

SUBMITTAL TO THE BOARD OF SUPERVISORS
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA



ITEM: 3.23
(ID # 18429)

MEETING DATE:
Tuesday, April 05, 2022

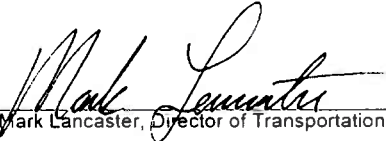
FROM : TLMA-TRANSPORTATION:

SUBJECT: TRANSPORTATION AND LAND MANAGEMENT AGENCY/TRANSPORTATION:
Consider Addendum No.1 to Environmental Impact Report (EIR) No. 534 and Approve the
Cherry Valley Interim Safety Improvement Project; District 5. [\$0]

RECOMMENDED MOTION: That the Board of Supervisors:

1. **CONSIDER** Addendum No.1 to Environmental Impact Report (EIR) No. 534, based on the findings and conclusions provided in the addendum, attached hereto and incorporated herein, prepared in compliance with the California Environmental Quality Act (CEQA) in accordance with Public Resources Code Section 21166 and Sections 15162 and 15164 of the State CEQA Guidelines, and the conclusion that all impacts were adequately analyzed pursuant to applicable legal standards in the previously adopted EIR No. 534, and, while some changes and/or additions are necessary, none of the conditions described in State CEQA Guidelines Section 15162 exist; and,
2. **Approve** the Cherry Valley Interim Safety Improvement Project.

ACTION:Policy


Mark Lancaster, Director of Transportation

3/21/2022



Aaron Gettis, Deputy County Counsel

3/21/2022

MINUTES OF THE BOARD OF SUPERVISORS

On motion of Supervisor Perez, seconded by Supervisor Washington and duly carried by unanimous vote, IT WAS ORDERED that the above matter is approved as recommended.

Ayes: Jeffries, Spiegel, Washington, Perez and Hewitt
Nays: None
Absent: None
Date: April 5, 2022
xc: Trans.

Kecia R. Harper
Clerk of the Board
By: 
Deputy

**SUBMITTAL TO THE BOARD OF SUPERVISORS COUNTY OF RIVERSIDE,
STATE OF CALIFORNIA**

FINANCIAL DATA	Current Fiscal Year:	Next Fiscal Year:	Total Cost:	Ongoing Cost
COST	N/A	N/A	N/A	N/A
NET COUNTY COST	N/A	N/A	N/A	N/A
SOURCE OF FUNDS: Developer No General Funds are used on this project.			Budget Adjustment: No	
			For Fiscal Year: 2021/2022	

C.E.O. RECOMMENDATION: Approve

BACKGROUND:

Summary

The County of Riverside (County) approved two industrial warehouses as part of the San Gorgonio Crossings (Plot Plan No. 25337, Parcel Map No. 36564) Project, and certified an Environmental Impact Report No. 534 (EIR534) on October 24, 2017. The two industrial warehouses (Approved Project) are approximately 1/2 mile east of the Cherry Valley Boulevard. Based on a County Condition of Approval of EIR534 and a mitigation measure of the Approved Project, offsite improvements at the Cherry Valley Boulevard/Interstate-10 Interchange (Proposed Project) were required. The Proposed Project, as part of an implementing project, was not discussed in sufficient project-level detail in the Certified EIR534 based on the project-level details known at the time; therefore, a separate environmental document, Addendum No.1 to EIR534, was prepared.

The Transportation Department is the acting Lead Agency under CEQA. The Proposed Project includes improvements within State right-of-way; therefore, the California Department of Transportation (Caltrans) is the acting Responsible Agency under CEQA and the Lead Agency under National Environmental Policy Act (NEPA). The developer will be required to acquire an encroachment permit from Caltrans to carry out the Proposed Project.

The Proposed Project will include roadway widening within the existing right-of-way and installation of traffic signals at the eastbound and westbound ramp intersections with Cherry Valley Boulevard. The eastbound off-ramp will be widened to provide left and right turn lanes onto Cherry Valley Boulevard. A minimal amount of road widening will be required on both the eastbound and westbound on-ramps for turning movements onto the ramp. The westbound off-ramp will be widened to provide a left and right turn lane onto Cherry Valley Boulevard. Dedicated left-turn lanes are also proposed on Cherry Valley Boulevard in both eastbound and westbound directions for improved on-ramp access. Additional street widening is proposed along the north and south sides of Cherry Valley Boulevard, east of the interchange to accommodate left and right turn lanes at Calimesa Boulevard and at the west bound on-ramp. In conjunction with the widening on the north side of the street, the existing reinforced concrete box storm drain culvert will be extended approximately 15 feet to accommodate the widened roadway. No right-of-way acquisition is proposed in association with these improvements.

**SUBMITTAL TO THE BOARD OF SUPERVISORS COUNTY OF RIVERSIDE,
STATE OF CALIFORNIA**

Environmental Findings

The Transportation Department has reviewed the Proposed Project considering the requirements defined under Public Resources Code Section 21166 and Sections 15162 and 15164 of the State CEQA Guidelines and has concluded that all impacts were adequately analyzed pursuant to applicable legal standards in the previously adopted EIR534, and, while some changes and/or additions are necessary, none of the conditions described in State CEQA Guidelines Section 15162 exist. Therefore, Addendum No.1 to EIR534 meets CEQA requirements and preparation of a subsequent or supplemental EIR is not warranted.

Impact on Citizens and Businesses

The Proposed Project will alleviate congestion and improve traffic operations.

SUPPLEMENTAL:

Attachments:

- Addendum No.1 to EIR No. 534
- Project Vicinity Map



Jason Farin, Principal Management Analyst 3/29/2022

ADDENDUM NO. 1 TO THE ENVIRONMENTAL IMPACT REPORT NO. 534

INTRODUCTION

This document has been prepared pursuant to the California Environmental Quality Act (CEQA, California Public Resources Code Sections 21000 *et seq.*), the State *CEQA Guidelines* (California Code of Regulations Sections 15000 *et seq.*) and the Riverside County Transportation Department CEQA Guidelines.

Section 15164(a) of the State *CEQA Guidelines* states:

The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.

The purpose of Addendum No. 1 is to demonstrate that only some changes or additions have been made to the Project and that said changes or additions would not result in any new or substantially increased significant impacts not previously analyzed.

PROJECT INFORMATION

Approved Project

The County of Riverside (County) approved two industrial warehouses as part of the project known as the San Gorgonio Crossings (Plot Plan No. 25337, Parcel Map No. 36564), and Certified an Environmental Impact Report No. 534 on October 24, 2017 (hereinafter referred to as EIR534). The two industrial warehouses (Approved Project) are approximately 1/2 mile east of the Cherry Valley Boulevard. The warehouses will occupy approximately 811,000 and 1,012,000 square feet, respectively. The Approved Project site is located west of the unincorporated community of Cherry Valley, which is characterized by large-lot residential, agricultural, and animal keeping uses, with a commercial core along Beaumont Avenue, north of Cherry Valley Boulevard. The community is located south of the San Bernardino National Forest and bordered by the City of Beaumont to the south. The Approved Project did evaluate offsite improvements and included the Proposed Project as both a County Condition of Approval of EIR534 and mitigation measure MM TRAN-1a. However, EIR534 did not discuss the Proposed Project in sufficient project-level detail.

Proposed Project

The Proposed Project will accommodate the increased traffic flow generated by the industrial warehouse development approved by the County, by improving the Cherry Valley Boulevard/Interstate 10 Interchange, as required by the County's Condition of Approval of the EIR534 (and MM TRAN-1a). The County of Riverside is the CEQA Lead Agency for the Proposed Project. As the Proposed Project includes improvements within State right-of-way, the California Department of Transportation (Caltrans) is retaining its role of reviewing the environmental documentation as a CEQA Responsible Agency under Expenditure Authorization Number 1L460 (EA 1L460).

The Proposed Project includes improvements to Cherry Valley Boulevard and the I-10 on- and off - ramps. The Proposed Project site, approximately 2.60 acres, ranges in elevation between 2,300 and 2,375 feet above sea level and is located within the City of Calimesa (City) and the County of Riverside, California (**Figure 1 – Aerial Map**).

As part of the Proposed Project the eastbound off-ramp will be widened approximately 8 feet on one side and 12.5 feet on the other to provide left and right turn lanes onto Cherry Valley Boulevard. A minimal amount of road widening will be required on the eastbound on-ramp for turning movements onto the ramp. The westbound off-ramp will be widened approximately 12 feet to provide a left and right turn lane onto Cherry Valley Boulevard. Dedicated left-turn lanes are also proposed in both eastbound and westbound directions for eastbound and westbound I-10 on-ramp access. It shall be noted the existing Cherry Valley overcrossing bridge will not be widened nor structurally modified. Additional street widening is proposed along both the north and south sides of Cherry Valley Boulevard, east of the interchange. The north side of Cherry Valley Boulevard will be widened approximately 20 feet, and the south side widened approximately 3 feet. The Proposed Project will protect the existing storm drain under the roadway by installing a retaining wall above the existing reinforced concrete box before it transitions to the trapezoidal channel. The retaining wall will be approximately 84-feet long and range from approximately eight (8) to 14-feet tall on spread footing. Cast-in-drill-hole (CIDH) piles that are 24-inches in diameter will be installed on both sides of the reinforced concrete box (four on each side) to support the foundation for the retaining wall. For further protection, a six-inch layer of expanded polystyrene will be placed on top of the culvert prior to placement of the retaining wall footing. Safety railing will also be installed. A minimal amount of road widening will be required on the westbound on-ramp for turning movements onto the ramp. No right-of-way acquisition is proposed. The following is a comparative list of the existing configuration of the Cherry Valley Boulevard/Interstate 10 Interchange and the proposed improvements. These improvements are also shown in **Figure 2 – Proposed Project**).

Existing Configuration	Proposed Changes to Lane Configurations
<p><i>I-10 Freeway Westbound Off-Ramp:</i></p> <ul style="list-style-type: none"> - One Westbound off-ramp lane (shared left and right turning movements) 	<p><i>I-10 Freeway Westbound Off-Ramp</i></p> <ul style="list-style-type: none"> - Add one additional 130' right turn lane
<p><i>I-10 Freeway Westbound On-Ramp:</i></p> <ul style="list-style-type: none"> - One Westbound on-ramp lane 	<p><i>I-10 Freeway Westbound On-Ramp:</i></p> <ul style="list-style-type: none"> - Widen existing lane for a length of 240' to accommodate truck turning movements
<p><i>I-10 Freeway Eastbound Off-Ramp:</i></p> <ul style="list-style-type: none"> - One Eastbound lane off-ramp lane (shared left and right turning movements) 	<p><i>I-10 Freeway Eastbound Off-Ramp:</i></p> <ul style="list-style-type: none"> - Add one additional 345' right turn lane
<p><i>I-10 Freeway Eastbound On-Ramp:</i></p> <ul style="list-style-type: none"> - One Eastbound lane on-ramp lane 	<p><i>I-10 Freeway Eastbound On-Ramp:</i></p> <ul style="list-style-type: none"> - Widen existing lane for a length of 180' to accommodate truck turning movements

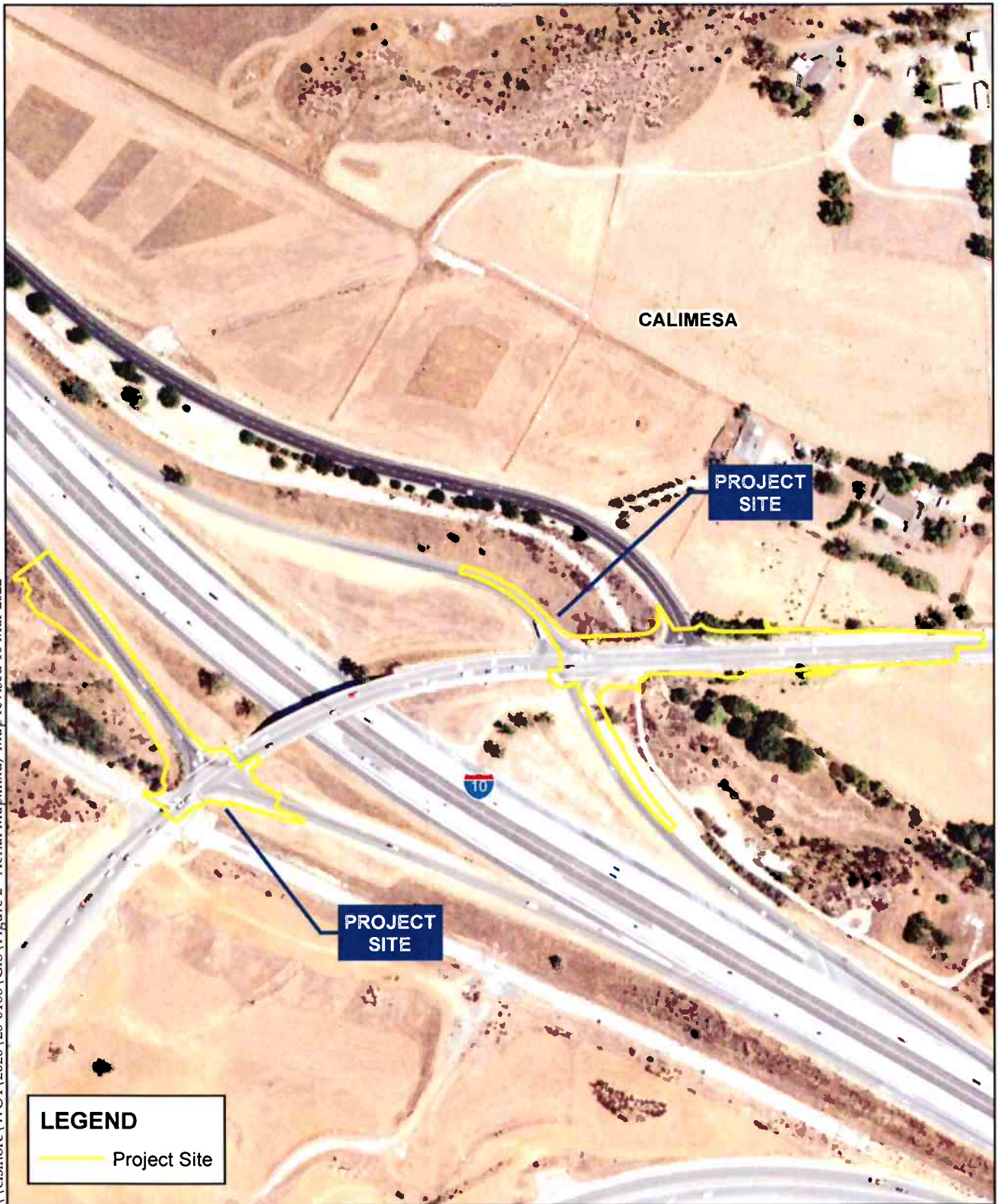
Existing Configuration	Proposed Changes to Lane Configurations
<p><i>Cherry Valley Boulevard at I-10 Westbound Ramps:</i></p> <ul style="list-style-type: none"> - One Southbound lane (shared through and right turn) - One Northbound lane (shared through and left turn) 	<p><i>Cherry Valley Boulevard at I-10 Westbound Ramps:</i></p> <ul style="list-style-type: none"> - Add one additional 270' Northbound left turn onto I-10 Westbound ramp
<p><i>Cherry Valley Boulevard at I-10 Eastbound Ramps:</i></p> <ul style="list-style-type: none"> - One Southbound lane (shared through and left turn at East) - One Northbound lane (shared through and right turn) 	<p><i>Cherry Valley Boulevard at I-10 Eastbound Ramps:</i></p> <ul style="list-style-type: none"> - Add one additional 100' Southbound left turn onto I-10 Eastbound ramp

