

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff. Therefore, impacts are considered less than significant.

e) The project is not located within a 100-year flood hazard area. The project proposes the construction of residential homes that are not near or within a 100-year flood hazard area. Therefore, there will be no impact.

f) The project does propose placement of structures that would impede a 100-year flood hazard area. Therefore, there will be no impact.

g) The project does not propose any uses for the hote facility that will have the potential to otherwise degrade water quality beyond those issues discussed in Section 25 herein. Impacts considered less than significant.

h) The project will be designed to treat stormwater runoff via a water quality infiltration basin in accordance with the water quality standards. On-site drainage facilities will be managed by the hotel facility to minimize vector population and/or odors. Impacts will be less than significant.

Mitigation: No mitigation measures required.

Monitoring: No monitoring measures required.

23. Floodplains

Degree of Suitability in 100-Year Floodplains. As indicated below, the appropriate Degree of Suitability has been checked.

NA - Not Applicable U - Generally Unsuitable R - Restricted

a) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Changes in absorption rates or the rate and amount of surface runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam (Dam Inundation Area)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Changes in the amount of surface water in any water body?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Riverside County General Plan, Figure S-16 "Inventory of Dam Locations" and Figure S-10 "Dam Failure Inundation Zones"

Findings of Fact:

a) The project is located in an unincorporated area of Riverside County, west of the City of Perris and is currently vacant. The construction of storm drain and/or other flood control devices are required by the Riverside County Flood Control and Water Conservation District. The project will not substantially

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alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that will result in flooding on- or off-site. Impacts will be less than significant.

b) The project will not substantially change absorption rates or the rate and amount of surface runoff pursuant to NPDES requirements as discussed in Section 22b. Impacts will be less than significant.

c) The project site is located in an unincorporated area of Riverside County, west of the City of Perris. According to the General Plan, the closest dam is located 3.5 miles at Perris Lake northwest of the project. The General Plan also designates the project site is outside an area subject to dam inundation. There are no levees in vicinity of the project. Therefore, impacts are considered less than significant.

d) The project will not cause changes in the amount of surface water in any water body. There are no water bodies onsite or nearby. No impact will occur.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

LAND USE/PLANNING Would the project

24. Land Use

a) Result in a substantial alteration of the present or planned land use of an area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Affect land use within a city sphere of influence and/or within adjacent city or county boundaries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County General Plan, GIS database, Project Application Materials, City of Perris General Plan and Sphere of Influence.

Findings of Fact:

a) The project is located in an unincorporated area of Riverside County, and located 0.1 miles west of the City of Perris, and within the City of Perris Sphere of Influence. Implementation of the project will require a General Plan Amendment to change the land use designation from Community Development: Light Industrial to Community Development: Commercial Office (0.35 – 1.0 floor area ratio). The project will construct a three-story 52,798 sq. ft. hotel with 103 rooms and a detached ancillary one-story 8,937 sq. ft. banquet hall on 3.1 gross acres, and conform to the policies in the Mead Valley Area Plan. The project's floor area ratio of 0.46 FAR is consistent with the standards in the Commercial Office land use designation and Commercial Office zone. The project is surrounded by Light Industrial and Commercial Retail land use designations. The project's proposed use is consistent and compatible with the existing established industrial and commercial businesses immediately west, surrounding vacant land immediately to the north east and south, and the single family residential homes to the southwest. The proposed hotel facility is compatible with the surrounding land use designation as well as the existing uses. Therefore the project will not result in a substantial alternation to the present land use of the area and impacts will be less than significant.

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b) According to the Riverside County Land Information System and the City of Perris General Plan, the project site is located within the City of Perris Sphere of Influence with no general plan land use designation. The City's General Plan land use designation closest to the project site is Perris Valley Commerce Center Specific Plan, specifically, Planning Area 3, which designates properties on the opposite side of the freeway from the project as Commercial and Potential Basin Areas. The proposed hotel is compatible with both these uses and will not have a significant impact on them. Therefore, impacts are considered less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

25. Planning	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Be consistent with the site's existing or proposed zoning?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Be compatible with existing surrounding zoning?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be compatible with existing and planned surrounding land uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be consistent with the land use designations and policies of the Comprehensive General Plan (including those of any applicable Specific Plan)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Riverside County General Plan Land Use Element; Riverside County General Plan

Findings of Fact:

a) The project site's current zoning, Manufacturing-Service Commercial, does not allow for the development of a hotel without a General Plan Amendment and Change of Zone. Therefore, in order to be consistent with the General Plan Amendment proposed land use designation of Commercial Office, the proposed development would require a Change of Zone from Manufacturing-Service Commercial to Commercial Office. The proposed hotel and banquet hall are permitted uses within the Commercial Office zone. The project's floor area ratio of 0.46 FAR is consistent with the standards in the Commercial Office land use designation and Commercial Office zone. The height of the building, 43 feet, is consistent with the proposed Commercial Office zone development height standard of 50 feet. The project meets all other Commercial Office development standards and requirements in Ordinance No. 348. Therefore, the project is consistent with the proposed zone of Commercial Office, and impacts are considered less than significant.

b) The properties surrounding the project are zoned Manufacturing-Service Commercial. The City of Perris boundaries are located east of the project on the opposite side of the 215 freeway. The City's zoning in this area is classified as Perris Valley Commerce Center Specific Plan, specifically, Planning Area 3, which designates properties as Commercial and Potential Basin Areas. The proposed Commercial Office zone is compatible with the surrounding Manufacturing-Service Commercial and with the City of Perris commercial zones. Therefore, impacts are considered less than significant.

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c) The project is surrounded by existing commercial and industrial uses as well as vacant land. There are single family residences further south and west of the project. The City of Perris is located on the opposite side of the 215 freeway. The proposed hotel is compatible with the existing as gas station, convenience stores and restaurants located on the corner of Cajalco Expressway and Harvill Avenue. The proposed hotel is also compatible with the truck stop immediately adjacent to the west of the project, as well as the industrial storage and processing uses further south. The project is an extension of the commercial uses in the area. Therefore, impacts are considered less than significant.

d) The project is consistent with the Riverside County General Plan and Mead Valley Area Plan with approval of the proposed General Plan Amendment changing the land use designation from Community Development: Light Industrial to Community Development: Commercial Office. The proposed hotel is consistent with the proposed Commercial Office land use designation. Commercial office uses are based on their compatibility with the surrounding land uses. The project is surrounded by existing commercial and industrial uses as well as vacant land. The proposed hotel is compatible with the existing as gas station, convenience stores and restaurants located on the corner of Cajalco Expressway and Harvill Avenue. The proposed hotel is also compatible with the truck stop immediately adjacent to the west of the project, as well as the industrial storage and processing uses further south. The hotel's 0.46 Floor Area Ratio (FAR) is consistent with the Commercial Office FAR range of 0.35 – 1.0. The project is not located within a Policy Area within the Mead Valley Area Plan. Therefore, impacts are considered less than significant.

e) The project will not disrupt or divide the physical arrange of an established community. No impact would occur.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

MINERAL RESOURCES Would the project

26. Mineral Resources

a) Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be an incompatible land use located adjacent to a State classified or designated area or existing surface mine?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or property to hazards from proposed, existing or abandoned quarries or mines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Riverside County General Plan, Multipurpose and Open Space Element, Figure OS-5 "Mineral Resources Area"

a) According to Figure OS-5 "Mineral Resources Area", the project site is located in an area that has available geologic information indicates that mineral deposits are likely to exist, however, the significant of the deposit is undetermined. The General Plan identifies policies that encourage

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protection for existing mining operations and for appropriate management of mineral extraction. A significant impact that will constitute a loss of availability of a known mineral resource will include unmanaged extraction or encroach on existing extraction. No existing or abandoned quarries or mines exist in the immediate area surrounding the project site. The project does not propose any mineral extraction on the project site. Therefore, the project will not result in the permanent loss of significant mineral resources. No impact would occur.

b) The project will not result in the loss of availability of a known mineral resource in an area classified or designated by the State that would be of value to the region or the residents of the State. The project will not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. No impact will occur.

c) The project will not be an incompatible land use located adjacent to a State classified or designated area or existing surface mine. No impact will occur.

d) The project will not expose people or property to hazards from nearby proposed, existing or abandoned quarries or mines. No impact will occur.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

NOISE Would the project result in

Definitions for Noise Acceptability Ratings

Where indicated below, the appropriate Noise Acceptability Rating(s) has been checked.

NA - Not Applicable

A - Generally Acceptable

B - Conditionally Acceptable

C - Generally Unacceptable

D - Land Use Discouraged

27. Airport Noise

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

NA A B C D

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

NA A B C D

Source: Riverside County General Plan, Mead Valley Area Plan, RK Engineering Group, Inc. Noise Impact Study dated March 14, 2014.

Findings of Fact:

a-b) The project site is located within the March Air Reserve Base Airport Influence Area. The project is approximately located 8,800 feet southerly of March Air Reserve Base. A Noise Impact Study was prepared by RK Engineering Group, Inc. dated March 14, 2014, and was reviewed and accepted by the County's Industrial Hygiene Department. The study and analysis did not require any extra

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mitigation for noise generated from the airport. The study did recommend measures to mitigate noise impacts from the 215 freeway, such as requiring a six foot high block wall on the eastern property line (a 6 foot high block wall is located on the northern and eastern property lines) and requiring all windows and glass doors facing the 215 freeway use dual glazing at STC rating of 30 or higher, and all windows and glass doors facing Harvill Avenue shall use a STC rating of 26 or higher, and a "windows closed" condition for all rooms facing the roadway and rail line/freeway (COA 10.PLANNING.41). These mitigations will reduce street level noise to below a less than significant level, and contribute to the further reduction of noise from the airport, which is already a less than significant impact. The project has also been reviewed and approved by the Airport Land Use Commission that found the project consistent with the 1984 Riverside County Airport Land Use Plan as applied to the March Air Reserve Base Airport Influence Area subject to conditions (COA 10.PLANNING.40). Therefore, the impacts are considered less than significant with the mitigation measures incorporated.

Mitigation: The applicant/developer shall comply with the recommendations made by the County's Department of Industrial Hygiene letter dated November 5, 2014 (COA 10.PLANNING.41).

Monitoring: Department of Building and Safety, Industrial Hygiene

28. Railroad Noise

NA A B C D

Source: Riverside County General Plan, Mead Valley Area Plan, Local Circulation Policies, "Rail", RK Engineering Group, Inc. Noise Impact Study dated March 14, 2014.

Findings of Fact: There is a railroad spur line running adjacent to the 215 freeway on the west side. The project is approximately 300 feet west of the railroad spur line. There are two parcels in between the project and the railroad spur line. In the future when these parcels get developed, future buildings will provide additional sound attenuation and buffer the project. A Noise Impact Study was prepared by RK Engineering Group, Inc. dated March 14, 2014, and was reviewed and accepted by the County's Industrial Hygiene Department. The study indicated that the noise source from the rail line would affect the building façade facing the rail line and will experience a noise level of 54.2 dBA CNEL at 530 feet from the railroad tracks. The study recommends measures to mitigate noise impacts from the 215 freeway and railroad, such as requiring a six foot high block wall on the eastern property line (a 6 foot high block wall is located on the northern and eastern property lines) and requiring all windows and glass doors facing the 215 freeway use dual glazing at STC rating of 30 or higher, and all windows and glass doors facing Harvill Avenue shall use a STC rating of 26 or higher, and a "windows closed" condition for all rooms facing the roadway and rail line/freeway (COA 10.PLANNING.41). These measures will mitigate the noise impacts from the railroad and highway to a less than significant level.

Mitigation: The applicant/developer shall comply with the recommendations made by the County's Department of Industrial Hygiene letter dated November 5, 2014 (COA 10.PLANNING.41).

Monitoring: Department of Building and Safety, Industrial Hygiene

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29. Highway Noise

NA A B C D

Source: Riverside County General Plan, Circulation Element, "Rail", RK Engineering Group, Inc. Noise Impact Study dated March 14, 2014.

Findings of Fact: The project boundary is approximately 460 feet west of the 215 freeway. There are two parcels in between the project and the railroad spur line. In the future when these parcels get developed, future buildings will provide additional sound attenuation and buffer the project. A Noise Impact Study was prepared by RK Engineering Group, Inc. dated March 14, 2014, and was reviewed and accepted by the County's Industrial Hygiene Department. The noise study identifies that the 215 freeway is one of the main sources of noise impacting the project site. The study anticipates that the building façade facing the 215 freeway will experience traffic noise levels of approximately 69.6 dBA CNEL, and the façade facing Harvill Avenue will experience noise levels of approximately 66.7 dBA CNEL. The swimming pool area will experience traffic noise levels of approximately 70.5 dBA CNEL, however with the inclusion of a 6 foot high perimeter block wall, the pool noise level will be reduced to 62.4 dBA CNEL, which is below the County's exterior standard and considered less than significant. The study recommends measures to mitigate noise impacts from the 215 freeway and railroad, such as requiring a six foot high block wall on the eastern property line (a 6 foot high block wall is located on the northern and eastern property lines) and requiring all windows and glass doors facing the 215 freeway use dual glazing at STC rating of 30 or higher, and all windows and glass doors facing Harvill Avenue shall use a STC rating of 26 or higher, and a "windows closed" condition for all rooms facing the roadway and rail line/freeway (COA 10.PLANNING.41). The noise impacts from the highway on the project are considered less than significant with mitigation measures incorporated.

Mitigation: The applicant/developer shall comply with the recommendations made by the County's Department of Industrial Hygiene letter dated November 5, 2014 (COA 10.PLANNING.41).

Monitoring: Department of Building and Safety, Industrial Hygiene

30. Other Noise

NA A B C D

Source: Project Application Materials, Review by Department of Industrial Hygiene, "Rail", RK Engineering Group, Inc. Noise Impact Study dated March 14, 2014.

Findings of Fact: The vacant parcel surrounding the project could potentially be developed as light commercial manufacturing. The Department of Industrial Hygiene reviewed the noise impacts of the project and determined the 6 foot high perimeter block wall which will assist in reducing some of the existing noise impacts, as well as the potential future noise impacts associated with the industrial uses. However, it will be dependent on the applicant of the future manufacturing development to provide sufficient mitigation measures to ensure that their project does not significantly impact this project. Therefore impacts are considered less than significant.

Mitigation: No mitigation measures are required.

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Monitoring: No monitoring measures are required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
31. Noise Effects on or by the Project	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County General Plan, Table N-1 (“Land Use Compatibility for Community Noise Exposure”); Noise review by Department of Industrial Hygiene, “Rail”, RK Engineering Group, Inc. Noise Impact Study dated March 14, 2014.

Findings of Fact:

a) The proposed project will raise ambient noise levels in the area which currently exist without the project. The proposed project will construct a three-story 52,798 sq. ft. hotel with 103 rooms and a detached ancillary one-story 8,937 sq. ft. banquet hall on 3.1 gross acres. A Noise Impact Study was prepared by RK Engineering Group, Inc. dated March 14, 2014, and was reviewed and accepted by the County’s Industrial Hygiene Department. The project has existing development to the north and west in the form of a gas station, restaurants, and truck station. The noise generated from by the project will not significantly increase the existing noise levels generated by these uses and the traffic noises they create. There are noise sources in the surrounding area (adjacent streets, 215 freeway and railroad) that will impact the project. The project has therefore been conditioned for the following to reduce the noise impacts from these sources to a less than significant level: the study requires a six foot high block wall on the eastern property line (a 6 foot high block wall is located on the northern and eastern property lines) and requiring all windows and glass doors facing the 215 freeway use dual glazing at STC rating of 30 or higher, and all windows and glass doors facing Harvill Avenue shall use a STC rating of 26 or higher, and a “windows closed” condition for all rooms facing the roadway and rail line/freeway (COA 10.PLANNING.41). In addition, the construction of the project will be required to be consistent with State building code which will provide further sound attenuation through building materials. The noise generated from the project is consistent with the surrounding uses. Therefore, impacts are considered less than significant with mitigation measures incorporated.

b) The proposed project may create a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project during construction. Construction noise represents a short-term impact on the ambient noise levels. Noise generated by construction equipment may include trucks, graders, bulldozers, concrete mixers and portable generators. Grading activities typically represent one of the highest potential sources of noise impacts. Construction noise is of short-term duration and will not present any long-term impacts on the project

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site or surrounding are. The following measures identified in the noise study would reduce potentially significant short-term construction impacts to the surrounding community (COA 10.PLANNING.41):

- All construction equipment, fixed or mobile, shall equip properly operating and maintained mufflers. All stationary construction equipment shall be directed away from noise sensitive receptors.
- All equipment shall be located in staging areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors during all project construction.
- All high noise impact construction-related activities shall be limited to constructions hours determined by County staff.

Short-term, construction-related noise impacts may occur during project grading and construction. However, construction activities will be required to comply with County noise standards. Since the construction site is within one-quarter mile of an occupied residence, no construction activities shall be undertaken between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September and between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May. This is a standard policy and is, therefore, not considered unique mitigation pursuant to CEQA. Therefore, impacts are considered less than significant with the mitigations incorporated.

c) Future guests located on the project site, as well as off-site uses, including nearby sensitive receptors, may experience noise due to an increase in human activity within the area from people utilizing the hotel, traffic generated by the project, and guests utilizing the on-site amenities. These noise sources are not unique and generally contribute to the ambient noise levels experienced in all residential areas. The noise generated by the project's land uses will not exceed the County of Riverside's compatibility thresholds and is considered less than significant.

d) Persons might be exposed to groundborne vibration or groundborne noise levels during construction and operation of the project and from the train vibrations. A Noise Impact Study was prepared by RK Engineering Group, Inc. dated March 14, 2014, and was reviewed and accepted by the County's Industrial Hygiene Department. The study indicates that the project site is approximately 530 feet from the tracks, and is outside the FTA standard of 80 VdB. Also it states that up to 30 events could occur per day without exceeding the vibration threshold. Therefore, impacts are considered less than significant.

Mitigation: The applicant/developer shall comply with the recommendations made by the County's Department of Industrial Hygiene letter dated November 5, 2014 (COA 10.PLANNING.41).

Monitoring: Department of Building and Safety, Industrial Hygiene

POPULATION AND HOUSING	Would the project			
32. Housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, neces-	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
sitating the construction of replacement housing elsewhere?				
d) Affect a County Redevelopment Project Area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Cumulatively exceed official regional or local population projections?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Riverside County General Plan Housing Element

Findings of Fact:

- a) The project site is currently vacant. The proposed project will not displace any housing, necessitating the construction of replacement housing elsewhere. The project will have no significant impact.
- b) The project will not create a demand for additional housing, particularly housing affordable to households earning 80 percent or less of the County's median income. The project is a hotel facility. The project will have no significant impact.
- c) The project will not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. No impact will occur.
- d) The project is not located within a County Redevelopment Project Area. Therefore, the project will have no impact.
- e-f) The project will not cumulatively exceed regional or local population projects or induce population growth to an area. No impact would occur.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

PUBLIC SERVICES Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

33. Fire Services

Source: Riverside County General Plan Safety Element; Google Maps 2013.

Findings of Fact:

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The Riverside County Fire Department provides fire protection services within unincorporated Riverside County. The closest fire station is the Mead Valley Fire Station, located at 21510 Pinewood Street, approximately 2 miles west of the project site.

Any potential significant effects will be mitigated by the payment of standard fees to the County of Riverside. The project will not directly physically alter existing facilities or result in the construction of new facilities. Any construction of new facilities required by the cumulative effects of surrounding projects will have to meet all applicable environmental standards. The project shall comply with County Ordinance No. 659 to mitigate the potential effects to fire services (COA 90.PLANNING.28). County Ordinance No. 659 establishes the utilities and public services mitigation fee applicable to all projects to reduce incremental impacts to these services. This is a standard Condition of Approval and pursuant to CEQA, is not considered mitigation. Impacts will be less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

34. Sheriff Services

Source: Riverside County Sheriff's Department,

Findings of Fact:

The proposed area is serviced by the Riverside County Sheriff's Department. The proposed project will not have an incremental effect on the level of sheriff services provided in the vicinity of the project area. Any construction of new facilities required by the cumulative effects of this project and surrounding projects will have to meet all applicable environmental standards. The project shall comply with County Ordinance No. 659 to mitigate the potential effects to sheriff services (COA 90.PLANNING.28). County Ordinance No. 659 establishes the utilities and public services mitigation fee applicable to all projects to reduce incremental impacts to these services. This is a standard Condition of Approval and pursuant to CEQA, is not considered mitigation. Impacts will be less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

35. Schools

Source: Val Verde Unified School District; Google Maps 2013.

Findings of Fact: The project site is located within the Val Verde Unified School District. The nearest school to the project site is Val Verde High School, located at 972 Morgan Street, approximately 0.2 miles southeast of the project. The project will not physically alter existing facilities or result in the construction of new facilities. The project is required to comply with School Mitigation Impact Fees to provide adequate school services. This is a standard condition of approval and is not considered mitigation under CEQA. Impacts will be less than significant.

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Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

36. Libraries

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Riverside County General Plan; Google Maps 2013.

Findings of Fact:

The closest library to the project site is the Perris Library located at 163 E. San Jacinto Avenue, approximately 4 miles southeast of the project site. The proposed project will not create a significant incremental demand for library services. The project will not require the provision of new or altered government facilities at this time. Any construction of new facilities required by the cumulative effects of surrounding projects would have to meet all applicable environmental standards. This project shall comply with County Ordinance No. 659 to mitigate the potential effects to library services (COA 90.PLANNING.28). County Ordinance No. 659 establishes the utilities and public services mitigation fee applicable to all projects to reduce incremental impacts to these services. This is a standard Condition of Approval and pursuant to CEQA is not considered mitigation. Impacts will be less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

37. Health Services

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Riverside County General Plan

Findings of Fact:

The project site is located within an area served by the County Health Centers. The closest health center to the project site is Valley Plaza Doctors Hospital, located at 2224 Medical Center Drive, approximately 2.5 miles southeast of the project site. The proposed project will not cause an impact on health services. The project will not physically alter existing facilities or result in the construction of new or physically altered facilities. Health services are funded through private insurance or state-funded medical programs. Impacts will be less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

RECREATION

38. Parks and Recreation

a) Would the project include recreational facilities or

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				
b) Would the project include the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Is the project located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Project Site Plan; Google Maps 2013.

Findings of Fact:

a) The project will include the construction of an outdoor swimming pool and spa amenity as part of the hotel facility. The construction and operation of the pool and spa will be consistent with County standards and will be reviewed by Building and Safety and Environmental Health Services Departments. The hotel will also have an indoor exercise gym area for use by the hotel guests. The proposed landscape conceptual plan, site plan and floor plan show these facilities. These amenities serve as a form of recreation for guests who are temporarily staying at the hotel. Project implementation will not require the construction or expansion of recreational facilities that can cause adverse physical effects on the environment. Therefore, impacts are considered less than significant.

b) The project will include one private amenities only to be used by hotel's guests. The project will not include the use of existing neighborhood or regional parks or other recreation facilities such that substantial physical deterioration of the facility would occur or be accelerated. Therefore impacts are considered less than significant.

c) The project is within Community Service Area (CSA) 152. Residential projects are required to pay parks and recreation fees to the county service area or other appropriate parks district which would mitigate impacts on use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. However, since the project is a commercial use, it will not significantly add to the burden of community park infrastructure, and is exempt from paying park fees (Quimby). Therefore, impacts are considered less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

39. Recreational Trails	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source: Riverside County General Plan;

Findings of Fact: The GIS database shows no County required trails crossing the project site. The project has not proposed any trails. Therefore the project will have no impact.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mitigation: No mitigation measures are required.

Monitoring: No mitigation measures are required.

TRANSPORTATION/TRAFFIC Would the project

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
40. Circulation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Alter waterborne, rail or air traffic?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Cause an effect upon, or a need for new or altered maintenance of roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Cause an effect upon circulation during the project's construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Result in inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Conflict with adopted policies, plans or programs regarding public transit, bikeways or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Transportation Department project review December 2014.

Findings of Fact:

a-b) The project will not conflict with an applicable plan, ordinance, policy or a congestion management program. As determined through review and conclusion by Riverside County Transportation Department the size and location of the project does not require a traffic study and is exempt from traffic study requirements as the proposed 103 bed room hotel facility would not generate 100 or more peak hour trips. It is estimated that a hotel of this size would generate 72 peak hourly trips in the afternoon. The project is consistent with all County transportation plans. It was also

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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determined that the project will not exceed either individually or cumulatively, a level of service standard established by the county congestion management agency for designated road or highways. The project will not generate significant amounts of vehicle trips to significantly impact the level of service standards in the vicinity, and therefore will not create any significant traffic congestion. Therefore, impacts are considered less than significant.

c-d) The project does not propose any design issues that will cause a change in air traffic patterns, alter waterborne, or rail and air traffic. The project will not impact the existing railroad line that is approximately 300 feet east of the project site. The project will have no impact.

e-f) The proposed project will have two points of access to the site: one driveway on Dree Circle, and one driveway on Harvill Avenue. The internal circulation of the site is in accordance with Riverside County Guidelines and will provide adequate fire department access and widths in case of an emergency. Line of sight for turning movements will be in compliance with Riverside County guidelines. The project will not increase hazards due to the design and layout. Driveways entrances have been spaced far enough from the intersections to allow adequate distancing and sight lines. The project will also not create a significant impact for new roads or maintenance of roads as both Dree Circle and Harvill Avenue are both paved and improved. Therefore impacts are considered less than significant.

g) The project will not cause an effect upon circulation during the project's construction. The project will be required to submit to RTLMA for review and approval a staging plan to identify the location(s) for onsite and off-site construction equipment, mechanized equipment and building materials. Therefore, impacts in this regard are considered less than significant.

h) The project will not cause inadequate emergency access or access to nearby uses. The project site has one driveway each on Dree Circle and Harvill Avenue providing primary and secondary access into the site. There is adequate circulation distances around the facility for emergency vehicles to operate. Therefore, impacts are considered less than significant.

i) The project site will not conflict with adopted policies, plans or programs regarding public transit, bikeways or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities. The project will provide for 17 bike rack spaces for alternate modes of transport. The project will also have paved sidewalks along its street frontage for use by pedestrians and cyclists. Therefore, impacts are considered less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation measures are required.

