

FORW APPROVED COUNTY COUNSEL  
 BY: 6/15/10 DATE  
 MARSHAL VICTOR

C. Christopher Hans  
 Christopher Hans

**SUBMITTAL TO THE BOARD OF DIRECTORS OF THE  
 REDEVELOPMENT AGENCY  
 COUNTY OF RIVERSIDE, STATE OF CALIFORNIA**

336



**SUBMITTAL DATE:**  
 June 10, 2010

**FROM:** Redevelopment Agency

**SUBJECT:** Rancho Jurupa Regional Sports Complex

**RECOMMENDED MOTION:** That the Board of Directors:

1. Make the following findings pursuant to Health and Safety Code Section 33445:
  - a) The improvements to the Rancho Jurupa Regional Sports Complex (Project) is of benefit to the Jurupa Valley Redevelopment Project Area (Project Area) by helping to eliminate blight within the Project Area by providing recreational improvements and opportunities to surrounding community;
  - b) No other reasonable means of financing the cost of the Project are available to the community due to the fact that the current economic crisis has substantially reduced the community's revenues to fund the Project; and

(Continued)

Robert Field  
 Executive Director

<b>FINANCIAL DATA</b>	Current F.Y. Total Cost:	\$ 97,600	In Current Year Budget:	Yes
	Current F.Y. Net County Cost:	\$ 0	Budget Adjustment:	No
	Annual Net County Cost:	\$ 0	For Fiscal Year:	09/10

<b>COMPANION ITEM ON BOARD OF SUPERVISORS AGENDA:</b> No	
<b>SOURCE OF FUNDS:</b> