

SECTION 4: CUMULATIVE IMPACT ANALYSIS

4.1 - CEQA Requirements

State CEQA Guidelines Section 15130 requires the consideration of cumulative impacts within an Environmental Impact Report (EIR) when a project’s incremental effects are cumulatively considerable. Cumulatively considerable means, “. . .the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.” In identifying projects that may contribute to cumulative impacts, the State CEQA Guidelines allow the use of a list of past, present, and reasonably anticipated future projects, producing related or cumulative impacts, including those that are outside of the control of the lead agency.

In accordance with State CEQA Guidelines Section 15130(b), “. . .the discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great [a level of] detail as is provided for the effects attributable to the project alone.” The discussion should be guided by standards of practicality and reasonableness, and it should focus on the cumulative impact to which the identified other projects contribute rather than on the attributes of other projects that do not contribute to the cumulative impact. For the purposes of this analysis, a list approach is being used to analyze cumulative impacts of the project.

4.2 - Cumulative Impact Setting

As established in the State CEQA Guidelines, related projects consist of “closely related past, present, and reasonably foreseeable probable future projects that would likely result in similar impacts and are located in the same geographic area” (CCR, Title 14, Division 6, Chapter 3, Section 15355). As part of the Traffic Impact Study (Appendix I) prepared for the project, a cumulative project list was developed for the purposes of this analysis through consultation with staff from the County of Riverside. In addition, cumulative development projects were also obtained from adjacent jurisdictions (i.e., City of Beaumont and City of Calimesa). Table 4-1 summarizes projects in the vicinity of the project that have the potential to create cumulative considerable effects in conjunction with the project.

The projects listed in Table 4-1 are illustrated in Exhibit 4-1.

Table 4-1: Cumulative Projects

No.	Project Name	Land Use	Quantity 1, 2
1	CUP 03629	Mini-warehouse	90 TSF
2	TR 31966	Single-family Residential	60 DU
3	TTM 30543 Holbert Ranch	Single-family Residential	131 DU

Table 4-1 (cont.): Cumulative Projects

No.	Project Name	Land Use	Quantity 1, 2
4	Borstein Property	Single-family Residential	209 DU
5	Heartland ³	Single-family Residential	988 DU
		Commercial Retail	126 TSF
6	Tuscany Townhomes	Condos/Townhomes	188 DU
7	Noble Creek Vistas	Single-family Residential	648 DU
8	Oak Valley Village (Mountain Bridge)	Commercial Retail	441.709 TSF
9	Beaumont Commons American Villas 8 th Street Condos Pennsylvania Avenue Apartments	Single-family Residential	120 DU
		Single-family Residential	36 DU
		Condos/Townhomes	16 DU
		Apartments	8 DU
10	Kirkwood Ranch	Single-family Residential	403 DU
11	Sundance	Single-family Residential	4716 DU
		Commercial Retail	163.35 TSF
12	Rolling Hills Ranch Industrial Prologis ⁴	High-Cube Warehouse	1200 TSF
13	Dowling Orchard Business Park ⁴	High-Cube Warehouse	548.82 TSF
14	Farmer Boys Ramona Tire/Firestone	Commercial Retail	6.752 TSF
		Commercial Retail	4.792 TSF
15	Oak Valley Senior Center	Senior Attached Housing	372 DU
16	Aspen Creek (TT 31426)	Single-family Residential	106 DU
17	Jerome Taurek (Tract No. 31162)	Single-family Residential	244 DU
18	Hidden Canyon Industrial	High-Cube Warehouse	2890.00 TSF
19	Pacific Scene (Tract No. 32850)	Single-family Residential	95 DU
20	Sunny-Cal Specific Plan	Single-family Residential	497 DU
21	Jack Rabbit Trail	Single-family Residential	2000 DU
		Commercial Retail	49.005 TSF
22	Four Seasons (Tract No. 31462)	Single-family Residential	2041 DU
		Commercial	95.832 TSF

Table 4-1 (cont.): Cumulative Projects

No.	Project Name	Land Use	Quantity 1, 2
23	TTM 33931 Fiesta Oak Valley/Mesa Verde Estates	Single-family Residential Condos/Townhomes Active Park Elementary School Commercial Retail	3535 DU 453 DU 48 AC 1200 ST 200 TSF
24	Summerwind Ranch	Single-family Residential Middle School Elementary School Commercial Retail Business Park	3683 DU 900 ST 1200 ST 1000 TSF 1579 TSF
25	Sun Cal/Various Builders	Single-family Residential Commercial Retail	2366 DU 505.296 TSF
26	World Logistics Center	High-Cube Warehouse	21450 TSF
27	Potrero Creek Estates	Single-family Residential	700 DU
28	TAZ-28	Single-family Detached	193 DU
		General Office Building	182.342 TSF
		Shopping Center	130.244 TSF
29	TAZ-29	Business Park	59.512 TSF
		Shopping Center	49.876 TSF
		General Light Industrial	26.737 TSF
		General Office Building	69.827 TSF
30	TAZ-30	General Office Building	2.363 TSF
		Shopping Center	1.699 TSF
31	TAZ-31	Shopping Center	62.019 TSF
		General Office Building	86.826 TSF
32	TAZ-32	Single-family Detached	94 DU
33	TAZ-33	Shopping Center	6.861 TSF
		General Office Building	9.605 TSF
		General Light Industrial	35.109 TSF
		Business Park	78.147
		Apartment	41 DU
34	TAZ-34	Shopping Center	54.613 TSF
		General Office Building	76.459 TSF
35	TAZ-35	Single-family Detached	28 DU
36	TAZ-36	Single-family Detached	17 DU
37	TAZ-37	Shopping Center	11.87 TSF
		General Office Building	16.618 TSF
		Single-family Detached	6 DU

Table 4-1 (cont.): Cumulative Projects

No.	Project Name	Land Use	Quantity 1, 2
38	TAZ-38	Shopping Center	69.478 TSF
		General Office Building	97.269 TSF
39	TAZ-39	Shopping Center	103.023 TSF
		General Office Building	42.46 TSF
40	TAZ-40	Single-family Detached	478 DU
41	Singleton Heights (Mastercraft) TR 26811	Single-family Detached	268 DU
42	Sunset Ranch (Osborne/Dunham) TR 31450	Single-family Detached	231 DU
43	JP Ranch	Single-family Detached	689 DU
		Commercial Retail	72.7 TSF

Notes:

¹ TSF= Thousand Square Feet DU= Dwelling Unit ST= Students

² Commercial/Industrial Square Footage calculated based on Floor Area Ratio of 0.25.