41. Bike Trails

Source: Temescal Canyon Area Plan, Figure 8 "Trails and Bikeway System"; Riverside County General Plan,

Findings of Fact:

There are no bike trails within the immediate vicinity of the project area. No impact will occur.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

UTILITY AND SERVICE SYSTEMS Would the project

42. Water

a) Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?

b) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

Source: Riverside County Land Information System;

Findings of Fact:

a) The project's water needs will be served by Eastern Municipal Water District. The Riverside County Department of Environmental Health has reviewed this project. The project does not require or will not result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects. Therefore, impacts are considered less than significant.

b) There is a sufficient water supply available to serve the project from existing entitlements and resources. This project has been conditioned to comply with the requirements of the Riverside County Department of Environmental Health. Therefore, impacts are considered less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

43. Sewer

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

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

Source: Riverside County Land Information System;

Findings of Fact:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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a) The project's wastewater needs will be served by the Eastern Municipal Water District. The Riverside County Department of Environmental Health has reviewed this project. The project does not require or will not result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects. Therefore, impacts are considered less than significant.

b) There is a sufficient wastewater capacity available to serve the project from existing entitlements and resources. This project has been conditioned to comply with the requirements of the Riverside County Department of Environmental Health. Therefore, impacts are considered less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

44. Solid Waste

a) Is the project served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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b) Does the project comply with federal, state, and local statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Riverside County General Plan, Riverside County Waste Management District

Findings of Fact:

a) The project will not substantially alter existing or future solid waste generation patterns and disposal services. The landfill that will serve the project has sufficient capacity to accommodate the project's anticipated solid waste disposal needs. Therefore, impacts are considered less than significant.

b) The development will comply with federal, state, and local statutes and regulations related to solid wastes (including the CIWMP- County Integrated Waste Management Plan). Therefore, impacts are considered less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

45. Utilities

Would the project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities; the construction of which could cause significant environmental effects?

a) Electricity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Natural gas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Communications systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Storm water drainage?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Street lighting?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County General Plan

Findings of Fact:

a-c) The project will require utility services in the form of electricity, natural gas, and communications systems. Utility service infrastructure is currently available within the area and will be connected to the project site. The project is not anticipated to create a need for new facilities.

d) Storm water drainage will be handled on-site. Additional details regarding storm water drainage are discussed in Section 25. Impacts will be less than significant.

e-f) Street lighting exists for access to the project site. The project will have an incremental impact on the maintenance of public facilities, including roads. County Ordinance No. 659 establishes the utilities and public services (including transportation facilities) mitigation fee applicable to all projects to reduce incremental impacts to these services. Impacts will be less than significant

g) The project will not require construction or expansion of new government facilities. The project will function sufficiently with existing government services like schools, libraries, medical centers, parks, and so forth. County Ordinance No. 659 establishes the utilities and public services mitigation fee applicable to all projects to reduce incremental impacts to these services. Impacts will be less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

46. Energy Conservation

a) Would the project conflict with any adopted energy conservation plans?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source:

a) The proposed project will not conflict with any adopted energy conservation plans. The project will have no impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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MANDATORY FINDINGS OF SIGNIFICANCE

47. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?

Source: Staff review, Project Application Materials

Findings of Fact: As discussed in this Environmental Assessment, implementation of the proposed project will not substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife populations to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Impacts will be less than significant.

48. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, other current projects and probable future projects)?

Source: Staff review, Project Application Materials

Findings of Fact: As discussed in this Environmental Assessment, the project does not have impacts which are individually limited, but cumulatively considerable. Impacts will be less than significant.

49. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

Source: Staff review, project application

Findings of Fact: As discussed in this Environmental Assessment, the proposed project will not result in environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. Impacts will be less than significant.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
--------------------------------------	--	---------------------------------------	--------------

VI. EARLIER ANALYSES

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration as per California Code of Regulations, Section 15063 (c) (3) (D). In this case, a brief discussion should identify the following:

Earlier Analyses Used, if any: Riverside County General Plan and Environmental Impact Report

Location Where Earlier Analyses, if used, are available for review: 4080 Lemon Street

County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92502

File: EA.PP10130R3

Revised: 8/28/2015 11:53 AM

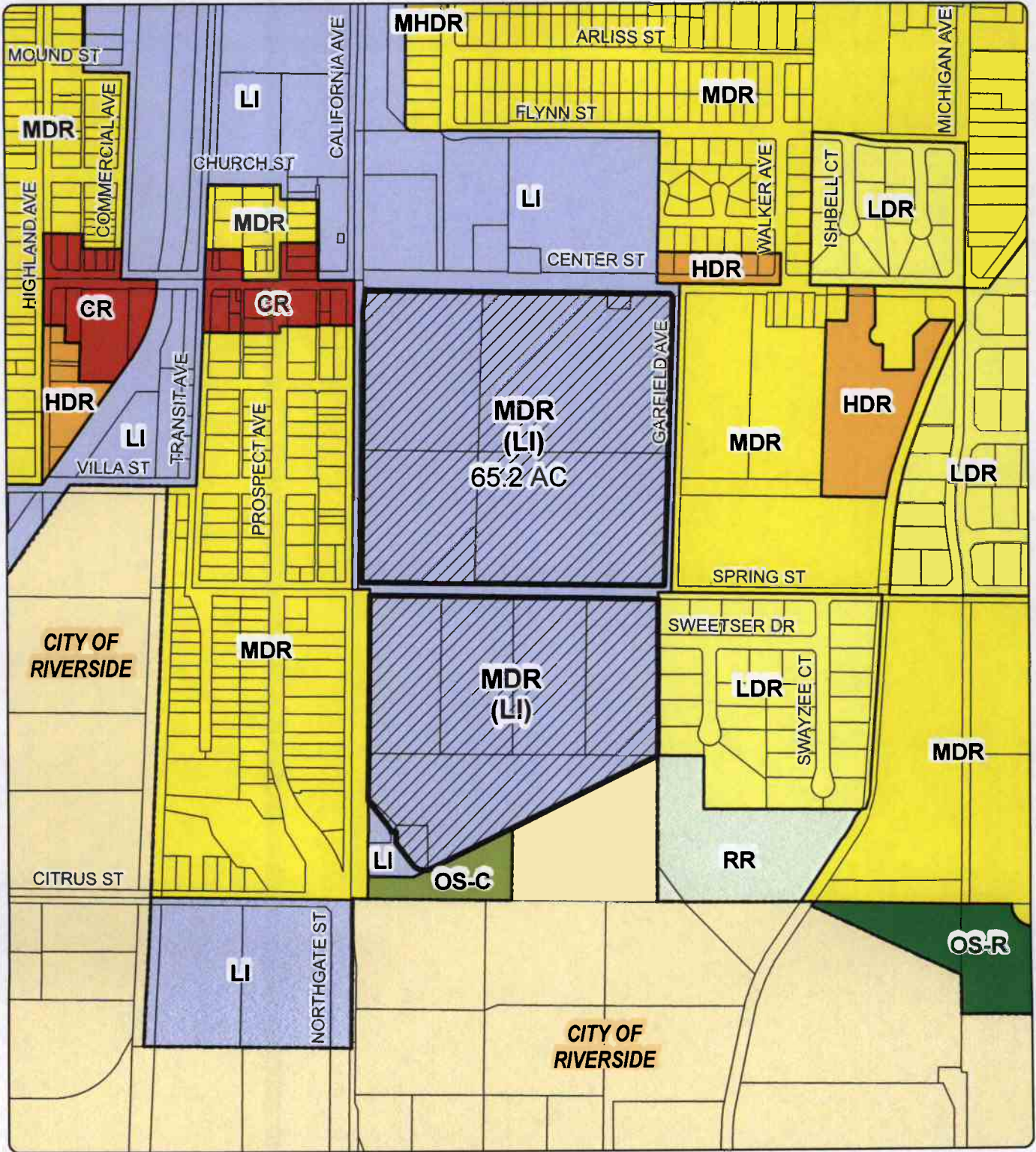
RIVERSIDE COUNTY PLANNING DEPARTMENT

CZ07811 GPA01126 TR36668

Supervisor Tavagione
District 2

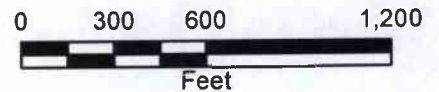
Date Drawn: 04/07/2015
Exhibit 6

PROPOSED GENERAL PLAN



Zoning District: University

Author: Vinnie Nguyen



DISCLAIMER: On October 7, 2003, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County parcels. The new General Plan may contain different type of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department offices in Riverside at (951)955-3200 (Western County) or in Palm Desert at (760)863-8277 (Eastern County) or Website <http://planning.rctdms.org>

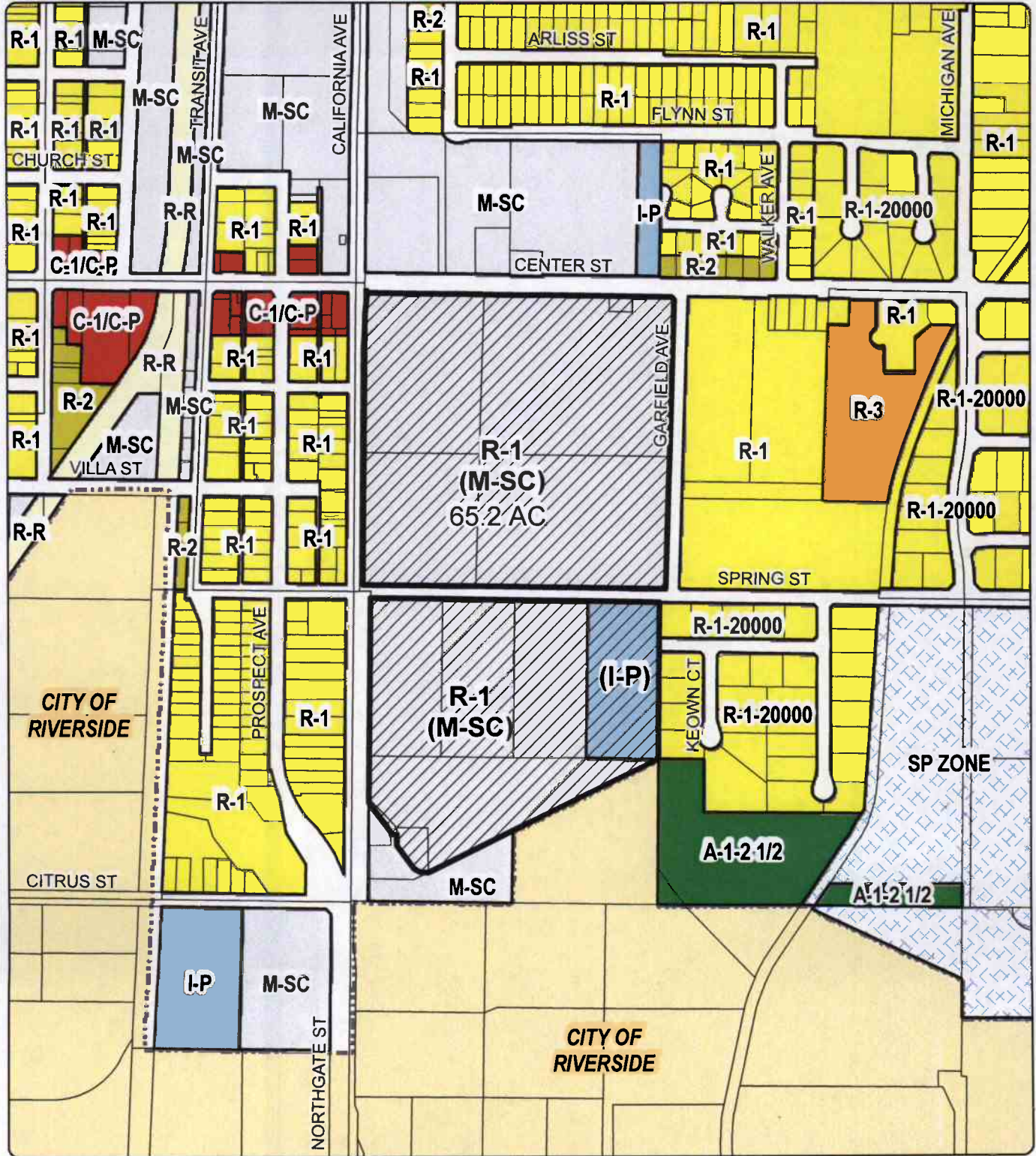
RIVERSIDE COUNTY PLANNING DEPARTMENT

CZ07811 GPA01126 TR36668

Supervisor Tavaglione
District 2

Date Drawn: 04/07/2015
Exhibit 3

PROPOSED ZONING



Zoning District: University

Author: Vinnie Nguyen



DISCLAIMER: On October 7, 2003, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County parcels. The new General Plan may contain different type of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department offices in Riverside at (951)955-3200 (Western County) or in Palm Desert at (760)863-8277 (Eastern County) or Website <http://planning.rctima.org>

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

GENERAL PLAN AMENDMENT NO. 01126, CHANGE OF ZONE NO. 07811 AND TENTATIVE TRACT
MAP NO. 36668

ENVIRONMENTAL ASSESSMENT NO. 42636

LEAD AGENCY:

COUNTY OF RIVERSIDE
PLANNING DEPARTMENT
4080 LEMON STREET, 12TH FLOOR
RIVERSIDE, CA 92501

PROJECT APPLICANT:

BIXBY LAND COMPANY
2211 MICHELSON DRIVE, SUITE 500
IRVINE, CA 92612

CEQA CONSULTANT:



T&B PLANNING, INC.
17542 EAST 17TH STREET, SUITE 100
TUSTIN, CA 92780

July 16, 2015

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LIST OF TECHNICAL APPENDICES

The technical studies appended to this Initial Study/Mitigated Negative Declaration are listed below. The technical studies are herein incorporated by reference and are available for review at the County of Riverside Planning Department, located at 4080 Lemon Street, 12th Floor, Riverside, CA, Monday through Friday, 8:00 a.m. to 5:00 p.m.

- **Appendix A:** Initial Study/Environmental Assessment No. 42636
- **Appendix B:** Mitigation, Monitoring and Reporting Program
- **Appendix C:** Air Quality Impact Analysis (prepared by Urban Crossroads)
- **Appendix D1:** General Biological Resources Assessment (prepared by Alden Environmental, Inc.)
- **Appendix D2:** Burrowing Owl Survey Results Report (prepared by Alden Environmental, Inc.)
- **Appendix E1:** Phase I Cultural Resources Survey (prepared by Brian F. Smith & Associates)
- **Appendix E2:** Paleontological Resource Assessment (prepared by Brian F. Smith & Associates)
- **Appendix F1:** Preliminary Geotechnical Investigation (prepared by Petra Geotechnical, Inc.)
- **Appendix F2:** Infiltration Test Results (prepared by Petra Geotechnical, Inc.)
- **Appendix G:** Greenhouse Gas Analysis (prepared by Urban Crossroads)
- **Appendix H:** Phase I Environmental Site Assessment (prepared by Petra Geotechnical, Inc.)
- **Appendix I:** Drainage Study Report (prepared by Albert A. Webb Associates)
- **Appendix J:** Project-Specific Water Quality Management Plan (prepared by Albert A. Webb Associates)
- **Appendix K:** Noise Impact Analysis (prepared by Urban Crossroads)
- **Appendix L:** Traffic Impact Analysis (prepared by Urban Crossroads)
- **Appendix M:** Written Correspondence

ACRONYMS AND ABBREVIATIONS

A	
AB 32	Assembly Bill 32, Global Warming Solutions Act of 2006
AB 1493	Assembly Bill 1493, Pavely Fuel Efficiency Standards
AB 1881	Assembly Bill 1881, California Water Conservation in Landscaping Act of
ADT	Average Daily Traffic
ALUC	Airport Land Use Commission
AM	Ante Meridiem
AMSL	Above Mean Sea Level
APE	Area of Potential Effect
APN	Assessor Parcel Numbers
AQMP	Air Quality Management Plan
AST's	Above Ground Storage Tanks
ASTM	American Society of Testing and Materials
Av	Avenue
AWS	All Way Stop
B	
BAAQMD	Bay Area Air Quality Management District
BAU	Business As Usual
BLM	Bureau of Land Management
BMP's	Best Management Practices
C	
C&D	Construction and Demolition
CAAQS	California Ambient Air Quality Standards
CalEEMod™	California Emissions Estimator Model
CalTrans	California Department of Transportation
CALVENO	California Vehicle Noise Emission Levels
CAPCOA	California Air Pollution Control Officers Association
CARB	California Air Resources Board
CASSA	Criteria Area Species Survey Area
CBC	California Building Code
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CIWMP	Countywide Integrated Waste Management Plan
CH ₄	Methane
CMP	Congestion Management Program
CO	Carbon Monoxide
CO ₂	Carbon Dioxide
CO ₂ e	Carbon Dioxide Equivalent
CNEL	Community Noise Equivalent Level
CSA	County Service Area
CSS	Cross-Street Stop
CVWD	Coachella Valley Water District
CWA	Clean Water Act
CY	Cubic Yards

CZ	Change of Zone
D	
DBESP	Determination of Biological Superior or Equivalent Preservation
dBA	A-Weighted Decibels
DIF	Development Impact Fee
DTSC	Department of Toxic Substances
DU	Dwelling Unit
E	
e/o	east of
E+P	Existing Plus Project
EA	Environmental Assessment
EAP	Existing Plus Ambient Plus Project
EAPC	Existing Plus Ambient Plus Project Plus Cumulative
EDR	Environmental Data Resources, Inc.
EIC	Eastern Information System
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
F	
F	Fahrenheit
FAR	Floor to Area Ratio
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FICON	Federal Interagency Committee on Noise
FTA	Federal Transit Administration
G	
GCC	Global Climate Change
GHG	Greenhouse Gas
GIS	Geographic Information System
GLO	General Land Office
GPA	General Plan Amendment
H	
HAP	Highgrove Area Plan
HCP	Habitat Conservation Plan
HETs	High-Efficiency Toilets
I	
I-10	Interstate 10
I-15	Interstate 15
I-215	Interstate 215
I-P	Industrial Park (Zoning Designation)
IS	Initial Study
IS/MND	Initial Study/MND
ITE	Institute of Transportation Engineers

J

K

kBTU/yr
kWH/yr

Kilo-British Thermal Units per Year
Kilowatt Hours per Year

L

LAFCO
LCA
Leq
LI
LOS
LST

Local Agency Formation Commission
Life-Cycle Analysis
Equivalent continuous (average) sound level
Light Industrial (General Plan Land Use Designation)
Level of Service
Localized Significance Threshold

M

MARB/IP
MBTA
MGD
MMRP
MND
MRZ
M-SC
MSHCP

March Air Reserve Base/Inland Port
Migratory Bird Treaty Act
Million Gallons per Day
Mitigation Monitoring and Reporting Program
Mitigated Negative Declaration
Mineral Resource Zone
Manufacturing – Service Commercial (Zoning Designation)
Multiple Species Habitat Conservation Plan

N

N/A
n/o
N₂O
NAAQS
NAHC
NEEPSA
NO_x
NO₂
NOI
NOP
NPDES

Not Applicable
north of
Nitrogen Dioxide
National Ambient Air Quality Standards
Native American Heritage Commission
Narrow Endemic Plant Species Survey Areas
Oxides of Nitrogen
Nitrogen Dioxide
Notice of Intent
Notice of Preparation
National Pollutant Discharge Elimination System

O

P

pc/mi/ln
Pl.
PM
PM_{2.5}
PM₁₀
PSHA

passenger cars per mile per lane
Place
Post Meridiem
Particulate Matter ≤ 2.5 Microns
Particulate Matter ≤ 10 Microns
Probabilistic Seismic Hazard Analysis

Q

R	
RCDEH-ECP	Riverside County Department of Environmental Health Environmental Cleanup Program
RCIT	Riverside County Internet Technology
RCP	Reinforced Concrete Pipe
RCTC	Riverside County Transportation Commission
REMEL	Reference Energy Mean Emission Level
RivTAM	Riverside County Traffic Analysis Model
RTP	Regional Transportation Plan
RUSD	Riverside Unified School District
RWQCB	Regional Water Quality Control Board
RWQCP	Riverside Water Quality Control Plant
S	
s/o	south of
SB 375	Senate Bill 375, Regional GHG Emissions Reduction Targets/Sustainable Communities Strategies
SB 1078	Senate Bill 1078, Renewable Portfolio Standards
SB 1368	Senate Bill 1368, • Statewide Retail Provider Emissions Performance Standards
SCS	Sustainable Communities Strategy
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCGC	Southern California Gas Company
SF	Square Feet
St.	Street
SMARA	Surface Mining and Reclamation Act
SOP	Standard Operating Procedure
SO _x	Oxides of Sulfur
SRA	Source Receptor Area
STC	Sound Transmission Class
SWPPP	Storm Water Pollution Prevention Plan
T	
TAZs	Transportation Analysis Zones
TIA	Traffic Impact Analysis
TS	Traffic Signal
TTM	Tentative Tract Map
TUMF	Transportation Uniform Mitigation Fees
U	
UCR	University of California Riverside
USACE	United States Army Corps of Engineers
USDA	United States Department of Agriculture
UST's	Underground Storage Tanks
UWIG	Urban/Wildland Interface Guidelines

V	
VdB	Vibration Decibels
VMT	Vehicle Miles Travelled
VOC	Volatile Organic Compound
W	
w/o	west of
WQMP	Water Quality Management Plan
WRP	Waste Recycling Plan
X/Y/Z	

1.0 INTRODUCTION

1.1 DOCUMENT PURPOSE

This introduction provides the reader with general information regarding: 1) the history of the Project site; 2) a summary of Initial Study (IS) findings supporting the Lead Agency's (County of Riverside's) decision to prepare a Mitigated Negative Declaration (MND) for the proposed Project; 3) standards of adequacy for a MND under the California Environmental Quality Act (CEQA); 4) a description of the format and content of this Initial Study/Mitigated Negative Declaration (IS/MND); and 5) the governmental processing requirements to consider the proposed Project for approval.

1.2 HISTORY OF THE PROJECT SITE

The Project site consists of 65.20 acres of disturbed, undeveloped land in the Highgrove community of unincorporated Riverside County. The site is located south of Center Street, west of Garfield Avenue, east of California Avenue, and north and south of Spring Street. The property was used for agricultural orchards/groves since approximately 930 until sometime before 1967 when the orchards/groves were removed from the far southern portion of the property. In 1930, two residential structures existed on the northwest and southwest portions of the site. Aerial photographs from 1953, 1963, and 1967 show that the two well house structures that currently exist on the site south of Spring Street were present on the site. Prior to 2005, the residential structure that had existed on the northwest portion of the site was removed and the remaining orchards/groves ceased to exist on the site. Prior to 2005-2006, the remaining residential structure was removed from the southwestern portion of the property. The land has remained generally vacant to present. (Petra, 2013b, p. 4) The property was previously subdivided into twelve (12) parcels having Assessor Parcel Numbers (APNs) 255-060-014, 255-060-15, 255-060-016, 255-060-017, 255-060-018, 255-110-003, 255-110-004, 255-110-005, 255-110-006, 255-110-015, 255-110-019, and 255-110-029.

1.3 PROJECT SUMMARY

The proposed Project consists of an application for a General Plan Amendment (GPA No. 01126), a Change of Zone (CZ 07811), and a Tentative Tract Map (TTM 36668). GPA 01126 proposes to amend the Riverside County General Plan Land Use Element and the Highgrove Area Plan (HAP) Land Use Plan land use designations as they pertain to the site from "Community Development: Light Industrial (LI)" to "Community Development: Medium Density Residential (MDR)," which would allow for development of the site with single-family detached and/or attached residences at densities ranging from 2.0 to 5.0 dwelling units per acre (du/ac) and lot sizes ranging from 5,500 square feet (SF) to 20,000 SF. (Riverside County, 2003a, Table LU 4). CZ 07881 proposes to change the zoning designation of the 65.20-acre site from "Manufacturing-Service Commercial (M-SC)" to "One Family Dwellings (R-1)," which would allow for development of the site with one-family dwellings and limited agricultural uses with minimum lot size requirements of 7,200 SF. TTM 36668 proposes to subdivide the 65.20-acre site into 200 single-family residential lots on 37.82 acres; two (2) park sites on 4.01 acres; eleven (11) open space and regional trail lots on 1.10 acres; three (3) lots reserved for water quality basins on 2.54 acres; 16.41 acres of local streets; and 0.68 acre for additional right of way. Existing easements for two water irrigation well sites occur on 0.08 acres south of Spring Street, which would remain. Refer to Section 3.0, *Project Description*, for a comprehensive description of the proposed Project.

The proposed Project also includes off-site infrastructure improvements. The Project would be required to construct a ten-inch water line within the existing improved alignment of Center Street between proposed Street A to the existing intersection of Center Street and Michigan Avenue (approximately 1,900 linear feet). This ten-inch water line would connect to a proposed eight-inch

water line within the Project's proposed Street A. Eight-inch water lines also would be constructed within each of the on-site local roadways to provide water service to individual lots. In addition, the Project proposes to install an 8-inch water line extending from the juncture of proposed Street G and Spring Street extending east approximately 720 feet. This proposed eight-inch water line would connect off-site to the existing eight-inch water line in Spring Street.

1.4 CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

1.4.1 CEQA Objectives

The principal objectives of CEQA are to: 1) inform governmental decision makers and the public about the potential, significant environmental effects of proposed activities; 2) identify the ways that environmental damage can be avoided or significantly reduced; 3) prevent significant, avoidable damage to the environment by requiring changes in projects through the use of alternatives or mitigation measures when the governmental agency finds the changes to be feasible; and 4) disclose to the public the reasons why a governmental agency approved the project in the manner the agency chose if significant environmental effects are involved.

1.4.2 CEQA Requirements for Mitigated Negative Declarations (MNDs)

A MND is a written statement by the Lead Agency briefly describing the reasons why a proposed project, which is not exempt from the requirements of CEQA, will not have a significant effect on the environment and therefore does not require preparation of an Environmental Impact Report (EIR) (CEQA Guidelines § 15371). The CEQA Guidelines require the preparation of a MND if the Initial Study prepared for a project identifies potentially significant effects, but: 1) revisions in the project plans or proposals made by, or agreed to by the applicant before a proposed MND and Initial Study are released for public review, would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur; and 2) there is no substantial evidence, in light of the whole record before the Lead Agency, that the project as revised may have a significant effect on the environment. If the potentially significant effects associated with a project cannot be mitigated to a level below significance, then an EIR must be prepared. (CEQA Guidelines § 15070[b])

1.4.3 Initial Study Findings

Appendix A to this IS/MND contains a copy of the Initial Study that was prepared for the proposed Project pursuant to CEQA and County of Riverside requirements (Riverside County Initial Study/Environmental Assessment No. 42636). The Initial Study determined that implementation of the proposed Project would not result in any significant environmental effects under the impact areas of aesthetics, agriculture/forest resources, air quality, geology/soils, hydrology/water quality, land use/planning, mineral resources, population/housing, recreation, and transportation/traffic. The Initial Study determined that the proposed Project would result in potentially significant effects to the following issue areas, but the applicant has agreed to incorporate mitigation measures that would avoid or mitigate the effects to a point where clearly no significant effects would occur: biological resources, cultural resources, greenhouse gas emissions, hazards/hazardous materials, noise, public services, and utilities/service systems. The Initial Study determined that, with the incorporation of mitigation measures, there is no substantial evidence, in light of the whole record before the Lead Agency (County of Riverside), that the Project as revised may have a significant effect on the environment. Therefore, and based on the findings of the Initial Study, the County of Riverside determined that a MND shall be prepared for the proposed Project pursuant to CEQA Guidelines § 15070(b).

1.4.4 CEQA Requirements for Environmental Setting and Baseline Conditions

CEQA Guidelines § 15125 establishes requirements for defining the environmental setting to which the environmental effects of a proposed project must be compared. The environmental setting is defined as "...the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time the environmental analysis is commenced..." (CEQA Guidelines § 15125[a]). In the case of the proposed Project, the Initial Study determined that an MND is the appropriate form of CEQA compliance document, which does not require a Notice of Preparation (NOP). The Project Applicant submitted applications to Riverside County for the proposed Project in October 2013, at which time the County commenced environmental analysis. Accordingly, the environmental setting for the proposed Project is defined as the physical environmental conditions on the Project site and in the vicinity of the Project site as they existed in October 2013.

1.4.5 Format and Content of this Mitigated Negative Declaration

This MND, in conjunction with the Environmental Assessment/Initial Study Checklist ("Initial Study") prepared to evaluate the proposed Project's potential to result in significant environmental effects, the Mitigation Monitoring and Reporting Program (MMRP), and the technical studies prepared in support of the Initial Study and MND, identify the potential environmental effects attributable to the proposed Project and specify mitigation measures where necessary to minimize or avoid the Project's significant environmental effects.

