionary powers, approve a project that fails to meet these LOS targets in order to balance congestion management considerations in relation to benefits, environmental impacts and costs, provided an Environmental Impact Report, or equivalent, has been completed to fully evaluate the impacts of such approval. Any such approval must incorporate all feasible mitigation measures, make specific findings to support the decision, and adopt a statement of overriding considerations.

C 2.2 Require that new development prepare a traffic impact analysis as warranted by the Riverside County Traffic Impact Analysis Preparation Guidelines or as approved by the Director of Transportation. Apply level of service targets to new development per the Riverside County Traffic Impact Analysis Preparation Guidelines to evaluate traffic impacts and identify appropriate mitigation measures for new development.

C 2.3 Traffic studies prepared for development entitlements (tracts, public use permits, conditional use permits, etc.) shall identify project related traffic impacts and determine the significance of such impacts in compliance with CEQA and the Riverside County Congestion Management Program Requirements.