³ General Plan Land Use obtained from Heartland Tentative Tract Map 27971 TIA, October 3, 2011 by Urban Crossroads.

⁴ Land Use and Quantity obtained from Potrero Boulevard Interchange, Phase 1 Focused Traffic Analysis, September 26, 2011 by Urban Crossroads.

⁵ Phase 1 Kohl's completed. Commercial square footage obtained from City's website (<http://www.ci.beaumont.ca.us/DocumentCenter/Home/View/118>).

Source: San Gorgonio Crossing (Parcel Map No. 36093) Traffic Impact Analysis, Urban Crossroads, March 9, 2017.

Table 4-1 and Exhibit 4-1 both provide a reasonable picture of the ongoing trend toward urbanization along the I-10 Freeway Corridor, both in the adjoining cities of Calimesa and Beaumont as well as along Cherry Valley Boulevard, within the Cherry Valley Gateway Area, including the Sunny Cal residential project (Project #20) and residential Tentative Tract Map 31966 (Project #2), both located on the south side of Cherry Valley Boulevard and proximate to the project site. In addition, areas to the south and southwest of the project site between the project and the I-10 Freeway on both sides of Cherry Valley Boulevard are zoned and designated in the general plans of Calimesa and Riverside County for commercial land uses.

4.3 - Cumulative Impact Analysis

The cumulative impact analysis below is guided by the requirements of State CEQA Guidelines Section 15130. Key principles established by this section include:

- A cumulative impact consists of an impact, which is created as a result of the combination of the project evaluated in the EIR together with other projects causing related impacts. An EIR should not discuss impacts that do not result in part from the project evaluated in the EIR.
- When the combined cumulative impact associated with the project's incremental effect and the effects of other projects is not significant, an EIR shall briefly indicate why the cumulative impact is not significant and is not discussed in further detail in the EIR.

- An EIR may determine that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant if the project is required to implement or fund its fair-share of a mitigation measure or measures designed to alleviate the cumulative impact.

The cumulative impact analysis that follows relies on the principles above as the basis for determining the significance of the project's cumulative contribution to various impacts.

4.3.1 - Aesthetics

The geographic scope of the cumulative aesthetics analysis is the area surrounding the project site. This includes the area up to the ridgeline of the hills to the north of the project site as well as adjoining areas along Cherry Valley Boulevard, as well as areas where the project is prominent as viewed from the I-10 Freeway. The project consists of developing previously undeveloped land with two high-cube warehouse buildings on the project site. Although historically rural and undeveloped in character, recent new and planned development is transitioning this area to be more urban. Such projects include the approved Sunny Cal Specific Plan, with 497 dwelling units (see cumulative project # 20), and Holbert Ranch (TTM 3054) with 131 dwelling units (cumulative project # 3). When developed, these two projects (which adjoin the project site) would result in this area transitioning to an area with visual characteristics that are more urban as compared to existing conditions. These nearby cumulative developments, together with the proposed project, will contribute to an overall change in the visual character of the area. However, compliance with County General Plan policies, design guidelines, Municipal Code and Zoning Ordinance will be required for the proposed project and all other cumulative projects in the area, which will ensure cohesive and attractive development that is compatible with the surroundings.

As determined in the discussion of direct project impacts in this document's Section 3.1, Aesthetics, potential impacts would be less than significant. The location and design of the project places the proposed buildings well below the grade of Cherry Valley Boulevard (up to 48.3 feet some places), which would afford the most prominent public views of the project. Because of their low profiles, views of the buildings would not break the ridgeline profile of the hills to the north of the buildings. Large building setbacks from Cherry Valley Boulevard as well as substantial project landscaping further facilitate the project blending with the existing landscape. As indicated in Section 3.1, the project will not significantly impact scenic vistas or scenic resources, or substantially degrade the visual character or quality of the site or its surroundings, either from direct project impacts or cumulative impacts. Therefore, the proposed project, in conjunction with other planned and approved projects, would not have cumulatively considerable aesthetic impacts.

With mitigation, the project would have a less than significant impact regarding creation of a new source of substantial light or glare. Other future projects would be required to implement similar mitigation measures in compliance with County standards. Therefore, the project, in conjunction with other planned or approved projects, would not result in cumulatively significant light and glare impacts.

4.3.2 - Agriculture and Forestry Resources

The geographic scope of the cumulative agriculture and forestry resources analysis is the area surrounding the project site, as well as the general project area as a whole. None of the area within the project site is currently used for agriculture. Additionally, while historically rural in nature, the general project area has more recently experienced urbanization and development activities, which has resulted in land use changes on formerly agricultural land.