The improvements are needed to ensure that the local roadway network will be improved to facilitate better traffic circulation once traffic is realized from the approved industrial development. In addition to the street improvements, signalized intersections are proposed at the two Cherry Valley Boulevard ramp locations. Additional improvements include regrading of existing slopes, reconstruction of existing ADA ramps, and installation of new ADA ramps.

The Proposed Project's construction duration will be approximately nine-months; construction is expected to commence no sooner than June 2022. Approximately 1,517 cubic yards of cut and 1,683 cubic yards of fill soil (raw) will be required for grading.

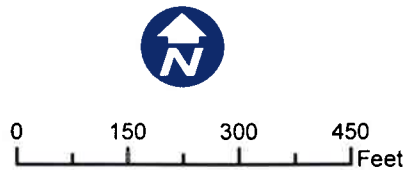
It shall be noted the aforementioned improvements are considered a temporary condition. A separate project is currently in the Project Approval and Environmental Document (PA/ED) phase to redesign and reconstruct the Cherry Valley Boulevard interchange to ultimate improvements.

\\elshire\WO4\2020\20-0168\GIS\Figure 2 - Aerial Map.mxd; Map revised 10 Mar 2022



Sources: Riverside Co. GIS, 2020; ESRI/Digital Globe, 2018.

Figure 1 - Aerial Map
Cherry Valley / Interstate 10 Interchange





\\elshire\W04\2020\20-0168\GIS\Figure 2 - Proposed Project.mxd; Map created 15 Mar 2022



SCALE: NTS



Figure 2 - Proposed Project
Cherry Valley / Interstate 10 Interchange

CEQA Requirements for Environmental Impact Report (EIR) Addendums

The State *CEQA Guidelines* allow for the updating and use of a previously-certified EIR for projects that have changed or are different from the previous project or conditions analyzed in the certified EIR. In cases where changes or additions occur with no new or more severe significant environmental impacts, an Addendum to a previously certified EIR may be prepared. See State *CEQA Guidelines* § 15164.

The following describes the requirements of an Addendum, as defined by State *CEQA Guidelines* § 15164:

- a. The lead agency or responsible agency shall prepare an Addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in § 15162 calling for preparation of a Subsequent EIR have occurred.
- b. An Addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in § 15162 calling for the preparation of a Subsequent EIR or negative declaration have occurred.
- c. An Addendum need not be circulated for public review, but can be included in or attached to the Final EIR.
- d. The decision-making body shall consider the Addendum with the Final EIR prior to making a decision on the project.
- e. A brief explanation of the decision not to prepare a Subsequent EIR pursuant to § 15162 should be included in an Addendum to an EIR, the lead agency's findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

As noted above, State *CEQA Guidelines* § 15164(a) and (b) allow for the preparation of an Addendum if none of the conditions described in § 15162 are met. State *CEQA Guidelines* § 15162 describes the conditions under which a Subsequent EIR must be prepared, as follows:

- a. Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of environmental effects or a substantial increase in the severity of previously identified significant effects;
- b. Substantial changes occur with respect to the circumstances under which the project is undertaken, which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- c. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
 1. The project will have one or more significant effects not discussed in the previous EIR;
 2. Significant effects previously examined will be substantially more severe than shown in the previous EIR;

3. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternatives; or
4. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

If none of these circumstances are present, and only minor technical changes or additions are necessary to update the previously certified EIR, an Addendum may be prepared. See State *CEQA Guidelines* § 15164. As provided in detail herein and summarized in the table below, none of the circumstances that warrant the preparation of a Subsequent (or Supplemental) EIR are present. In fact, pursuant to State *CEQA Guidelines* sections §§ 15163 and 15164, because the above conditions are not met, a Subsequent or Supplemental EIR **cannot** be prepared.

Section 15162 Conditions and Findings

Section 15162 Condition	Proposed Project Consistency
<p>(1) <i>Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new, significant environmental effects or a substantial increase in the severity of previously identified significant effects</i></p>	<p>The Proposed Project proposes widening a small portion of Cherry Valley Boulevard, widening the I-10 on- and off-ramps to accommodate truck turning movements and adding turn lanes, adding signalized intersections, reconstructing existing ADA ramps, and installing new ADA ramps (see Figure 2). Although the EIR534 did not fully analyze construction of these improvements, the proceeding analysis shows that this constitutes a minor revision that does not involve new significant environmental effects or any increase in the severity of previous environmental effects.</p>
<p>(2) <i>Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or</i></p>	<p>There are no changes in the circumstances under which the Proposed Project will be undertaken. As shown in the proceeding analysis, implementation of the Proposed Project will not result in new significant environmental effects or any increase in the severity of previously environmental effects.</p>

Section 15162 Condition	Proposed Project Consistency
(3) <i>New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:</i>	There is no new information of substantial importance.
(A) <i>The project will have one or more significant effects not discussed in the previous EIR or negative declaration;</i>	As shown in the proceeding analysis, no new significant impacts will occur as a result of the Proposed Project.
(B) <i>Significant effects previously examined will be substantially more severe than shown in the previous EIR</i>	As shown in the proceeding analysis, no substantial increase in the severity of previous significant environmental effects will occur as a result of implementation of the Proposed Project.
(C) <i>Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or</i>	All potentially significant impacts identified in the EIR534 were determined to be less than significant with incorporation of mitigation measures or significant and unavoidable after incorporation of mitigation measures. The Proposed Project incorporates feasible mitigation from the EIR534 to reduce potential impacts to less than significant levels. The Proposed Project will not result in any new significant impacts that were not evaluated in the EIR534.
(D) <i>Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.</i>	All potentially significant impacts identified in the EIR534 were determined to be less than significant with incorporation of mitigation measures or significant and unavoidable after incorporation of mitigation measures. No revisions to the mitigation measures adopted in the EIR534 are proposed. No new mitigation measures are needed for the Proposed Project.

The County of Riverside has reviewed the Proposed Project in light of the requirements defined under the State *CEQA Guidelines* and determined that none of the above conditions requiring preparation of a subsequent or supplemental EIR apply.

Format and Contents of this EIR Addendum

The following components comprise the EIR Addendum in its totality:

- a. The Introduction and the Project Description.
- b. The comparative analysis of the Approved Project evaluated in EIR534 and the Proposed Project which conclude that the Proposed Project would not result in any new significant environmental impacts or substantially increase the severity of environmental impacts beyond those disclosed in the previously certified EIR.
- c. The technical appendices attached hereto as Appendices A through F, which consist of the Air Quality and Greenhouse Gas Memorandum prepared by Urban Crossroads (2020), the Natural Environmental Study (Minimal Impacts) prepared by Wood Environment & Infrastructure Solutions (2021), the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis prepared by Wood Environment & Infrastructure Solutions (2021), the Delineation of Jurisdictional Waters prepared by Wood Environment & Infrastructure Solutions (2021), the Historic Property Survey prepared by Applied EarthWorks (2022), the Paleontological Memorandum prepared by Applied EarthWorks (2021), the Hazardous Waste and Materials Technical Memo prepared by Geocon West, Inc. (2021), the Noise Impact Memorandum prepared Urban Crossroads (2020), and the Vehicle Miles Traveled (“VMT”) Analysis Screening Form prepared by Albert A. Webb Associates (2020).

State *CEQA Guidelines* § 15150 states that an “EIR or Negative Declaration may incorporate by reference all or portions of another document which is a matter of public record or is generally available to the public.” Accordingly, the above-listed technical reports are incorporated herein by reference pursuant to § 15150. In addition, this EIR Addendum incorporates the following additional documents by reference in accordance with § 15150:

- a. The Recirculated Draft EIR No. 534 (SCH No. 2014011009) and Technical Appendices. The EIR was certified by the Board on October 24, 2017.
- b. The Draft and Final Supplemental EIR No. 534 (SCH No. 2014011009), Technical Appendices, Mitigation, Monitoring, and Reporting Program (MMRP), Findings and Statement of Facts, Statement of Overriding Considerations, and the associated Board Resolution. The EIR was certified by the Board on May 19, 2020.

The above-referenced documents are available for public review on the County’s website and at the County of Riverside Planning Department, 4080 Lemon Street. Riverside, CA 92501.

ENVIRONMENTAL ANALYSIS

Based on the analysis in this Addendum, it has been determined that, the mitigation measures identified in the EIR534 will mitigate any potentially significant impacts associated with the Proposed Project to a less than significant level and no revisions are required.

A summary of Project specific impacts that may be different or exceed those from the EIR534 is outlined below.

Aesthetics

EIR534 Conclusion: Less Than Significant with Mitigation.

Certified EIR534 determined that impacts with regards to scenic vistas and scenic resources, substantial degradation of the existing visual character and its surrounding, and substantial sources of light and glare would be reduced to less than significant levels with the implementation of mitigation measures (MM) MM AES-3 and MM AES-4 which require landscape plantings along the industrial site frontage and a photometric plan for the development of the industrial warehouse site. No offsite mitigation was required for the warehouse site.

Proposed Project: No Substantial Change from Previous Analysis.

Scenic resources in the area include the hills and mountains to the northeast. The Proposed Project site is not within a State or County Scenic Highway. According to the Riverside County General Plan, neither Cherry Valley Boulevard nor the portion of Interstate 10 near the Proposed Project site are considered scenic highway corridors. The nearest County eligible scenic highways are Oak Glen Road and San Timoteo Canyon Road located approximately 3.2 miles and 1.75 miles, respectively, from the Project site. Construction of the Proposed Project will not substantially affect views of the hills or mountains because the profile of the road is not changing, and the function of the road remains the same. There will be a small increase in pavement for turning movements and most of the improvements are at ground level and the proposed traffic signals and signage do not obstruct distant views. The visual quality of the existing corridor would remain consistent with pre-construction conditions and would not be significantly altered by the Proposed Project. Permanent sources of light proposed by the Proposed Project include the installation of traffic signals at the eastbound and westbound ramps, which includes downward-facing safety lighting. These traffic signals would not adversely affect day or nighttime views in the area or expose residential property to unacceptable light levels. Currently, sources of nighttime light originate from surrounding commercial and residential uses; including parking lot lights, headlights from vehicles and streetlights. New sources of light and glare may be present during Proposed Project construction but would be temporary and would cease upon construction completion. During construction activities, construction equipment lighting will be hooded and directed downward toward the street right-of-way (ROW) and away from surrounding land uses to minimize light trespass and not obstruct driver's vision while maintaining an adequate and safe level of illumination at the construction site. Certified EIR534 MM AES-3 and MM AES-4 apply to development of the industrial warehouse site and do not apply to the Proposed Project.

Accordingly, the Proposed Project would not result in any new or increased significant impacts to aesthetics that were not already analyzed in, and fully covered by, the Certified EIR534. Therefore, the Proposed Project would not result in a substantial change from the previous analysis.

Source: *Project Description Riverside County General Plan (County GP) (Figure C-8 Scenic Highways)*

Agriculture and Forestry Resources

EIR534 Conclusion: Less Than Significant Impact.

Certified EIR534 determined that impacts with regards to conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use, conflict with Williamson Act Contract, rezoning of forest land or timberland zoned for Timberland Production, the loss of forest land or conversion of forest land to non-forest use, conversion of Farmland to non-agricultural use or forest land to non-forest use would be less than significant and no mitigation would be required.

Proposed Project: No Substantial Change from Previous Analysis.

The Proposed Project site does not include any mapped Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland). The Project site is designated "Other Lands" by the California Department of Conservation (DOC) Farmland Mapping and Monitoring Program and as depicted on Riverside County General Plan Figure OS-2 "Agricultural Resources". No portion of the Proposed Project site is zoned for agricultural use or subject to a Williamson Act contract as the proposed improvements are located entirely within the public right-of-way. The Proposed Project site does not contain designated forest land or timberland as defined in Public Resources Code (Sections 12220[g] and 4526, respectively). The Proposed Project would not result in the loss of forest land or the conversion of Farmland to non-agricultural use or forest land to non-forest use.

Accordingly, the Proposed Project would not result in any new or increased significant impacts to agricultural and forestry resources that were not already analyzed in, and fully covered by, the Certified EIR534. Therefore, the Proposed Project would not have substantial change from the previous analysis.

Source: *County GP (Figure OS-2 Agricultural Resources), County GP (Figure OS-3a Forestry Resources Western Riverside County Parks, Forests, and Recreation Areas, Figure OS-3b Forestry Resources Eastern Riverside County Parks, Forests, and Recreation Areas), GIS database, Project Application Materials.*

Air Quality

EIR534 Conclusion: Significant and Unavoidable.

Certified EIR534 determined that impacts with regards to violation of any air quality standard or contribute substantially to an existing or projected air quality violation; exposure of sensitive receptors to pollutant concentrations; and objectionable odors affecting a substantial number of people would be reduced to less than significant levels with the implementation of mitigation measures MM AQ-1a through MM AQ-1e, which addresses short-term (construction) impacts and MM AQ-1f through MM AQ-1h and MM AIR-1i, which addresses long-term (operational) impacts, or had less than significant impacts.

Long term (operational) impacts with regards to conflict or obstruction of the implementation of an applicable air quality plan and cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard were significant and unavoidable even with the implementation of the operational mitigation measures.

Proposed Project: No Substantial Change from Previous Analysis

The County of Riverside is located within the South Coast Air Basin (Basin). The South Coast Air Quality Management District (SCAQMD) prepares the Air Quality Management Plan (AQMP) for the Basin. The AQMP sets forth a comprehensive program that will lead the Basin into compliance with all federal and state air quality standards. The AQMP's control measures and related emission reduction estimates are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. Accordingly, if a project demonstrates compliance with local land use plans and/or population projections, then the AQMP would have taken into account such uses when it was developed. Since the Proposed Project consists of roadway improvements that, in and of itself, will not result in any changes to the existing land use patterns in the Project area, the Proposed Project would not conflict or obstruct the AQMP.

An *Air Quality and Greenhouse Gas Analysis* was prepared for the Proposed Project by Urban Crossroads dated November 9, 2020 (UC(a)) and is included as Appendix A of this Addendum. The result of the air quality analysis is summarized below.

By federal standards, the Riverside County section of the Basin is currently in extreme nonattainment for ozone (O₃) (precursors: volatile organic compounds (VOC) or oxides of nitrogen (NO_x)); nonattainment for particulate matter less than 2.5 microns in diameter (PM_{2.5}); maintenance for particulate matter less than 10 microns in diameter (PM₁₀); attainment nitrogen dioxide (NO₂); maintenance for carbon monoxide (CO); and attainment/maintenance for lead. Per state standards, the South Coast Air Basin is in non-attainment for both 1- and 8-hour O₃ (precursors: VOC or NO_x), attainment for CO, attainment for NO₂, non-attainment for PM₁₀ and PM_{2.5}, attainment for hydrogen sulfide (H₂S), attainment for sulfates, and attainment for vinyl chloride. There are no federal standards for H₂S, sulfates, or vinyl chloride, and there are no state standards for sulfur dioxide (SO₂) or lead. No data was available to identify Riverside County's attainment status for visibility reducing particles. (UC(a), p. 8.).

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

Air quality impacts can be described in a short- and long-term perspective. Short-term impacts will occur during site grading and Proposed Project construction. Long-term air quality impacts will occur once the Proposed Project is in operation.

The Proposed Project will not add vehicle capacity to the existing roadways. Rather the Proposed Project proposes to add turn lanes and traffic signals to existing intersections, reconstruct existing ADA ramps, install new ADA ramps, and widen Cherry Valley Boulevard, east of the interchange. These improvements would improve conditions for motorists, pedestrians, and cyclists. Moreover, a detailed analysis of operational emissions, including all offsite improvements was analyzed as part of EIR534. Since the Proposed Project merely improves existing conditions at the intersections and would not have any properties that would induce additional traffic; no new operational air quality impacts beyond what was originally evaluated would occur.

Short-term emissions were evaluated using the Sacramento Metropolitan Air Quality Management District's Road Construction Emission Model (RCEM) Version 9.0.0. While the model was developed for Sacramento conditions in terms of silt loading and other materials movements assumptions, it is considered adequate for estimating road construction emissions by the SCAQMD as it is recommended by the SCAQMD for linear and roadway projects. Construction emissions were estimated for the Proposed Project using equipment inventories and construction scheduling information included in the model, which is based on roadway construction surveys. These inputs are combined with emissions factors from the EMFAC2017 and OFFROAD2017 models, which are incorporated into RCEM. (UC, p. 10.) Short-term emissions consist of fugitive dust and other particulate matter, as well as exhaust emissions generated by construction-related vehicles. Maximum daily emissions from Proposed Project construction are summarized in **Table A – Project Regional Construction Emissions** and are compared to SCAQMD's daily regional thresholds:

Table A – Project Regional Construction Emissions

Activity/Year	Peak Daily Emissions (lb/day)					
	VOC	NO _x	CO	SO ₂	PM-10	PM-2.5
SCAQMD Daily Thresholds	75	100	550	150	150	55
2021¹	5.71	63.15	46.80	0.1	32.71	8.69
Exceeds Threshold	No	No	No	No	No	No

Source: UB(a), Table 6 Project Regional Construction Emissions Summary

Note: ¹ The construction schedule analyzed represents a "worst-case" scenario should construction occur any time after the estimated dates since emission factors for construction decrease over time due to the increased stringency of emission regulations.

Evaluation of the above table indicates that the maximum daily criteria pollutant emissions from construction of this Proposed Project's improvements are below the SCAQMD daily regional thresholds. Additionally, the short-term emissions do not exceed SCAQMD's localized significance thresholds (LST), as contained in Appendix A and further detailed below. As such, the Project will not result in a cumulatively considerable net increase of any criteria pollutant for which the Proposed Project region is in non-attainment. Nevertheless, the Proposed Project will implement the short-term (construction) mitigation measures MM AQ-1a through MM AQ-1e identified in the EIR534.

The Proposed Project is located nearby to existing residences. As detailed in Appendix A, the closest sensitive receptors are the residences along Cherry Valley Boulevard, southwest of the Proposed Project site, approximately 718 feet (219 meters) from the nearest point of the Proposed Project Site. The 219-meter distance was used for evaluation of localized PM₁₀ and PM_{2.5} emission impacts. The nearest industrial/commercial use is 83 feet (26 meters) southwest from the Proposed Project site. The 26-meter distance was used for evaluation of localized NO_x and CO emission impacts. (UC, pp. 15, 16.) As shown in Table B – Project Localized Significance Summary of Construction emissions during construction would not exceed the SCAQMD localized construction significance thresholds.

Table B – Project Localized Significance Summary of Construction

On-Site Emissions	Peak Daily Emissions (lb/day)			
	NO _x	CO	PM-10	PM-2.5
SCAQMD Daily Thresholds	236	2,817	180	55
2021	62.3	44.5	32.6	8.6
Exceeds Threshold?	No	No	No	No

Source: UC(a), Table 7 Project Localized Significance Summary of Construction

Short-term emissions will only be generated in the Proposed Project area during construction of the Proposed Project, however, as stated in the preceding discussion above, emissions are below SCAQMDs daily regional and have been found to have no impact since Proposed Project emissions would not result in a cumulatively considerable net increase. In addition, the operational emissions are negligible as they consist of maintenance; hence, the Project will not expose sensitive receptors to substantial pollutant concentrations. Nevertheless, the Proposed Project will implement the short-term (construction) mitigation measures MM AQ-1a through MM AQ-1e identified in the EIR534.

The Proposed Project presents the potential for generation of other emissions such as odors in the form of diesel exhaust during construction and asphalt paving in the immediate vicinity of the Proposed Project site. Odors generated during construction will be short-term and will not result in a long-term odorous impact to the surrounding area. After completion of the proposed improvements, only occasional maintenance will be required. Recognizing the short-term duration and quantity of emissions in the Proposed Project area, the Proposed Project will not result in odors that adversely affect a substantial number of people.

Accordingly, the significance determination from the EIR534 related to air quality would not be changed and no new mitigation measures are required. No new significant impacts or substantially more severe impacts would occur; therefore, the findings of the EIR534 remain valid and no further analysis is required.

Source: AQMP, SCAQMD 2003; County GP, UC(a)

Biological Resources

EIR534 Conclusion: Less Than Significant with Mitigation.

Certified EIR534 determined that impacts with regards to substantial adverse effect either directly or through habitat modifications on any species identified as a candidate, sensitive, or special status species; substantial adverse effect on riparian habitat or other sensitive natural community; substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act; substantially interference with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites; conflict with any biological local policies or ordinances such as a tree preservation policy or ordinance; conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan would be reduced to less than significant levels with the implementation of MM BIO-1a, MM BIO-1b, MM BIO-2a, MM BIO-2b, MM BIO-5a, and MM BIO-5b. These mitigation measures from EIR534 require: a burrowing owl

preconstruction survey; a Nesting Bird Survey prior to clearing and grubbing activities if these activities occur during bird breeding season; payment of Local Development Mitigation Fees (LDMF); obtain applicable Section 1602 Streambed Alteration Agreement Permits, Clean Water Act Section 404 Permits, 401 Certifications (or Waste Discharge Requirements), and mitigate impacts to waters of the United States and the State, wetlands, and riparian habitat pursuant to Clean Water Act and Fish and Game Code Section 1600; create/restore 2.22 acres of riparian/riverine habitat; and conserve the remaining riparian/riverine areas not impacted.

Proposed Project: No Substantial Change from Previous Analysis

A Natural Environment Study - Minimal Impacts (NES-MI) was prepared for the Proposed Project by Wood Environment & Infrastructure Solutions, Inc. (Wood) and is included as Appendix B.1 of this Addendum and cited as Wood(a). A summary of the NES-MI findings regarding endangered and threatened species is discussed below.

State and/or Federally Listed Species

The NES-MI includes an analysis of the Proposed Project's impact to Federally and State endangered and threatened species. As part of the NES-MI, a USFWS Species List was generated from the Information for Planning and Consultation (IPaC) database for the Proposed Project's biological study area (BSA), which includes the Proposed Project site and a 500-foot buffer. A total of 16 Listed Federal and State Species identified by IPaC and as a result of literature search were identified to have the potential to occur within the Proposed Project site (Wood(a), Table 5.). However, these 16 species had either no suitable habitat or marginal suitable habitat present on the Proposed Project site. Moreover, no federally or state listed plant or animal species were observed within the Proposed Project site during the field surveys conducted.

Special-Status Vegetation Communities Species

No special-status vegetation communities were found to be present within or adjacent to the Proposed Project site during the field studies. (Wood(a), p. 25)

Special-Status Plant Species

A total of twenty-seven (27) special-status plant species were identified as having occurred in the BSA vicinity (Wood(a), p. 27). Southern California black walnut is the only special-status plant species known to be present in the BSA; however, this species is not within the Proposed Project site and will not be impacted. (Wood(a), p. 44)

The Proposed Project site has a low potential to support Jaeger's milk-vetch (*Astragalus pachypus var. jaegeri*), Plummer's mariposa-lily (*Calochortus plummerae*), Payson's jewelflower (*Caulanthus simulans*), Parry's spineflower (*Chorizanthe parryi var. parryi*), Mojave tarplant (*Deinandra mohavensis*), vernal barley (*Hordeum intercedens*), Robinson's pepper-grass (*Lepidium virginicum var. robinsonii*), and mesa horkelia (*Horkelia cuneata var. puberula*). Given the minimal Proposed Project impacts to potential habitat, direct and indirect impacts to these special-status plant species are possible, but not likely. Moreover, the Jaeger's milk-vetch, Plummer's mariposa-lily, Payson's jewelflower, and Parry's spineflower, Mojave tarplant and vernal barley are covered by the MSHCP. (Wood(a), p. 27).

The southern California black walnut trees, covered by the MSHCP, near the Proposed Project site will not be impacted by the Proposed Project. All these species require no further analysis since impacts, if any, will be covered by the MSHCP (Wood(a), p. 29). The Robinson's pepper-grass may occur in the

California buckwheat scrub vegetation communities within the Proposed Project site. Given the minimal Proposed Project impacts to potential habitat, direct and indirect impacts to Robinson's pepper-grass is possible, but not likely. Because Robinson's pepper-grass is not covered by the MSHCP, standard preconstruction surveys will be implemented to avoid potential impacts to Robinson's pepper-grass in the limited areas where the Proposed Project will directly impact Disturbed California Buckwheat Scrub (Wood(a), p. 28).

Special-Status Animal Species

A total of thirty-one (31) special-status animal species were identified as having occurred in the Proposed Project site (Wood(a), p. 28). Results of the field surveys and a review of specific habitat preferences, occurrence records, known distributions, and elevation ranges, indicated that the BSA has potential to support the following species: coastal whiptail (*Aspidoscelis tigris stejnegeri*), Cooper's hawk (*Accipiter cooperii*), southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*), burrowing owl/BUOW; California horned lark, northwestern San Diego pocket mouse (*Chaetodipus fallax fallax*), white-tailed kite, San Diego black-tailed jackrabbit (*Lepus californicus bennettii*), San Diego desert woodrat (*Neotoma lepida intermedia*), orange-throated whiptail (*Aspidoscelis hyperythra*), grasshopper sparrow (not identified as occurring in the area by the literature review, but a "Species Not Adequately Conserved" with potential habitat on-site), southern California legless lizard (*Anniella stebbinsi*), pallid bat (*Antrozous pallidus*), golden eagle, Stephen's kangaroo rat, loggerhead shrike (*Lanius ludovicianus*), western yellow bat (*Lasiurus xanthinus*), southern grasshopper mouse (*Onychomys torridus ramona*), Los Angeles pocket mouse (*Perognathus longimembris brevinasus*), coast horned lizard (*Phrynosoma blainvillii*), American badger (*Taxidea taxus*) and western spadefoot (*Spea hammondi*). These animal species may live within any of the habitats identified in the BSA, except for the paved roads and structures. However, birds can nest on structures (such as the culvert under Cherry Valley Boulevard) and as animals, all these species may move into or across the Proposed Project site. (Wood(a), p. 28).

Coastal whiptail, northwestern San Diego pocket mouse, San Diego black-tailed jackrabbit, San Diego desert woodrat, orange-throated whiptail, Stephen's kangaroo rat, Los Angeles pocket mouse, coast horned lizard, golden eagle, and western spadefoot are all fully covered under the MSHCP and require no further analysis. (Wood(a), p. 28).

Burrowing owl is a MSHCP covered bird species and a preconstruction survey for burrowing owl will need to be conducted, pursuant to the MSHCP (Wood(a), p. 24) and EIR534 MM BIO-1a. Cooper's hawk, southern California rufous-crowned sparrow, California horned lark, white-tailed kite, and loggerhead shrike are all covered by the MSHCP (Wood(a), p. 19). However, these species may nest in trees, shrubs, and the ground. Direct impacts to nesting habitat could occur in the limited areas where the Proposed Project will remove Disturbed California Buckwheat Scrub, Disturbed Habitat, Wild Oats and Annual Brome Grasslands, Eucalyptus – Tree of Heaven - Black Locust Groves, and Ornamental (Wood(a), p. 29). Birds will be protected by the MBTA, as further discussed in this analysis.

The Proposed Project will result in minimal impacts to potential habitat for American Badger. Implementation of standard preconstruction surveys will avoid potential impacts to this species (Wood(a), p. 34.)

The BSA has potential marginal habitat potentially utilized by western yellow bat, pallid bat, and other more common bat species as there are trees and bridges in the BSA that support roosting habitat.

Structures (buildings, houses, bridges, culverts, etc.) and trees within the BSA have potential to provide suitable roosting habitat for bats. Direct impacts will potentially occur where trees are removed. Indirect impacts will potentially occur where noise and vibration affects roost sites outside of the Proposed Project footprint (within approximately 100 feet). (Wood(a), p. 33). Implementation of standard preconstruction surveys as discussed in EIR534 MM BIO1-b will avoid potential impacts to this species.

Insects

The state candidate endangered Crotch bumble bee (*Bombus crotchii*) has the potential to forage within certain areas of the Proposed Project site and there is a remote chance that the Crotch bumble bee could nest on the open/unpaved parts of the Project Site (Wood(a), pp. 33, 38, 40.) Implementation of standard preconstruction surveys will avoid potential direct and indirect impacts to habitats potentially occupied by this species (Wood(a), p. 34.).

Migratory Bird Treaty Act (MBTA)

The Proposed Project site contains suitable nesting habitat for birds protected under state code and the federal Migratory Bird Treaty Act (MBTA). These include most native bird species, and in most cases, impacts to them are not covered by the MSHCP. Impacts to nesting birds, both direct and indirect, can be minimized or eliminated by conducting work activities outside of the breeding season. Although nesting can occur year-round in southern California for some species, the typical avian breeding season is from approximately February 1 through August 31, so it is recommended to schedule work between September 1 and January 31 to avoid nesting activity. If site disturbance must be done during the nesting season, the Proposed Project site and adjacent areas should be examined by a qualified biologist prior to disturbance, especially where there could be any direct impacts. If active nests are found, the nests should be avoided and a no disturbance buffer zone established and observed until young have fledged. While there is no established protocol for nest avoidance and buffer zones, when consulted, the California Department of Fish and Wildlife (CDFW) generally recommends avoidance buffers of 500 feet for raptors and listed species and 100–300 feet for other unlisted birds. (Wood(b), p. 17.) The Proposed Project will comply with MBTA and CDFW recommendations. Moreover, the Proposed Project would implement EIR534 MM BIO-1b and prepare Nesting Clearing Surveys.

Jurisdictional Delineation

A *Jurisdictional Delineation (JD)* was prepared for the Proposed Project by Wood Environment & Infrastructure Solutions, Inc. and is Included as Appendix B.3 of this Addendum and cited as Wood(c). A *Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis* was also prepared for the Proposed Project by Wood and is Included as Appendix B.2 of this Addendum and cited as Wood(b). The summary of jurisdictional resources is discussed below.

The Proposed Project area east of the I-10 / Cherry Valley Boulevard contains an unnamed intermittent blueline stream drainage. This drainage is soft-bottomed, southeast of the intersection and is channelized in concrete northeast of the intersection. This channelized portion of the drainage includes an existing culvert that will be protected in place. The soft-bottomed wash bed is vegetated with both upland plant species and species which are reliant upon at least subsurface water. The drainage is a riparian/riverine feature, and it enters a MSHCP conservation area approximately one mile downstream to the west (Oak Valley Phase 1 MSHCP Conserved Lands). (Wood(b), pp. 6-7.) However, the Proposed Project will avoid drainage impacts and will implement measures to avoid downstream impacts to the conservation area Best Management Practices from Volume I, Appendix C of the MSHCP) (Wood(b), p. 7.)

A field survey was conducted to delineate jurisdictional waters, wetlands, and associated riparian habitat potentially impacted by the Proposed Project. One potentially jurisdictional drainage was observed north of I-10. The intermittent blue-line stream drainage is ephemeral and was dry during the survey. The drainage contained no obligate wetland plants, no aquatic wildlife, no signs of algae growth or other signs of prolonged inundation or continuous flow. The drainage south of Cherry Valley Boulevard is soft bottomed with an Ordinary High-Water Mark (OHWM) width of approximately 6 feet and a channel width of 10 feet from bank to bank. The nearby drainage identified was typical of dryland fluvial systems with mostly unvegetated, sand bottom channels which then becomes a concrete channel after flowing under Cherry Valley Blvd. Therefore, no soil pits were dug and no wetland data forms were used to collect information. (Wood(c), p. 5-1.)

Based on the JD, there is one intermittent blue-line stream drainage identified within the Proposed Project limits that meets the requirements for CDFW, Regional Water Quality Control Board (RWQCB), and U.S. Army Corps of Engineers (USACE) jurisdiction. This drainage is soft-bottomed southeast of the intersection and is channelized in concrete northeast of the intersection. The riparian area and soft bottom drainage south of Cherry Valley Blvd is outside of the Proposed Project limits and will not be impacted. (Wood(c), p. 5-2.) The drainage does connect downstream to relatively permanent waterway (RPW), the Santa Ana River, and eventually to a traditional navigable water (TNW), the Pacific Ocean. (Wood(c), p. 5-1.) Since the Proposed Project's retaining wall design protects the existing culvert and drainage identified as jurisdictional features, impacts to those features would not occur.

The drainage is considered a riparian/riverine feature as defined by Section 6.1.2 of the MSHCP because it conveys flow to a MSHCP Conservation Area approximately one mile downstream to the west (i.e., Oak Valley Phase 1 MSHCP Conserved Lands) (Wood(a), Appendix B, p. 13). The Proposed Project would implement standard MSHCP Best Management Practices from Volume I, Appendix C of the MSHCP to avoid downstream impacts to the Conservation Area. (Wood(b), pp. 17-18.) Because the Proposed Project impacts will avoid this riparian/riverine feature, impacts to this feature would not occur, and no Determination of Biological Equivalent or Superior Preservation (DBESP) report as defined in the MSHCP would be required. (Wood(b), p. 7.) With the implementation of standard Best Management Practices, the Proposed Project will not result in a substantial adverse effect on any riparian habitat or other sensitive natural communities above those disclosed in EIR534.

Native Wildlife Nursery

The Proposed Project site is not located within any MSHCP designated Criteria Cells or Cell Groups and will have no effect on assembly of the MSHCP reserve. (Wood(b), p. 6.) The Proposed Project site does not fall within in any Public/Quasi-Public (PQP) lands. (Wood (b), p. 6.)

The grasshopper sparrow, a migratory bird, have a low potential to occur within the BSA (Wood(a), p 26). However, the BSA does contain potential habitat onsite (Wood(a), p. 30). The grasshopper sparrow is an MSHCP species that is not adequately conserved; however, this species will be protected pursuant to the MBTA and/or California Fish and Game Code (CFGC), which prohibits the take, possession, or destruction of birds, their nests or eggs. (Wood(a), pp. 32-33.)

With compliance with MBTA and CFGC and the implementation of MM BIO-1b, the Proposed Project will not result in substantial impacts to the movement of any native wildlife species, wildlife corridor, or wildlife nursery sites.

Tree Ordinance

County Ordinance No. 559 (Regulating the Removal of Trees) and the County's Oak Tree Management Guidelines protects the oak trees on parcels or property located above 5,000 feet in elevation. Similarly, the City of Calimesa Zoning Code, Chapter 18.80, regulates the removal oak trees. However, the Proposed Project site does not contain oak trees and the Proposed Project site's elevation ranges between 2,300 and 2,375 feet in elevation (Wood(b), p. 6; Figure 4).

Consistency with Adopted Conservation Plan

A *Western Riverside County Multiple Species Habitat Conservation Plan* (MSHCP) consistency analysis was prepared for the Proposed Project by Wood Environment & Infrastructure Solutions, Inc. (Wood) and is included as Appendix B.2 of this Addendum and cited as Wood(b).

The Proposed Project site is located within the Pass Area Plan area of the Western Riverside MSHCP; however, the Project site is not within a MSHCP Criteria Cell or Conservation Area or Public Quasi-Public Lands (PQP). Cherry Valley Boulevard, Calimesa Boulevard, and Roberts Road are "covered roads" under the MSHCP. Interstate 10 and the improvements proposed by the Proposed Project to Interstate 10 are also considered Covered Activities. Because the Proposed Project improvements are taking place outside the Criteria Area, and the Project is considered a Covered Activity, analysis of the Reserve Assembly status relative to the buildout of the MSHCP Reserve from the Proposed Project is not necessary (Wood(b), p. 6.)

To determine if a project would conflict with the provisions of the MSHCP, all projects are required to be analyzed against the Reserve Assembly requirements as well as consistency with Sections 6.1.2 (Riparian and Riverine, Vernal Pools and Fairy Shrimp), 6.1.3 (Narrow Endemic Plants), 6.1.4 (Urban Wildlife Interface Guidelines), and 6.3.2 (Additional Species Surveys) of the MSHCP. The MSHCP Consistency Report (Wood (b)) determined that the Proposed Project would not conflict with the MSHCP. The Proposed Project site is outside of the Criteria Area and therefore no conservation set asides are required in order to meet the Reserve Assembly goals of the MSHCP.

Section 6.1.2

The Proposed Project would not impact riparian vegetation or the existing drainage. This drainage does not support riparian vegetation and would be considered ephemeral. Since the Proposed Project's retaining wall design would avoid the existing drainage, then no impacts to riverine values of water conveyance would occur. Vernal pools and fairy shrimp habitat are not present within the Proposed Project site as such, the Proposed Project is consistent with Section 6.1.2 of the MSHCP.

Section 6.1.3

The Proposed Project site is not located within the Narrow Endemic Plan Species Survey Area (Section 6.1.3 of the MSHCP) area and therefore no surveys were warranted. As such, the Proposed Project is consistent with Section 6.1.3.

Section 6.1.4

The Proposed Project site is not within or adjacent to any MSHCP Criteria Cells or Quasi-Public Lands (PQP) therefore, the Proposed Project would not conflict with Section 6.1.4 (Urban Wildlands Interface) Guidelines which are focused on areas adjacent to existing and future conservation areas.

Section 6.3.2

Potential burrowing owl habitat is present within the Proposed Project site. Burrowing owl focused surveys were completed in 2019 for a larger project which included the Proposed Project site (Wood (b)). The 2019 Focused Surveys were negative; no burrowing owls or their sign were observed in the Proposed Project footprint. Nevertheless, because suitable habitat is present, and there is the potential for owls to utilize the Proposed Project area in the future, as required by MSHCP, and a standard County Condition of Approval, a preconstruction survey for burrowing owl will be conducted prior to site disturbance. The Proposed Project is consistent with Section 6.3.2.

Additionally, best management practices and guidelines will be implemented during the construction of the Proposed Project consistent with Appendix C (Standard Best Management Practices), and Section 7.5.3 (Construction Guidelines).

As outlined in the discussion above, impacts to biological resources would be less than significant with the implementation of MM BIO-1a, MM BIO-1b, and MM BIO-2b. Accordingly, the significance determination from the EIR534 related to biological resources would not be changed and no new mitigation measures are required. No new significant impacts or substantially more severe impacts would occur; therefore, the findings of the EIR534 remain valid and no further analysis is required.

Source: NES-MI (Wood(a)), MSHCP Consistency Analysis (Wood(b)), Jurisdictional Delineation (Wood(c))

Cultural Resources

EIR534 Conclusion: Less Than Significant with Mitigation.

Certified EIR534 determined that impacts with regards to substantial adverse change in the significance of historical, archaeological, paleontological, and tribal cultural resources, or disturb any human remains, including those interred outside of a formal cemetery would be reduced to less than significant levels with the implementation of MM CUL-1a, MM CUL-1b, MM CUL-3a through MM CUL-3d, and MM CUL-4. These mitigations measures from EIR534 require the following: archeological monitoring and Native American Tribal Monitor coordination during grading, excavation, and ground disturbing activities in an effort to identify and evaluate any unknown archaeological resource; the treatment and disposition of an inadvertent discovery of an unknown Native American cultural resources; paleontological monitoring during grading and excavation activities, unless principal paleontologist determines sediments present have a low potential to contain paleontological resources and low paleontological sensitivity; if specimens are found, the identification and curation of specimens into an established, accredited museum repository with permanent retrievable palaeontologic storage; adherence to State *CEQA Guidelines* Section 15064.5, Health and Safety Code Section 7050.5, Public Resources Code Section 5097.94 and Section 5097.98 in the event of accidental discovery or recognition of any human remains.