This MND includes a summary of the Project site's history, provides a summary of the relevant CEQA requirements for preparation and processing a MND, an overview of the existing environmental setting that forms the baseline for the environmental analysis, and a detailed description of the proposed Project. The Initial Study prepared in support of this MND is provided as *Appendix A*.

The MMRP, which summarizes the various mitigation measures that were identified to minimize or avoid the Project's significant environmental effects, is provided as *Appendix B*. The MMRP also indicates the required timing for the implementation of each mitigation measure, identifies the parties responsible for implementing and/or monitoring each mitigation measure, and identifies the level of significance following the incorporation of each mitigation measure.

Provided as Appendices C through M are the various technical studies and other supporting information that were relied upon in support of the findings contained in the Initial Study, and include the following:

- Appendix C Air Quality Impact Analysis prepared by Urban Crossroads, Inc. and dated October 2, 2014.
- Appendix D1 General Biological Resources Assessment prepared by Alden Environmental, Inc. and dated January 30, 2014.
- Appendix D2 Burrowing Owl Survey Results Report prepared by Alden Environmental, Inc. and dated September 11, 2013.
- Appendix E1 Phase I Cultural Resources Survey prepared by Brian F. Smith and Associates, Inc. and dated December 12, 2013.
- Appendix E2 Paleontological Resource Assessment prepared by Brian F. Smith and Associates, Inc. and dated December 10, 2013.

- Appendix F1 Preliminary Geotechnical Investigation prepared by Petra Geotechnical, Inc. and dated December 13, 2013.
- Appendix F2 Infiltration Test Results prepared by Petra Geotechnical, Inc. and dated December 19, 2013.
- Appendix G Greenhouse Gas Analysis prepared by Urban Crossroads, Inc. and dated October 2, 2014.
- Appendix H Phase I Environmental Site Assessment prepared by Petra Geotechnical, Inc. and dated November 22, 2013.
- Appendix I Drainage Study Report prepared by Albert A. Webb Associates and dated November 2014.
- Appendix J Project-Specific Water Quality Management Plan prepared by Albert A. Webb Associates and dated November 2014.
- Appendix K Noise Impact Analysis prepared by Urban Crossroads, Inc. and dated November 13, 2014.
- Appendix L Traffic Impact Analysis prepared by Urban Crossroads, Inc. and dated July 21, 2014.
- Appendix M Written Correspondence

1.4.6 Mitigated Negative Declaration Processing

The Riverside County Planning Department directed and supervised the preparation of this MND, which reflects the sole independent judgment of Riverside County. Following completion of this MND, a Notice of Intent (NOI) to adopt the MND will be distributed as part of the Planning Commission hearing notice to the following entities: 1) organizations and individuals who have previously requested such notice in writing; 2) owners and occupants of contiguous property shown on the latest equalized assessment roll; 3) responsible and trustee agencies (public agencies that have a level of discretionary approval over some component of the proposed Project); and 4) the Riverside County Clerk. The NOI will identify the location(s) where the MND, Initial Study, MMRP, and associated technical reports are available for public review. In addition, notice of the Planning Commission hearing and 20-day review period for the MND also will occur via publication in a newspaper of general circulation in the Project area. The Planning Commission hearing notice and associated NOI establishes the 20-day public review period during which written comments on the adequacy of the MND document may be provided to the Riverside County Planning Department.

Following the public review period, the County of Riverside will review any comment letters received and will determine whether any substantive comments were provided that may warrant revisions to the MND document. If substantial revisions are necessary (as defined by CEQA Guidelines §15073.5[b]), then the MND and Initial Study would be recirculated for an additional 20-day public review period. If substantive revisions are not necessary and following conclusion of the public review process, a public hearing will be held before the Riverside County Planning Commission. The Planning Commission will consider the proposed Project and the adequacy of this MND, at which time public comments will be heard. At the conclusion of the public hearing process, the Planning Commission will provide a

recommendation to the Board of Supervisors as to whether to approve, conditionally approve, or deny approval of the proposed Project. Subsequently, a hearing before the Riverside County Board of Supervisors will be held, during which the Board of Supervisors will evaluate the Project and the adequacy of this MND and take final action to approve, conditionally approve, or deny approval of the proposed Project.

2.0 ENVIRONMENTAL SETTING

2.1 PROJECT LOCATION

Figure 2-1, *Regional Map*, and Figure 2-2, *Vicinity Map*, depict the location of the Project site. The Project site consists of 65.20 acres of undeveloped land located south of Center Street, west of Garfield Avenue, east of California Avenue (roadway public right-of-way that currently accommodates railroad tracks), north and south of Spring Street, and 1.5 miles north of Palmyrita Avenue in the Highgrove Area Plan (HAP) of unincorporated Riverside County. The Project site is located within the City of Riverside sphere of influence and is located approximately 1.5 miles south of the San Bernardino County line. The property encompasses Assessor Parcel Numbers (APNs) 255-060-014, 255-060-015, 255-060-016, 255-060-017, 255-060-018, 255-110-003, 255-110-004, 255-110-005, 255-110-006, 255-110-015, 255-110-019, and 255-110-029 and is located in Section 8, Township 2 South, Range 4 West, San Bernardino Baseline and Meridian.

In addition to evaluating the Project site, off-site infrastructure alignments also are evaluated as part of this IS/MND. The Project proposes to install off-site water lines in Center Street and Spring Street. Specifically, a 10-inch water line would be installed beneath Center Street to extend from the juncture of proposed Street A approximately 1,900 feet east to Michigan Avenue. In addition, the Project proposes to install an 8-inch water line extending from the juncture of proposed Street G and Spring Street extending east approximately 720 feet. Refer to Section 3.0 for a more detailed description of off-site improvements proposed as part of the Project.

2.2 EXISTING SITE AND AREA CHARACTERISTICS

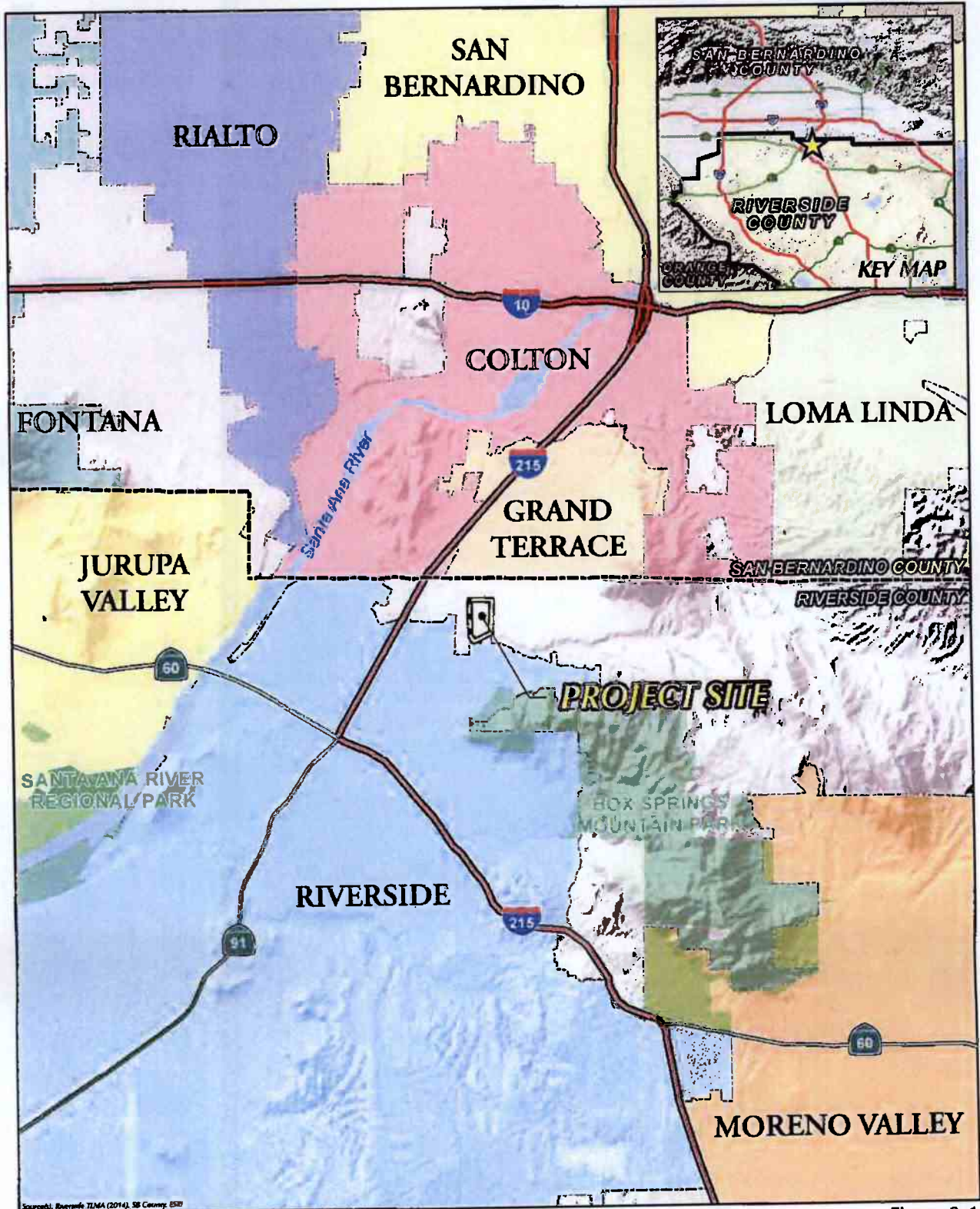
2.2.1 Site Access

The Project site is located approximately 0.65-mile east of Interstate 215 (I-215), which is a north-south oriented facility owned and operated by the California Department of Transportation (CalTrans). I-215 provides a connection between Interstate 10 (I-10) to the north and Interstate 15 (I-15) to the south. Local roadway access to the Project site is primarily provided from paved roads that abut the Project site. Center Street is located to the north, Garfield Avenue is located to the east, and Spring Street runs east/west roughly dividing the Project site into two halves.

2.2.2 Existing Site Conditions

Figure 2-3, *Aerial Photograph*, depicts the existing conditions of the Project site. The majority of the site is relatively flat with on-site elevations ranging from approximately 964 to 1,000 feet above mean sea level (AMSL). The southern portion of the site slopes downward into the adjacent Springbrook Wash, which occurs off-site to the south. The northern portion of the site, north of Spring Street, supports non-native grassland habitat that was previously used for agricultural purposes. The southern portion of the site, south of Spring Street, contains disturbed habitat with some developed areas, including constructed drainage facilities and two small well pump houses connecting to power lines along Spring Street. (Alden, 2014, p. 3)

Three (3) pole mounted transformers exist in association with the well house structure (Well No. 21) on the eastern portion of the site, south of Spring Street. One pad mounted transformer exists in association with the well-house structure (Well No. 22) on the western portion of the site, south of Spring Street. Southern California Edison (SCE) electric power lines with wooden poles extend along the southern side of Spring Street, along the western boundary of the site/California Avenue right-of-



Source(s): Riverside TEMA (2014), SB County ES07

Figure 2-1

REGIONAL MAP



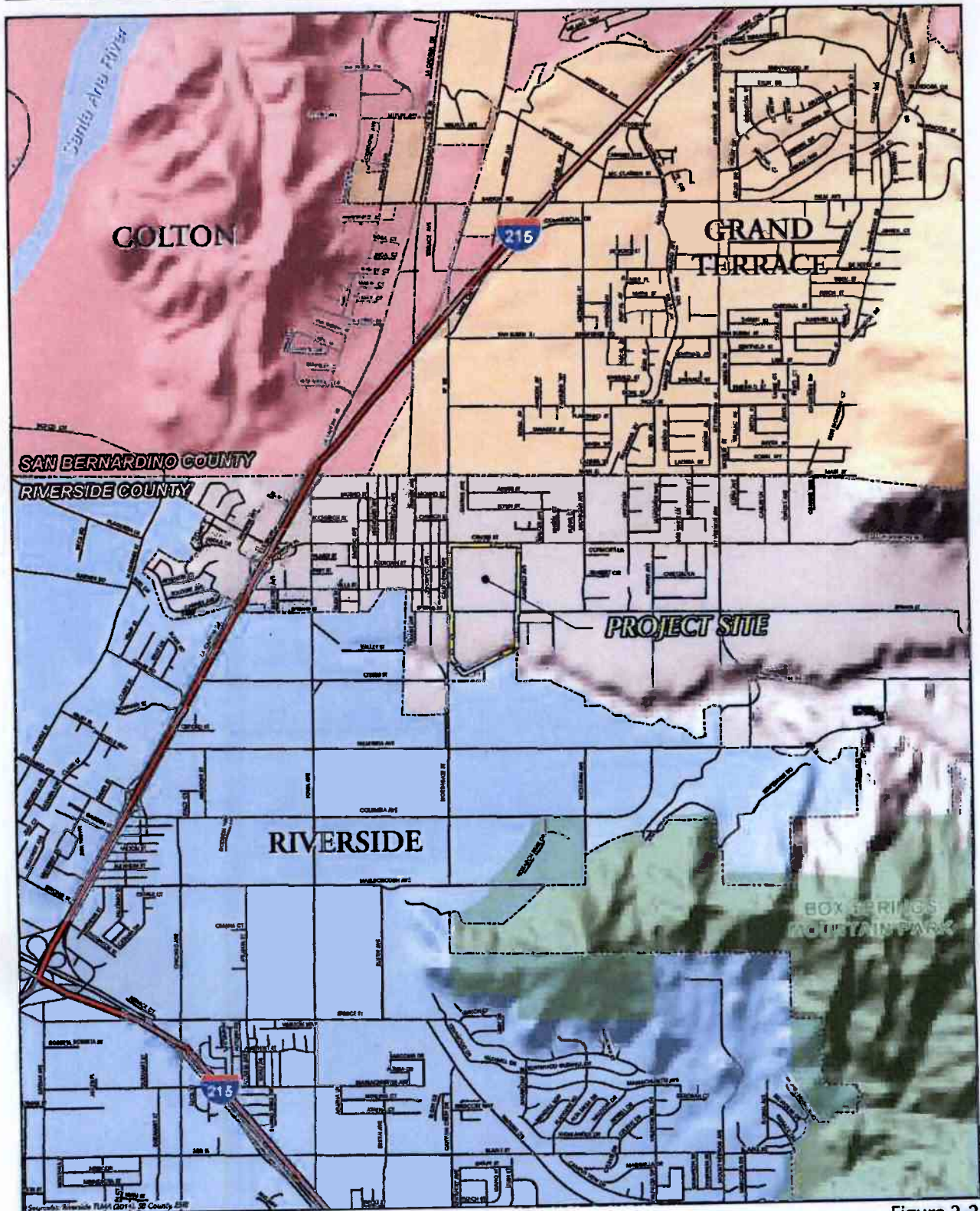


Figure 2-2

VICINITY MAP





Figure 2-3

AERIAL PHOTOGRAPH



way, and along the eastern boundary of the site from Center Street to Spring Street. In addition, six (6) pole mounted transformers are located on the perimeter of the site, with two pole mounted transformers occurring south of Spring Street and four (4) to the west of Garfield Avenue (Petra, 2013b, pp. i-ii).

Figure 2-3 also shows the existing conditions for the Project's off-site impact areas, which consists of paved roadway in the Center Street and Spring Street rights-of-way.

2.2.1 Surrounding Land Uses and Development

Figure 2-4, *Surrounding Land Uses and Development*, depicts the Project site and the existing land uses on and immediately surrounding the Project site. As shown on Figure 2-4, manufacturing-commercial warehouse buildings, several single-family homes, and vacant undeveloped land occur to the north of the Project site, north of Center Street. Springbrook Wash is located immediately south of the Project site, beyond which are several manufacturing-commercial warehouse buildings. Immediately east of the Project site, at the southeastern corner of Center Street and Garfield Avenue, is the Highgrove Elementary School. South of the school site is undeveloped land. East of the Project site and south of Spring Street are residential land uses. Abutting the western boundary of the Project site is the California Avenue public right-of-way, which contains railroad tracks of the Southern Pacific Railroad. A Kinder-Morgan petroleum pipeline and associated easements exist off-site along the western boundary of the Project site, along the alignment of California Avenue. Located west of California Avenue is an existing single-family residential neighborhood.

2.3 PLANNING CONTEXT

2.3.1 Existing General Plan Land Use Designations

The Project site is designated by the Riverside County General Plan and the HAP for "Community Development: Light Industrial (LI)." (GPA 01126 proposes to amend the Riverside County General Plan Land Use Element and HAP Land Use Plan land use designations as they pertain to the site from "LI" to "Community Development: Medium Density Residential (MDR).")

As shown on Figure 2-5, *Existing On-Site and Surrounding General Plan Designations*, General Plan land use designations surrounding the Project site include: Light Industrial (LI) to the north; Medium Residential (MDR) north of Spring Street and east of Garfield Avenue; Low Density Residential (LDR) south of Spring Street and east of Garfield Avenue; Rural Residential (R-R) adjacent to the southeast corner of the Project site; Open Space-Conservation (O-SC) near the southern boundary of the Project site; MDR west of the Project site from the southern corner of the Project site to near the northern corner of the Project site; and Commercial-Retail (CR) west of the Project site at the southwestern corner of Center Street at California Avenue. South of the Project site is the City of Riverside. Lands within the City of Riverside immediately south of the site are designated by the Riverside General Plan for "Business/Office Park (B/OP)."

2.3.2 Existing Zoning Designations

As shown on Figure 2-6, *Existing On-Site and Surrounding Zoning Designations*, the majority of the Project site is zoned for "Manufacturing-Service Commercial (M-SC)," with the southeastern portion of the Project site (APN 255-110-006) designated for "Industrial Park (I-P)." The M-SC designation allows for most light manufacturing and industrial uses, such as food, textile, metal, lumber and wood, leather, chemical products, machinery, electrical equipment, services to selected commercial uses, and caretakers' residence. A Conditional Use Permit is required for uses such as recycling centers, fuel

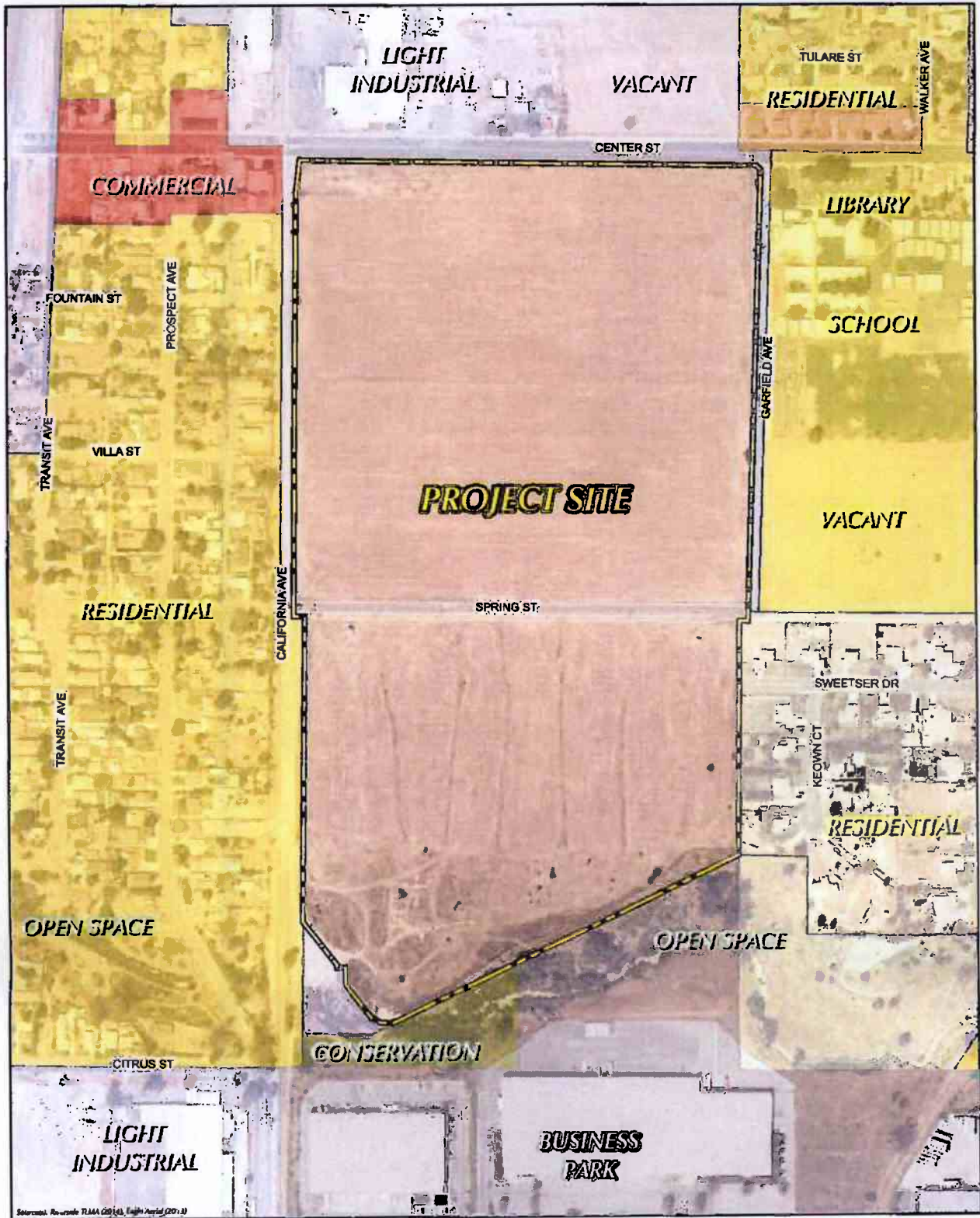


Figure 2-4

SURROUNDING LAND USES AND DEVELOPMENT

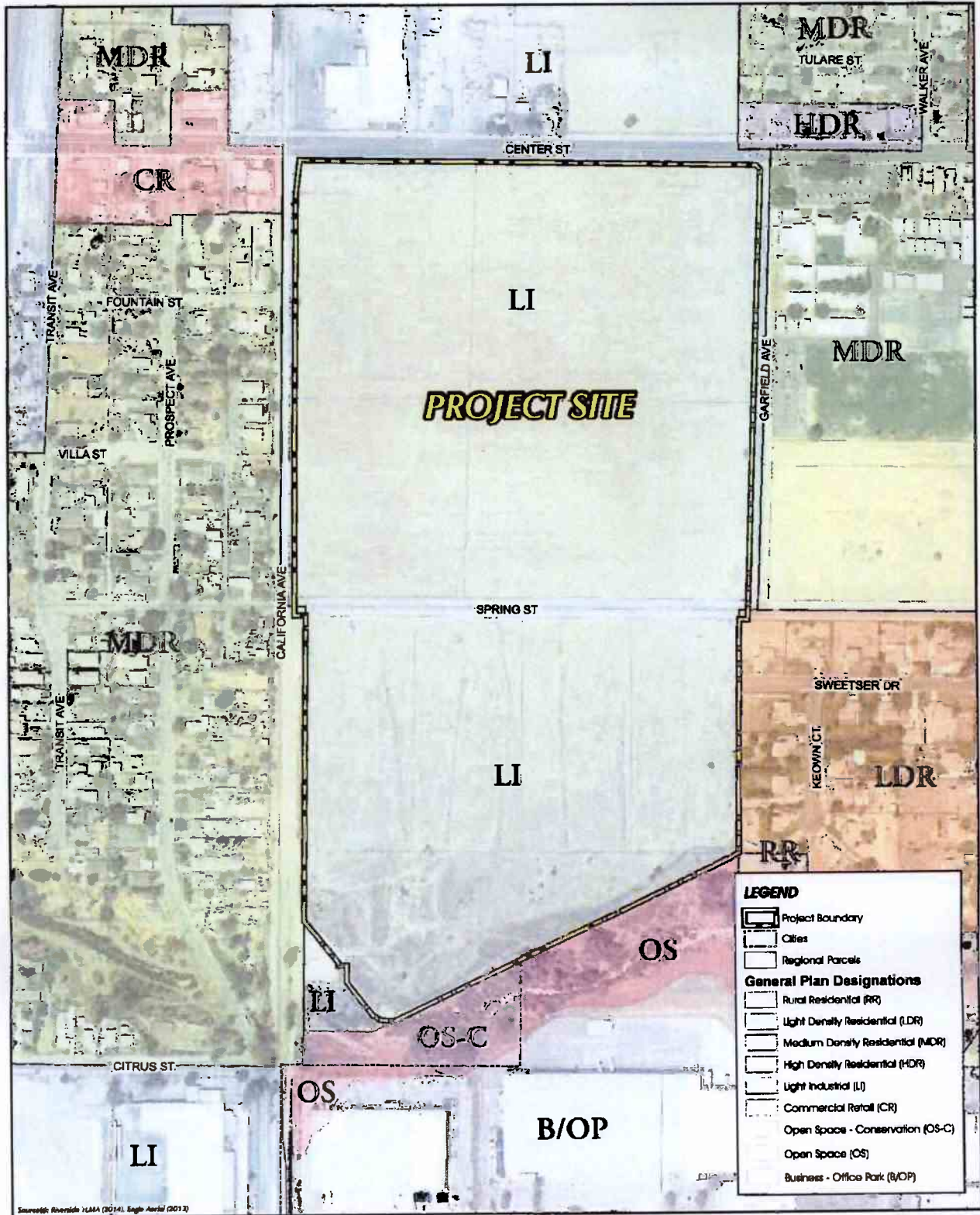


Figure 2-5
EXISTING ON-SITE AND SURROUNDING
GENERAL PLAN DESIGNATIONS



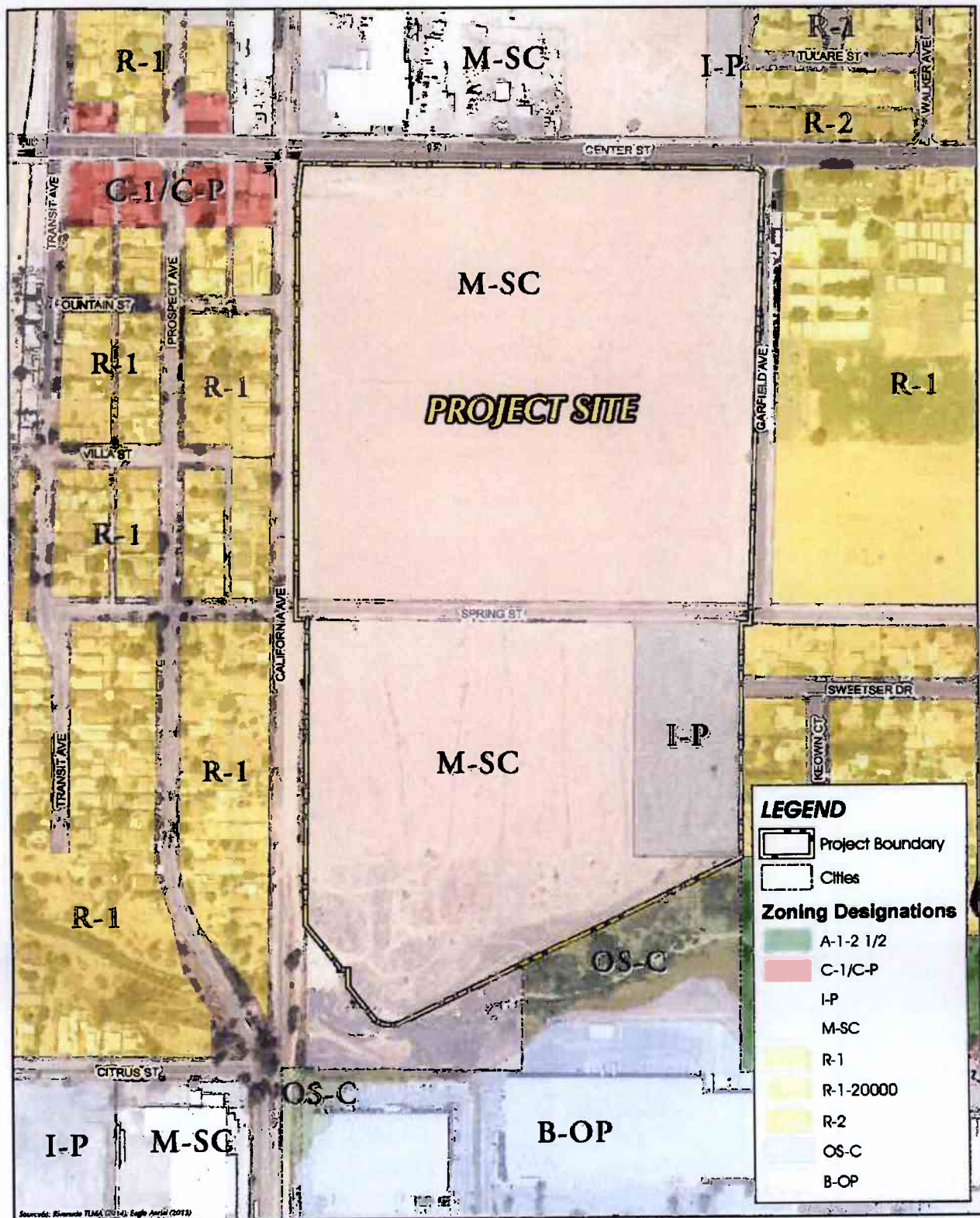


Figure 2-6
EXISTING ON-SITE AND SURROUNDING
ZONING DESIGNATIONS



storage, and batch plants. The O-P designation allows for industrial and manufacturing uses such as food, lumber, wood, and paper products; textile and leather products; chemical and glass products; metal, machinery, and electrical products; transportation and related industries; engineering and scientific instruments; industrial uses, and service and commercial uses. Additional, more intensive uses are allowed with issuance of a conditional use permit. (CZ 0781 proposes to change the zoning designation of the site to "One Family Dwellings (R-1)," which allows for development with one family dwellings and limited agricultural uses with minimum lot size requirements of 7,200 SF.)

Zoning designations surrounding the Project site include One Family Dwellings (R-1) to the east and west; Manufacturing-Service Commercial (M-SC) to the north and south; Multiple Family Dwellings (R-2) adjacent to the northeast corner of the site, north of Center Street; General Commercial (C-1/C-P) near the northwest corner of the site, south of Center Street and west of California Avenue; Light-Heavy Agriculture (A-1-2½) adjacent to the southeast corner of the site; and the City of Riverside south of the site. Lands to the south of the Project site within the City of Riverside are zoned for "Business and Manufacturing Park Zone (BMP)" with the lands nearest the Project site subject to a "Water Course Overlay Zone (WC)."

2.3.1 Highgrove Community Policy Area

The Project site occurs within the Highgrove Community Policy Area of the HAP. The Highgrove Community Policy Area applies to approximately 2,454 acres of unincorporated land located immediately south of the San Bernardino County line and east to the Box Springs Mountains and southward to the incorporated limits of the City of Riverside. Prior to commencement of the Riverside County Integrated Project (RICP), the County adopted the Highgrove Community Plan. Rather than duplicate efforts for the Highgrove area as part of the RCIP, the County chose to incorporate the goals, issue statements, and policies of the Community Plan within the HAP Land Use Plan except as necessary to reflect adoption of Specific Plan No. 323 (Riverside County, 2003a, HAP p. 19).

The HAP includes a variety of goals and policies specific to the Highgrove Community Policy Area, including goals and policies related to Community Plan-wide Goals, General Policies (including policies related to Administrative, Design and Environmental, and Recreational Trails), and Local Land Use policies.

2.3.2 City of Riverside Sphere of Influence

As defined by Riverside Local Agency Formation Commission (LAFCO) a sphere of influence is a planning boundary outside of an agency's legal boundary (such as the city limit line). This is defined as the physical boundary and service area that designates the agency's probable future boundary and service area that it is expected to serve. Establishment of this boundary is necessary to determine which governmental agencies can provide service in the most efficient way to the people and property in any given area. (LAFCO, 2004) The Project site is located in the City of Riverside Sphere of Influence. The City of Riverside General Plan applies a pre-zoning designation of "MDR – Medium Density Residential" to the Project site. (Riverside, 2007, Figure LU-10)

2.3.3 Western Riverside Multiple Species Habitat Conservation Plan

The Western Riverside County Multiple Species Habitat Plan (MSHCP) is a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP) focusing on conservation of species and their habitats in Western Riverside County. The Project site is located within the MSHCP Highgrove Area Plan but is not located within a Criteria Cell (Alden, 2014, p. 6). For land use projects outside of the MSHCP Criteria Area, additional MSHCP requirements still apply.

2.4 EXISTING ENVIRONMENTAL CHARACTERISTICS

2.4.1 Geology

Geologically, the site lies within the northern portion of the Peninsular Ranges Geomorphic Province. The Peninsular Range Geomorphic Province is generally characterized by alluviated basins and elevated erosion surfaces. (Petra, 2013a, p. 4) The Project site lies northwest of the Box Springs Mountains, the HAP's most prominent natural feature. The Box Springs Mountains are predominantly composed of Cretaceous granitic rocks. The sedimentary units on the western slopes in the vicinity of the Project site, are mapped as geologically young Quaternary (late and middle Holocene) alluvial fan deposits. The northern portion of the Project site is overlain by Quaternary old and very old alluvial deposits (late to middle Pleistocene and early Pleistocene).

The Project site is not located within any currently designated State of California Alquist-Priolo Earthquake Fault Zone and no known active faults have been identified on or adjacent to the site. In addition, the site does not lie within a fault zone established by the County of Riverside. According to mapping available from Riverside County's "Map My County" Geographic Information System (GIS), the Project site is mapped as having a low liquefaction susceptibility and is susceptible to subsidence (RCIT, 2015). Groundwater was not encountered to the maximum depth explored of 51.5 feet below existing grade (Petra, 2013a, p. 7). Riverside County's Map My County GIS shows the Project site as having "low" liquefaction susceptibility (RCIT, 2015). In light of the relatively deep groundwater, the potential for liquefaction and seismically induced settlement is considered low (Petra, 2013a, p. 7). Additionally, as shown on General Plan HAP Figure 12, *Slope Instability*, the Project site is not located in an area mapped with existing landslides, or an area of high susceptibility to seismically induced landslides and rockfalls, nor is the Project site located within a low to moderate susceptibility to seismically induced landslides or rockfalls (Riverside County, 2003b).

The Project site is not located in close proximity to any enclosed bodies of water; however the site is located approximately 16 miles southwest of the Seven Oaks Dam but is not within the Seven Oaks Dam inundation zone; therefore, inundation of the site due to dam failure or seiches during an earthquake event is considered low (Petra, 2013a, p. 8). The Project site is located within Federal Emergency Management Agency (FEMA) Flood Zone X, which is defined as an area of low flooding. As shown on TTM 36668 the approximate 100-Year Flood Zone is located in the southern portion of the Project site in the natural open space area. As shown on General Plan Figure 8, *Highgrove Area Plan Flood Hazards*, the area of Springbrook Wash, located off-site and south of the Project site, is also located in the 100-Year Flood Zone (Riverside County, 2003b).

2.4.2 Topography

Elevations on-site range from approximately 964 to 1,000 above mean sea level (AMSL). As shown on County of Riverside General Plan Highgrove Area Plan (HAP) Figure 11, *Highgrove Area Plan Steep Slope*, the Project site is located in an area of slope angle less than 15% (Riverside County, 2003b). The southern portion of the site slopes downward into the adjacent Springbrook Wash, which occurs off-site to the south.

2.4.3 Agricultural Resources

According to agricultural lands mapping available from the California Department of Conservation (CDC), the Project site is designated as "Farmland of Local Importance." Areas surrounding the Project site are designated as "Urban and Built-Up Land" and "Other Land." (CDC, 2012a) The Project site is not located within an agricultural preserve and does not contain lands that are subject to Williamson

Act Contracts. The nearest lands within an agricultural preserve are located approximately 0.66 miles east of the Project site (RCIT, 2015; CDC, 2012b).

2.4.4 Mineral Resources

According to Figure 4.12.1 of the Riverside County General Plan EIR, the Project site is designated within Mineral Resource Zone 3 (MRZ-3) (pursuant to the Surface Mining and Reclamation Act of 1975, or SMARA), which is defined by the State of California as "Areas where the available geologic information indicates that mineral deposits are likely to exist, however, the significance of the deposit is undetermined." Furthermore, the Project site is not identified as an important mineral resource recovery site by the County of Riverside General Plan, nor is the property located within any specific plans (Riverside County, 2003a).

2.4.5 Hydrology

Under existing conditions, the northern portion of the Project site between Center Street and Spring Street drains to the northwest corner of the site. An existing 66-inch reinforced concrete pipe (RCP) that runs along Center Street collects the runoff from the tributary area. (Webb, 2014b, p. 1)

The portion of the Project site located south of Spring Street exhibits two separate drainage basins. Approximately half of the area drains to the north towards an open trapezoidal channel along the southern side of Spring Street. This concrete channel flows west where it terminates just east of California Ave at a concrete drop inlet. The flow collected in the existing Spring Street channel is discharged into an existing 60" RCP storm drain through the drop inlet. Runoff is then conveyed south through the 60" storm drain that parallels the railroad tracks along California Ave. The storm drain ultimately outlets into a rectangular channel that also collects the flow from Spring Brook Wash. The southern half of the site drains south towards Spring Brook Wash and continues west towards the rectangular channel. The rectangular channel is part of the Spring Street storm drain which connects to a 72" culvert that crosses California Ave. and the railroad tracks and discharges flows into an unimproved creek. (Webb, 2014b, p. 1)

2.4.6 Groundwater

The Project site is located within the Upper Santa Ana Valley-Riverside-Arlington Watershed Groundwater Basin. Groundwater depth varies within the area and according to analysis performed by Petra Geotechnical, Inc. flows toward the west-southwest. Historic groundwater levels in the Project vicinity range between approximately 13 feet and 236 feet below the ground surface. Petra Geotechnical did not encounter groundwater during their field investigation to the maximum depth explored of 51.5 feet. (Petra, 2013a, pp. 4-5)

2.4.7 Soils

Under existing conditions, Petra Geotechnical observed topsoil and older alluvial deposits. The Project site is covered by 3 to 5 feet of topsoil generally consisting of loose, dry, silty sands. Below the topsoil, older alluvial deposits occur and consist predominantly of light-to reddish brown, dry to moist, medium to very dense, fine to coarse grained silty sands, sands, and clayey sands. While the older alluvium was generally observed to be medium to very dense just below the topsoil, zones of low density and/or porous soils were observed within the upper 5 to 10 feet. (Petra, 2013a, p. 4)

The United States Department of Agriculture Natural Resources Conservation Service Web Soil Survey indicates that the Project site is underlain by the following soil types (USDA, 1971).

- **Greenfield sandy loam**, 2 to 8 percent slopes, eroded. This soil type primarily occurs in the northern portion of the Project site, north of Spring Street.
- **Hanford coarse sandy loam**, 2 to 8 percent slopes. This soil type primarily occurs in the southern portion of the Project site, south of Spring Street.
- **Terrace escarpments**. Located in a small portion of the southeastern corner of the Project site.

2.4.8 Vegetation

Figure 2-7, *Existing Vegetation Map*, depicts the location of the five (5) vegetation communities mapped by Alden Environmental within the Project impact footprint and a 500-foot buffer that extends beyond the Project site boundaries. Of these, only the non-native grassland, eucalyptus woodland, and disturbed/developed habitat occur within the Project footprint as identified by Alden Environmental on Figure 2-7. A description of each of the vegetation/and use types is provided below.

- **Non-Native Grassland**. The northern portion of the Project site supports non-native grassland habitat dominated by bromes and wild oats with other non-natives such as black mustard and Russian thistle. Approximately 37.36 acres of Non-Native Grassland occurs within the Project site (Alden, 2014, p. 5).
- **Eucalyptus Woodland**. Approximately 0.07 acres of Eucalyptus Woodland occurs in scattered patches on the southern end of the Project site and has an understory consisting of bare ground and non-native grasses. Eucalyptus Woodland is not considered a sensitive plant species (Alden, 2014, p. 5).
- **Disturbed/Developed**. Disturbed/Developed habitat occurs on the majority of the Project site. The portion of the Project site located south of Spring Street is almost entirely disturbed. Developed areas include constructed drainage facilities, two small pump houses, adjacent dirt and paved roads, and power lines along the majority of the Project site's perimeter (Alden, 2014, p. 5).
- **Mule Fat Scrub**. Mule Fat Scrub occurs in patches within the off-site drainage feature located approximately 12-15 feet south of the Project site. Mule fat scrub is a riparian scrub community dominated by mule fat and interspersed with shrubby willows. This vegetation typically occurs along intermittent stream channels with a fairly coarse substrate and moderate depth to the water table. Similar to southern willow scrub, this early seral community is maintained by frequent flooding, the absence of which would lead to a riparian woodland or forest (Alden, 2014, p. 4).
- **Southern Willow Scrub**. This vegetation community occurs off-site approximately 24 to 60 feet south of the Project site. Southern Willow Scrub consists of broad-leaved, winter-deciduous stands of trees dominated by shrubby willows in association with mule fat. Southern Willow Scrub generally occurs on loose, sandy, or fine gravelly alluvium deposited near stream channels during flood flows. This vegetation community is dominated by arroyo willow with mule fat as a non-dominant species (Alden, 2014, pp. 4-5).



Figure 2-7

EXISTING VEGETATION MAP



3.0 PROJECT DESCRIPTION

The Project evaluated by this IS/MND is located within the Highgrove community of unincorporated Riverside County, California. The proposed Project consists of applications for a General Plan Amendment (GPA 01126), Change of Zone (CZ 07811), and a Tentative Tract Map (TTM 36668). Copies of the entitlement applications for the proposed Project are herein incorporated by reference pursuant to CEQA § 15150 and are available for review at the Riverside County Planning Department, located at 4080 Lemon Street, 12th Floor, Riverside, CA. A detailed description of the proposed Project is provided in the following sections.

3.1 PROPOSED DISCRETIONARY APPROVALS

3.1.1 General Plan Amendment No. 01126

Under existing conditions, the 65.20-acre site is designated by the Riverside County General Plan and Highgrove Area Plan (HAP) for "Community Development: Light Industrial (LI)" land use, which allows for industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities and supporting retail uses. GPA 01126 proposes to amend the Riverside County General Plan Land Use Element and HAP Land Use Plan land use designations as they pertain to the site from "LI" to "Community Development: Medium Density Residential (MDR)," which would allow for development of the site with residential uses having a density range of 2.0-5.0 dwelling units per acre (du/ac) (Riverside County, 2003a). Figure 3-1, *General Plan Amendment No. 01126*, depicts the site's existing and proposed General Plan and HAP land use designations.

3.1.2 Change of Zone No. 07811

Under existing conditions, the 65.20-acre Project site is zoned for "Manufacturing-Service Commercial (M-SC)" and "Industrial Park (I-P)." The M-SC zoning designation allows for most light manufacturing and industrial uses, such as food, textile, metal, lumber and wood, leather, chemical products, machinery, electrical equipment, services to selected commercial uses, and caretakers' residence. A Conditional Use Permit is required for uses such as recycling centers, fuel storage, and batch plants. The I-P designation allows for industrial and manufacturing uses such as food, lumber, wood, and paper products; textile and leather products; chemical and glass products; metal, machinery, and electrical products; transportation and related industries; engineering and scientific instruments; industrial uses, and service and commercial uses. CZ 07811 proposes to change the zoning designation of the site to "One Family Dwellings (R-1)," which allows for development with one family dwellings and limited agricultural uses with minimum lot size requirements of 7,200 SF. Figure 3-2, *Change of Zone No. 07811*, depicts the site's existing and proposed zoning designations. The proposed R-1 zoning designation would be consistent with and would implement the site's proposed General Plan land use designation of MDR.

3.1.3 Tentative Tract Map No. 36668

A. *Land Use Summary*

TTM 36668 is shown on Figure 3-3, *Tentative Tract Map No. 36668*. A summary of the lots proposed to be created through subdivision as part of TTM 36668 is presented in Table 3-1, *Land Use Summary of Tentative Tract Map No. 36668*. As shown in Table 3-1, TTM 36668 would subdivide the 65.20-acre site into 200 single-family residential lots on 37.82 acres; two (2) park sites on 4.01 acres; eleven (11) open space and regional trail lots on 1.10 acres; three (3) lots reserved for water quality basins on 2.54 acres; 4.1 acres of natural open space; 16.41 acres of local streets; and 0.68 acres for additional right of way.

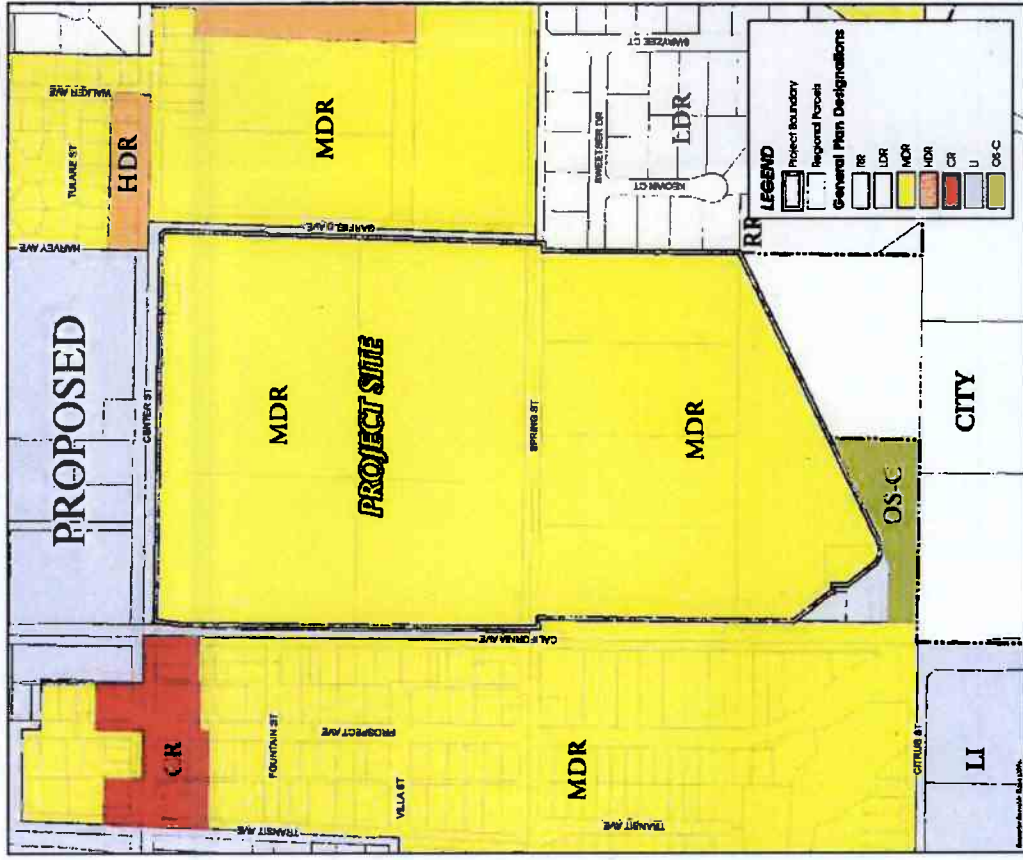
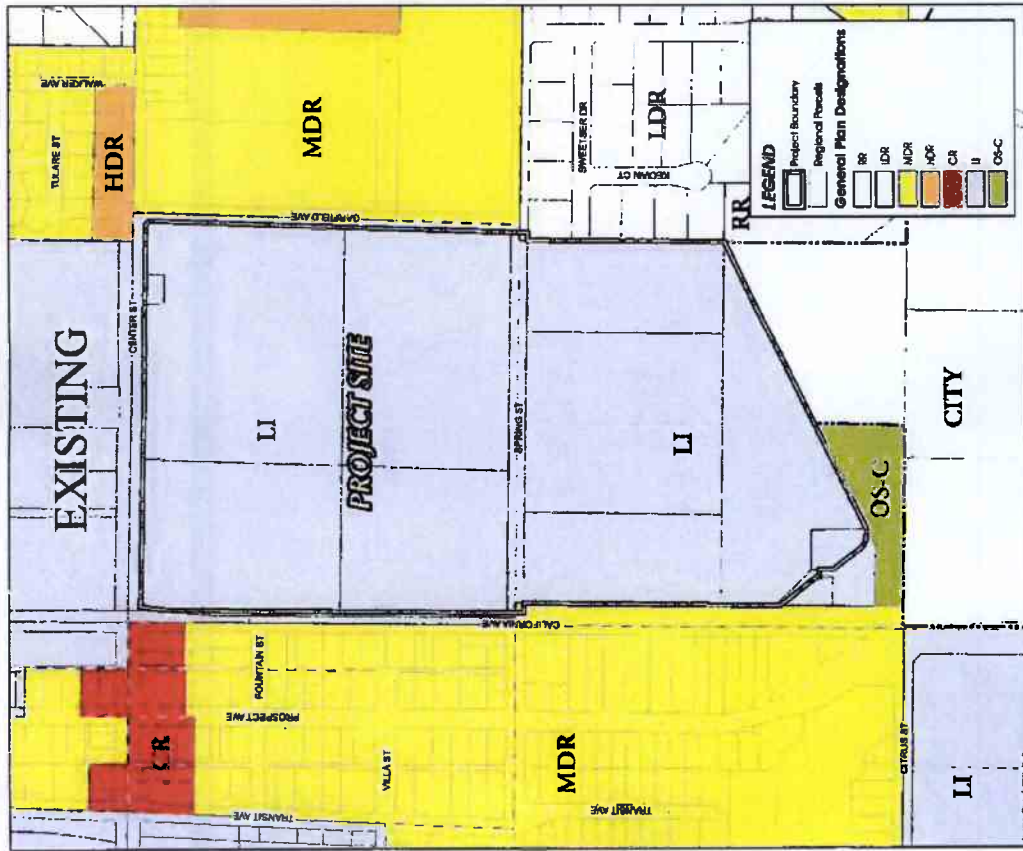


Figure 3-1



Page 3-2

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

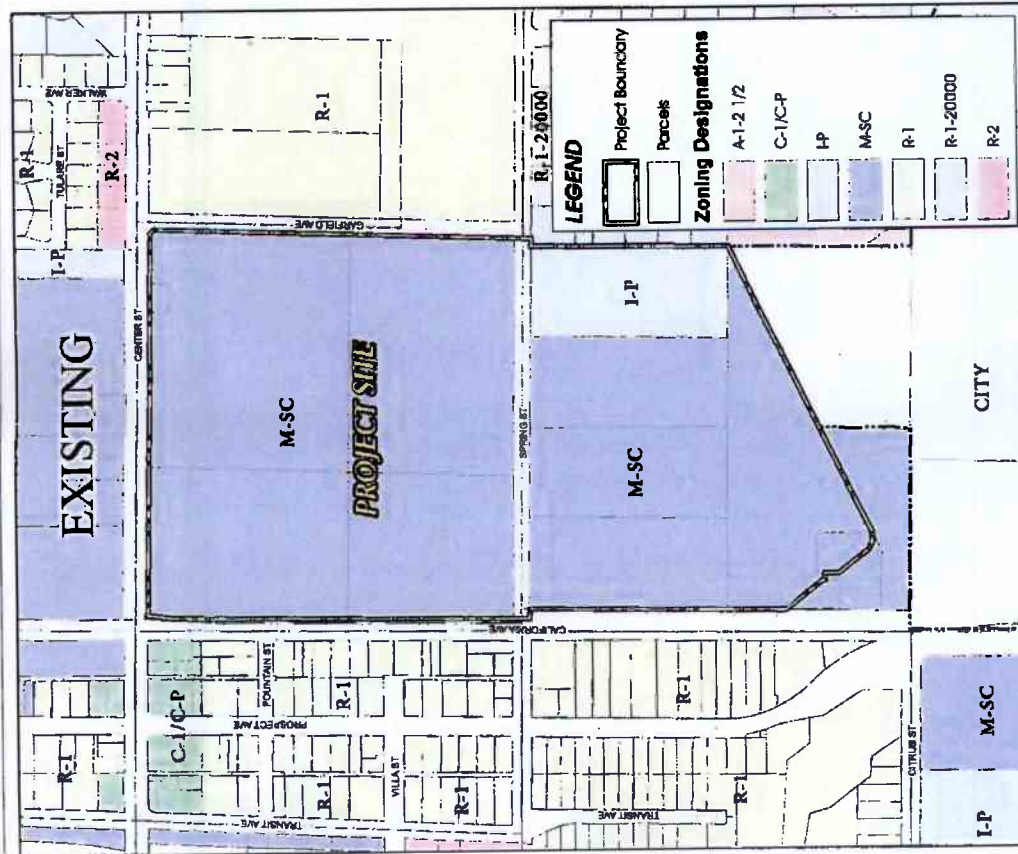
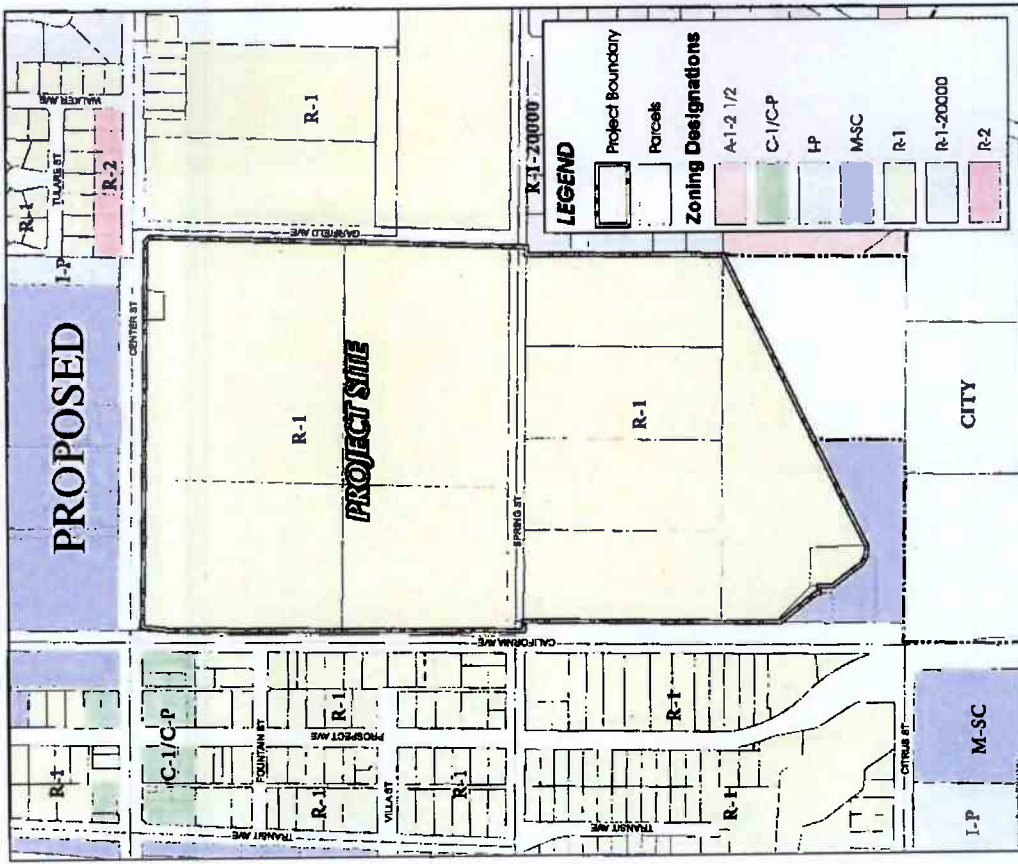


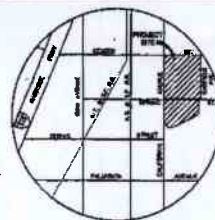
Figure 3-2

CHANGE OF ZONE NO. 07811

TENTATIVE TRACT MAP NO 36668

HIGHGROVE AREA

COUNTY OF RIVERSIDE, CALIFORNIA



OWNER/APPLICANT
 CITY OF RIVERSIDE
 300 WEST G STREET
 RIVERSIDE, CA 92501
 PHONE: (951) 955-2000

CIVIL ENGINEERING
 ALBERT A. BEEB CONSULTANTS
 1000 WEST G STREET
 RIVERSIDE, CA 92501
 PHONE: (951) 955-2000

UTILITY PROVIDERS
WATER
 RIVERSIDE WATER DEPARTMENT
 1000 WEST G STREET
 RIVERSIDE, CA 92501
 PHONE: (951) 955-2000

SEWER
 CITY OF RIVERSIDE
 300 WEST G STREET
 RIVERSIDE, CA 92501
 PHONE: (951) 955-2000

ELECTRIC
 SDGE
 1000 WEST G STREET
 RIVERSIDE, CA 92501
 PHONE: (951) 955-2000

TELEPHONE
 SBC
 1000 WEST G STREET
 RIVERSIDE, CA 92501
 PHONE: (951) 955-2000

MAIL
 POSTAL SERVICE
 1000 WEST G STREET
 RIVERSIDE, CA 92501
 PHONE: (951) 955-2000

TABLE 1.1
 THE CITY OF RIVERSIDE
 300 WEST G STREET
 RIVERSIDE, CA 92501
 PHONE: (951) 955-2000

SEWER SERVICE
 RIVERSIDE WATER DEPARTMENT
 1000 WEST G STREET
 RIVERSIDE, CA 92501
 PHONE: (951) 955-2000

LAND USE
 RIVERSIDE LAND USE DEPARTMENT
 1000 WEST G STREET
 RIVERSIDE, CA 92501
 PHONE: (951) 955-2000

SOILS SURVEYING
 PERM SURVEYING, INC.
 1000 WEST G STREET
 RIVERSIDE, CA 92501
 PHONE: (951) 955-2000

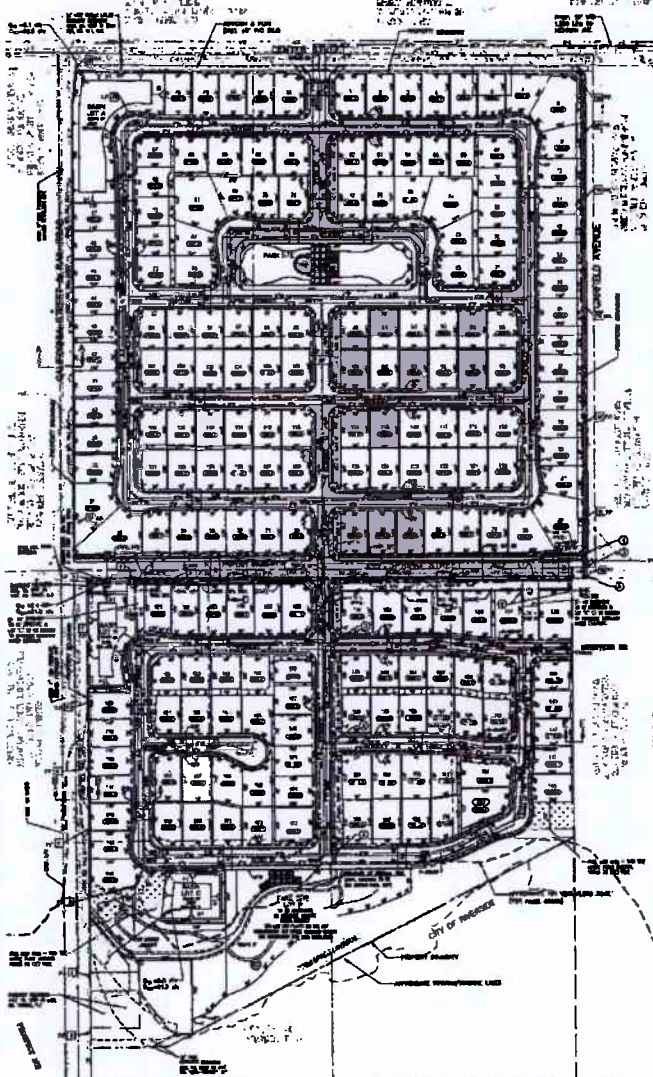
TOPOGRAPHY SOURCE
 TERRACON TOPOGRAPHY
 1000 WEST G STREET
 RIVERSIDE, CA 92501
 PHONE: (951) 955-2000

ASSESSOR'S PARCEL NO.

001-001-001	001-001-002
001-001-003	001-001-004
001-001-005	001-001-006
001-001-007	001-001-008
001-001-009	001-001-010
001-001-011	001-001-012
001-001-013	001-001-014
001-001-015	001-001-016
001-001-017	001-001-018
001-001-019	001-001-020
001-001-021	001-001-022
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001-001-093	001-001-094
001-001-095	001-001-096
001-001-097	001-001-098
001-001-099	001-001-100

LAND USE SUMMARY

LAND USE GROUP	AREA (ACRES)	PERCENT
RESIDENTIAL SINGLE-FAMILY	1,200	32.82
RESIDENTIAL	1,200	32.82
OFFICE	1,200	32.82
COMMERCIAL	1,200	32.82
INDUSTRIAL	1,200	32.82
RECREATION	1,200	32.82
UNDEVELOPED	1,200	32.82
ROADS	1,200	32.82
UTILITIES	1,200	32.82
WATER	1,200	32.82
SEWER	1,200	32.82
ELECTRIC	1,200	32.82
TELEPHONE	1,200	32.82
MAIL	1,200	32.82
SOILS	1,200	32.82
TOPOGRAPHY	1,200	32.82
ASSESSOR'S PARCEL NO.	1,200	32.82
LAND USE SUMMARY	1,200	32.82
TOTAL	3,624	100.00



- GENERAL INFORMATION**
1. ALL DEVELOPMENTS SHALL BE PERMITTED ONLY BY THE CITY OF RIVERSIDE.
 2. THE CITY OF RIVERSIDE SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ALL UTILITIES.
 3. THE CITY OF RIVERSIDE SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ALL STREETS.
 4. THE CITY OF RIVERSIDE SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ALL PARKS AND RECREATION AREAS.
 5. THE CITY OF RIVERSIDE SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ALL UTILITIES.
 6. THE CITY OF RIVERSIDE SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ALL STREETS.
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 11. THE CITY OF RIVERSIDE SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ALL UTILITIES.
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 14. THE CITY OF RIVERSIDE SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ALL UTILITIES.
 15. THE CITY OF RIVERSIDE SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ALL STREETS.
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 17. THE CITY OF RIVERSIDE SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ALL UTILITIES.
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 19. THE CITY OF RIVERSIDE SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ALL PARKS AND RECREATION AREAS.
 20. THE CITY OF RIVERSIDE SHALL BE RESPONSIBLE FOR THE DESIGN AND CONSTRUCTION OF ALL UTILITIES.

- MAP NOTES**
1. PROPERTY OF THE LOCAL GOVERNMENT.
 2. PROPERTY OF THE LOCAL GOVERNMENT.
 3. PROPERTY OF THE LOCAL GOVERNMENT.
 4. PROPERTY OF THE LOCAL GOVERNMENT.

- LEGEND & ABBREVIATIONS**
- RESIDENTIAL SINGLE-FAMILY
 - RESIDENTIAL
 - OFFICE
 - COMMERCIAL
 - INDUSTRIAL
 - RECREATION
 - UNDEVELOPED
 - ROADS
 - UTILITIES
 - WATER
 - SEWER
 - ELECTRIC
 - TELEPHONE
 - MAIL
 - SOILS
 - TOPOGRAPHY
 - ASSESSOR'S PARCEL NO.
 - LAND USE SUMMARY
 - TOTAL

LEGAL DESCRIPTION

PARCELS 1 THROUGH 100 OF THE TRACT MAP NO. 36668, HIGHGROVE AREA, COUNTY OF RIVERSIDE, CALIFORNIA.

THE TRACT MAP NO. 36668, HIGHGROVE AREA, COUNTY OF RIVERSIDE, CALIFORNIA, IS A TRACT OF LAND CONTAINING 3,624 ACRES, MORE OR LESS, SITUATE IN THE CITY OF RIVERSIDE, COUNTY OF RIVERSIDE, CALIFORNIA, AND IS MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THE TRACT MAP NO. 36668, HIGHGROVE AREA, COUNTY OF RIVERSIDE, CALIFORNIA, IS A TRACT OF LAND CONTAINING 3,624 ACRES, MORE OR LESS, SITUATE IN THE CITY OF RIVERSIDE, COUNTY OF RIVERSIDE, CALIFORNIA, AND IS MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THE TRACT MAP NO. 36668, HIGHGROVE AREA, COUNTY OF RIVERSIDE, CALIFORNIA, IS A TRACT OF LAND CONTAINING 3,624 ACRES, MORE OR LESS, SITUATE IN THE CITY OF RIVERSIDE, COUNTY OF RIVERSIDE, CALIFORNIA, AND IS MORE PARTICULARLY DESCRIBED AS FOLLOWS:

THE TRACT MAP NO. 36668, HIGHGROVE AREA, COUNTY OF RIVERSIDE, CALIFORNIA, IS A TRACT OF LAND CONTAINING 3,624 ACRES, MORE OR LESS, SITUATE IN THE CITY OF RIVERSIDE, COUNTY OF RIVERSIDE, CALIFORNIA, AND IS MORE PARTICULARLY DESCRIBED AS FOLLOWS:

Source(s): Webb Associates (04-07-15)

Figure 3-3

TENTATIVE TRACT MAP NO. 36668



Table 3-1 Land Use Summary of Tentative Tract Map No. 36668

Lots	Land Use	Acreage	% of Project Site
I-200	Single-Family Residential	37.82	58.0%
A, B, and C	Detention Basin (3)	2.54	4.0%
D, E, G, H, I, J, K, L, M, N, O	Open Space	1.1	1.5%
F and P	Park Site (2)	4.01	6.1%
--	Additional Right of Way	0.68	1.0%
--	Local Streets	16.41	25.2%
--	Open Space (Natural)	2.67	4.1%
Gross Acreage:		65.20^a	100%^a

a. Total acreage is rounded to the nearest one-tenth. Total % is rounded to the nearest whole number. (Webb, 2014d)

A detailed description of the various land uses that would result from the approval of TTM 36668 is provided below. It should be noted that although TTM 36668 proposes to develop the property with up to 200 single-family homes, the analysis of Project impacts under the subject areas of air quality, greenhouse gas emissions, noise, and traffic assume future development of the site with up to 219 single family homes; as such, the analysis under these issue areas represents a "worst case" analysis of potential impacts that could result from residential development on the Project site.

- **Single-Family Residential.** TTM 36668 proposes to subdivide the property to provide 200 single-family residential lots 37.82 acres. Proposed residential lots would range in size from 7,200 SF to 15,210 SF with an overall average lot size of 8,200 SF. A total of 131 residential lots are proposed north of Spring Street and 69 residential lots are proposed south of Spring Street.
- **Detention Basins.** Three (3) detention basins are proposed on approximately 2.54 acres. Detention Basin Lot A is proposed north of Spring Street in the northwest corner of the Project site. Detention Basin Lot B is proposed immediately south of Spring Street adjacent to California Avenue. Detention Basin Lot C is proposed in the southwest corner of the Project site, south of L Street.
- **Open Space.** TTM 36668 allocates a total of 1.1 acres of open space on 11 lots (Lots D, E, G, H, I, J, K, L, M, N, O). Open Space Lots D, E, G, and H are proposed along the eastern alignment of Streets A and G and are intended to provide additional area of landscape setback along these streets. A regional trail would be accommodated along the south side of Spring Street east of Street G and would traverse south along the eastern side of Street G to the park site proposed in Lot P. The regional trail would traverse through the park site and into the natural open space area where a connection point is planned with the off-site trail system. Lots I, J, L, N, and O are open space lots proposed to accommodate trails. Lot K and Lot M would accommodate two (2) existing water well sites, which are operated by Riverside Highland Water Company.
- **Park Sites.** TTM 36668 proposes to provide two park sites on 4.01 acres. Park Site Lot F is proposed as a 48,186 SF park site to be located in the northern portion of the Project site, north of Spring Street. Park Site Lot P is proposed as a 126,315 SF park site to be located south of Street L and north of the natural open space area near the southern Project boundary. Figure 3-11, *Conceptual Park Plan (Lot F)*, and Figure 3-12, *Conceptual Park Plan (Lot P)*, presented later in this section, depict the preliminary park concepts for these two park sites.

- **On-site Local Streets.** TTM 36668 proposes a total of 16.41 acres of local streets (Streets A-O) and 0.68 acres of additional right-of-way to accommodate frontage improvements along abutting public roadways (Center Street, Garfield Avenue, California Avenue, and Spring Street).
- **Natural Open Space.** TTM 36668 proposes a total of 2.67 acres of natural open space along the southern Project boundary, adjacent to the off-site Springbrook Wash.

B. Proposed Circulation Improvements

As shown on Figure 3-3, the Project proposes improvements to several public roadways on- and off-site. Figure 3-4, *Roadway Cross-Sections*, depicts the improvements proposed for each of the various roadways. Access to the Project would be provided via three (3) full access connections. Spring Street divides the property and would provide access to the northern and southern portions of the Project site at Street G. Spring Street would also provide a westerly extension of the existing (off-site) Sweetser Drive. Primary access to the northern portion of the site would be provided via proposed Street A at Center Street and via proposed Street G at Spring Street. Primary access to the southern portions of the site would be from Street G via Spring Street. A description of the roadway improvements planned as part of the Project is provided below.

- **Center Street.** Center Street is an east-west oriented existing public roadway abutting the northern boundary of the Project site. It has an existing right-of-way width of 88 feet, including 32 feet of travel lanes and a 12-foot parkway along each side that accommodates an existing curb-adjacent sidewalk. Center Street is planned to be improved along the Project's frontage to the standard of a Secondary Highway, with a total right-of-way width of 100 feet that includes 32 feet of travel lanes and an 18-foot parkway on each side; thus, dedications and improvements to be made by the Project would be limited to the additional six feet of landscaped parkway along the southerly edge of Center Street. No other improvements to this roadway are planned as part of the Project.
- **Spring Street.** Spring Street is an existing public street that transects the central portion of the Project site in an east to west alignment with a total existing right-of-way width of 60 feet, including approximately 24 feet of travel lanes (two total travel lanes). The edges of this existing roadway are improved only with an existing concrete v-ditch to accommodate drainage, with no sidewalks or parkways. As part of the Project, Spring Street would be improved in accordance with Riverside County Standard 103 to provide a total right-of-way width of 74 feet, which includes 44 feet of travel lanes (four total travel lanes) and 15-foot parkways on both sides of the road that include a 5-foot curb-separated sidewalk. Thus, the Project would expand the existing travel lanes from approximately 24 feet to 44 feet, and would construct five-foot curb-separated sidewalks along both sides of the road within 15-foot parkways.
- **California Avenue.** California Avenue is an existing public right-of-way located along the site's western boundary. Under existing conditions, its alignment accommodates railroad tracks. The Project would provide a 66-foot right-of-way along the Project site's western boundary fronting California Avenue to accommodate the existing Union Pacific Railroad tracks and a future trail. A Regional Trail is proposed within the existing right-of-way of California and would be constructed in the future by others.
- **Garfield Avenue.** Garfield Avenue is an existing north-south oriented local street located along the Project site's eastern boundary that extends between Spring Street and Center Street. Under existing conditions, this roadway is partially improved with an existing right-of-way width of 60 feet, including +/- 29 feet of travel lanes. As part of the Project, an additional dedication of three (3) feet

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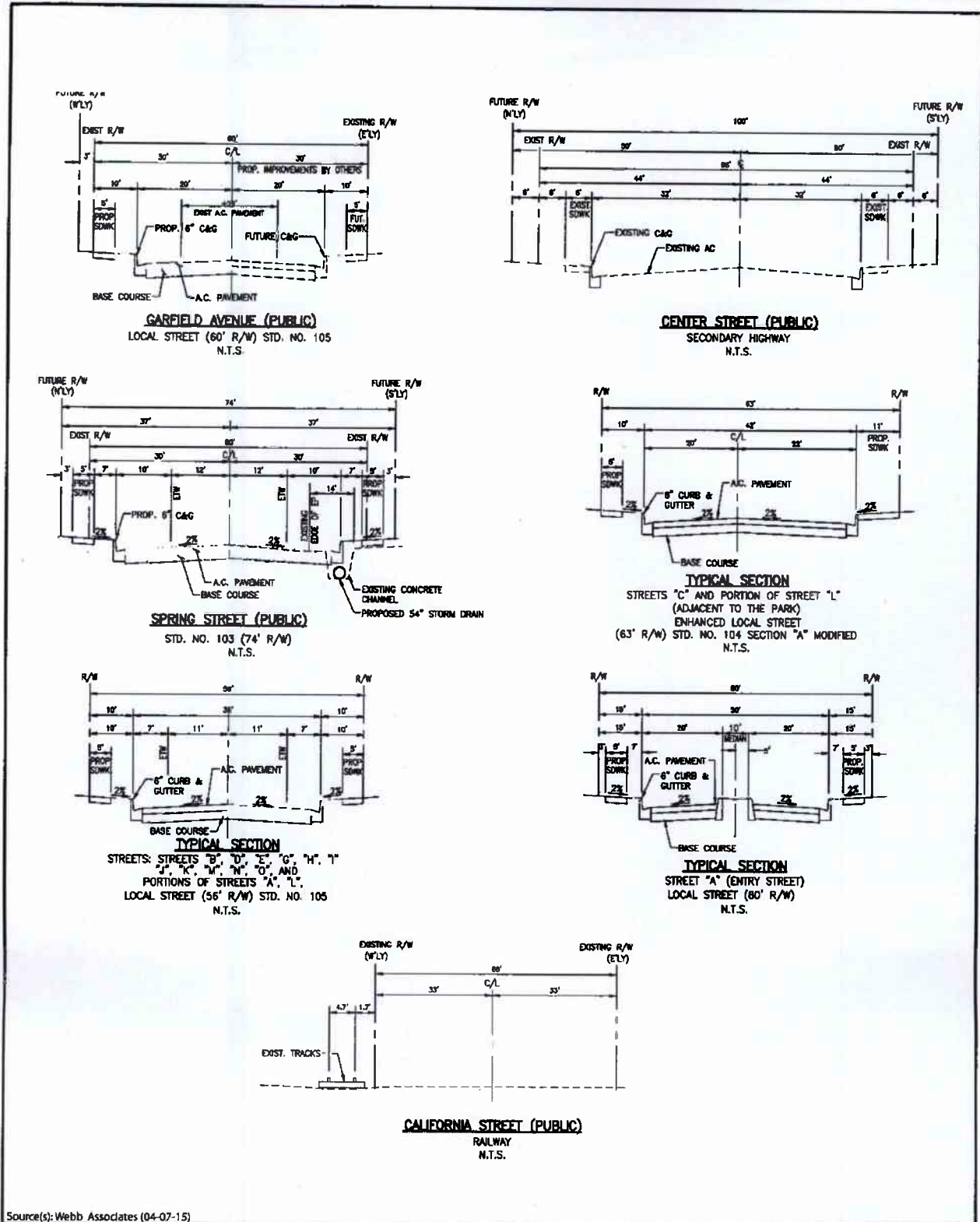


Figure 3-4

ROADWAY CROSS-SECTIONS

would be made along the Project site's frontage. The Project would make improvements along this roadway segment to provide a total of approximately 35 feet of travel lanes. Along the western edge of this roadway, curb and gutter would be constructed by the Project, in addition to a 13-foot parkway with a five-foot non-curb adjacent sidewalk. Remaining improvements along the eastern edge of this roadway would be constructed in the future by others, including the construction of an additional five feet of travel lanes, curb and gutter, and a ten-foot parkway with five-foot curb-separated sidewalks along the eastern edge of this roadway.

- **On-Site Street A.** Street A is proposed as the main entry into the site and would be improved to provide a total right-of-way of 80 feet, with 40 feet of travel lanes separated by a 10-foot landscaped median, and 15-foot parkways along both sides of the roadway that accommodated five-foot curb-separated sidewalks.
- **On-Site Streets B, D, E, G, H, I, J, K, M, N, O and Portions of Streets A and L.** Streets B, D, E, G, H, I, J, K, M, N, O and Portions of Streets A and L are proposed on-site local streets that would be improved pursuant to Riverside County Standard No. 105. These local streets would be provided with a total right-of-way width of 56 feet, including 36 feet of travel lanes and ten-foot parkways provided on each side. Within the ten-foot parkways, five-foot curb separated sidewalks would be provided, with a five-foot landscaped parkway between the sidewalks and the curb.
- **On-Site Streets C and Portion of Street L (Adjacent to the Park Site in Lot P).** Streets C and the portion of Street L that abuts the proposed park site within Lot P are proposed on-site enhanced local streets that would be improved pursuant to Riverside County Standard No. 104. These local streets would be provided with a total right-of-way width of 63 feet, including 42 feet of travel lanes. An 11-foot sidewalk would be accommodated along the side of these roadways that abut the park site, while the other side would include a ten-foot parkway with five-foot curb-separated sidewalk and a five-foot landscaped parkway.

C. *Proposed Drainage and Water Quality Improvements*

As shown on Figure 3-5, *Proposed Hydrology Map*, on-site stormwater runoff would be conveyed through public street improvements and storm drains which generally would convey all runoff towards detention basins proposed for Lots A, B, and C. The detention basin proposed for Lot A would be located north of Spring Street in the northwest corner of the Project site and would discharge into the existing Center Street storm drain. The detention basin proposed for Lot B would be located at the southeast corner of Spring Street and California Avenue and would discharge into the Spring Street storm drain, where it would be conveyed to the south towards the Springbrook Wash. The detention basin proposed for Lot C would be located south of Spring Street in the southwest corner of the Project site and would discharge into the Springbrook Wash located off-site and south of the Project site.

D. *Proposed Water Service Improvements*

Water service would be provided to the Project site by Riverside Highland Water Company. The existing 12-inch water line within Center Street is not adequate to serve the Project. Therefore, off-site water lines are would be installed by the Project within Center Street and Spring Street as shown on Figure 3-6, *Proposed Off-site Infrastructure Improvements*. The Project would be required to construct a ten-inch water line beneath Center Street extending from proposed Street A approximately 1,900 feet to the east to the existing intersection of Center Street and Michigan Avenue. This proposed ten-inch water line would connect on-site to a proposed eight-inch water line within proposed Street A. In

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

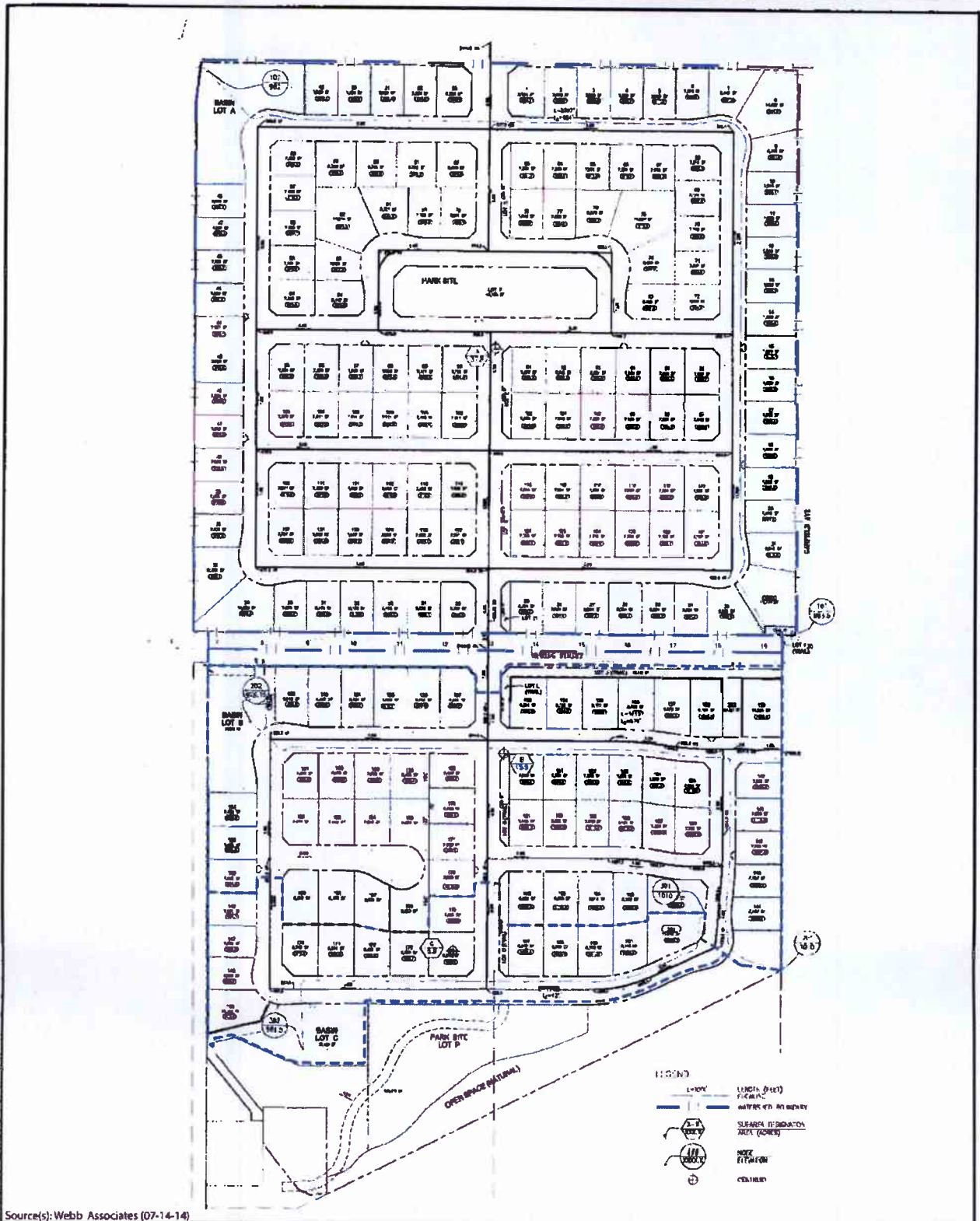


Figure 3-5

PROPOSED HYDROLOGY MAP



NOT TO SCALE

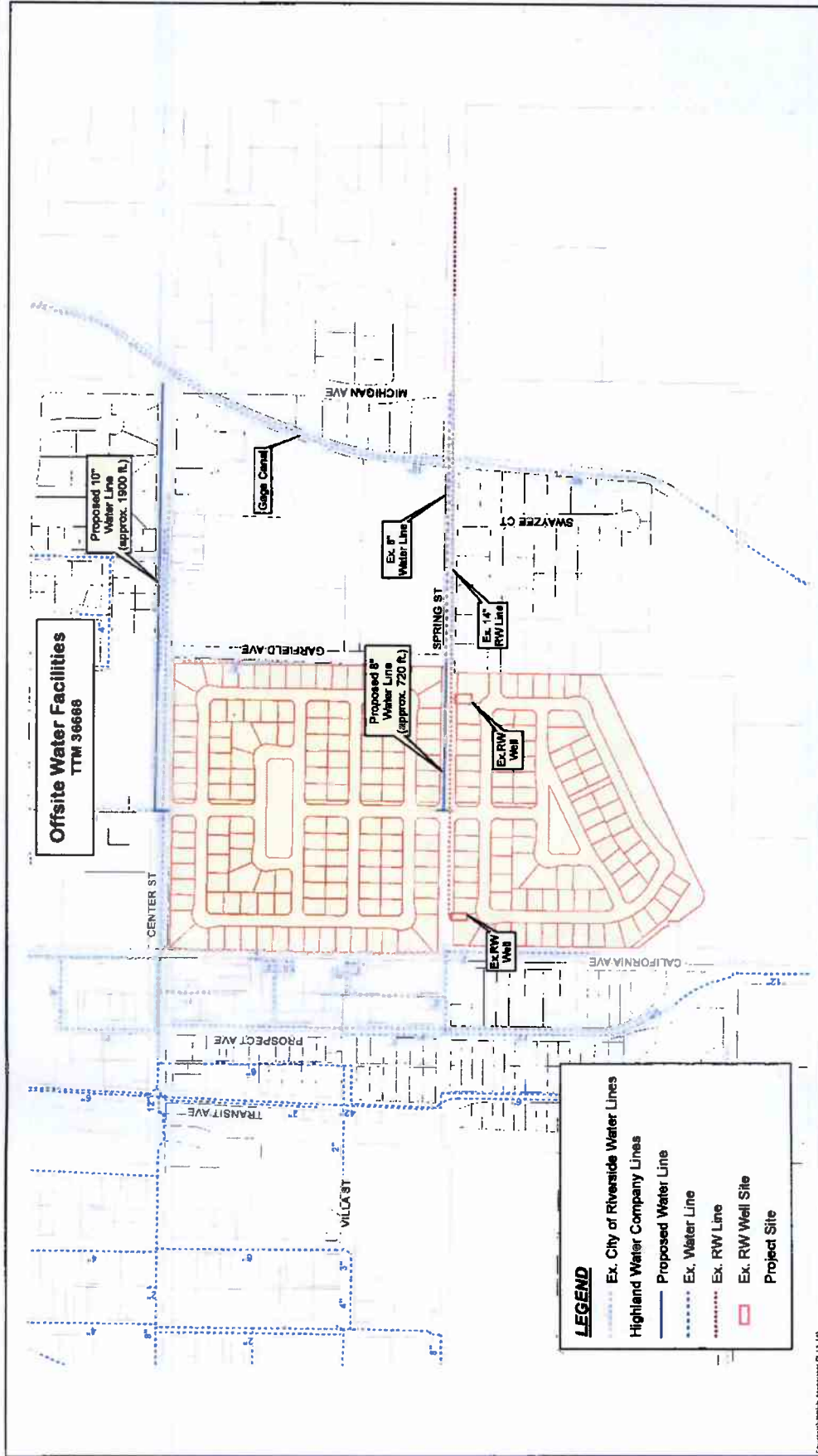


Figure 3-6

PROPOSED OFF-SITE INFRASTRUCTURE IMPROVEMENTS

Source: Webb Associates DP-11-A4



addition, the Project proposes to install an 8-inch water line extending from the juncture of proposed Street G and Spring Street extending east approximately 720 feet. This proposed eight-inch water line would provide a connection to proposed on-site water lines within Street G.