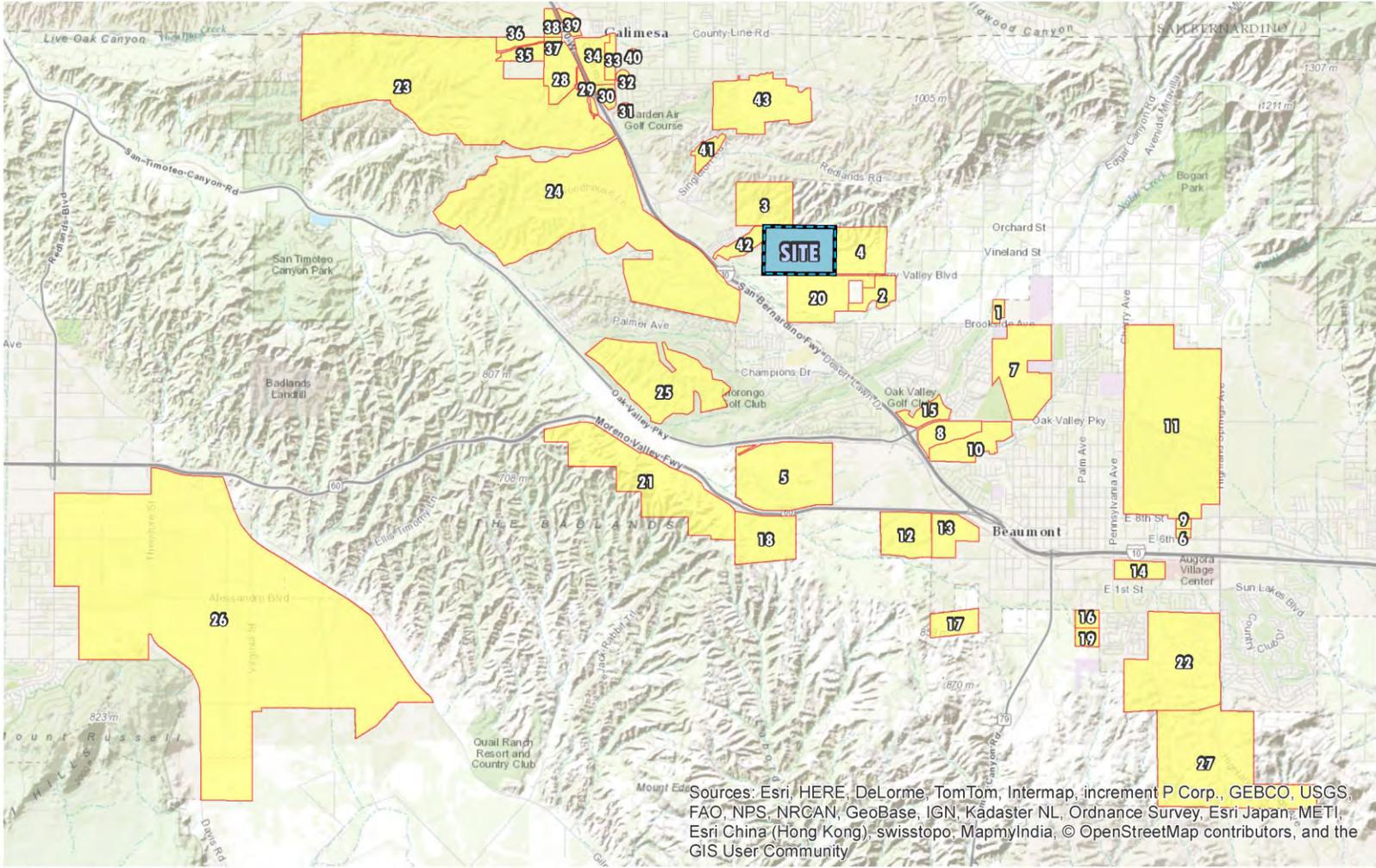
The unincorporated County area to the north of the project site is zoned Residential Agriculture, one acre minimum lot size (R-A-1) and W-2. Areas to the east and south are also zoned R-A-1 and W-2. The areas directly west of the project site located within the City of Calimesa are zoned and designated by the General Plan as Residential Low (2-4 dwellings per acre) and Residential Low Medium (4-7 dwellings per acre). However, the area further to the west, near Cherry Valley Boulevard, is designated Commercial Regional. The area within the City of Calimesa that lies to the north and northwest of the project site is zoned/designated as Rural Residential (RR) (0-2 dwellings per acre).

Although the project site and the surrounding areas were historically used for agriculture activities, currently none of the areas immediately surrounding the project site are used for agriculture. Rural residential land uses are currently located north, east, and west of the project site. The land located south of the project site contains an abandoned egg farm and is planned for residential development. Therefore, the project, in conjunction with other planned or approved projects, would not result in cumulatively considerable impacts to Agriculture and Forestry Resources.

4.3.3 - Air Quality

The geographic scope of the cumulative air quality analysis is the South Coast Air Basin. Air quality is impacted by topography, dominant air flows, atmospheric inversions, location, and season; therefore, using the Air Basin represents the area most likely to be impacted by the project's air emissions. In combination with carbon monoxide (CO) emissions from other regional emission sources, the project would not result in an exceedance of the CO ambient air quality standard at project-impacted intersections. Therefore, the project would not result in cumulative health effects from CO exposure.

The project could impede attainment of air quality standards because its emissions exceed the South Coast Air Quality Management District (SCAQMD) regional significance thresholds. Even with implementation of all feasible mitigation, the project would have a significant air quality impact during operation. Impacts would be less than significant during construction. Thus, the project will have a cumulatively considerable impact regarding attainment of air quality standards. Additionally, after mitigation, the project's operational emissions would exceed the SCAQMD's regional thresholds for reactive organic gases (ROG) and oxides of nitrogen (NO_x). Therefore, operational impacts would be significant and unavoidable, and the project would have a cumulatively considerable air quality impact due to operational ROG and NO_x emissions. The project would also result in cumulatively considerable net increase in ozone, because regional significance thresholds for ROG and NO_x, (ozone precursors), are exceeded. Thus, the project would result in cumulatively significant operational air quality impacts. This impact would be significant and unavoidable, even with implementation of all feasible mitigation.



Sources: Esri, HERE, DeLorme, TomTom, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community



Source: Urban Crossroads.



Exhibit 4-1 Cumulative Projects

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All other project-related air quality impacts were found to be less than significant and did not require mitigation (e.g., sensitive receptors and objectionable odors). Other projects that result in similar impacts would be required to mitigate for their impacts. Because the proposed project can mitigate all of these remaining air quality impacts to a level of less than significant, it would not have a related cumulatively significant impact with respect to these impact areas.

4.3.4 - Biological Resources

The geographic scope of the cumulative biological resources analysis is the Cherry Valley area. Biological impacts tend to be localized; therefore, the area near the project area would be the area most affected by project activities (generally within a 0.5-mile radius). The site is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP), but it not located within any Criteria Cells. Mitigation is proposed to reduce potential impacts on species to a less than significant level. Impacts to MSHCP Riverine areas shall be mitigated to below a level of significance by on-site creation or restoration at a 2:1 ratio. It is reasonable to assume that other future development projects located within the MSHCP would be required to mitigate for impacts on species in a manner similar to the project. In part, the MSHCP was enacted to offset and control cumulative impacts to biological resources within western Riverside County. Implementation of the project would directly impact raptor foraging habitat and potentially could directly or indirectly impact raptor nests during construction. These impacts are considered potentially adverse, but will be reduced to less than significant with mitigation. Therefore, the project, in conjunction with other projects, would not result in cumulatively significant impacts to animal or plant species.