Proposed Project: No Substantial Change from Previous Analysis

Historical Resources

A Historical Property Survey Report (HPSR) was prepared by Applied Earthworks (AE) for the Proposed Project. The HPSR is Included as Appendix C.1 of this Addendum. The HPSR was prepared in compliance with Section 106 of the National Historic Preservation Act (NHPA). Potential historic properties were identified and evaluated for inclusion in the National Register of Historic Places (NRHP), the California Register of Historical Resources (CRHR), and other sources. (HPSR, pp. 1, 3.) The summary of the HPSR is discussed below.

Prior to a site reconnaissance survey, AE reviewed cultural resources records search and literature review of the Study Area using the records search results for the larger interchange improvement project which encompasses this Project's Area of Potential Affect (APE) plus a 1-mile buffer. The National Register Historic Places (NRHP), the California Registered of Historical Resources (CRHR), National Historic Landmark (NHL), California Historical Landmarks (CHL), California Points of Historical Interest, California Historical Resources Information System (CHRIS), Caltrans Historic Bridge Inventory, and other historic maps, aerial photographs, and real property assessments were reviewed as part of historical background research. (HPSR, pp. 3-4.)

Results of the search indicate 18 cultural resources studies have been conducted previously within the Study Area since 1978. Two of these investigations involved portions of the APE. These studies resulted in the identification and documentation of a total of 15 cultural resources within the Study Area: 3 prehistoric archaeological sites, 3 historical archaeological sites, 1 historical object, 1 California Historical Landmark and 7 built-environment resources. None of the 15 previously documented cultural resources are recorded within the APE. (HPSR, p. 4.)

The APE was entirely surveyed on June 9, 2020. The 2020 survey resulted in the identification and documentation of one historic-period built environment resource within the APE. The historic-period farm complex (Assessor Parcel Number 413-270-014) was formally evaluated and determined ineligible for listing on the NRHP. Historical aerial photographs and maps of the Proposed Project also were examined to determine the approximate age of any structures within the APE. The alignment of Cherry Valley Boulevard (formerly Woodland Avenue) is depicted on USGS map dated to 1942. Although this road is more than 30 years old, the survey indicated it has been substantially altered and is of modern construction that is regularly maintained. As such, it is exempt from review under Attachment 4 of the Section 106 PA: Properties Exempt from Evaluation. (HPSR pp. 3-4.)

As concluded by the HPSR, no historical resources were identified within the APE or were identified during the pedestrian survey. Unknown historical resources are unlikely to be encountered. As such, implementation of the Proposed Project would not alter or destroy a historic site and would not substantially change a historical resource.

Archaeological Resources

The HPSR documents the efforts to identify archaeological resources within the APE. Identification efforts included a cultural resource records search and literature review within the Study Area, historical map research, communication with the Native American Heritage Commission (NAHC) and local Native American groups and individuals, and an archaeological survey of the Study Area. The records search identified 15 previously documented cultural resources within the Study Area including 3 prehistoric archaeological sites, 3 historic archaeological sites, 1 object, 1 historic landmark, and 7 built-environment resources. None of the 15 previously documented cultural resources are recorded within the APE for the Proposed Project. (HPSR, pp. 3-4.)

Based on available information, construction of the Proposed Project is unlikely to encounter buried prehistoric archaeological deposits. The Proposed Project has little potential to encounter intact and significant archaeological deposits, given the low potential of both the surface sediments as well as deeper sediments within the APE and the degree of previous ground disturbance. (HPSR, p. 3.)

Although unknown archeological resources are unlikely to be encountered, previously unidentified

cultural materials may be unearthed during construction. As such, the Proposed Project will implement EIR534 mitigation measures MM CUL-1a and MM CUL-1b that requires monitoring, and the treatment and disposition of resources in the event that unknown resources are discovered. With adherence to EIR534 mitigation measures MM CUL-1a and MM CUL-1b, the Proposed Project would not alter or destroy an archaeological site and would not substantially change an archaeological resource.

Paleontological Resources

A *Paleontological Memorandum: Constraints Analysis* (Paleontological Memorandum) was prepared for the Proposed Project by Applied Earthworks (AE) and is included as Appendix C.2 of this Addendum. The Paleontological Memo utilized preliminary geotechnical and paleontological report data that covered a larger area that wholly includes the Proposed Project site. The summary of the Paleontological Memo is discussed below.

Prior to fieldwork, AE conducted desktop studies including museum records searches, to identify the geologic units mapped in the Proposed Project area and immediate vicinity and determine whether previously recorded paleontological localities occur either within the Proposed Project area or within the same geologic units elsewhere nearby literature review. The Natural History Museum of Los Angeles County (NHMLAC), the Paleobiology Database (PBDB), and the online database of the University of California Museum of Paleontology (UCMP), which list locality records from across California for all types of fossilized biota and traces were reviewed as part of historical background research. AE reviewed the County's paleontological sensitivity map that corresponds with "Undetermined" and "High A (Ha) rankings. After the field survey AE produced a paleontological sensitivity map that utilizes the Caltrans ranking system of High, Low, and No Potential classes. (PALEO, p. 3.)

Fieldwork consisted of a pedestrian surface reconnaissance survey to ground-truth the results of the desktop studies. The survey did not encounter any paleontological resources. However, potentially fossiliferous geologic units were encountered and these observations were utilized, along with the results of the desktop studies to assign paleontological sensitivity rankings across the Proposed Project area. The result concludes that Proposed Project area includes subareas with High Potential for yielding significant paleontological resources. (PALEO, pp. 3, 5.)

AE's assignment of sensitivity rankings for the Proposed Project of High A and High B are comparable to the County's GP paleontological sensitivity map, which shows High A sensitivity rankings for the Proposed Project area (PALEO, p. 42.) The eastern portion of the Proposed Project, east of the I-10, is designated a High A paleontological sensitivity. The western portion of the Proposed Project, west of the I-10, is mostly designated a High B paleontological sensitivity. (PALEO, Figure 4.) Project-related ground excavation within subareas mapped as High A could potentially impact paleontological resources. However, excavations for the box culvert and roadways within subareas mapped as High B are unlikely to impact paleontological resources. (PALEO, p. 5.) As such, the Proposed Project will comply with the County GP's Open Space Policy 19.6, which requires that a paleontological resource impact mitigation program (PRIMP) shall be filed with the Riverside County Geologist prior to site grading as indicated in EIR534 MM CUL-3d. The PRIMP shall specify the steps to be taken to mitigate impacts to paleontological resources. In addition, standard County conditions will be implemented that outline the minimum information required in the PRIMP. Further, the Proposed Project will implement EIR534 MM CUL-3b and MM CUL-3c which are consistent with County GP Policy 19.9, which dictates that when paleontological resources are found, the County Geologist shall direct them to a facility within Riverside County for their curation, including the Western Science Center in the City of Hemet. With compliance

with County GP policies, general conditions, and implementation of MM CUL-3a through MM CUL-3d paleontological recourses would not be substantially altered or destroyed.

Formal Cemeteries

The Proposed Project site is not located on or adjacent to a known formal or informal cemetery. No impacts to human remains, including those interred outside of formal cemeteries are anticipated. As the Proposed Project will widen and improve an existing roadway in a disturbed/developed area, encountering human remains is unlikely. In the unlikely event that unknown human remains are uncovered during Proposed Project construction, pursuant to law, the proper authorities will be notified and standard procedures for the respectful handling of human remains will be adhered to in compliance with California Health and Safety Code Section 7050.5, Public Resources Code Section 5097.94 and 5097.98, and State *CEQA Guidelines* Section 15064.5, as described in EIR534 MM CUL-4. With adherence to California Health and Safety Code Section 7050.5, Public Resources Code Section 5097.94 and 5097.98, State *CEQA Guidelines* Section 15064.5 the Proposed Project would not disturb any human remains.

Tribal Cultural Resources

As stated in the archaeological discussion, above, during the records search three prehistoric sites were identified outside the APE. According to the HPSR, none of the resources found within the APE area were previously listed or eligible for listing (HPSR, p. 4). The Proposed Project will implement EIR534 mitigation measure MM CUL-1a and MM CUL 1-b that requires monitoring, including Tribal Monitoring, and the treatment and disposition of cultural resources in the event that Native American cultural resources are inadvertently discovered. Therefore, with adherence to EIR534 MM CUL-1a and MM CUL 1-b, tribal cultural resources would not be substantially altered or destroyed.

As outlined in the discussion above, impacts to cultural resources would be less than significant with the implementation of MM CUL-1a, MM CUL-1b, MM CUL-3a through MM CUL-3d, and MM CUL-4. Accordingly, the significance determination from the EIR534 related to cultural resources would not be changed and no new mitigation measures are required. No new significant impacts or substantially more severe impacts would occur; therefore, the findings of the EIR534 remain valid and no further analysis is required.

Source: HPSR, County GP (Figure OS-8 Paleontological Sensitivity), PALEO (Appendix C.2), Project Application Materials

Geology and Soils

EIR534 Conclusion: Less Than Significant with Mitigation.

Certified EIR534 determined that impacts with regards to substantial adverse effects including the risk of loss, injury or death involving rupture of known earthquake fault, strong seismic shaking, seismic related ground failure, and landslide; substantial erosion or the loss of topsoil; on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse; expansive soil, the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water would be reduced to less than significant levels with the implementation of MM GEO-1a through MM GEO-1e, MM GEO-2a, MM GEO-2b, and MM GEO-3. These mitigation measures require that the recommendations from the Fault Investigation report and Grading Plan be implemented to the warehouse site design, preparation of a design-level geotechnical investigation for the warehouse site, construction monitoring at the warehouse site would be required to ensure County conditions are met, removal of younger

alluvium and replacement with compacted engineered fill, plant drought resistant plants near slopes, compliance with County Grading Standards, and maintenance of irrigation systems.

Proposed Project: No Substantial Change from Previous Analysis

There are three major known faults located in Riverside County: the San Andreas, San Jacinto, and Elsinore faults. However, there are no known active fault lines near the Proposed Project site, nor is the Proposed Project site or the immediate vicinity within an Alquist-Priolo Special Studies Zone. Per the County's GP, the Proposed Project site is in an area of low to moderate ground shaking risk. However, the nature of the Proposed Project will not result in exposing people or structures to substantial risk from seismic-related ground failure including liquefaction. Additionally, the Proposed Project does not pose a substantial risk to people or other structures in the event of strong seismic ground shaking since it does not propose any habitable structures. Moreover, the infrastructure is designed consistent with American Association of State Highway and Transportation Officials (AASHTO) standards. For these reasons impacts associated with rupture of a known earthquake fault are not expected.

Landslides occur when masses of rock, earth, or other material move rapidly down a slope. Landslides and surficial slope failure are most likely to occur in areas with a slope greater than 25 percent (hillside areas) and along steep bluffs. The Proposed Project area is relatively flat and at low risk for landslides, lateral spreading, collapse, or rockfall hazards. No topographical features that could potentially create landslides are located within the immediate vicinity of the Proposed Project boundary.

Construction of the roadway improvements will entail grading and construction in unpaved areas, which may result in a marginal loss of topsoil. A Water Pollution Control Program (WPCP) will be prepared and implemented during Proposed Project construction that includes erosion control, sediment control, tracking control, and wind erosion control Best Management Practices (BMPs). Through implementation of the WPCP, the Proposed Project will not result in substantial erosion or the loss of topsoil.

Expansive soils have a significant amount of clay particles or other minerals that have the ability to give up water (shrink) or take on water (swell). Soils in the Proposed Project site include: Greenfield sandy loam, 2 to 8 percent slopes, Ramona sandy loam, 2 to 5 percent slopes, Terrace escarpments, Riverwash, and Hanford coarse sandy loam 2 to 5 percent slopes. (Wood(c), Figure 5) All five soil types have a low potential for shrinking and swelling and are not considered expansive soils. Further, the installation of a road base for the roadway improvements will eliminate the potential for expansive soils to adversely impact the streets.

The Proposed Project includes circulation and pedestrian improvements entirely within the public right-of-way and would not require the use of wastewater disposal systems.

As outlined in the discussion above, impacts to geology and soils would be less than significant and no mitigation is required. Accordingly, the significance determination from the EIR534 related to geology and soils would not be changed and no new mitigation measures are required. No new significant impacts or substantially more severe impacts would occur; therefore, the findings of the EIR534 remain valid and no further analysis is required.

Source: County GP (Figure S-5 Regions Underlain by Steep Slope, County GP (Figure S-2 Earthquake Fault Study Zones), County GP (Figure S-3 Generalized Liquefaction), County GP (Figure S-4 Earthquake-Induced Slope Instability Map, and Figures S-13 through S-21 (showing General Ground

Shaking Risk), GIS database ,U.S.D.A. Soil Conservation Service Soil Surveys, County GP (Figure S-3 Generalized Liquefaction), Wood(c)

Greenhouse Gas Emissions

EIR534 Conclusion: Less Than Significant with Mitigation.

Certified EIR534 determined that impacts with regards to the generation of direct and indirect greenhouse gas emissions and conflicts with any applicable plan, policy or regulation of an agency would be reduced to less than significant levels with the implementation of MM AQ-1g and AQ-1h that are previously described above, and MM GHG-1 which requires the implementation of the project design features described in EIR534.

Proposed Project: No Substantial Change from Previous Analysis

An Air Quality and Greenhouse Gas Analysis was prepared for the Proposed Project by Urban Crossroads dated November 9, 2020 (UC(a)) and is included as Appendix A of this Addendum. The result of the greenhouse gas analysis is summarized below.