Additionally, two (2) existing non-potable irrigation wells occur on the Project site, immediately south of Spring Street. The well pumps are not operating under existing conditions. Both of these well pad sites would remain on the Project site but would not serve the proposed Project. The two wells are non-potable irrigation wells which will serve the proposed Spring Mountain Ranch Development located east of Mt. Vernon Avenue, approximately 0.75 mile east of the Project site (RHWC, 2014b).

E. Proposed Sewer Service Improvements

The City of Riverside is the current provider of sewer services to the Project site. On-site wastewater would be conveyed via a series of eight-inch sanitary sewer lines to be constructed within the on-site streets (i.e. Streets A through O). These flows would then be conveyed westerly via an existing eight-inch sewer main located in Center Street. Figure 3-6 depicts the sanitary sewer improvements planned as part of the proposed Project. All sanitary sewer flows from the Project site would be conveyed to the Riverside Water Quality Control Plant (RWQCP) for treatment. The RWQCP is located approximately 10.3 miles southwest of the Project site at 5950 Acorn Street Riverside CA. The RWQCP provides primary, secondary, and tertiary treatment for a rated capacity of 40 million gallons per day (mgd) and is currently undergoing an expansion that would increase the capacity of the RWQCP from 40 mgd to 46 mgd (Riverside, 2014B).

F. Earthwork and Grading

The Project proposes to grade a majority of the 65.20 acre site to facilitate development pursuant to TTM 36668. A total of 490,610 cubic yards (CY) of cut and 488,780 CY of fill are anticipated in association with grading activities resulting in 1,830 CY of total export of earthwork materials required. (Webb, 2014c) Grading would not occur in the southernmost portion of the property adjacent to the off-site Springbrook Wash.

G. Preliminary Landscape Plan

As shown on Figure 3-7, *Conceptual Landscape Plan*, landscaping would be provided along all on-site roadways and in park sites and detention basins. The Project would comply with the State of California Model Water Efficient Landscape Ordinance AB 1881 and County of Riverside Ordinance No. 859 Water Efficient Landscape Requirements by using an ET-Efficient ("Smart") irrigation controller combined with rain sensors and flow sensors.

- **Streetscapes.** As shown on Figure 3-8 and Figure 3-9, *Street Enlargements*, trees, shrubs and groundcover are proposed to be planted in roadway streetscapes. The interior streets would be planted with a variety of equally spaced 24-inch box trees of at least two different species per street. Trees would provide screening, shade, and help to soften the paved areas. All of the plant material proposed would have room enough to grow to full maturity without having to be pruned. The use of wood mulch and decomposed granite would inhibit weed growth and help retain soil moisture and improve the growing conditions while lowering water use. Along Street A, northerly of Street B, the central median also would be planted with three southern magnolia trees, shrubs, and groundcover, with accent paving provided in the drive aisles.

PLANTING LEGEND

TREES	SYMBOL	COMMON NAME	SCIENTIFIC NAME	PLANTING RATE PER LINEAL FOOT	PLANTING RATE PER 100' LINEAL FOOT	PLANTING RATE PER 100' LINEAL FOOT
FRUITING TREES		FRUITING TREES	FRUITING TREES	1	10	10
NON-FRUITING TREES		NON-FRUITING TREES	NON-FRUITING TREES	1	10	10
SHRUBS		SHRUBS	SHRUBS	1	10	10
GRASSES		GRASSES	GRASSES	1	10	10
FLORALS		FLORALS	FLORALS	1	10	10
GROUND COVERS		GROUND COVERS	GROUND COVERS	1	10	10
PAVING		PAVING	PAVING	1	10	10

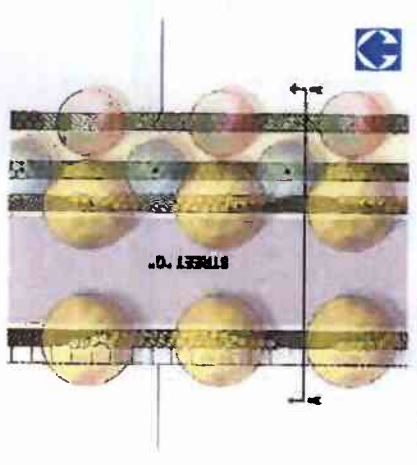
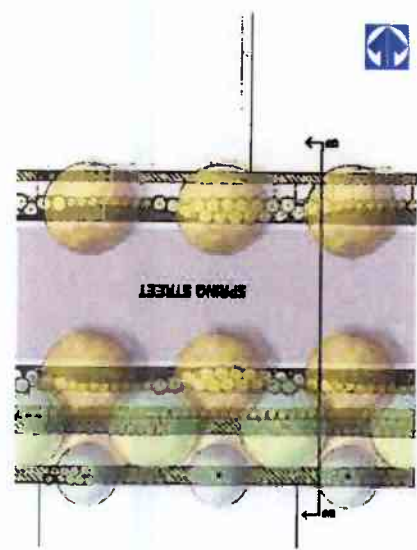


Figure 3-8
STREET ENLARGEMENTS (PAGE 1)

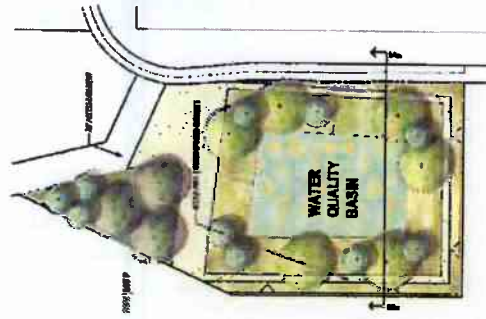
- **Detention Basins.** As shown on Figure 3-10, *Water Quality Basin Enlargements*, each of the three proposed detention basins would contain an access path composed of decomposed granite and landscaped slopes planted with trees, shrubs, and groundcover. Each basin bottom would be planted with a non-irrigated hydroseed mix.
- **Conceptual Park Plans.** A 48,186 SF park site is proposed in the northern portion of the Project site between Street C and Street F. As depicted on Figure 3-11, *Conceptual Park Plan (Lot F)*, the park is designed to include accent paving within a central park plaza, a tot lot playground, two picnic shelters with tables, and open lawn areas. Shrub plantings would occur on the borders of the park site. A 126,315 SF park site is proposed in the southern portion of the Project site, south of L Street. As depicted on Figure 3-12, *Conceptual Park Plan (Lot P)*, a park plaza with accent paving that includes picnic shelters and picnic tables are proposed at the park's entry from Street L. A regional trail composed of decomposed granite would traverse Park Lot P and a six-foot path composed of decomposed granite would loop through the park along the upper slopes of the off-site Springbrook Wash. An overlook area with seating would be provided near the southeastern corner of Park Lot P near the natural open space area to the south. Open lawn areas and shrub plantings also would be provided throughout Park Lot P.
- **Maintenance Plan.** As shown on Figure 3-13, *Maintenance Plan*, landscaping along Center Street, Garfield Avenue, Spring Street, Street A and Street G would be maintained by a County of Riverside Landscape Maintenance District. Maintenance of the three (3) detention basins, the two (2) park sites, and the natural open space area located south of Park Lot P would be provided by the County of Riverside Parks and Open Space District. The two (2) existing well sites located south of Spring Street would be maintained by the Riverside Highland Water Company.
- **Fence and Wall Plan.** As shown on Figure 3-14, *Fence and Wall Plan*, the Project proposes a 6-foot high community wall with pilasters on the northern, eastern, and western Project boundaries and on both sides of Spring Street. Six-foot walls are also proposed within the interior of the Project site along several of the residential lots and between residential lots and the three (3) detention basins. As shown on Figure 3-14, open view tubular steel fences are proposed on the sides of the three (3) detention basins that either abut an interior street or park site. Interior vinyl fences are proposed between each of the individual residential lots (where community walls or open view fencing are not provided). Additionally, a 3-foot high split rail PVC trail fence is proposed along the east side of Street A and Street G to separate a proposed trail from the roadways. In addition to the Wall and Fence Plan, and as shown on Figure 3-3, retaining walls are proposed along California Street and along the southern side of Spring Street.

3.2 SCOPE OF ENVIRONMENTAL ANALYSIS

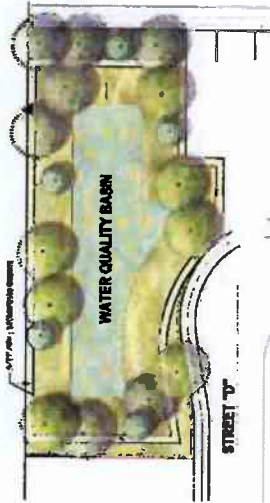
3.2.1 Construction Characteristics

A. Proposed Physical Disturbance

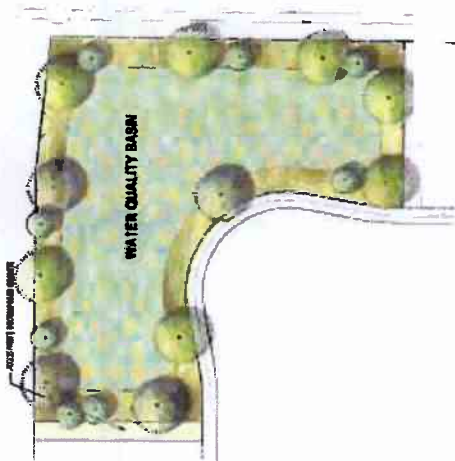
Approximately 62.53 acres of the Project site would be graded or disturbed, while the remaining 2.67 acres would not be disturbed. Additional area in the Center Street, Spring Street, and Garfield Avenue public rights-of-way would be disturbed off-site for installation of required infrastructure improvements. These off-site improvements include: a) improvements to the Project site's frontage along Center Street; b) improvements to the Project site's frontage along Garfield Avenue; c) expansion of Spring



LOT C



LOT B



LOT A

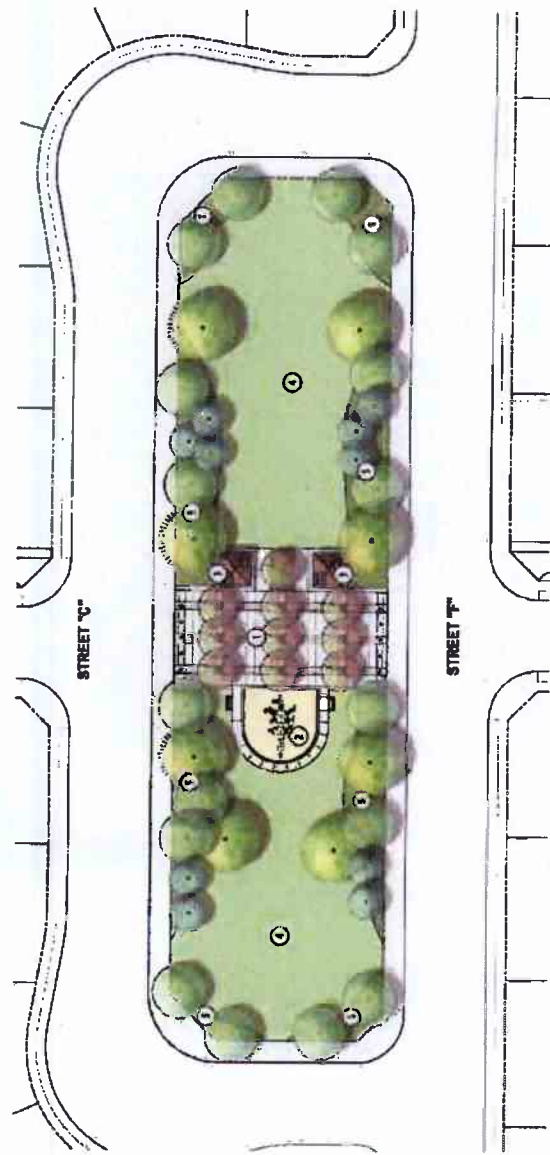
PLANTING LEGEND

PLANTING	PLANTING CODE	PLANT NAME	HEIGHT
PERENNIAL PLANTS	PP1	PERENNIAL PLANTS	2-4 FT
SHRUBS	SH1	SHRUBS	4-6 FT
TREES	T1	TREES	8-12 FT
GRASS	G1	GRASS	4-6 FT
PAVING	P1	PAVING	ASPH/CON
WATER QUALITY BASIN	WQ1	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ2	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ3	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ4	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ5	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ6	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ7	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ8	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ9	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ10	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ11	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ12	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ13	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ14	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ15	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ16	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ17	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ18	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ19	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ20	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ21	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ22	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ23	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ24	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ25	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ26	WATER QUALITY BASIN	ASPH/CON
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WATER QUALITY BASIN	WQ28	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ29	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ30	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ31	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ32	WATER QUALITY BASIN	ASPH/CON
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WATER QUALITY BASIN	WQ35	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ36	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ37	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ38	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ39	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ40	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ41	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ42	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ43	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ44	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ45	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ46	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ47	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ48	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ49	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ50	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ51	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ52	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ53	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ54	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ55	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ56	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ57	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ58	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ59	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ60	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ61	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ62	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ63	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ64	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ65	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ66	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ67	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ68	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ69	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ70	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ71	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ72	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ73	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ74	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ75	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ76	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ77	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ78	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ79	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ80	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ81	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ82	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ83	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ84	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ85	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ86	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ87	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ88	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ89	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ90	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ91	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ92	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ93	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ94	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ95	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ96	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ97	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ98	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ99	WATER QUALITY BASIN	ASPH/CON
WATER QUALITY BASIN	WQ100	WATER QUALITY BASIN	ASPH/CON



SECTION F-F | TYPICAL LAYOUT
WATER QUALITY BASIN





LEGEND

- 1 PAVED PLAZA | ACCENT TREES
- 2 TALL PLANTINGS
- 3 2x20' PINK SILEXERS WITH TUBES
- 4 OPEN LAWN
- 5 SINGLE PLANTING

WATER PRODUCTS		EXPLANATION TOTAL WATER USE, L/ANNUM	
1	PAVED PLAZA	1000	1000
2	TALL PLANTINGS	1000	1000
3	2x20' PINK SILEXERS WITH TUBES	1000	1000
4	OPEN LAWN	1000	1000
5	SINGLE PLANTING	1000	1000
TOTAL		5000	5000



Seismic: Whole Associates (P) 11-140



T&B PLANNING, INC.

Figure 3-11

CONCEPTUAL PARK PLAN (LOT F)



Figure 3-12

CONCEPTUAL PARK PLAN (LOT P)



Source: Webb Associates 02-11-0



T&B PLANNING, INC.

Figure 3-13

MAINTENANCE PLAN

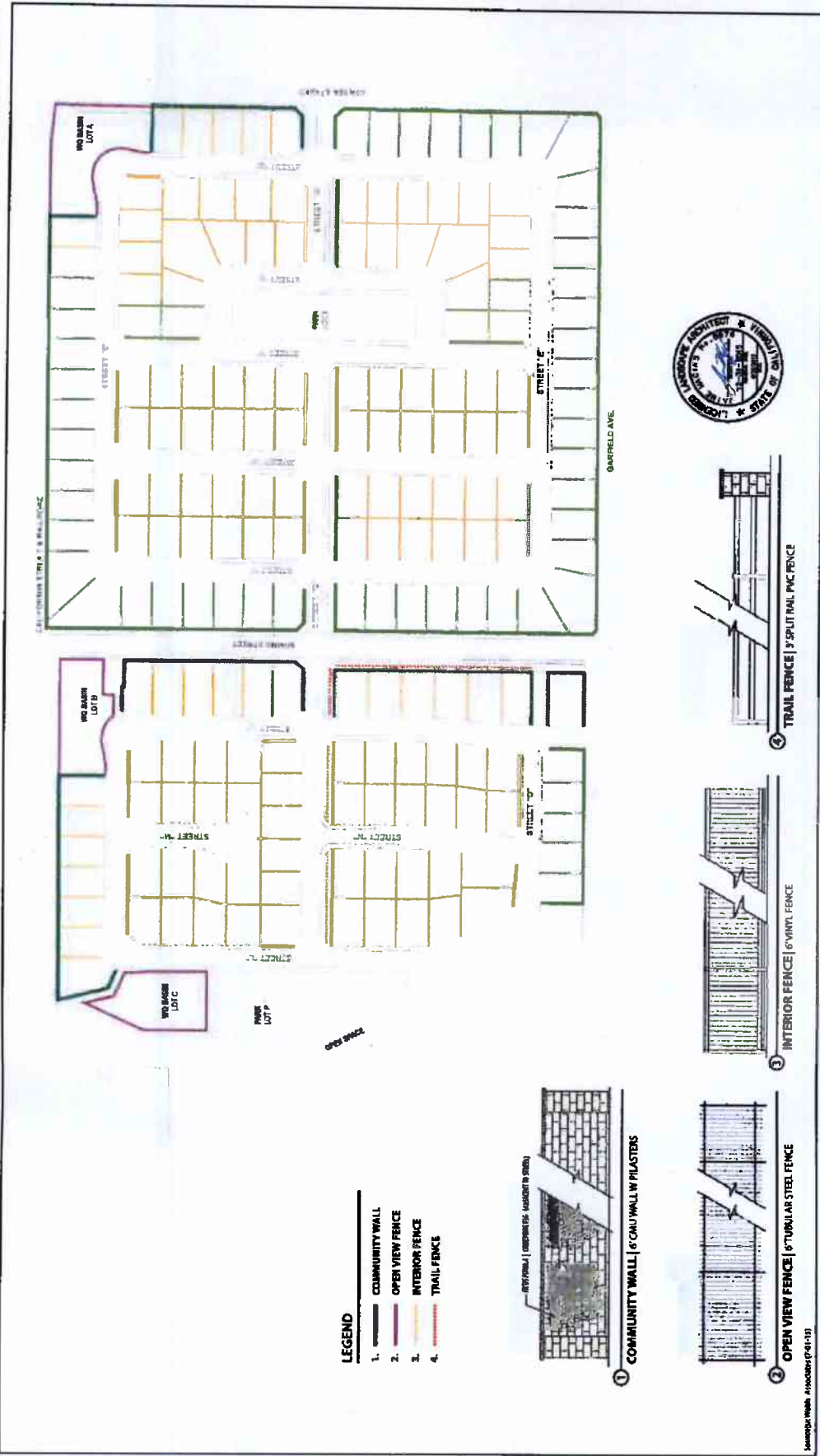


Figure 3-14

FENCE AND WALL PLAN

Street along the Project site's frontage; d) the installation of a ten-inch water line within the existing Center Street alignment between proposed Street A (on-site) and existing (off-site) Michigan Avenue; and e) the installation of an eight-inch water line within the existing Spring Street extending from proposed Street G to approximately 720 feet to the east to an existing point of connection.

Off-site water improvements within the existing alignment of Center Street are anticipated to require the temporary closure of a traffic lane and other traffic control measures along Center Street between proposed Street A and off-site to Michigan Avenue for a period of approximately four to five (4-5) weeks. Similar to the proposed water improvements on-site, the off-site water line installations would require trenching, installation of the line, backfilling, and repaving.

B. Anticipated Construction Schedule

Implementation of the proposed Project would include the following phases and durations of construction activity:

- Site Preparation – 30 working days
- Grading – 131 working days
- Trenching – 23 working days
- Building Construction – 600 working days (approximately 4 homes per month)
- Architectural Coatings – 609 working days (approximately 4 homes per month)
- Paving – 100 working days

Table 3-2, *Anticipated Construction Equipment*, indicates the major construction equipment that the Project Applicant anticipates the construction contractor(s) would use during each phase of construction.

3.2.2 Proposed Operational Characteristics

The proposed Project would be operated as a residential community. As such, typical operational characteristics include residents and visitors traveling to and from the site, and leisure and maintenance activities occurring on individual residential lots and in the on-site parks, open space, and detention basins. Low levels of noise and a moderate level of exterior lighting typical of a residential community is expected.

A. Future Population

Implementation of the proposed Project would result in the construction of 200 single-family homes. According to the rates utilized in the Riverside County General Plan (3.01 persons per household), the proposed Project would be expected to result in an estimated future population of approximately 602 residents. (Riverside County, 2003a, Appendix E, p. 2)

B. Future Traffic

Traffic would be generated by the 200 homes planned for the site. As shown in Table 3-3, *Project Trip Generation Summary*, implementation of the proposed Project would result in the generation of approximately 2,085 daily trip-ends per day with 164 trips occurring during the morning peak hour and 219 trips occurring during the evening peak hour (Note that this calculation is based on 219 homes, while the Project only proposes 200 homes).

Table 3-2 Anticipated Construction Equipment

Activity	Equipment	Number	Hours Per Day
Site Preparation	Rubber Tired Dozers	3	8
	Tractors/Loaders/Backhoes	4	8
Grading	Excavators	2	8
	Graders	1	8
	Water Trucks	1	8
	Rubber Tired Dozers	1	8
	Scrapers	2	8
	Tractors/Loaders/Backhoes	2	8
	Excavators	1	8
Trenching	Pavers	1	8
	Paving Equipment	1	8
	Tractors/Loaders/Backhoes	1	8
	Trenchers	2	8
	Welders	1	8
	Excavators	1	8
Building Construction	Forklifts	3	8
	Generator Sets	1	8
	Tractors/Loaders/Backhoes	3	8
	Welders	1	8
	Cranes	1	8
	Forklifts	3	8
Architectural Coatings	Air Compressors	1	8
Paving	Pavers	2	8
	Paving Equipment	2	8
	Rollers	2	8

(Urban Crossroads, 2014a, pp. Table 3-3)

Table 3-3 Project Trip Generation Summary

Land Use	Quantity	Units ¹	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Single Family Detached Residential	219	DU	42	123	164	138	81	219	2,085

¹ DU=Dwelling units

(Urban Crossroads, 2014d, pp. Table 4-2)

3.2.3 Related Environmental Review and Consultation Requirements

Subsequent to approval of the GPA 01126, CZ 07811, and TTM 36668, additional discretionary actions may be necessary to implement the proposed Project. These include, but are not limited to, grading permits, encroachment permits/road improvements, drainage infrastructure improvements, water and sewer infrastructure improvements, stormwater permit(s) (NPDES), and state and federal resource agency permits. Table 3-4, *Matrix of Project Approvals/Permits*, provides a summary of the agencies responsible for subsequent discretionary approvals associated with the Project. This IS/MND covers all federal, state and local government approvals which may be needed to construct or implement the Project, whether explicitly noted in Table 3-4 or not.

Table 3-4 Matrix of Project Approvals/Permits

Public Agency	Approvals and Decisions
Riverside County	
Proposed Project - Riverside County Discretionary Approvals	
Riverside County Planning Commission	<ul style="list-style-type: none"> • Provide recommendations to the Riverside County Board of Supervisors whether to approve GPA 01126, CZ 07811, and TTM 36668. • Provide recommendations to the Riverside County Board of Supervisors regarding adoption of this MND.
Riverside County Board of Supervisors	<ul style="list-style-type: none"> • Approve, conditionally approve, or deny GPA 01126, CZ 07811, and TTM 36668. • Reject or adopt this MND along with appropriate CEQA Findings.
Subsequent Riverside County Discretionary and Ministerial Approvals	
Riverside County Subsequent Implementing Approvals: Planning Department and/or Building & Safety	<ul style="list-style-type: none"> • Approve implementing Final Maps. • Issue Grading Permits. • Issue Building Permits. • Approve Road Improvement Plans. • Issue Encroachment Permits. • Issue Conditional Use Permits, if required.
Other Agencies - Subsequent Approvals and Permits	
Regional Water Quality Control Board	<ul style="list-style-type: none"> • Issuance of a stormwater permit.
Riverside County Flood Control and Water Conservation District	<ul style="list-style-type: none"> • Approval of planned drainage improvements.
Riverside Highland Water Company	<ul style="list-style-type: none"> • Issuance of permits/approvals for required water service.
City of Riverside	<ul style="list-style-type: none"> • Issuance of permits/approvals for required sewer service.