The project would not have any significant impacts on fish or wildlife movement and would not conflict with locally adopted biological policies and ordinances. Impacts to United States Army Corps of Engineers (USACE) jurisdictional areas total 0.40 acre, all consisting of ephemeral drainage. The project would also impact 1.11 acres of CDFW jurisdictional area. The loss of these on-site waters would be mitigated and would not cumulatively increase impacts on other jurisdictional waters in the region. Other future development projects would be required to evaluate impacts on these issues and mitigate where necessary, including the payment of MSHCP fees. Therefore, the project, in conjunction with other projects, would not result in cumulatively significant conflicts with wildlife movement or local biological ordinances and policies.

4.3.5 - Cultural Resources

The geographic scope of the cumulative cultural resources analysis is the Cherry Valley Gateway Policy area. Cultural resource impacts tend to be localized because the integrity of any given resource depends on what occurs only in the immediate vicinity around that resource, such as disruption of soils; therefore, in addition to the project site itself, the area near the project site would be the area most affected by project activities (generally within a 500-foot radius). No cultural resources have been found on the project site, and only three resources have been recorded within 0.5 mile of the project site (see Section 3.5, Cultural Resources Table 3.5-1, Previously Recorded Cultural Resources). Most of these are historic-era artifacts and/or historic features. The project area has a determination of high paleontologic sensitivity at or slightly below the modern ground surface. Potential impacts to cultural resources will be mitigated to a less than significant level by ensuring appropriate measures are in place in case any such resources are located during ground disturbance.

It is always possible that unknown historic, archeological, paleontological resources or human remains could be uncovered during grading. Therefore, the project's potential impacts on unknown resources could contribute to potentially significant cumulative impacts. However, Mitigation Measures CUL-2a to CUL-2d, CUL-3a to CUL-3d, and CUL-4 would reduce any potential cumulative impacts to less than significant. In addition, given a lack of resources that have been found near the project site, it is unlikely that additional historical or archaeological resources would be found, and even less likely that they would result in cumulative impacts by affecting nearby areas, since cultural resources impacts tend to be localized. In addition, other future development projects would be required to evaluate cultural resources impacts and provide mitigation as necessary. Therefore, the project, in conjunction with other projects, would not result in cumulatively significant impacts to cultural resources.

4.3.6 - Geology and Soils

The geographic scope of the cumulative geology/soils analysis is the Cherry Valley area. Geologic, soil, and seismic impacts tend to be localized; therefore, the area near the project area would be the area most affected by project activities. As identified in Section 3.6, Geology and Soils, with Mitigation Measures GEO-1a to GEO-1e, GEO-2a to GEO-2b, and GEO-3 for earthquake faults, groundshaking, unstable soils, soil erosion, and landslides, the project will result in a less than significant impact. In addition, all potential impacts are site-specific and limited to on-site conditions, and thus would not affect off-site locations or projects. Similarly, other cumulative development within Cherry Valley would be required to provide mitigation as appropriate to address potential impacts with respect to geology and soils. Therefore, the project, in conjunction with other projects, would not result in a cumulatively significant impact related to geology and soils.

4.3.7 - Greenhouse Gas Emissions

There is no geographic scope for cumulative greenhouse gas impacts; therefore, impacts are a global issue. Greenhouse gas emissions are inherently a cumulative impact, as no single project could produce a quantity of greenhouse gas emissions significant enough to influence global climate change.

The County of Riverside's Climate Action Plan (CAP) is a geographically specific plan that was adopted by the County of Riverside for the purpose of reducing GHG emissions under the control or influence of the County consistent with AB 32 and subsequent state legislation and state agency action to address climate change. The CAP has adopted a target of reducing GHG emissions down to 15 percent below 2008 levels within the County of Riverside by 2020. This reduction target is compliant with AB 32, and is therefore consistent with the State's efforts to reduce GHG emissions globally and substantially lessen the cumulative contribution to GHG impacts. The CAP includes GHG screening tables with energy efficient implementation measures that would help to achieve the target reduction.

Pursuant to the CAP, projects that achieve at least 100 points based on the County's screening tables are determined to be consistent with the reduction quantities anticipated in the County's GHG Technical Report. As such, further project-specific GHG quantification is not required. Consistent with State CEQA guidelines, such projects are determined to have a less than significant individual and cumulative impact for GHG emissions.

As discussed in Section 3.7, impacts related to GHG emissions are potentially significant. However, the project will comply with the CAP, achieving at least 100 points from the Riverside County Greenhouse Gas Emissions Screening Tables by implementing reduction measures specified in the CAP and described in Section 3.7, Table 3.7-3. The project would also be consistent with the overarching goals of AB 32 and the strategies of ARB's Scoping Plan, as well as the regulatory measures adopted to further AB 32's goals. Accordingly, under either threshold, the project's GHG emissions would not be cumulatively significant.

4.3.8 - Hazards and Hazardous Materials

The analysis area for evaluation of cumulative impacts to hazards and hazardous materials comprises the Cherry Valley area. Adverse effects of hazards and hazardous materials tend to be localized; therefore, the area near the project area would be most affected by project activities. The project area is mostly undeveloped with rural land uses in the vicinity. With the exception of potential soils contamination from previous use of chemicals associated with past agricultural uses, potential impact with respect to Hazards and Hazardous Materials were all found to be less than significant and, by their site-specific nature, will not cause cumulatively significant impacts. In addition, the project, as well as future development projects, would be required to comply with all applicable hazardous materials handling and storage requirements to ensure that potential impacts would be less than significant. Therefore, the project, in conjunction with other future development projects, would not result in a cumulatively significant impact related to hazards and hazardous materials.

4.3.9 - Hydrology and Water Quality

The analysis area for evaluation of cumulative impacts to hydrology and water quality includes the Cherry Valley area. Hydrologic and water quality impacts tend to be localized; therefore, the area near the project site would be the area most affected by project activities.

As discussed in Section 3.9, proposed drainage improvements and retention basins would ensure that storm runoff does not exceed what occurs under existing conditions and would not result in an increase in erosion either on-site or off-site. With the proposed improvements, the project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems, contribute to downstream flooding, or provide substantial additional sources of polluted runoff. The project will also comply with County Ordinance 458, which requires special construction standards for new construction and/or substantial improvements within mapped floodplains, to reduce damage to the public and property.

Development activities associated with the project have the potential to impact water quality, potentially impacting the water quality of the Santa Ana Watershed. The project would prepare and submit a Water Quality Management Plan (WQMP) and a Storm Water Pollution Prevention Plan (SWPPP) to the County of Riverside for review and approval, and will implement Best Management Practices (BMPs) to reduce or eliminate sediment and other pollutants in stormwater and non-stormwater discharges. With mitigation, the project would not degrade water quality or violate waste discharge requirements. The Water Supply Assessment prepared for the project indicated that there are adequate water supplies to serve the project, and the project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there

would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Other future development projects in the project area would be required to implement similar mitigation and comply with state and county requirements related to hydrology and water quality. Therefore, the project, in conjunction with other future development projects, would not result in cumulatively significant impacts related to hydrology and water quality.

4.3.10 - Land Use and Planning

The geographic scope of the cumulative land use analysis is the Cherry Valley area and the adjoining Cities of Calimesa and Beaumont. The project requires the adoption of a General Plan Amendment and a Zone Change to facilitate the development of the project, although such changes will not require a change to the General Plan Foundation Component, which currently identifies the project site as within the Community Development Foundation.

Although the project would change land use designations from large-lot residential to accommodate high-cube warehouse distribution and public facilities on the southern portion of the site, this change reflects an ongoing trend toward urbanization along this part of Cherry Valley Boulevard. In addition, it is a logical extension of urban type uses already occurring to the west and the south of the project and along the I-10 Freeway corridor. This trend, which is largely driven by the good freeway access afforded by Cherry Valley Boulevard and its interchange connection to the I-10 Freeway, is discussed in Section 4.2, Cumulative Setting, as well as Section 3.10, Land Use and Planning, of this Recirculated Draft EIR (RDEIR). Because of this ongoing trend and the clear orientation of the project site to the I-10 Freeway corridor (approximately one-third mile from the I-10 Freeway), a land use change is appropriate and consistent with this setting.

The project will be compatible with the several uses and planned developments to be located on the properties immediately surrounding the project site, including the Sunny-Cal Egg Ranch residential (“Sunny Cal”) project to the south, the residential projects planned adjacent to the project site to the east and southeast, the regional commercial uses planned to the west, and the rural/open space area to the north. As proposed, the Sunny-Cal project will include a substantial “buffer” to help reduce the risks of unwanted impacts to its residents. These “buffers” include (1) providing substantially larger lot sizes along Cherry Valley Boulevard (minimum lot sizes of 20,000 square feet); (2) including a 10-foot-high landscaped berm to be located on the south side of Cherry Valley Boulevard; (3) orienting homes away from the north side of Cherry Valley Boulevard, (4) including a minimum 50-foot-wide landscaped buffer, and (5) adding a 5-foot wall atop the landscaped berm to help further screen and reduce impacts between the Sunny-Cal property and all uses to its north, including the project site (City of Beaumont 2014).

Like the approved Sunny-Cal development, the project includes extensive measures to buffer potential impacts to and from nearby residents, including providing robust landscaping between the project buildings and Cherry Valley Boulevard. The location, configuration, and design of the project will allow it to blend into the existing landscape. The two buildings would be set back approximately 375 to 575 feet from Cherry Valley Boulevard; approximately 300 feet from the east project boundary; and approximately 400 feet from the west project boundary, allowing for generous buffers with extensive landscaping, a berm, a meandering equestrian and pedestrian trail, and a five-

foot-wide meandering sidewalk, separated by a three-railed fence. Given the number of buffering features proposed by both the Sunny-Cal project and the San Gorgonio Crossings Project, no building or structure between the two projects is expected to be closer than 600 feet in distance, providing substantial open space between the two projects and thereby ensuring minimal impacts between the two projects.

Building 1 would be located approximately 29.8 feet above the centerline of Cherry Valley Boulevard, and Building 2 would be located approximately 48.3 feet below the centerline of Cherry Valley Boulevard. Although the project's buildings rise 41 feet in height, neither would be visible from motorists or pedestrians traveling along Cherry Valley Boulevard, as their lines of sight would be directed above the building. A berm, water tower, barn, and landscaping would further screen views of the buildings. The project site would not be visible from the residents located north of the site. The proposed buildings would not break the ridgeline silhouette of the hills behind them to the north. All of these factors, combined with the proposed tree planting and other landscape and screening elements, will make the project visually unobtrusive and in accordance with the existing visual characteristics of the surrounding areas.

With respect to the largely undeveloped areas to the east and south of the project site, potential impacts that could affect land use compatibility have been addressed in other sections of this RDEIR. These include aesthetics, agricultural resources, noise, hazards, population and housing, and local air quality impacts, all of which have been evaluated in the respective sections of this RDEIR and have been found to be less than significant, or less than significant with mitigation. For example, the eastside of Building 2 has been specifically designed so that it does not include any bay doors or loading areas. As a result, this area of the project site will not create significant impacts on the easterly residential uses in terms of truck activity, noise, odors, visual impacts, or up-lighting. Additionally, the area between Building 2 and the eastern property boundary will primarily include employee parking, employee car circulation, a generously landscaped slope, and two 1-million-gallon water tanks, all of which are lower-intensity uses commonly found near residential uses. The design and development of the project site with the uses proposed will not restrict or constrain the existing land uses, or future land uses allowed by current zoning or general plan land use designations. As detailed in Table 3.10-3, the project is consistent with all County of Riverside General Plan land use policies, and as shown in Table 3.10-4, the proposed project is consistent with those City of Calimesa General Plan policies relevant to storm drainage and flood control infrastructure. The project is also consistent with the Cherry Valley Gateway Policy Area policies of preserving open space and providing an "entrance" feature that evokes the rural identity of the community, by preserving approximately 84.8 acres of the project site as natural open space, and providing western and agricultural architectural elements such as decorative barn and water tower features.

Other development projects would also be required to demonstrate consistency with applicable General Plan, Zoning and Municipal Code requirements, and provide mitigation as necessary to avoid any significant land use impacts or incompatibility with adjoining land uses.

Therefore, the proposed project, in conjunction with other planned and approved projects, would not have a cumulatively significant impact related to land use.

4.3.11 - Mineral Resources

The geographic scope of the cumulative mineral resources analysis is the Cherry Valley area. The County's General Plan does not identify any significant mineral resources on the project site or in the project vicinity. Other future development projects would be required to evaluate impacts on mineral resources and provide mitigation where necessary. Therefore, the project, in conjunction with other projects, would not result in cumulatively significant impacts to mineral resources.

4.3.12 - Noise

The geographic scope of the cumulative noise analysis is the project vicinity, including surrounding sensitive receptors. Noise impacts tend to be localized; therefore, the area near the project site (approximately 0.25 mile) would be the area most affected by project activities. In order for the project to create a cumulatively significant noise impact, the project would have to result in a 5 dBA cumulative increase within Riverside County, or a 3 dBA increase within the City of Calimesa.

As discussed in Section 5.2 of the Noise Report, operation of the project would not create any significant stationary noise impacts above existing levels, nor would they exceed residential noise standards; therefore, stationary noise impacts would not be cumulatively significant.

Construction activities associated with the proposed project have the potential to result in substantial sources of noise. As discussed in Section 3.12, Noise, the construction activities for the proposed project could potentially exceed the noise thresholds for certain receivers. Mitigation is proposed that would require the contractor to implement various sound control measures, including limitation of construction hours and using noise attenuation devices on heavy equipment. Implementation of these mitigation measures would reduce project impacts to a less than significant level.

Other planned and approved projects would be required to evaluate construction noise impacts and implement mitigation, if necessary, to minimize noise impacts pursuant to local regulations. In addition, the *timing* of construction activities associated with other development projects would overlap minimally, if at all, with the proposed project. Furthermore, because noise is a highly localized phenomenon, even if construction activities did overlap in time with the proposed project, distance would diminish any additive effects. Construction noise would generally be limited to daytime hours and would be short-term in duration. Therefore, it is reasonable to conclude that construction noise from the proposed project would not combine with noise from other development projects to cause cumulatively significant noise impacts.

The proposed project's construction and operational vibration levels would not exceed annoyance thresholds. Because vibration is a highly localized phenomenon, there would be no possibility for vibration associated with the project to combine with vibration from other projects because of their distances from the project site. Therefore, the proposed project would not contribute result in a cumulatively significant vibration impact.

The cumulative roadway noise impacts were calculated in the project-specific noise analysis (FCS 2017) for the year 2040 scenarios (as shown in Appendix H, Noise Impact Analysis). The 2040 scenarios are based on the Traffic Study, which included traffic that is expected to be generated by

cumulative projects. The highest increase attributable to project-related traffic, 1.6 dBA, is found on the road segment of Cherry Valley Boulevard–Driveway 1 to Street 2. As the noise level generated along this segment is less than 3 dBA, the impacts are considered less than cumulatively considerable, and thus a less than significant cumulative roadway noise impact for the year 2040 project conditions would occur. Moreover, stationary noise and transportation noise are localized phenomena, and there is very limited potential for other projects to contribute to cumulative noise impacts beyond transportation-related noise, which would not be cumulatively significant. As such, the proposed project, in conjunction with other projects, would not make a cumulatively considerable contribution to any permanent increase in ambient noise levels in the project vicinity.

4.3.13 - Population and Housing

The geographic scope of the cumulative population and housing analysis is the Cherry Valley area, as well as the cities of Calimesa and Beaumont. The project's creation of temporary and permanent jobs is not anticipated to have a significant impact regarding a demand for additional housing, because it is anticipated that a large portion of the permanent jobs created would be filled by persons already living in the project area, due to current high rates of unemployment. Other planned and approved projects would be required to evaluate the potential for growth inducement and, if necessary, to mitigate such impacts. Therefore, the project, in conjunction with other projects, would not result in a cumulatively significant impact related to population and housing.

4.3.14 - Public Services

The analysis area for evaluation of cumulative impacts to public services is the Cherry Valley area. The project would not create any significant impacts with respect to public services. The project would not substantially increase the need for new or expanded facilities for fire, police, schools, and other public facilities. In addition, the project would pay into established development impact fee programs to offset incremental increases in demand for fire, police, and school facilities from the project.

According to the provided statistics (refer to Section 3.14), none of the engines/truck(s) required would be able to reach the site in under 6 minutes and 30 seconds, and would therefore not meet the suburban response time goal. This existing response time deficit would exist even without development of the project. Thus, the project would potentially contribute to existing cumulative impacts to response times within the area.

The project would impact RCFD's ability to provide an acceptable level of emergency services, which will be most effectively addressed through the Applicant's required participation in the County's development impact fee program. Participation in development impact fees typically provides the flexibility necessary to RCFD to determine what capital expenditures/assets (e.g., new station, engine, equipment, etc.) are best suited to maintain acceptable service (Johnson, pers. comm.).

Based on the project's planned 1,823,760 square feet, the project would be assessed approximately \$291,743 in development impact fees¹. Payment of these fees is mandatory and is therefore not

¹ 1,779 per acre x 164 applicable acres (Parcel 1, Parcel 2, Cherry Valley, Storm Drain and Grading, and overall backbone acreage included) = \$291,743 (County of Riverside 2015).

included as mitigation. The project will be required to pay its “fair share” contribution into the County’s development impact fee program. Fire Mitigation Fees are estimated at approximately \$455,940,² but would ultimately be finalized during the land development review process by RCFD Emergency Services Engineering and Planning Staff located at TLMA Permit Assistance Centers. Total project fees related to fire protection and related infrastructure would be approximately \$747,683.³

The Riverside County Fire Department has developed a methodology to determine the location of future fire stations. Attachment F of the adopted Riverside County Fire Department Strategic Plan (November 2009) indicates that the Strategic Planning Bureau was formed in 2007. The Strategic Planning Bureau reviews guidelines utilized to evaluate response and station placement related to speed, intersections, traffic, time of day, etc. This analysis is used as a fire station needs assessment tool. The information is used to determine threshold values for square footage of commercial/industrial and residential units allowed prior to a facility requirement. These thresholds are applied through the planning process for predetermined locations within the planning area zoning layers. It is recommended that this planned methodology continue to be used in order to establish appropriate facility placement concurrent with the adopted Strategic Plan response criteria.