The County of Riverside Climate Action Plan Update (CAP), approved December 17, 2019, establishes greenhouse gas emission reduction programs and regulations that correlate with and support evolving State greenhouse gas emissions reduction goals and strategies. The CAP Update includes reduction targets for year 2030 and year 2050. These reduction targets require the County to reduce emissions by at least 525,511 MT CO₂e below the adjusted business-as-usual (ABAU) scenario by 2030 and at least 2,982,948 MT CO₂e below the ABAU scenario by 2050. (UC(b), p. 18.)

The CAP identifies a two-step approach in evaluating greenhouse gas emissions. First, a screening threshold of 3,000 MT CO₂e/yr is used to determine if additional analysis is required. Proposed Projects that exceed the 3,000 MT CO₂e/yr will be required to quantify and disclose the anticipated greenhouse gas emissions then either 1) demonstrate greenhouse gas emissions at project buildout year levels of efficiency and include project design features and/or mitigation measures to reduce greenhouse gas emissions or 2) garner 100 points through the Screening Tables. (UC(b), p. 18.)

Greenhouse gas emissions impacts were modeled using RCEM, Version 9.0.0. Detailed outputs from the model runs are provided in Appendix A, Attachment A. The model results indicated that the Proposed Project would generate a total of approximately 618 MTCO₂e in total during construction, or approximately 20.6 MT CO₂e per year amortized over 30 years (UC(b), p. 19). As such, the Proposed Project would not exceed the County CAP screening threshold of 3,000 MTCO₂e/yr and will not significantly impact the environment.

Pursuant to State *CEQA Guidelines* Section 15604.4, a lead agency may rely on qualitative analysis or performance-based standards to determine the significance of impacts from greenhouse gas emissions. As such, the Proposed Project's consistency with the Southern California Association of Governments (SCAG) 2020-2045 Regional Transportation Plan and Sustainable Communities Strategies (RTP/SCS), also known as SoCal Connect, and the County CAP are discussed below. It should be noted that the Proposed Project's consistency with SoCal Connect and the County CAP also satisfies consistency with the 2006 Global Warming Solution Act, as amended, and associated Climate Change Scoping Plans prepared by CARB. (UC(b), p. 19.)

The Proposed Project would not conflict with any of the SoCal Connect from greenhouse gas emissions reduction strategies as any regulations adopted would apply directly or indirectly to the Proposed Project. Further, recent studies show that the State's existing and proposed regulatory framework will allow the State to reduce its greenhouse gas emissions (GHG) level to 40 percent below 1990 levels by 2030. Moreover, the Proposed Project would only contribute construction emissions. For the purpose of this Addendum, only construction GHG emissions would have been analyzed, however the Proposed Project's GHG emissions screened out under the County CAP (UC(b), p. 19.) and as such, would not alter any prior CEQA determination from EIR 534.

As outlined in the discussion above, greenhouse gas impacts would be less than significant, and no mitigation is required. Accordingly, the significance determination from the EIR534 related to greenhouse gas would not be changed and no new mitigation measures are required. No new significant impacts or substantially more severe impacts would occur; therefore, the findings of the EIR534 remain valid and no further analysis is required.

Source: Riverside County Climate Action Plan ("CAP"), UC(b)

Hazards and Hazardous Materials

EIR534 Conclusion: Less Than Significant.

Certified EIR534 determined that impacts with regards to routine transport, use, or disposal of hazardous materials; reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; discharge hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter-mile of an existing or proposed school; be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5; airport safety hazard or excessive noise; impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan; wildland fires risk would be less than significant and no mitigation is required.

Proposed Project: No Substantial Change from Previous Analysis

Construction of the Proposed Project will involve the transport of fuels, lubricants, and various other liquids for operation of construction equipment. These materials will be transported to the Proposed Project site by equipment service trucks. In addition, workers will commute to the Proposed Project site via private and company owned vehicles and will operate construction vehicles and equipment on public streets. The United States Department of Transportation Office of Hazardous Materials Safety prescribes strict regulations for the safe transport of hazardous materials, as described in Code of Federal Regulations Title 49 (CFR) and implemented by California Code of Regulations Title 13 (CCR 13). Materials that are hazardous to humans and animals will be present during Proposed Project construction including diesel fuel, gasoline, equipment fuels, concrete, lubricant oils, adhesives, human waste, and chemical toilets. However, a variety of federal, state, and local laws govern the transport, generation, treatment, and disposal of hazardous materials and wastes; for instance, appropriate documentation for all hazardous waste that is transported in connection with this Proposed Project's activities will be provided as required for compliance with existing hazardous materials regulations codified in California Code of Regulations Titles 8 (CCR 8), 22 (CCR 22), and 26 (CCR 26), and their enabling legislation set forth in California Health and Safety Code Chapter 6.95 (CHSC 6.95). Further, hazardous materials are required to be stored in designated areas designed to prevent accidental

release to the environment and disposed of according to the rules and regulations of federal and state agencies.

In addition, the presence of such hazardous materials will cease upon construction completion and will not be necessary during operation except in the infrequent maintenance or emergency repair-related activities. Since the Proposed Project will comply with all applicable laws and regulations, implementation of the Proposed Project will not create a significant hazard associated with the routine transport, use, or disposal of hazardous materials.

Geocon Inc. prepared a technical memo dated November 2021 and included as Appendix D of this Addendum, based on a Phase 1 Initial Site Assessment (Phase I ISA) conducted in September 2020 for a larger area that includes the Proposed Project site. As part of the technical memo, a site survey of the Proposed Project area and a review of the California Regional Water Quality Control Board (RWQCB) and the California Department of Toxic Substances Control (DTSC) online database files was conducted to determine whether properties in the vicinity of the Proposed Project area have environmental conditions that could potentially impact the Proposed Project area. Additionally, a review of the California Geologic Energy Management Division (CalGEM) online Well Finder for existing/former oil, gas, or geothermal wells on or within the Proposed Project area was conducted.

The historical topographic maps from the Phase I ISA were also reviewed to evaluate the historic use of the Proposed Project area and surrounding properties. The results of the review identified that portions of Cherry Valley Blvd and the I-10 were present by 1942 and the current existing configurations appears to have been constructed by 1967.

Three properties adjacent to the Proposed Project site were identified as potential Recognized Environmental Conditions (RECs) in the Phase I ISA due to previous uses (Parcels No. 407-230-017, 407-230-018, 413-270-014). Parcel No. 407-230-017, located southeast of the Proposed Project site, had a residential unit prior to 1949 and although not currently present, remnants of the previous building may have the potential to contain asbestos containing material. Also, this parcel was historically used for agricultural purposes. Parcel No. 407-230-018 is located to the east of Parcel 407-230-017, previously contained a home between 1985 and 1989 and the parcel was historically used for agricultural purposes. Parcel No. 413-270-014, located northeast of the Proposed Project site contains a residential unit constructed prior to 1978. Additionally, this parcel contains an above ground diesel storage tank, and the parcel was historically used for agricultural purposes. Although, these three parcels were identified as RECs in the Phase I ISA, these are not considered RECs for the Proposed Project since these potential REC sites will not be acquired for the Project. (GEO, p. 4.)

The site survey conducted on March 22, 2021 indicates that the Proposed Project area consists of transportation (I-10, Cherry Valley Boulevard, Tukwet Canyon Parkway, Calimesa Boulevard, Colt Avenue, Roberts Road, and unnamed maintenance roads), rural residential, agricultural, and vacant land uses. (GOE, p. 4.) During the site visit, no evidence of surficial hazardous waste or materials (e.g., odors, pools of liquid, drums, containers of hazardous substances or petroleum products, unidentified substance containers, pits, ponds, lagoons, stained soil or pavement, or stressed vegetation) was observed within the Proposed Project site. (GEO, p. 4.) Evidence of underground utilities (streetlights and electrical boxes) were observed adjacent to Cherry Valley Boulevard and throughout the Project site. Treated lumber signs and guardrail posts were in the vicinity of the east and westbound on and off ramps. (GEO, p. 4.)

Soil Contamination from Aerially Deposited Lead (ADL)

I-10 was constructed prior to 1953 and has been heavily traveled. Testing by Caltrans throughout the State has shown that aerially deposited lead (ADL) exists in soil along major highway routes due to vehicle exhaust containing lead from the combustion of leaded gasoline. The concentration and distribution of ADL in soil is a function of many variables, but in general, highway age and traffic volume appear to be primary factors. (GEO, p. 5.) Thus, the potential for lead contamination to exist within areas of bare soils along I-10 due to aerially deposited lead is likely. As such, an ADL survey is required in accordance with Caltrans Standard Special Provisions (SSPs) 7-1.02K(6)(j) and 114-11.08, to determine whether or not contamination exists in association with aerially deposited lead in accordance with Caltrans SSPs 7-1.02K(6)(j) and 14-11.08.

Traffic Striping Materials and Treated Wood Waste: Although on-site lead based traffic striping material/paint is not a REC, lead based traffic striping material/debris and treated wood waste shall be properly managed in accordance with the Caltrans SSPs 84-9.03, 14-11.12, and 36-4 and construction documents. (GEO, p. 5.).

If encountered during construction, suspect asbestos containing materials that are relocated/removed during site construction/demolition, shall be evaluated prior to disturbance and properly handled in accordance with existing regulations. (GEO, p. 5.).

The Proposed Project will be required to comply with standard County policies if any unknown wastes or suspect materials are discovered during construction, which require that work shall cease in the vicinity and the County (and other appropriate agencies) shall be notified to advise on the proper procedure to follow. As discussed in the preceding discussion above, there is a potential for hazardous materials and chemicals to be stored at the site for short periods of time prior to transport and distribution which could cause a release. However, the storage and transport of these products would be regulated by Federal, State, and local policies regarding storage and transportation of hazardous waste. Therefore, because the Proposed Project site has been screened for any hazardous waste-related activities at the Proposed Project site, and since any hazardous waste-related activities for any future users at the Proposed Project site will be required to comply with all standard County and City policies and Caltrans standards, then implementation of the Proposed Project would not create a significant hazard involving the release of hazardous materials into the environment through a foreseeable upset and accident conditions.

The closest school (Tournament Hills Elementary) to the Proposed Project site is located approximately 1.25 miles south. Therefore, implementation of the Proposed Project would not result in the release of hazardous emissions or handle hazardous or acutely hazardous materials that would otherwise cause hazardous material impacts to the nearby school.

The nearest airport to the Proposed Project site is Banning Municipal Airport, approximately 10 miles southeast, and Redlands Municipal Airport, approximately 10 miles northwest. The Proposed Project site is not located in these airports' respective land use plans. Additionally, the Project site is not within a private airstrip, or heliport. Moreover, the nature of the Proposed Project would not create a habitable structure for people and would not create a safety hazard or excessive noise for people working in the area.

The Proposed Project would not impair an emergency response plan or emergency evacuation plan. The Proposed Project construction will be confined within the Project site and is not anticipated to physically

impair access to other existing roadways within the Proposed Project vicinity. A full roadway closure within the Proposed Project site is not anticipated. Moreover, the County requires temporary road construction to implement traffic management plans during construction and to provide for emergency access at all times during construction. As such, the Proposed Project will prepare a traffic management plan.

CalFire identifies areas of Very High Fire Hazard Severity Zones (VHFHSZ) within local responsibility areas (LRA) and State Responsibility Areas (SRA). Mapping of the VHFHSZ is based on data and models of potential fuels over a 30- to 50-year time horizon and their associated expected fire behavior and expected burn probabilities which quantifies the likelihood and nature of vegetation fire exposure (including firebrands) to buildings. The Proposed Project site is located in a non-VHFHSZ LRA, and not in a SRA. The nearest VHFHSZ is within an LRA and is adjacent to the I-10 eastbound off-ramp. However, the Proposed Project includes only circulation and pedestrian improvements entirely within the public right-of-way and does not propose any structures. Operation of the Proposed Project will improve emergency access as the improved roadway will facilitate emergency vehicles and/or evacuation, if needed. Therefore, the Proposed Project in it of itself would not increase the risk of loss, injury, or death involving wildland fires.

As outlined in the discussion above, hazard and hazardous materials impacts would be less than significant, and no mitigation is required. Accordingly, the significance determination from the EIR534 related to hazards and hazardous materials would not be changed and no new mitigation measures are required. No new significant impacts or substantially more severe impacts would occur; therefore, the findings of the EIR534 remain valid and no further analysis is required.

Source: County GP (Figure S-11 Wildfire Susceptibility), Calfire, GIS database, CCR 8, CCR 13, CCR 22, CCR 26, CFR, CHSC 6.95, CDTSC, GEO (Appendix D)

Hydrology and Water Quality

EIR534 Conclusion No Impact.

Certified EIR534 determined that impacts with regards to water quality standards, waste discharge, degradation of surface or ground water; reduction in groundwater supplies or interference with groundwater recharge; alteration of drainage patterns which would result in erosion, siltation, increase runoff, flooding on or offsite; contribute to runoff and impede or redirect flood flows; release of pollutants due to project inundation; and conflict or obstruct a water quality management plan or a groundwater management plan would be reduced to less than significant levels with implementation of MM HYD-1. This mitigation measure requires the approval of a Water Quality Management Plan (WQMP) and a Storm Water Pollution Prevention Plan (SWPPP) for the warehouse site that identifies specific BMPs for site restoration and incorporates soil stabilization measures, dewatering practices, sediment and runoff control practices, monitoring protocols, and water management disposal control practices.

Proposed Project: No Substantial Change from Previous Analysis

The Proposed Project includes circulation and pedestrian improvements entirely within the public right-of-way. These improvements will be constructed in accordance with Caltrans and County standards. Construction activities associated with the Proposed Project may result in the discharge of sediment and other construction by-products. Because the Proposed Project construction activities will disturb less than one acre of total land area (i.e., 0.96 acre), the Proposed Project will be required to prepare a Water Pollution Control Program (WPCP) for approval by Caltrans. The WPCP prepared for Project

construction must comply with Caltrans Standard Specifications Section 13 Water Pollution Control and the Caltrans Manual CTSW-RT-16-314.14.1 (October 2016). Prior to construction, the applicant shall prepare and submit a complete WPCP to the Caltrans Resident Engineer (RE) for review and acceptance. The WPCP will list construction-phase BMPs to minimize the discharge of pollutants to the storm drain and receiving waters. No activity having the potential to cause water pollution, as determined by the RE, shall be performed until the WPCP has been accepted by the RE. A Storm Water Pollution Prevention Plan (SWPPP) as defined in the statewide Construction General Permit (Order 2009-0009-DWQ, NPDES CAS000002) is not required for the Proposed Project because the land disturbance area is less than 1 acre.