APPENDIX A:

INITIAL STUDY/ENVIRONMENTAL ASSESSMENT NO. 42636

COUNTY OF RIVERSIDE

ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY

Environmental Assessment (E.A.) Number: 42636

Project Case Type (s) and Number(s): General Plan Amendment No. 01126 (GPA 01126);
Change of Zone No. 07811 (CZ 07811) and Tentative
Tract Map No. 36668 (TTM 36668)

Lead Agency Contact Person: Peter Lange
Telephone Number: (951)-955-1417
Lead Agency Name: County of Riverside Planning Department
Lead Agency Address: P.O. Box 1409, Riverside, CA 92505-1409
Applicant Contact Person: Michael Severson
Telephone Number: (949)-366-7019
Applicant's Name: Bixby Land Company
Applicant's Address: 2211 Michelson Drive Suite 500 Irvine, CA 92501
Engineer's Name: Albert A. Webb Associates
Engineer's Address: 3788 McCray Street Riverside, CA 92506

I. PROJECT INFORMATION

- A. Project Description:** The proposed Project consists of applications for a General Plan Amendment (GPA 01126), a Change of Zone (CZ 07811), and a Tentative Tract Map (TTM 36668). A summary of the entitlements sought by the Project Applicant associated with the proposed Project is provided below.

General Plan Amendment No. 01126: General Plan Amendment No. 01126 (GPA 01126) proposes to re-designate the 65.20-acre site from "Light Industrial (LI)" to "Medium Density Residential (MDR), 2-5 dwelling units per acre (2-5 du/ac)."

Change of Zone No. 07811 Change of Zone No. 07811 (CZ 07811) proposes to re-designate the 65.20-acre site from "Manufacturing-Service Commercial (M-SC)" and "Industrial Park (I-P)" to "One Family Dwellings (R-1)", to allow the development of a residential neighborhood with single-family residential lots on minimum 7,200 square foot (SF) lot sizes. The R-1 zoning designation would implement and be fully consistent with the site's proposed General Plan and Highgrove Area Plan (HAP) land use designation of "Medium Density Residential (MDR)."

Tentative Tract Map No. 36668: TTM 36668 proposes to subdivide the 65.20-acre site into 200 single-family residential lots; two (2) park sites on 4.01 acres; eleven (11) open space lots on 1.1 acres; one natural open space lot on 2.67 acres; three (3) lots reserved for detention basins on 2.54 acres; 16.41 acres of local streets; and 0.68 acres of additional right of way. Although TTM 36668 proposes to develop the site with up to 200 homes, it should be noted that the analysis under the issue areas of air quality, greenhouse gas emissions, noise, and traffic assume the site would be developed with up to 219 dwelling units; thus, the analyses under these issue areas represent a "worst-case" analysis of population-based impacts associated with implementation of TTM 36668.

TTM 36668 also sets forth required on- and off-site infrastructure improvements. A ten-inch water line is proposed to be installed beneath Center Street for a distance of approximately 1,900 feet between proposed Street A easterly to the existing intersection of Center Street and Michigan Avenue. In addition, the Project proposes to install an 8-inch water line extending from the juncture of proposed Street G and Spring Street extending east approximately 720

feet. This proposed eight-inch water line would connect off-site to the existing eight-inch water line in Spring Street.

A detailed description of the various land uses that would result from the approval of TTM 36668 is provided in Section 3.0, *Project Description*, of this IS/MND.

B. Type of Project: Site Specific ; Countywide ; Community ; Policy .

C. Total Project Area: 65.20 acres

Residential Acres: 37.82	Lots: 200	Units: N/A	Projected No. of Residents: 602
Commercial Acres: N/A	Lots: N/A	Sq. Ft. of Bldg. Area: N/A	Est. No. of Employees: N/A
Industrial Acres: N/A	Lots: N/A	Sq. Ft. of Bldg. Area: N/A	Est. No. of Employees: N/A
Other: Two (2) Park Site(s) (4.01 acres); Eleven (11) Open Space lots (1.1 acres); Natural Open Space (2.67 acres); three (3) Detention Basins (2.36 acres); Local Streets (16.41 acres); Additional right of way (0.68 acres).	Lots: 16	Sq. Ft. of Bldg. Area: N/A	Est. No. of Employees: N/A

D. Assessor's Parcel No(s): 255-060-014, 255-060-015, 255-060-016, 255-060-017, 255-060-018, 255-110-003, 255-110-004, 255-110-005, 255-110-006, 255-110-015, 255-110-019, 255-110-029

E. Street References: North of Palmyrita Avenue, south of Center Street, east of California Avenue, and west of Garfield Avenue.

F. Section, Township & Range Description or reference/attach a Legal Description: Section 8, Township 2 South, Range 4 West, San Bernardino Baseline and Meridian.

G. Brief description of the existing environmental setting of the project site and its surroundings: The majority of the site is relatively flat with on-site elevations ranging from approximately 964 to 1,000 feet above mean sea level (AMSL). The southern portion of the site slopes downward into the adjacent Springbrook Wash, which occurs off-site to the south. The northern portion of the site, north of Spring Street, supports non-native grassland habitat that was previously used for agricultural purposes. The southern portion of the site, south of Spring Street, contains disturbed habitat with some developed areas, including constructed drainage facilities and two small well pump houses connecting to power lines along Spring Street.

Existing surrounding uses include manufacturing-commercial warehouse buildings, several single-family homes, and vacant undeveloped land to the north of the Project site, north of Center Street. Springbrook Wash is located immediately south of the Project site, beyond which are several manufacturing-commercial warehouse buildings. Immediately east of the Project site, at the southeastern corner of Center Street and Garfield Avenue, is the Highgrove Elementary School. South of the school site is undeveloped land. Southeast of the Project site and south of Spring Street is residential land use. Abutting the western boundary of the Project site is the California Avenue public right-of-way, which contains railroad tracks of the Southern Pacific Railroad. A Kinder-Morgan petroleum pipeline and associated easements exist off-site along the western boundary of the Project site, to the west of the existing California Avenue right-of-way. Located west of California Avenue and the Kinder-Morgan petroleum pipeline is an existing single-family residential neighborhood.

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

1. **Land Use:** The Project site and off-site improvement areas are located within the Highgrove Area Plan (HAP) of the County of Riverside General Plan. The Project site is currently designated for "Light Industrial (LI)" land uses by the General Plan and the HAP, which allows for industrial and related uses such as warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses with a building intensity range of 0.25-0.60 floor-to-area ration (FAR). The Project proposes to change the site's land use designation to "Medium Density Residential (MDR)" as part of GPA 01126. With approval of GPA 01126, the Project would be fully consistent with the site's General Plan land use designation. The Project site is located within the HAP Highgrove Community Policy Area and the Project would comply with the policies of the Highgrove Community Policy Area. The Project site is located within the Sphere of Influence of the City of Riverside. The Project would be fully consistent with the City of Riverside sphere of influence policies and land use designations for the site. The Project site does not fall within a General Plan Policy Overlay Area.
2. **Circulation:** The proposed Project will be reviewed for conformance with County Ordinance 461 by the Riverside County Transportation Department. Adequate circulation facilities exist or are proposed to serve the proposed Project. The proposed Project meets all applicable circulation policies of the General Plan.
3. **Multipurpose Open Space:** The Project site is not located in the Western Riverside County Multiple Species Habitat (MSHCP) Conservation Area and is not designated for open space preservation. The Project proposes 2.67 acres of natural open space in the southern portion of the Project site. The proposed Project meets all applicable multipurpose open space policies of the General Plan.
4. **Safety:** The proposed Project allows for sufficient provision of emergency response services to the existing and future users of this Project through the Project's design. The proposed Project meets with all other applicable Safety Element policies.
5. **Noise:** The proposed Project meets all applicable Noise Element policies. In addition, a Noise Study dated November 13, 2014 prepared by Urban Crossroads, Inc. shows that the proposed Project would meet Riverside County noise standards, assuming the implementation of mitigation measures that have been incorporated into the Project's design.
6. **Housing:** The Project proposes to develop the site with 200 residential homes consistent with the site's proposed General Plan land use designation. Accordingly, the Project would not conflict with the General Plan Housing Element policies.
7. **Air Quality:** The proposed Project is conditioned by Riverside County to control any fugitive dust during grading and construction activities. An Air Quality Impact Analysis prepared by Urban Crossroads and dated October 2, 2014 determined that the proposed Project: would not conflict with the South Coast Air Quality District's (SCAQMD) Air Quality Management Plan (AQMP); would not violate any air quality standard or contribute substantially to an existing or projected air quality violation; would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment; would not expose sensitive receptors to substantial pollutant concentrations; and would not create objectionable odors that affect a substantial number of people. The proposed Project meets all applicable Air Quality Element policies.

- B. General Plan Area Plan(s):** Highgrove Area Plan (HAP)
- C. Foundation Component(s):** Community Development
- D. Land Use Designation(s):** Light Industrial (LI)
- E. Overlay(s), if any:** None
- F. Policy Area(s), if any:** Highgrove Community Policy Area, City of Riverside Sphere of Influence Policy Area
- G. Adjacent and Surrounding Area Plan(s), Foundation Component(s), Land Use Designation(s), and Overlay(s) and Policy Area(s), if any:** Area Plans: Reche Canyon/Badlands to the east; City of Riverside to the south and west; County of San Bernardino to the north. Foundation Components: Community Development to the west, north, and east; Open Space and the City of Riverside to the south. General Plan Land Use Designations: Light Industrial (LI) to the north; Medium Residential (MDR) north of Spring Street and east of Garfield Avenue; Low Density Residential (LDR) south of Spring Street and east of Garfield Avenue; Rural Residential (R-R) adjacent to the southeast corner of the Project site; Open Space-Conservation (O-SC) near the southern boundary of the Project site; Medium Density Residential (MDR) west of the Project site from the southern corner of the Project site to near the northern corner of the Project site; and Commercial-Retail (CR) west of the Project site at the southwestern corner of Center Street at California Avenue. Overlays: None. Policy Areas: Highgrove Community Policy Area; City of Riverside Sphere of Influence.
- H. Adopted Specific Plan Information**
 - 1. Name and Number of Specific Plan, if any: N/A
 - 2. Specific Plan Planning Area, and Policies, if any: N/A
- I. Existing Zoning:** Manufacturing-Service Commercial (M-SC) and Industrial Park (I-P)
- J. Proposed Zoning, if any:** One Family Dwellings (R-1)
- K. Adjacent and Surrounding Zoning:** One Family Dwellings (R-1) to the east and west; Manufacturing-Service Commercial (M-SC) to the north and south; Multiple Family Dwellings (R-2) adjacent to the northeast corner of the site, north of Center Street; General Commercial (C-1/C-P) near the northwest corner of the site, south of Center Street and west of California Avenue; Light-Heavy Agriculture (A-1-2½) adjacent to the southeast corner of the site; and the City of Riverside south of the site. Lands to the south of the Project site within the City of Riverside are zoned for "Business and Manufacturing Park Zone (BMP)" with the lands nearest the Project site subject to a "Water Course Overlay Zone (WC)."

III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

IV. DETERMINATION

On the basis of this initial evaluation:

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED

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

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

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

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED

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

I find that although all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, some changes or additions are necessary but none of the conditions described in California Code of Regulations, Section 15162 exist. An **ADDENDUM** to a previously-certified EIR or Negative Declaration has been prepared and will be considered by the approving body or bodies.

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

I find that at least one of the following conditions described in California Code of Regulations, Section 15162, exist and a **SUBSEQUENT ENVIRONMENTAL IMPACT REPORT** is required: (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) Substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant

environmental effects or a substantial increase in the severity of previously identified significant effects; or (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any the following:(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR or negative declaration;(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or,(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or negative declaration would substantially reduce one or more significant effects of the project on the environment, but the project proponents decline to adopt the mitigation measures or alternatives.


Signature

July 16, 2015
Date

Peter Lange, Contract Planner
Printed Name

V. ENVIRONMENTAL ISSUES ASSESSMENT

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
AESTHETICS Would the project				
1. Scenic Resources				
a) Have a substantial effect upon a scenic highway corridor within which it is located?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County General Plan Figure C-9, *Scenic Highways*; On-site Inspection.

Findings of Fact:

a) According to General Plan Figure C-9, *Scenic Highways*, the nearest County Eligible Scenic Highway is Redlands Boulevard located approximately 10 miles southeast of the Project site. Views of the Project site from Redlands Boulevard are not possible due to distance, existing development, and intervening topography. Accordingly, the proposed Project would not have a substantial effect upon a scenic highway corridor, and no impact would occur.

b) The Project site consists of 65.2 acres of undeveloped, disturbed land. Under existing conditions, the majority of the site is relatively flat with on-site elevations ranging from approximately 984 to 1,000 feet above mean sea level (AMSL) (Alden, 2014, pp. 3-4). Visible man-made features that exist on the property include constructed drainage facilities and two small well pump houses located south of Spring Street, connecting to power lines along Spring Street.

Southern California Edison (SCE) electric power lines with wooden poles extend along the southern side of Spring Street, along the western boundary of the site, along the California Avenue right-of-way, and along the eastern boundary of the site from Center Street to Spring Street. In addition, six (6) pole mounted transformers are located on the perimeter of the site, two pole mounted transformers exist south of Spring Street and four (4) exist west of Garfield Avenue (Petra, 2013b, pp. i-ii). The existing conditions for the Project's off-site improvement areas consist of paved roadway in the Center Street and Spring Street rights-of-way.

To illustrate the existing aesthetic conditions of the Project site, a visual inspection was conducted by T&B Planning, Inc. on September 19, 2013, and a photographic inventory was compiled. Figure EA-1, *Site Photos Key Map*, along with the eight (8) representative site photographs shown on Figure EA-2 through Figure EA-5, depict the existing conditions of the Project site from off-site areas, and



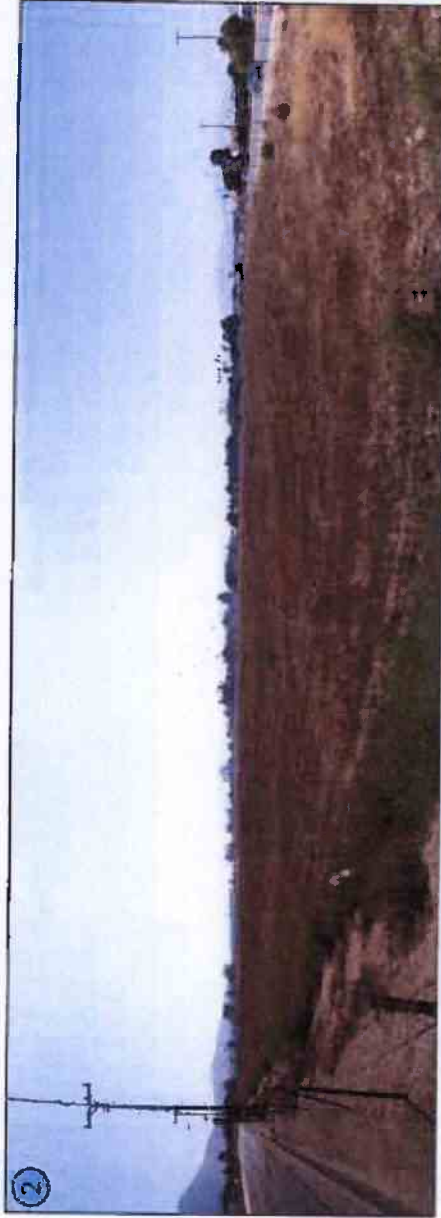
Figure EA-1

SITE PHOTOS KEY MAP





SITE PHOTO 1 - NORTHERN EDGE OF NORTHERN PORTION OF PROJECT SITE LOOKING EAST (LEFT) TO WEST (RIGHT)



SITE PHOTO 2 - NORTHEASTERN CORNER OF NORTHERN PORTION OF PROJECT SITE LOOKING SOUTH (LEFT) TO WEST (RIGHT)



Figure EA-2

SITE PHOTOS 1 AND 2



SITE PHOTO 3 - SOUTHERN EDGE OF NORTHERN PORTION OF PROJECT SITE LOOKING WEST (LEFT) TO EAST (RIGHT)



SITE PHOTO 4 - WESTERN EDGE OF NORTHERN PORTION OF PROJECT SITE LOOKING NORTH (LEFT) TO SOUTHEAST (RIGHT)

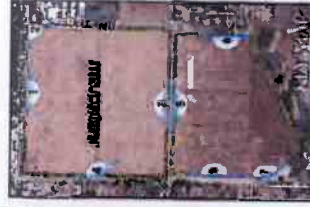
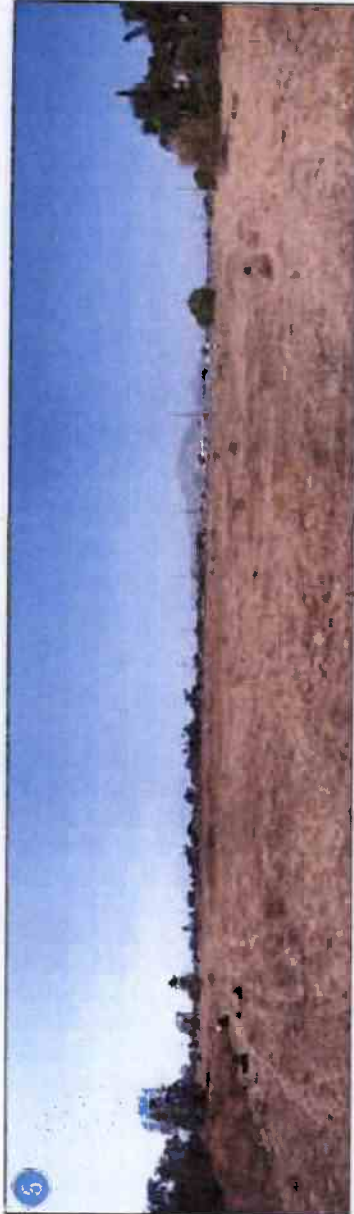


Figure EA-3

SITE PHOTOS 3 AND 4



SITE PHOTO 5 - NORTHERN EDGE OF SOUTHERN PORTION OF PROJECT SITE LOOKING EAST (LEFT) TO WEST (RIGHT)



SITE PHOTO 6 - EASTERN EDGE OF SOUTHERN PORTION OF PROJECT SITE LOOKING SOUTH (LEFT) TO NORTH (RIGHT)

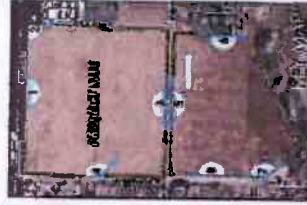
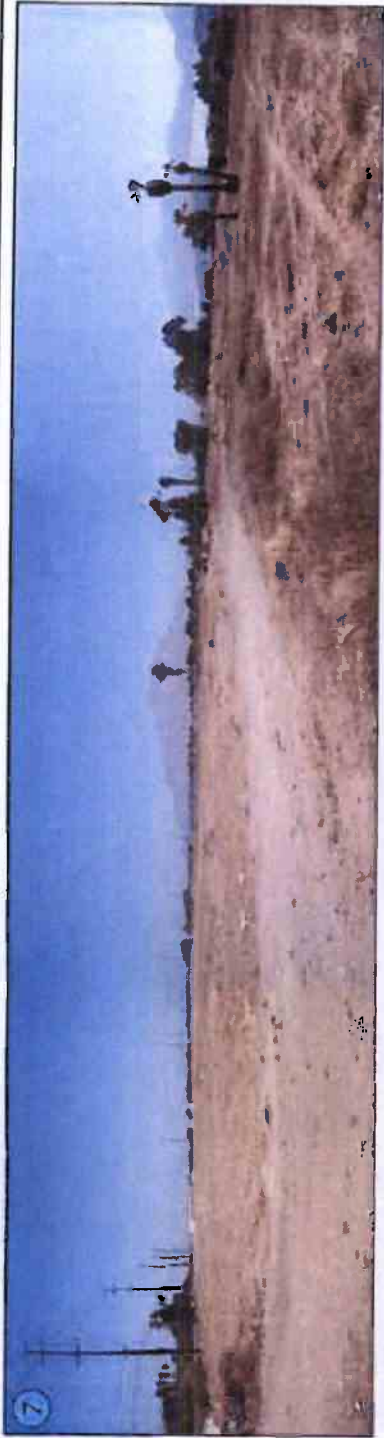


Figure EA-4

SITE PHOTOS 5 AND 6



SITE PHOTO 7 - SOUTHWESTERN EDGE OF SOUTHERN PORTION OF PROJECT SITE LOOKING NORTH (LEFT) TO SOUTHEAST (RIGHT)



SITE PHOTO 8 - WESTERN EDGE OF SOUTHERN PORTION OF PROJECT SITE LOOKING NORTH (LEFT) TO SOUTH (RIGHT)



Figure EA-5

SITE PHOTOS 7 AND 8

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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include views from the northern, southern, eastern, and western boundaries of the Project site, as well as views from Spring Street, which transects the Project site in an east to west direction. Provided below is a brief description of the Project site as viewed from the site photographs.

- Site Photo 1, Figure EA-2.** Site Photo 1 depicts the Project site from the north-central boundary of the Project site at Center Street looking south. As seen in this view, a chain link fence along the northern property boundary is visible in the foreground contains a chain link fence, beyond which are fallow agricultural lands that appear to be regularly tilled. A for-sale sign is visible in the right-hand portion of the photo, beyond which trees and residential development to the west of California Street are visible. In the left portion of the photo is the existing sidewalk along Center Street, with buildings and landscaping associated with the Highgrove Elementary School visible in the distance. Along the horizon in the distance, the single-family residential neighborhood along Garfield Street is visible, beyond which is Sugarloaf Mountain, a prominent topographic landform.
- Site Photo 2, Figure EA-2.** Site Photo 2 depicts a view of the Project site from the northeastern corner of the Project site at the intersection of Center Street and Garfield Avenue looking southwest. As seen in this view, fallow agricultural lands that characterize the northern portions of the site are visible. In the left portion of the photo in the foreground is Garfield Avenue, with wooden posts and telephone poles visible on the edge of the roadway. In the right-hand portion of the photo, Center Street, the chain link fencing along the northern boundary, and existing telephone poles along the northern alignment of Center Street are visible. In the distance along the right portion of the photo, the existing light industrial buildings and associated landscaping are visible, while the existing residential community west of California Street are visible in the right-central portion of the photo. Along the horizon, distant views of the Jurupa Mountains are visible, while the lower slopes of Sugarloaf Mountain are visible in the distance in the left portion of the photo.
- Site Photo 3, Figure EA-3.** Site Photo 3 depicts the Project site from the center of the Project site at Spring Street looking north. In the foreground is wire fencing, with fallow agricultural fields dominating the view. The existing improvements associated with Spring Street also are visible in the foreground in the left and right portions of the photo. In the middle portion of the photo in the distance, the existing light industrial buildings located north of Center Street and associated landscaping are visible. In the left portion of the photo, the existing residential community and associated landscaping located west of California Street are visible. In the right portion of the photo, in the distance, is the existing residential community located along Michigan Avenue are visible, beyond which, on the horizon, Blue Mountain, a prominent topographic landform, is visible. Also visible along the horizon in the central portion of the photo are the La Loma Hills, which also are prominent topographic landforms.
- Site Photo 4, Figure EA-3.** Site Photo 4 depicts the Project site from the western edge of the Project site, along California Avenue and north of Spring Street looking northeast. In the foreground of the photo is fallow agricultural land, with wire fencing along the west Project boundary visible in the left portion of the photo. Several trees also are visible along the left and right portions of the photo. The Highgrove Elementary School and existing residential uses north of the school are visible in the distance. Blue Mountain, a prominent topographic landform, is visible along the horizon.
- Site Photo 5, Figure EA-4.** Site Photo 5 depicts the Project site from the center of the Project site at Spring Street looking south. In the foreground of the photo a disturbed field is visible. Chain

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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link and wire fencing, telephone poles, and Spring Street are visible in the left and right portions of the photo. In the left portion of the photo in the distance, the existing residential community located east of Garfield Avenue and south of Spring Street and associated landscaping are visible. In the right portion of the photo, the existing residential community located west of California Street and associated landscaping are visible. In the middle portion of the photo in the distance is natural vegetation associated with the Springbrook Wash. Along the horizon in the left-central portion of the photo is Sugarloaf Mountain and several smaller hillsides.

- *Site Photo 6, Figure EA-4.* Site Photo 6 depicts the Project site from the eastern edge of the Project site at Garfield Avenue, south of Spring Street looking west. The foreground of this view is dominated by fallow agricultural land that characterizes the southern portions of the site. In the left portion of the photo, wire fencing is visible, with natural vegetation associated with Springbrook Wash visible to the far left. In the distance in the central portion of the photo, the existing residential community located west of California Street is visible. In the right portion of the photo, the existing telephone poles associated with Spring Street are visible with residential development visible in the distance. In the right portion of the photo, ornamental landscaping associated with the residential community that abuts the Project's eastern boundary is visible. Along the horizon, the Jurupa Mountains are visible.
- *Site Photo 7, Figure EA-5.* Site Photo 7 depicts the Project site from near the southwest corner of the Project site looking east. In the foreground of the photo, disturbed fallow agricultural land and several dirt pathways are visible, with ruderal vegetation present in the right portion of the photo. Several palm trees occurring in the southernmost portion of the Project site and south of the site also are visible. At the left portion of the photo, wire fencing, telephone poles, and California Street are visible, beyond which is an existing residential community. Natural vegetation associated with the Springbrook Wash is visible in the far right portion of the photo, beyond which (south of Springbrook Wash) are several light industrial buildings. In the distance in the central portion of the photo is the residential community that abuts the site's eastern boundary. The light industrial building located north of the Project site (north of Center Street) also is visible in the distance long the horizon in the left portion of the view. Blue Mountain is visible along the horizon in the central portion of the photo, while Sugarloaf Mountain and associated hillsides are visible in the distance in the right portion of the photo.
- *Site Photo 8, Figure EA-5.* Site Photo 8 depicts the Project site from the southern portion of the site from California Avenue looking east. Fallow agricultural lands dominate the foreground view. In the left and right portions of the photo, wire fencing, telephone poles, and California Street are visible. In the extreme left portion of the photo is the existing residential community located west of the Project site. In the right portion of the photo, natural vegetation with several light industrial buildings are visible in the distance. The left-central portion of the photo depicts the existing telephone poles associated with Spring Street, while distant views of the existing residential community located along the site's eastern boundary are depicted in the right-central portion of the photo. The existing light industrial uses located north of Center Street also are visible in the distance in the left portion of the photo. Blue Mountain is visible along the horizon in the central portion of the photo, while Sugarloaf Mountain and associated hillsides are visible in the distance in the right portion of the photo.

As demonstrated by the photographs in Figure EA-2 through Figure EA-5, the Project site does not contain any visually prominent trees, rock outcroppings, or unique or landmark features. There are no designated scenic vistas on-site or in the surrounding area as identified in the Riverside County

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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General Plan or Highgrove Area Plan. Springbrook Wash is located immediately south of the Project site. Springbrook Wash is a prominent riparian corridor (Riverside County, 2003b, p. 7). As shown on Figure 3-3, *Tentative Tract Map No. 36668*, the Project proposes a park site and natural open space in the southern portion of the Project site, north of Springbrook Wash. In addition, as shown on Figure 3-12, *Conceptual Park Plan (Lot P)*, Park Site Lot P is designed to offer a seating area with a scenic overlook facing the Springbrook Wash.

The Project site is a planned residential community that proposes 200 single-family residential lots on 37.82 acres; two (2) park sites on 4.01 acres; eleven (11) open space lots on 1.1 acres; natural open space on 2.67 acres; three (3) lots reserved for detention basins on 2.54 acres; 16.41 acres of local streets; and 0.68 acres for additional right of way, none of which would be considered aesthetically offensive. Furthermore, the landscaping within the proposed development would be maintained by a County of Riverside Landscape Maintenance District to ensure that landscaping does not present adverse visual conditions. As shown on Figure 3-3, *Tentative Tract Map No. 36668*, retaining walls are proposed along the western Project boundary adjacent to California Avenue and along the south side of Spring Street. With respect to the visual character of the surrounding area, the proposed Project would be similar in character with the existing one-family dwellings located to the east and west of the site and the multi-family dwellings adjacent to the northeast corner of the site. Accordingly, implementation of the proposed Project would not substantially degrade the existing visual character of the site and its surroundings.