Based on the adopted Riverside County Fire Protection Master Plan, one new fire station and/or engine company is recommended for every 2,000 new dwelling units and/or 3.5 million square feet of commercial/industrial occupancy. The project’s square footage would not meet this threshold, (project is less than 3.5 million square feet) and therefore would not trigger the need to create new or physical altered fire protection facilities, based on County standards.

The project will be developed in conformance with all applicable RCFD and building code standards to meet fire flow/pressure requirements and emergency access requirements. The two buildings would include internal sprinkler systems. Thus, the project is anticipated to generate an incremental increase for fire and emergency service. However, any project impacts that could contribute to the existing need for improvements to fire and emergency services would be alleviated through the project’s fair-share contribution of development impact fees and mitigation fees. The Applicant would be required to pay such fees prior to the issuance of occupancy permits. Should the RCFD ultimately establish additional facilities to alleviate the existing response time deficit, appropriate environmental analysis as required by state law would be required.

Located approximately 2.65 miles from the project site, Station 21 (Calimesa) at 906 Park Avenue, Calimesa, California, 92320 is the nearest station with a total response time of 7 minutes and 5 seconds (7:05), and therefore does not meeting the response time standard for a “suburban” land use as defined by RCFD. Station 2/Truck 2 in Moreno Valley would have a response time of 21 minutes and 50 seconds, which would not meet the response time standard for a “suburban” land use. The project will be designed to meet safety equipment standards, adequate emergency access, fire hydrants, water flows in compliance with the RCFD, and the payment of all applicable development impact fees. The project will be required to pay its “fair share” contribution into the County’s development impact fee

² This is an estimate based on available data, subject to change.

³ This is an estimate based on available data, subject to change.

program. Fire Mitigation Fees are estimated at approximately \$455,940,⁴ but would ultimately be finalized during the land development review process by RCFD Emergency Services Engineering and Planning Staff located at TLMA Permit Assistance Centers. Total project fees related to fire protection and related infrastructure would be approximately \$747,683.⁵ The Applicant would be required to submit payment of such fees prior to issuance of occupancy permits.

The project would also facilitate the construction of—or provide substantial fair share funding for—interim improvements at the Cherry Valley Boulevard/I-10 interchange, which would improve existing traffic conditions and further alleviate existing and future response time deficits.

Other future development projects would also increase demands for fire protection, police protection, schools, and library facilities. Similar to the project, these projects would be required to pay development impact fees to offset incremental increases in service demand or provide additional mitigation as required. Therefore, the project, in conjunction with other future development projects, would not have cumulatively significant impacts related to public services, with the required payment of development impact fees.

4.3.15 - Recreation

The geographic scope of the cumulative recreation analysis is the Cherry Valley area. There is a potential for the project to draw new residents in the project area. Although the exact number is speculative, the increase is not expected to substantially increase demands on existing neighborhood or regional parks or other recreational facilities. The project does not provide on-site recreation amenities. Most of the new employment positions generated by the project would be filled by individuals already residing in the region, who would already be utilizing existing recreation facilities. Furthermore, other planned and approved projects would be required to mitigate for potential impacts to recreational facilities, such as through dedication of parkland or payment of in lieu fees pursuant to County of Riverside requirements. Therefore, the project, in conjunction with other projects, would not have a cumulatively significant impact related to parks and recreation facilities.

4.3.16 - Transportation and Traffic

The scope of the cumulative transportation analysis includes the Cherry Valley area. Cumulative transportation and traffic impacts are already evaluated in Section 3.16, Transportation and Traffic (see Impact TRAN-1's discussion). The following scenarios and intersections/ramps are considered to be significantly impacted under cumulative conditions:

Local Intersections

The project would contribute to unacceptable LOS at the following intersections under Existing Plus Ambient Plus Cumulative (2018) conditions:

- 1A. Roberts Road/Cherry Valley Boulevard (AM and PM Peak Hours) LOS F
3. Calimesa Boulevard/Cherry Valley Boulevard (AM and PM peak hours) LOS F
8. Nancy Avenue/Cherry Valley Boulevard (AM Peak Hour only) LOS E

⁴ This is an estimate based on available data, subject to change.

⁵ This is an estimate based on available data, subject to change.

Additionally, the project would result in a cumulatively considerable contribution to the cumulatively significant impacts at the following intersections, which are anticipated to operate at an unacceptable LOS under Horizon Year (2040) without and with Project conditions:

- 1A. Roberts Road/Cherry Valley Boulevard—(AM and PM Peak Hours) LOS F
3. Calimesa Boulevard/Cherry Valley Boulevard—(AM and PM Peak Hours) LOS F
7. Union Street/Cherry Valley Boulevard—(AM and PM Peak Hours) LOS F
8. Nancy Avenue/Cherry Valley Boulevard—(AM and PM Peak Hours) LOS F
9. Beaumont Avenue/Cherry Valley Boulevard—(AM and PM Peak Hours) LOS F
10. Future Beckwith Avenue/Cherry Valley Boulevard—(AM and PM peak hours) LOS F

Freeway Ramps

The project would result in a cumulatively significant impact to the following freeway ramps under the Existing Plus Ambient Plus Project (2018), Existing Plus Project Plus Ambient Plus Cumulative (2018) and the Horizon Year (2040) scenarios:

Existing Plus Ambient Plus Project (2018)

1. I-10 EB Ramps/Cherry Valley Boulevard (AM Peak Hours) LOS F
2. I-10 WB Ramps/Cherry Valley Boulevard (PM Peak Hours) LOS F

Existing Plus Project Plus Ambient Plus Cumulative (2018)

1. I-10 EB Ramps/Cherry Valley Boulevard (AM, PM Peak hours) LOS F
2. I-10 WB Ramps/Cherry Valley Boulevard (AM, PM Peak hours) LOS F

Horizon Year (2040)