Post-construction stormwater treatment controls, such as those described in a WQMP, are not required for the Proposed Project according to Caltrans requirements because the Proposed Project will create less than 1 acre of new impervious surface (i.e., 0.96 acre) (Caltrans NPDES Order 2012-0011-DWQ, CAS000003).

Through compliance with these existing regulations, the Proposed Project will not violate water quality standards or waste discharge requirements during construction. Operation activities associated with the Proposed Project will not violate any water quality standards or waste discharge requirements. Therefore, impacts to degradation of surface or groundwater quality would be less than significant and consistent with EIR534 determinations.

The Proposed Project will not require the use of water other than for water trucks during temporary construction activities (e.g., dust control). The Proposed Project area is not a groundwater recharge site and the Proposed Project does not propose the extraction of water. The proposed improvements, which includes limited roadway expansion, sidewalk improvements, and the retaining wall above the existing culvert, totaling approximately 0.96 acres, would not substantially increase impervious areas compared to existing conditions. Therefore, the Proposed Project improvements would have less than significant impacts associated with ground water recharge.

The proposed improvements will not substantially increase impacts related to erosion or siltation compared to existing conditions because the Proposed Project includes limited roadway expansion, sidewalk improvements, and the retaining wall above the existing culvert that would not substantially alter the drainage pattern. The retaining wall improvements will not impact the nearby drainage, since the storm drain channel and culvert will be avoided, and no impacts affecting the functions and values of the drainage will occur. A WPCP will be prepared and implemented during Proposed Project construction, that includes erosion control, sediment control, tracking control, and wind erosion control Best Management Practices (BMPs). With said WPCP, the Proposed Project would be in compliance with the NPDES and would not result in substantial erosion or siltation.

The proposed improvements will not substantially increase impacts related to on or offsite flooding, exceed the capacity of existing planned stormwater drainage, or impede or redirect flood flows compared to existing conditions because the Proposed Project includes limited roadway expansion, sidewalk improvements, and the retaining wall improvements. New impervious asphalt concrete pavement is proposed on both east and west sides of the I-10 freeway. The west side of the interchange will include 17,255 square feet (approximately 0.40 acres) of new impervious pavement. A conservative approximation of added flow, per 100-year storm event is 2.5 cubic feet per second (cfs) per acre. This equates to 0.99 cfs of added flow on the west side of the I-10. The east side of the interchange will

include 24,675 (approximately 0.56 acres) square feet of new impervious pavement. This equates to 1.42 cfs of added flow on the east side of the I-10. The Project's increase in impervious surfaces (0.96 acres) would increase flow by 3.92 cfs. Given the flow capacity of the existing channel that currently captures the interchange flows is 645 cfs, then added volume generated by the proposed improvements is considered negligible. As such, the Proposed Project does not necessitate an expansion of storm drain facilities. Additionally, as described above, a WPCP would be prepared to address storm water discharges during construction activities, that includes erosion control, sediment control, tracking control, and wind erosion control Best Management Practices (BMPs). Moreover, the Proposed Project will be constructed to Caltrans standards with reviews performed by both Caltrans and County of Riverside. Therefore, impacts would be less than significant.

The Proposed Project site is not within a seiche or tsunami zone, a Federal Emergency Management Agency (FEMA) flood zone, or the local Riverside County Flood Control Flood Zones identified in Figure S-9 Special Flood Hazard Areas of the GP and Riverside County's Interactive Map. (RCFC; FEMA). Therefore, the Proposed Project site has a low risk of inundation.

Substantial regulation currently exists that addresses stormwater runoff and keeping non-stormwater pollutants out of receiving waters, including the NPDES Permit for Caltrans facilities that outline construction-phase and post-construction stormwater requirements. The Proposed Project will be conditioned to comply with these regulations as described in the preceding discussion and will implement a WPCP according to Caltrans requirements. Through compliance with said regulations, the Proposed Project will be consistent with the RWQCB Water Quality Control Plan (Basin Plan).

As outlined in the discussion above, hydrology and water quality impacts from the Proposed Project would be less than significant through regulatory compliance and no additional mitigation is required. Accordingly, the significance determination from the EIR534 related to hydrology and water quality impacts would not be changed and no new mitigation measures are required. No new significant impacts or substantially more severe impacts would occur; therefore, the findings of the EIR534 remain valid and no further analysis is required.

Source: BMC, MS4, RWQCB-A, SWRCB, SWMP, WDR, SGMA, UWMP, County GP (Figure S-9 Special Flood Hazard Areas, Figure S-10 "Dam Failure Inundation Zone), County GP (Figure S-9 Special Flood Hazard Areas, Figure S-10 "Dam Failure Inundation Zone), GIS database

Land Use and Planning

EIR534 Conclusion: No Impact.

Certified EIR534 determined that impacts with regards to physically dividing an established community, or conflicting with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect would be less than significant and no mitigation would be required.

Proposed Project: No Substantial Change from Previous Analysis

The Proposed Project will not physically divide an established community as the Proposed Project only includes circulation and pedestrian improvements entirely within the public right-of-way. These improvements will adhere to applicable City, County, and Caltrans standards. Thus, implementation of the Proposed Project will not conflict with any applicable land use plan, policy, or regulation adopted to avoid or mitigate an environmental effect.

Accordingly, the Proposed Project would not result in any new or increased significant impacts to land use and planning that were not already analyzed in, and fully covered by, the Certified EIR534. Therefore, the Proposed Project would not have substantial change from the previous analysis.

Source: County GP, City GP, GIS database

Mineral Resources

EIR534 Conclusion: No Impact.

Certified EIR534 determined that impacts with regards to the loss of availability of a known mineral resource that would be of value to the region and the residents of the state, or the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan would be less than significant and no mitigation would be required.

Proposed Project: No Substantial Change from Previous Analysis

The Proposed Project site does not contain any known mineral resources. The Proposed Project is located in an area designated MRZ-3, which the State Mining and Geology Board defines as areas where the significance of mineral deposits is undetermined. The Proposed Project does not propose any structures and only includes circulation and pedestrian improvements entirely within the public right-of-way in a developed area. As such, it is highly unlikely that any surface mining or mineral recovery operation could feasibly take place within the Proposed Project site and no loss of mineral resources would occur.

Accordingly, the Proposed Project would not result in any new or increased significant impacts to mineral sources that were not already analyzed in, and fully covered by, the Certified EIR534. Therefore, the Proposed Project would not have substantial change from the previous analysis.

Source: County GP (Figure OS-6 Mineral Resources Area)

Noise

EIR534 Conclusion: Less Than Significant with Mitigation.

Certified EIR534 determined that impacts with regards to excessive noise levels (temporary or permanent) in excess of standards, excessive groundborne vibration or noise level, and exposure of excessive airport noise levels would be less than significant with the implementation of MM NOI-1, MM NOI-4a, MM NOI-4b, MM NOI-4c, MM NOI-4d, MM NOI-4e. Operational (long-term) mitigation requires sealed gaskets at the warehouses bay doors and construction-related (short-term) mitigation requires construction equipment to be directed away from sensitive receptors, the greatest distance between construction related sources and sensitive receptors, a disturbance coordinator to manage noise complaints, and limit construction activities to the acceptable times identified in the County and City of Calimesa's noise ordinances.

Proposed Project: No Substantial Change from Previous Analysis

A Noise Analysis was prepared for the Proposed Project by Urban Crossroads dated November 9, 2020 (UC(b)) and is included as Appendix E of this Addendum to assess construction related noise (short-term). Operational (long-term) impacts associated with the warehouse development, which includes the increase in truck and passenger traffic, have already been analyzed in the EIR534 as required per the County GP Noise Element, and no mitigation was required. The Proposed Project is the construction of

minor improvements to an existing freeway interchange resulting in 0.96 acres of impacts. No operational or long-term noise will be generated by this Project. Operational noise is therefore not analyzed for the Project and would not result in new or different impacts than were already analyzed in the EIR534 for the Approved Project.

The purpose of the noise analysis is to assess the potential construction noise levels for the Proposed Project's 9-month construction period and demonstrate that the Proposed Project satisfies County and Caltrans construction noise criteria at nearby noise sensitive receiver locations. Additionally, the Proposed Project must also comply with the City of Calimesa's noise criteria. The result of the noise analysis is summarized below.

The County's Ordinance No. 847 Section 2.i. exempt construction projects from the noise limits for projects located within one-quarter (1/4) of a mile from an inhabited dwelling, provided that: 1) construction does not occur between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September; and 2.) construction does not occur between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May. (UC(b), p. 7.) Section 14-8.02 of Caltrans Standards Specification for contracts requires construction to "not exceed 86 dBA Lmax at 50 feet from the job site from 9:00 p.m. to 6:00 a.m. (UC(b), p. 6.)

City of Calimesa Municipal Code Noise Abatement and Control Regulations Chapter 8.15.080 Construction Equipment: Construction equipment can operate Monday through Friday from 7:00 am to 7:00 pm, Saturday and Sundays from 10:00 am to 5:00pm, and holidays, as set forth in section 8.15.080(A). No equipment, or a combination of equipment regardless of age or date of acquisition, shall be operated so as to cause noise at a level in excess of 75 decibels for more than eight hours during any 24-hour period when measured at or within the property lines of any property which is developed and used either in part or in whole for residential purposes. The Proposed Project will comply with the County's and the City of Calimesa's noise standards, as outlined in EIR534 MM NOI-4d.

Sensitive uses or receivers are generally defined as locations where people reside or where the presence of unwanted sound could otherwise adversely affect the use of the land. Four sensitive receiver locations in the vicinity of the Proposed Project site were identified, including the closest sensitive residential receiver located at approximately 718 feet (0.14 miles) south of the Proposed Project. The noise analysis included a fifth receiver location zoned as commercial (educational use) approximately 133 feet north of the Proposed Project site. Since this receiver is the closest to the Proposed Project site, this receiver was used for the evaluation of construction noise impacts. (UC(b), pp.3, 8.) Noise levels produced by construction equipment that are commonly used on roadway construction projects was used to model noise impacts, the list can be located in Appendix E of Addendum.

The noise analysis for the Proposed Project concluded that project-related short-term construction noise levels would reach 82.5 dBA Lmax at the closest receiver located at 133 feet north from the Proposed Project site. As such, the 82.5 dBA Lmax will satisfy the 86 dBA Lmax limit between 6:00 a.m. and 9:00 p.m. at all receiver locations as required by Caltrans Standard. Additionally, the Proposed Project will adhere to the County and City of Calimesa's noise code by limiting construction activities during hours of 7:00 a.m. to 5:30 p.m. Monday through Friday from October 1st to April 30th, 7:00 a.m. to 7:00 p.m. Monday through Friday from May 1st to September 30th, and 8:00 a.m. to 5:00 p.m. on Saturdays any time of year; with no activity allowed on Sundays or state holidays. (UC(b), p.11.) As such, the noise generated from the implementation of the Proposed Project would be within County, Caltrans and the

City of Calimesa noise standards. Moreover, the Proposed Project will implement MM NOI-4a which requires construction equipment to be maintained with mufflers, MM NOI-4b that requires stationary equipment to direct construction equipment away from noise sensitive receptors, MM NOI-4c that requires the greatest distance between construction related noise sources and sensitive receptors, and MM NOI-4e which requires the construction manager to act as a disturbance coordinator, should noise levels become disruptive to local residents, and institute reasonable measures to correct construction noise complaints. Therefore, construction noise will be further reduced from the estimated 82.5 dBA Lmax level as the closest receiver location.

Groundborne vibration and noise impacts are typically associated with heavy construction activities such as blasting, pile driving or extensive grading. (SCAG RTP, p. 3.9-3) Because the Proposed Project construction will include road widening, paving, striping, and the retaining wall, blasting, pile driving, and extensive grading will not be necessary. As such, implementation of the Proposed Project would not generate ground-borne vibration or ground-borne noise levels.

The Proposed Project site is not located within vicinity of a private airstrip. As such, the Proposed Project site would not be exposed to excessive airport noise levels.

Accordingly, the Proposed Project would not result in any new or increased significant impacts to noise that were not already analyzed in, and fully covered by, the Certified EIR534. Therefore, the Proposed Project would not have substantial change from the previous analysis.

Source: Noise Analysis (UC(b)), SCAG RTP County GP (Figure S-20 Airport Locations), County of Riverside Airport Facilities Map

Population/Housing

EIR534 Conclusion: No Impact.

Certified EIR534 determined that impacts with regards to the substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through the extension of roads or other infrastructure, and displacing substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere would be less than significant and no mitigation would be required.

Proposed Project: No Substantial Change from Previous Analysis

The Proposed Project would not include the construction of homes or businesses, nor would it extend roads into previously undeveloped areas or areas that are limited in potential for growth due to lack of transportation infrastructure. The Proposed Project includes circulation and pedestrian improvements to existing facilities entirely within the public right-of-way. No direct or indirect growth will occur as a result of the proposed Project.

Accordingly, the Proposed Project would not result in any new or increased significant impacts to population and housing that were not already analyzed in, and fully covered by, the Certified EIR534. Therefore, the Proposed Project would not have substantial change from the previous analysis.

Source: GIS database, County GP Housing Element

Public Services

EIR534 Conclusion: No Impact.