As indicated above, the Project would not substantially damage scenic resources, including but not limited to, trees, rock outcroppings and unique or landmark features, because no such features exist on the Project site. In addition, the Project would not obstruct any prominent scenic vista or view open to the public, or result in the creation of an aesthetically offensive site open to the public view. Thus, impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No Monitoring is required.

2. Mt. Palomar Observatory

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

Source: Riverside County Information Technology (RCIT); Riverside County Ord. No. 655 (Regulating Light Pollution); Riverside County Ord. No. 915 (Regulating Outdoor Lighting); Google Earth 2014.

Findings of Fact: Riverside County Ordinance No. 655, as well as the HAP, identify portions of the County that have the potential to adversely affect the Mt. Palomar Observatory. Specifically, Ordinance No. 655 identifies Zone "A" as comprising lands within a 15-mile distance of the observatory, while Zone "B" comprises lands located greater than 15 miles, but less than 45 miles from the observatory. The Project site is located approximately 52 miles northwest of the Mt. Palomar Observatory, and is therefore not subject to the provisions of Ordinance No. 655. All lighting proposed as part of the Project would be required to comply with the Riverside County Ordinance No. 915 (Regulating Outdoor Lighting) which would serve to minimize impacts associated with Project lighting. Because the Project site is located more than 45 miles from the Mt. Palomar Observatory,

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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and because the Project would be subject to the provisions of Ord. No. 915, Project lighting would not create or contribute to sky glow that could adversely affect operations at the Observatory, and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No Monitoring is required.

3. Other Lighting Issues

a) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Expose residential property to unacceptable light levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: On-site Inspection; Project Application Materials; Riverside County Ord. No. 915 (Regulating Outdoor Lighting); Riverside County Ord. No. 461 (Road Improvement Roads and Specifications).

Findings of Fact:

a & b) All lighting proposed as part of the Project would be required to comply with Riverside County outdoor lighting requirements (Ord. No. 915). Ord. No. 915 requires that "All outdoor luminaires in shall be located, adequately shielded, and directed such that no direct light falls outside the parcel of origin, or onto the public right-of-way. Outdoor luminaires shall not blink, flash, or rotate." Compliance with Ord. No. 915 would be assured through future County review of building permit applications. In compliance with Ord. No. 915, and typical of a residential community, lighting elements that would be installed as part of the Project would be of low intensity and residential in character, and would not result in the exposure of on- or off-site residential property to unacceptable levels. All proposed street lighting on- and off-site also would be required to comply with provisions of the County's Public Road Standards, which implement the provisions of County Ordinance No. 461. The County's Public Road Standards require that all street lights installed within the public right-of-way must comply with the following requirement: "Luminaries shall be cut off, high pressure sodium type..." The requirement to provide fully cut off high pressure sodium street lights would ensure that street lights constructed as part of the Project would not create a new source of substantial light or glare which would affect day or nighttime views, and would further ensure that street lights constructed on-site do not expose residential properties to unacceptable light levels. Accordingly, with mandatory compliance with Ord. No. 915 and the County's Public Road Standards, the proposed Project would not create a new source of light or glare which would adversely affect daytime or nighttime views in the area, nor would the Project expose residential property to unacceptable property to unacceptable light levels. Impacts would be less than significant and no mitigation is required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

AGRICULTURE & FOREST RESOURCES Would the project

4. Agriculture

a) Convert Prime Farmland, Unique Farmland, or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				
b) Conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm")?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: County of Riverside General Plan Figure OS-2, *Agricultural Resources*; RCIT; Project Application Materials; Riverside County Ordinance No. 625.1 (Riverside County Right-to-Farm Ordinance); Riverside County Important Farmland 2010 (Sheet 1 of 3) (CDC, 2012a); Riverside County Williamson Act FY 2008/2009 (Sheet 1 of 3) (CDC, 2012b).

Findings of Fact:

a) According to agricultural lands mapping available from the California Department of Conservation (CDC), the Project site is designated as "Farmland of Local Importance." Areas surrounding the Project site are designated as "Urban and Built-Up Land" and "Other Land." No portion of the Project site or immediately surrounding areas contains Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland). (CDC, 2012a) Accordingly, the Project would not result in the conversion of Farmland to a non-agricultural use, and no impact would occur.

b & c) According to GIS mapping available from the Riverside County's Map My County, there are no lands on the Project site or in the off-site improvement areas that are located within an agricultural preserve. The nearest lands within an agricultural preserve are located approximately 0.66 miles east of the Project site. (RCIT, 2015) As such, the Project would have no impacts to any Riverside County Agricultural Preserves.

Additionally, according to mapping information available from the CDC, the Project site is not subject to a Williamson Act Contract. The nearest Williamson Act Contract occurs approximately 0.18 mile east of the Project site, southerly of the intersection of Spring Street and Murphy Avenue. However, this Williamson Act Contract is identified as having been subject to a Notice of Non-Renewal pursuant to Government Code Section 15245. Thus, this nearby existing Williamson Act Contract will be cancelled within nine years of filing of the Notice of Non-Renewal. (CDC, 2012b) There are no components of the proposed Project that have the potential to conflict with this existing nearby Williamson Act Contract site, as residential uses already exist between the Project site and this off-site property. Accordingly, the proposed Project has no potential to conflict with any Williamson Act Contract lands, and impacts would be less than significant.

The Project site is currently zoned Manufacturing-Service Commercial (M-SC) and Industrial Park (I-P). According to GIS mapping available from Riverside County's "Map My County," zoning designations surrounding the Project site include One Family Dwellings (R-1) to the east and west; Manufacturing-Service Commercial (M-SC) to the north and south; Multiple Family Dwellings (R-2)

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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adjacent to the northeast corner of the site, north of Center Street; General Commercial (C-1/C-P) near the northwest corner of the site, south of Center Street and west of California Avenue; Light-Heavy Agriculture (A-1-2½) adjacent to the southeast corner of the site; and the City of Riverside south of the site. Lands to the south of the Project site within the City of Riverside are zoned for "Business and Manufacturing Park Zone (BMP)" with the lands nearest the Project site subject to a "Water Course Overlay Zone (WC)." Due to the proximity of existing agriculturally zoned property located adjacent to the southeast corner of the Project site, the Project would cause development of non-agricultural uses within 300 feet of agriculturally zoned property. The proposed Project would be required to comply with Riverside County Ordinance No. 625.1 (Riverside County Right-to-Farm Ordinance) (Riverside County, 1994). Ordinance 625.1 specifies that if any agricultural operation has been in place for at least three years and is not considered a nuisance operation at the time the operation began, no change in surrounding land uses may cause said operation to become a nuisance. Ordinance No. 625.1 requires a Notice to Buyers of Land to be included on an Environmental Constraints Sheet, pursuant to Riverside County Ordinance No. 460 (Riverside County, 2014), for any tentative land division proposed that lies partly or wholly within, or within 300 feet of any land zoned for agricultural purposes. The Notice to Buyers of Land will require notification to future homeowners that agricultural operations are on-going in the surrounding area and that such uses may not be the subject of nuisance complaints. Mandatory compliance with Ordinance 625.1 would ensure that any potential conflicts between the proposed residential uses and existing agriculturally zoned property within 300 feet of the Project site do not occur, thereby resulting in a less-than-significant impact to existing agriculturally zoned properties located in the Project vicinity. With mandatory compliance to Ordinance No. 625, as would be required by Condition of Approval No. 50.Planning.013, impacts would be less than significant.

d) Implementation of the proposed Project would replace the site's vacant land with a residential community. The Project has no potential to result in any other direct or indirect impacts to Farmland types beyond what is already evaluated and disclosed above. As such, implementation of the proposed Project would not involve changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use, and no impact would occur. With mandatory compliance with Ordinance No. 625, no mitigation is required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source: General Plan Figure OS-3 (Parks, Forests and Recreation Areas); Project Application Materials.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Findings of Fact:

a, b & c) No lands within the Project site are zoned for forest land, timberland, or timberland zoned Timberland production. Therefore, the Project would have no potential to conflict with forest land, timberland, or timberland zoned Timberland Production, nor would the Project result in the loss of forest land or cause other changes in the existing environment which would result in the conversion of forest land to non-forest use. Thus, no impact would occur and no mitigation is required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

AIR QUALITY Would the project

6. Air Quality Impacts

a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors which are located within 1 mile of the project site to project substantial point source emissions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Involve the construction of a sensitive receptor located within one mile of an existing substantial point source emitter?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Air Quality Impact Analysis, Urban Crossroads, October 2, 2014 (Appendix C).

Findings of Fact:

a) The Project site is located within the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is principally responsible for air pollution control, and has adopted a series of Air Quality Management Plans (AQMPs) to meet the state and federal ambient air quality standards. Most recently, the SCAQMD Governing Board adopted the Final 2012 AQMP on December 7, 2012. The 2012 AQMP was based on assumptions provided by both the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG) in the latest available EMFAC model for the most recent motor vehicle and demographics information, respectively. The air quality levels projected in the 2012 AQMP are based on several assumptions. For example, the 2012 AQMP has assumed that development associated with general plans, specific plans, residential projects, and wastewater facilities will be constructed in accordance with population growth projections identified by SCAG in its 2012 Regional Transportation Plan (RTP). The 2012 AQMP also has assumed that such

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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development projects will implement strategies to reduce emissions generated during the construction and operational phases of development. (Urban Crossroads, 2014a, pp. 31-32.)

Criteria for determining consistency with the AQMP are defined in Chapter 12, Section 12.2 and Section 12.3 of the SCAQMD's CEQA Air Quality Handbook (1993). These indicators are discussed below:

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

The violations that Consistency Criterion No. 1 refers to are the California Ambient Air Quality Standards (CAAQS) and National Ambient Air Quality Standards (NAAQS). CAAQS and NAAQS violations would occur if localized significance thresholds (LSTs) were exceeded. As evaluated as part of the Project LST analysis (presented below under the analysis of Threshold 6.b), the Project's localized construction- and operational-source emissions with standard regulatory requirements would not exceed applicable LSTs, and a less-than-significant impact would occur. Accordingly, the proposed Project would be consistent with the first criterion. (Urban Crossroads, 2014a, p. 37)

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

The 2012 Air Quality Management Plan (AQMP) demonstrates that the applicable ambient air quality standards can be achieved within the timeframes required under federal law. Growth projections from local general plans adopted by cities in the SCAQMD are provided to the Southern California Association of Governments (SCAG), which develops regional growth forecasts, which are then used to develop future air quality forecasts for the AQMP. The Project proposes to develop the site with up to 200 single-family homes on a property currently designated by the Riverside County General Plan as Light Industrial (LI) and zoned Manufacturing-Service Commercial (M-SC) and Industrial Park (I-P). The proposed single-family land use has an operational traffic trip generation rate that is substantially less than that of the development of uses permitted by the LI land use designation and M-SC and I-P zoning designations, and would thereby result in fewer vehicular trips and associated air quality emissions. Therefore, the proposed Project would be less intense than what would otherwise occur with the build-out of uses on the subject site under its current LI land use and M-SC and I-P zoning designations. Thus, development of the project would not exceed the growth projections in the County of Riverside's General Plan and thus considered to be consistent with the AQMP. (Urban Crossroads, 2014a, pp. 37-38)

As indicated in the above analysis, the Project would not result in or cause NAAQS or CAAQS violations. The Project's proposed residential land would result in less intense development intensity as compared to the property's current LI land use designation reflected in the adopted Riverside County General Plan. Because the land use intensity would be less, the Project is considered to be consistent with the AQMP. (Urban Crossroads, 2014a, p. 38) Therefore, because the proposed Project would not conflict with or obstruct implementation of the air quality plan established for this region, impacts associated with a conflict with applicable air quality plans would be less than significant.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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b & c) The SCAQMD has also developed regional significance thresholds for regulated pollutants, as summarized in Table EA-1, *SCAQMD Regional Thresholds*. The SCAQMD's CEQA Air Quality Significance Thresholds (March 2011) indicate that any projects in the SCAB with daily emissions that exceed any of the indicated thresholds should be considered as having an individually and cumulatively significant air quality impact. (Urban Crossroads, 2014a, p. 22)

Table EA-1 SCAQMD Regional Thresholds

MAXIMUM DAILY EMISSIONS THRESHOLDS (REGIONAL THRESHOLDS)		
Pollutant	Construction	Operational
NO _x	100 lbs/day	100 lbs/day
VOC	75 lbs/day	75 lbs/day
PM ₁₀	150 lbs/day	150 lbs/day
PM _{2.5}	55 lbs/day	55 lbs/day
SO _x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day

(Urban Crossroads, 2014a, Table 3-1)

It should be noted that all projects within the SCAB, including the proposed Project, would be required to comply with applicable state and regional regulations that have been adopted to address air quality emissions within the basin. This includes the following requirements pursuant to SCAQMD Rule 403, which would be enforced by Riverside County as part of the Project's conditions of approval (refer to Conditions of Approval Nos. 10.Planning.021, 10.Planning.022, and 10.Planning.023) (Urban Crossroads, 2014a, p. 6):

- All clearing, grading, earth-moving, or excavation activities shall cease when winds exceed 25 mph per SCAQMD guidelines in order to limit fugitive dust emissions.
- The contractor shall ensure that all disturbed unpaved roads and disturbed areas within the Project are watered at least three (3) times daily during dry weather. Watering, with complete coverage of disturbed areas, shall occur at least three times a day, preferably in the midmorning, afternoon, and after work is done for the day.
- The contractor shall ensure that traffic speeds on unpaved roads and Project site areas are reduced to 15 miles per hour or less

Additionally, the Project would be subject to Title 13, Chapter 10, Section 2485, Division 3 of the of the California Code of Regulations, which imposes a requirement that heavy duty trucks accessing the site shall not idle for greater than five minutes at any location. This measure is intended to apply to construction traffic. Future implementing grading plans would be required to include a note requiring a sign be posted on-site stating that construction workers need to shut off engines at or before five minutes of idling. Compliance with the requirements of Title 13, Chapter 10, Section 2485, Division 3 would be assured by the Project's conditions of approval (refer to Conditions of Approval 10.Planning.020).

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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In order to assess the Project's potential to result in significant impacts to air quality, a Project-specific air quality impact analysis was conducted for the Project. A copy of the air quality impact analysis is provided as Appendix C to this IS/MND. It should be noted that in order to provide consistency with the Project's traffic impact analysis (IS/MND Appendix L), the air quality impact analysis evaluates the construction of 219 detached single-family homes whereas the Project proposes only 200 homes; thus, the analysis of impacts to air quality provided below represents a conservative estimate of Project-related impacts to air quality.

Construction Emissions – Regional Thresholds

Construction activities associated with the Project would result in emissions of CO, VOCs, NO_x, SO_x, PM₁₀, and PM_{2.5}. Construction-related emissions are expected from the following construction activities: site preparation; grading; trenching (water line installation); building construction; painting (architectural coatings); paving; and construction workers commuting. (Urban Crossoads, 2014a, p. 23)

The duration of construction activity and associated equipment represents a reasonable approximation of the expected construction fleet as required per CEQA guidelines. Site specific construction fleet may vary due to specific project needs at the time of construction. The duration of construction activity was estimated based on information from the applicant and a 2018 opening year. Associated equipment was estimated based on the CalEEMod defaults. Please refer to specific detailed modeling inputs/outputs contained in Appendix 3.1 of the Project's Air Quality Impact Analysis (Appendix C). A detailed summary of construction assumptions by phase is provided in Table 3-2 within IS/MND Section 3.2.1. (Urban Crossoads, 2014a, p. 24)

Dust is typically a major concern during rough grading activities. Because such emissions are not amenable to collection and discharge through a controlled source, they are called "fugitive emissions." Fugitive dust emissions rates vary as a function of many parameters (soil silt, soil moisture, wind speed, area disturbed, number of vehicles, depth of disturbance or excavation, etc.). The CalEEMod model was utilized to calculate fugitive dust emissions resulting from this phase of activity. Construction emissions for construction worker vehicles traveling to and from the Project site, as well as vendor trips (construction materials delivered to the Project site) were estimated based on information CalEEMod model defaults. (Urban Crossoads, 2014a, p. 24)

The Project's estimated maximum daily construction emissions are presented in Table EA-2, *Emissions Summary of Overall Construction*. Detailed construction model outputs are presented in Appendix 3.1 to the Project's Air Quality Impact Analysis (Appendix C). As shown, under the assumed scenarios, emissions resulting from Project construction would not exceed the regional criteria pollutant thresholds established by the SCAQMD, and construction-related impacts would be less than significant based on the SCAQMD regional thresholds. (Urban Crossoads, 2014a, pp. 25-26)

Construction Emissions – Localized Significance Thresholds

The analysis makes use of methodology included in the SCAQMD Final Localized Significance Threshold Methodology (Methodology). The SCAQMD has established that impacts to air quality are significant if there is a potential to contribute or cause localized exceedances of the federal and/or state ambient air quality standards (NAAQS/CAAQS). Collectively, these are referred to as Localized Significance Thresholds (LSTs). (Urban Crossoads, 2014a, p. 29)

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The significance of localized emissions impacts depends on whether ambient levels in the vicinity of any given project are above or below State standards. In the case of CO and NO₂, if ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a state or federal standard, then project emissions are considered significant if they increase ambient concentrations by a measurable amount. This would apply to PM₁₀ and PM_{2.5}, both of which are non-attainment pollutants. (Urban Crossoads, 2014a, p. 29)

Table EA-2 Emissions Summary of Overall Construction

Year	Emissions (pounds per day)					
	VOC	NOx	CO	SOx	PM10	PM2.5
2015	7.90	91.31	57.75	0.08	10.34	6.77
2016	44.46	85.78	65.82	0.14	9.48	5.15
2017	43.76	46.21	61.45	0.14	9.22	4.10
2018	42.99	41.25	57.62	0.14	8.86	3.76
Maximum Daily Emissions	44.46	91.31	65.82	0.14	10.34	6.77
SCAQMD Regional Threshold	75	100	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

(Urban Crossoads, 2014a, Table 3-5)

The SCAQMD established LSTs in response to the SCAQMD Governing Board's Environmental Justice Initiative I-4. LSTs represent the maximum emissions from a project that will not cause or contribute to an exceedance of the most stringent applicable federal or state ambient air quality standard at the nearest residence or sensitive receptor. The SCAQMD states that lead agencies can use the LSTs as another indicator of significance in its air quality impact analyses. (Urban Crossoads, 2014a, p. 29)

For the proposed Project, the appropriate Source Receptor Area (SRA) for the LST is the Metropolitan Riverside County 1 monitoring station (SRA 23). LSTs apply to carbon monoxide (CO), nitrogen dioxide (NO₂), particulate matter ≤ 10 microns (PM₁₀), and particulate matter ≤ 2.5 microns (PM_{2.5}). As indicated in Table 3-7 of the Project's Air Quality Impact Analysis (Appendix C), it is estimated that the Project could actively disturb up to 4.0 acres per day. The SCAQMD has produced look-up tables for projects less than or equal to 5 acres in size; since the Project would not exceed a disturbance area of 5 acres in size, SCAQMD LST look-up tables were used to determine localized impacts consistent with SCAQMD protocol. (Urban Crossoads, 2014a, pp. 30-31)

SCAQMD's Methodology clearly states that "off-site mobile emissions from the Project should not be included in the emissions compared to LSTs." Therefore, for purposes of the construction LST analysis only emissions included in the CalEEMod "on-site" emissions outputs were considered. (Urban Crossoads, 2014a, p. 30)

The nearest sensitive receptor land use is located immediately adjacent to the east of the Project site. Notwithstanding, the Methodology explicitly states that "It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters." Accordingly, LSTs for

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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receptors at 25 meters were utilized in the analysis and provide for a conservative i.e. "health protective" standard of care. (Urban Crossroads, 2014a, p. 31)

As shown in Table EA-3, *Localized Significance Summary – Construction*, and assuming mandatory compliance with SCAQMD Rule 403 and Title 13, Chapter 10, Section 2485, Division 3 of the of the California Code of Regulations (as required by Condition of Approval 10.Planning.020), peak emissions during construction activity would not exceed any of the SCAQMD's localized significance thresholds. Accordingly, construction-related LSTs impacts would be less than significant. (Urban Crossroads, 2014a, p. 28)

Table EA-3 Localized Significance Summary – Construction

Peak Construction Emissions	CO		NO ₂	PM ₁₀	PM _{2.5}
	Averaging Time				
	1-hour	8-hour	1-Hour	24-Hours (Construction)	
Peak Day Localized Emissions	0.35	0.26	0.01	7.14	4.73
Background Concentration	1.6	1.5	0.06		
Total Concentration	1.95	1.76	0.07	7.14	4.73
SCAQMD Localized Threshold	20	9	0.18	10.4	10.4
Threshold Exceeded?	No	No	No	No	No

(Urban Crossroads, 2014a, Tables 3-10 and 3-11)

Operational Emissions – Regional Thresholds

Operational activities associated with the proposed Project will result in emissions of ROG, NO_x, CO, SO_x, PM₁₀, and PM_{2.5}. Operational emissions would be expected from the following primary sources: area source emissions; energy source emissions; and mobile source emissions. Please refer to Section 3.5 of the Project's Air Quality Impact Analysis (Appendix C) for a description of the various inputs assumed in the study for each of these sources. (Urban Crossroads, 2014a, pp. 27-28)

The Project-related operations emissions burdens, along with a comparison of SCAQMD recommended significance thresholds, are shown in Table EA-4, *Summary of Peak Operational Emissions*. As shown, Project operational-source emissions would not exceed applicable SCAQMD regional thresholds of significance. Therefore, regional operational air quality emissions associated with the Project would be less than significant, and no mitigation would be required. (Urban Crossroads, 2014a, p. 28)

Operational Emissions – Localized Significance Thresholds

Table EA-5, *Localized Significance Summary – Operations*, shows the calculated emissions for the Project's operational activities compared with the applicable LSTs. The LST analysis includes on-site sources only; however, the CalEEMod™ model outputs do not separate on-site and off-site emissions from mobile sources. In an effort to establish a maximum potential impact scenario for analytic purposes, the emissions shown on Table EA-5 represent all on-site Project-related stationary (area) sources and five percent (5%) of the Project-related mobile sources. Considering that the weighted trip length used in CalEEMod™ for the Project is approximately 14.7 miles, 5% of this total would represent an on-site travel distance for each car and truck of approximately .75 mile or 3,960 feet, thus the 5% assumption is conservative and would tend to overstate the actual impact. Modeling based on these assumptions demonstrates that even within broad encompassing parameters, Project operational-source emissions would not exceed applicable LSTs. (Urban Crossroads, 2014a, p. 34)

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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As noted above, sensitive receptors may be located immediately adjacent to the east of the Project site. Notwithstanding, the Methodology explicitly states that "It is possible that a project may have receptors closer than 25 meters. Projects with boundaries located closer than 25 meters to the nearest receptor should use the LSTs for receptors located at 25 meters." Accordingly, LSTs for receptors at 25 meters are utilized in this analysis and provide for a conservative i.e. "health protective" standard of care. If emissions exceed the LST for a 5-acre site, then dispersion modeling needs to be conducted. Use of the LSTs for a 5-acre site for operational activities is appropriate since this would result in more stringent LSTs because emissions would occur in a more concentrated area and closer to the nearest sensitive receptor than in reality. (Urban Crossroads, 2014a, pp. 34-35)

Table EA-4 Summary of Peak Operational Emissions

Operational Activities – Summer Scenario	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Source	31.65	0.21	18.22	9.50e-4	0.39	0.39
Energy Source	0.21	1.77	0.75	0.01	0.14	0.14
Mobile	7.01	20.60	73.91	0.21	14.32	4.03
Maximum Daily Emissions	38.87	22.58	92.89	0.22	14.86	4.56
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

Operational Activities – Winter Scenario	Emissions (pounds per day)					
	VOC	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Source	31.65	0.21	18.22	9.50e-4	0.39	0.39
Energy Source	0.21	1.77	0.75	0.01	0.14	0.14
Mobile	6.84	21.45	69.72	0.19	14.32	4.03
Maximum Daily Emissions	38.70	23.43	88.70	0.21	14.86	4.56
SCAQMD Regional Threshold	55	55	550	150	150	55
Threshold Exceeded?	NO	NO	NO	NO	NO	NO

(Urban Crossroads, 2014a, Table 3-6)

Table EA-5 Localized Significance Summary – Operations

Operational Activity	Emissions (pounds per day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Maximum Daily Emissions	3.05	22.67	1.25	0.73
SCAQMD Localized Threshold	270	1,577	4	2
Threshold Exceeded?	NO	NO	NO	NO

(Urban Crossroads, 2014a, Table 3-12)

As shown on Table EA-5, operational emissions would not exceed the LST thresholds for the nearest sensitive receptor. Therefore, the Project would have a less-than-significant localized impact during operational activity. (Urban Crossroads, 2014a, p. 35)

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Conclusion

As indicated in the above analysis, no impacts would occur based on the SCAQMD regional thresholds during construction activities or long-term operation. Additionally, construction and long-term operation of the Project would not exceed the SCAQMD LSTs. Accordingly, the Project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation, nor would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard. Therefore, impacts would be less than significant and no mitigation would be required.

d) The proposed Project has the potential to expose nearby sensitive receptors to substantial pollutant concentrations during Project construction and long-term operation. Sensitive receptors can include uses such as long term health care facilities, rehabilitation centers, and retirement homes. Residences, schools, playgrounds, child care centers, and athletic facilities can also be considered as sensitive receptors. As noted previously, the nearest sensitive receptor occurs immediately adjacent to the east of the Project site. (Urban Crossroads, 2014a, p. 38)

Construction and Operational LST Analysis

As indicated above under the discussion and analysis of Thresholds 6.b) and 6.c) (refer to Table EA-3 and Table EA-5), Project-related emissions would not exceed the applicable LSTs under both near- and long-term conditions. Accordingly, sensitive receptors (calculated at a distance of 25 meters) would not be subject to a significant air quality impact during Project construction or long-term operation, and impacts would be less than significant. (Urban Crossroads, 2014a, p. 38)

CO "Hot Spot" Analysis

It has long been recognized that adverse localized CO concentrations ("hot spots") are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last twenty years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentrations in the Project vicinity have steadily declined, as indicated by historical emissions data presented in Table 2-3 of the Project's Air Quality Impact Analysis (Appendix C). (Urban Crossroads, 2014a, p. 35)

A CO "hotspot" would occur if an exceedance of the state one-hour standard of 20 ppm or the eight-hour standard of 9 ppm were to occur. At the time of the 1993 Handbook, the SCAB was designated nonattainment under the California AAQS and National AAQS for CO. As identified within SCAQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan), peak carbon monoxide concentrations in the SCAB were a result of unusual meteorological and topographical conditions and not a result of congestion at a particular intersection. To establish a more accurate record of baseline CO concentrations affecting the SCAB, a CO "hot spot" analysis was conducted in 2003 for four busy intersections in Los Angeles that represent extreme vehicle volumes at the peak morning and afternoon time periods. This hot spot analysis did not predict any violation of CO standards. It can therefore be reasonably concluded that projects (such as the proposed Project) that are not subject to the extremes in vehicle volumes and vehicle congestion that was evidenced in the 2003 Los Angeles hot spot analysis would similarly not create or result in CO hot spots. Similar considerations are also employed by other Air Districts when evaluating potential