These ramp locations because are anticipated to operate at an unacceptable LOS under Horizon Year (2040) Without Project conditions; therefore, the project would contribute to this cumulatively significant impact that would exist even without the project under Horizon Year 2040 conditions:

1. I-10 Eastbound Ramps/Cherry Valley Boulevard—(AM, PM Peak hours) LOS F
2. I-10 Westbound Ramps/Cherry Valley Boulevard—(AM, PM Peak hours) LOS F

Freeway Mainline Segments

There are 19 freeway mainline segments that are currently operating at an unacceptable LOS under Existing traffic conditions and are anticipated to continue to operate at unacceptable LOS through Horizon Year (2040) traffic conditions, even without the project. In addition, under Opening Year Cumulative (2018) conditions, the project would result in a worsening of the LOS for an additional six segments, in addition to the 19 segments that currently operate at an unacceptable LOS. As the project is expected to contribute peak-hour trips to the existing deficiencies on the regional state highway system, the project's incremental contribution to this impact is considered cumulatively significant and unavoidable.

Mitigation may not fully mitigate these impacts because the County of Riverside and the project applicant have no control over the provision of timing of certain improvements which are not within

the jurisdiction of the County of Riverside and/or are not specifically included within the TUMF or DIF fee programs at this time. Therefore, these cumulative impacts are significant and unavoidable.

Refer to Section 3.16, Transportation and Traffic for an in depth discussion of all cumulative impacts.

4.3.17 - Utilities and Service Systems

The geographic scope of the cumulative utility systems analysis is the service area of each of the providers serving the proposed project. Because of differences in the nature of the utilities' topical areas, each is discussed below.

Water

The project will be annexed into the Yucaipa Valley Water District (YVWD) service area for provision of water and sewer service. Therefore, the scope of cumulative analysis for water is the YVWD service area. The YVWD prepared a Water Supply Analysis (Appendix G) for the project, which estimated an average daily demand for potable water at 42,840 gallons per day (gpd), or 15.5 million gallons per year. In addition, the WSA estimated that the usage of recycled water for landscape irrigation would be approximately 12.35 million gallons per year. The WSA was based on a larger, previously proposed version of the project with approximately 736,240 more square feet of buildings on-site. Thus, the WSA is very conservative relative to the currently proposed project. Based on the currently proposed square footage, the proposed project's water usage is more accurately estimated at 8.99 million gallons (27.58 acre feet per year) for outdoor uses, and 11.36 million gallons (34.86 acre feet per year) for indoor uses, for a total of 20.35 million gallons per year (62.45 acre feet per year).

The WSA concluded that YVWD would have adequate potable and recycled water to accommodate the project, in addition to projected future demand within the YVWD. In addition, Riverside County Ordinance No. 859, which requires efficient use of water for landscaped areas, would further reduce the demand for recycled water.

Additionally, the project would potentially provide water storage for the local area by utilizing the proposed detention basins for groundwater recharge. Furthermore, the project will provide a concrete pad for the future construction of two 1-million-gallon YVWD reservoirs in order to provide the YVWD with additional storage capacity. The two water tanks would be located on the eastern side of the project site, and would not be utilized by the project. Other cumulative development projects would also be required to demonstrate that potable water supply sources are available, and these projects may also be required to implement water conservation measures. Based upon the findings of the WSA and the system improvements that would be provided by the project for the two new reservoirs, cumulative impacts to potable water supply would be less than significant.

Wastewater

Currently, an average of approximately 4 million gallons per day of wastewater is treated by the YVWD's Henry N. Wochholz Regional Water Reclamation Facility, which has a current capacity of 8 million gallons per day (King, pers. comm.). The estimated wastewater generation of the project is 10,000 gallons per day, or 0.25 percent based on the WSA, which was calculated for a much larger

project with approximately 736,240 more square feet than is currently proposed. Other projects within the project area would also be required to demonstrate that adequate wastewater collection and treatment capacity would be available. The project, in conjunction with other future development projects, would not result in cumulatively significant impacts related to wastewater, as there is available capacity to meet current and future wastewater needs.

Storm Drainage

The project would create impervious surfaces on the project site, but it is not anticipated to significantly increase the quantity of runoff from the site compared with pre-project conditions and, therefore, would not increase storm drainage needs. The project will not substantially increase the rate or amount of surface runoff or result in flooding; either on-site or off-site, and project runoff will not exceed the capacity of existing or planned storm water drainage systems. Other projects within the project area would likewise be required to install storm drainage infrastructure that is designed to detain runoff during peak storm events and prevent downstream flooding, pursuant to a County-approved WQMP or SWPPP. Therefore, the project, in conjunction with other future development projects, would not result in cumulatively significant impacts related to storm drainage.

Solid Waste

The project is estimated to generate a total of approximately 3,547.2 tons of solid waste during construction. During operation, the project would generate approximately 4.7 tons on a daily basis and approximately 1,714 tons on an annual basis. Landfill capacity in the region is available to serve the project, as well as other planned projects, through 2021 and 2024 for the Lamb Canyon and Badlands Sanitary landfills, respectively. Regional landfill capacity would be available to accommodate this amount of solid waste (each landfill has a remaining capacity of over 14,000,000 cubic yards). Additionally, based on correspondence from CR&R Inc., the operator of both landfills, the project should have no substantial impact on the expected closure of the Lamb Canyon Landfill. Thus, the project is anticipated to have a less than significant impact regarding operational waste disposal because there is adequate regional landfill capacity to meet the disposal needs of the project.

Therefore, the project, in conjunction with other future development projects, would not result in cumulatively significant impacts related to solid waste.

Energy

The project, in conjunction with future development in the Southern California Edison (SCE) and Sempra Utilities (Sempra) service area, would increase demand for electricity and natural gas. SCE confirmed that the project is located in SCE service territory and that SCE will serve the project's electrical requirements in compliance with California Public Utilities Commission and Federal Energy Regulatory Commission tariffs. Likewise, the Southern California Gas Company (SCGC) would provide natural gas service to the project, and does not anticipate the need for new or expanded facilities to meet the service demands of the project. In addition, the project and other future projects would be required to implement energy-efficient measures in accordance with the most recent Title 24 standards to reduce energy demand. Therefore, the project, in conjunction with other future development projects, would not result in cumulatively significant impacts related to energy.