Certified EIR534 determined that impacts with regards to the provision of new or physically altered government facilities, need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for fire protection, police protection, schools, parks, or other facilities such as library services, would be less than significant and no mitigation would be required.

Proposed Project: No Substantial Change from Previous Analysis

The Proposed Project includes circulation and pedestrian improvements entirely within the public right-of-way. No new or altered health services, school services, sheriff services or fire protection service will be required nor will existing service levels be affected.

Accordingly, the Proposed Project would not result in any new or increased significant impacts to public services that were not already analyzed in, and fully covered by, the Certified EIR534. Therefore, the Proposed Project would not have substantial change from the previous analysis.

Source: GIS database, Ord. No. 460, Section 10.35 (Regulating the Division of Land – Park and Recreation Fees and Dedications), Ord. No. 659 (Establishing Development Impact Fees), GP, School District correspondence, County GP

Recreation

EIR534 Conclusion: No Impact.

Certified EIR534 determined that impacts with regards to the substantial physical deterioration or accelerated deterioration of existing facilities due to the increased use and the construction or expansion of recreational facilities which might have an adverse physical effect on the environment use would be less than significant and no mitigation would be required.

Proposed Project: No Substantial Change from Previous Analysis

The Proposed Project does not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment as the Proposed Project includes circulation and pedestrian improvements entirely within the public right-of-way. Therefore, no impacts will occur.

Accordingly, the Proposed Project would not result in any new or increased significant impacts to recreation facilities that were not already analyzed in, and fully covered by, the Certified EIR534. Therefore, the Proposed Project would not have substantial change from the previous analysis.

Source: GIS database, Ord. No. 460, Section 10.35 (Regulating the Division of Land – Park and Recreation Fees and Dedications), Ord. No. 659 (Establishing Development Impact Fees)

Transportation/Traffic

EIR534 Conclusion: Significant and Unavoidable.

Certified EIR534 determined that impacts with regards to conflict with a congestion management program; air traffic patterns; hazards due to a design feature; inadequate emergency access; and conflict with adopted policies, plans, or programs regarding public transit and bikeways, or pedestrian

facilities would be less than significant with the implementation of MM TRAN-1a, MM TRAN-1b, MM TRAN-1c, MM TRAN-4a, MM TRAN-4b, MM TRAN-4c, MM TRAN-4d, MM TRAN-4e, and MM TRAN-5. These mitigation measures require interim improvements at the I-10 eastbound and westbound ramps, restriping, adding turn lanes, payment of applicable TUMF and County's DIF and fair share, industrial warehouse development-site access improvements including, but not limited to, the installation of traffic signals, and the preparation of a construction traffic control plan. Impacts in regard to conflict with an applicable ordinance or policy for the performance of circulation system are significant and unavoidable even after the implementation of MM TRAN-1a, MM TRAN-1b, and MM TRAN-1c.

Proposed Project: No Substantial Change from Previous Analysis

As indicated in the Proposed Project Description, the Proposed Project will implement the County of Riverside Condition of Approval of the EIR534 and as further described in EIR534 MM TRAN-1a, to accommodate the increased traffic flow generated by the industrial warehouse development. These improvements include widening a small portion of Cherry Valley Boulevard, widening the I-10 on- and off-ramps to accommodate truck turning movements and by adding turn lanes, adding signalized intersections, reconstructing existing ADA ramps, and installing new ADA ramps per County and Caltrans regulations, which are consistent with the Riverside County Circulation Element. Therefore, since the Proposed Project is consistent with the circulation element, no conflicts would occur.

During Proposed Project construction, construction-related vehicles and equipment will use existing roads within the vicinity of the Proposed Project site. Construction activities may cause temporary delays near the Proposed Project site since the Proposed Project's improvements will be within road right of way. However, the County requires temporary road construction and traffic management plans during construction to provide for emergency access at all times during construction. The Proposed Project is implementing a County's condition of approval pursuant to the County's Circulation Element and will prepare construction traffic control plan as required by EIR534 MM TRAN 5. Therefore, the Proposed Project would not interfere with an applicable congestion management program,

No part of the Proposed Project would interfere with traffic air patterns. The Proposed Project includes widening a small portion of Cherry Valley Boulevard east of the I-10 and widening the I-10 eastbound and westbound on- and off-ramps. These widening improvements would not include sharp curves. Improvements to the existing road and to on- and off-ramps will not result in incompatible uses or increase hazards within the Proposed Project boundary. In addition, the Project will add signalized intersections, reconstruct existing ADA ramps, and install new ADA ramps which would improve safety for pedestrians and cyclists within the Proposed Project site.

Construction may cause temporary delays near the Project site; however, the Proposed Project will implement EIR534 MM TRAN-1a, which is consistent with the County's temporary road construction and traffic congestion management plans during construction, to minimize delay. Such plans maintain safe traffic flow and permits adequate access by emergency vehicles. Operation of the Proposed Project will improve emergency access as the improved roadway will facilitate emergency vehicles access and/or evacuation if needed.

Vehicle Miles Traveled (VMT)

Senate Bill 743 (SB 743) was passed by the California State Legislature and signed into law by Governor Brown in 2013. SB 743 required the Office of Planning and Research and the California Natural Resources Agency to develop alternative methods of measuring transportation impacts under CEQA. In

December 2018, the California Natural Resources Agency finalized updates to the CEQA Guidelines, which included SB743. Section 15064.3 of the 2019 State *CEQA Guidelines* provide that transportation impacts of projects are, in general, best measured by evaluating the project's vehicle miles traveled (VMT). Automobile delay (often called Level of Service) will no longer be considered to be an environmental impact under CEQA. Automobile delay can, however, still be used by agencies to determine local operational impacts.

Under Caltrans Policy on Transportation Impact Analysis and CEQA Significance Determinations for Projects on the State Highway System Memorandum (Caltrans), projects initiated after December 28, 2018, and achieve Caltrans Milestone 020 "Begin Environmental" before September 15, 2020, will be evaluated on a project-by-project basis to determine if the project requires an induced travel analysis. The Proposed Project met both requirements and was then evaluated and approved for VMT exemption. A VMT Analysis Screening Form was prepared by Albert A. Webb Associates (WEBB(a)) for the Proposed Project and is included in Appendix F of this Addendum.

The Proposed Project qualifies for a VMT exemption because the Proposed Project falls into the following project types that would not likely lead to a substantial or measurable increase in vehicle travel, and therefore generally should not require an induced travel analysis (WEBB(a), pp.2-6):

- Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets (e.g., highways; roadways; bridges; culverts; transportation management system field elements such as cameras, message signs, detection, or signals; tunnels; transit systems; and assets that serve bicycle and pedestrian facilities) and that do not add additional motor vehicle capacity.
- Installation, removal, or reconfiguration of traffic lanes that are not for thru traffic, such as left, right, and U-turn pockets, two-way left-turn lanes, or emergency breakdown lanes that are not utilized as thru lanes.
- The project proposes to reconfigure traffic lanes to include turn lanes.
- The project proposes to widen the local street and improve conditions for pedestrians and cyclists.
- The project is proposing to install traffic signals and also proposing to optimized traffic signal timing.
- Timing of traffic signals to optimize vehicle, bicycle, and pedestrian flow.
- Reconstruction of enhanced pedestrian facilities within public rights-of-way.

Similarly, under the Riverside County *Transportation Analysis Guidelines for Level of Service, Vehicle Miles Traveled* (County TAG), the Proposed Project qualifies as a non-significant transportation impact because it falls under the following list of prescreened activities:

- Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets (e.g., highways; roadways; bridges; culverts; Transportation Management System field elements such as cameras, message signs, detection,

or signals; tunnels; transit systems; and assets that serve bicycle and pedestrian facilities) and that do not add additional motor vehicle capacity.

- Installation, removal, or reconfiguration of traffic lanes that are not for thru traffic, such as left, right, and U-turn pockets, two-way left-turn lanes, or emergency breakdown lanes that are not utilized as thru lanes.
- Timing of signals to optimize vehicle, bicycle, or pedestrian flow.

Since the Proposed Project VMT impacts have been prescreened and determined to have a non-significant impact, then the Proposed Project is consistent with Sate *CEQA Guidelines* section 15064.3 subdivision(b).

As outlined in the discussion above, traffic/transportation impacts would be less than significant with the implementation of MM TRAN-1a and MM TRAN-5. Accordingly, the significance determination from the EIR534 related to traffic/transportation would not be changed and no new mitigation measures are required. No new significant impacts or substantially more severe impacts would occur; therefore, the findings of the EIR534 remain valid and no further analysis is required.

Source: RCTC CMP; GP; PASS; RTA, County GP, Caltrans, VMT Analysis Screening Form (WEBB(a)), County TAG, Proposed Project Description.

Utilities and Service Systems

EIR534 Conclusion: Less Than Significant with Mitigation.

Certified EIR534 determined that impacts with regards to the relocation or construction of new or expanded utilities; water supplies available to serve the project and the reasonably future during normal, dry and multiple dry years; wastewater treatment provider which serves or may serve the project has inadequate capacity to serve the project's projected demand in addition to the provider's existing commitments; the generation of solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals; and compliance with federal, state, and local management and reduction statutes and regulations related to solid waste would be reduced to less than significant levels with the implementation of mitigation measures MM HYD-1 which requires a WQMP and a SWPPP to identify sources that could affect the quality of stormwater discharges from the construction of the project.

Proposed Project: No Substantial Change from Previous Analysis

The Proposed Project will not include any component that will require or result in the construction of new or expanded water, wastewater treatment, or storm water drainage systems. Any solid waste debris generated during construction will be disposed of at a permitted landfill or recycling facility. Operation of the Project will not generate solid waste. The Proposed Project only includes circulation and pedestrian improvements entirely within the public right-of-way, with no change to any water systems. The Proposed Project would prepare a WPCP because the disturbance area is less than one (1) acre, which is consistent with MM HYD-1. Coordination with the utilities purveyor and applicable agency would be required for the relocation of utilities, including the relocation of one existing streetlight within the Project site.

Accordingly, the Proposed Project would not result in any new or increased significant impacts to utilities and service systems that were not already analyzed in, and fully covered by, the Certified EIR534. Therefore, the Proposed Project would not result in a substantial change from the previous analysis.

Source: Project Application Materials, County GP

Other CEQA Considerations

EIR534 Conclusion: Less Than Significant.

Certified EIR534 determined that impacts with regards to growth, significant and irreversible environmental changes; and energy conservation would be less than significant, and no mitigation measures are required,

Proposed Project: No Substantial Change from Previous Analysis

The Proposed Project is a planned roadway improvement and in and of itself would not induce growth. Implementation would not result in irreversible environmental changes since the Proposed Project; 1. does not involve a large commitment of nonrenewable resources, 2. would not result in damage from environmental accidents associated with the Proposed Project since the project is mostly roadway improvements, and 3. would not result in wasteful use of energy (as further discussed in detail below).

Energy demand during the construction activities, which would take place onsite, would result from the transportation of materials, construction equipment, and construction worker vehicle trips over the period of nine months. Typical construction equipment commonly associated with a roadway projects, like this Proposed Project, is listed in Appendix A of this Addendum. The equipment used would meet California standards regarding the limitation of vehicle idling, and the use of fuel-efficient vehicles and equipment, to the extent feasible, consistent with EIR534 MM AQ-1a through MM AQ-1e. Moreover, energy saving strategies from the County's CAP will be implemented where possible to further reduce the Proposed Project's energy consumption, during the construction activities. As such, construction related fuel consumption is not expected to result in inefficient, wasteful, or unnecessary energy use. Operational demand would be limited and result from the operation of the proposed traffic signals. The Proposed Project would comply with County CAP's energy efficient infrastructure measure (R2-EE10) by installing high-efficiency LED traffic signals to reduce energy consumption.

As such, implementation of the Proposed Project will not result in wasteful, inefficient, or unnecessary consumption of energy resources, during construction or operation. As an infrastructure improvement project, the Proposed Project would not conflict with or obstruct implementation of a state or local plan for renewable energy or energy efficiency.

Source: County GP, Riverside County Climate Action Plan ("CAP")

CONCLUSION

With implementation of the EIR534 mitigation measures identified in the above discussion, the Proposed Project will not result in any new significant environmental effects or a substantial increase in the severity of previously identified significant impacts; therefore, a subsequent, or supplemental EIR is not required.

REFERENCES

The following documents were referred to as information sources during preparation of this document. They are available for public review at the locations identified.

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\\elsinore\WC4\2020\20-0168\GIS\Figure 2 - Aerial Map.mxd; Map revised 29 Dec 2020



Sources: Riverside Co. GIS, 2020; ESRI/Digital Globe, 2018.

Figure 2 - Aerial Map
Cherry Valley / Interstate 10 Interchange



0 150 300 450
Feet





Memorandum

To: Mary Zambon, Environmental Project Manager
Riverside County Transportation Department

From: Eliza Laws, Senior Environmental Analyst

Date: March 31, 2022

Re: Supplemental Cultural Information for Addendum No. 1 to Environmental Impact Report No. 534 for the Interstate 10 (I-10) / Cherry Valley Boulevard Interchange Interim Improvement Project, EA 1L460 (Project)

This memorandum was prepared to clarify the cultural measures in Addendum No. 1 to Environmental Impact Report No. 534 (EIR534).

The cultural resource mitigation measures contained in Addendum No. 1 to EIR534 are taken from EIR534. These measures are different from and more stringent than the requirements in the Historical Property Survey Report (HPSR) prepared for the proposed interchange improvements. The HPSR is a California Department of Transportation (Caltrans) document written primarily for Section 106 compliance; however, the information contained within the HPSR, including, but not limited to, survey results and records search data, was utilized by the County to make independent determinations under the California Environmental Quality Act (CEQA). Under CEQA, the County has determined that the Project evaluated in Addendum No. 1 to EIR534 will implement EIR534 mitigation measures pertaining to cultural resources.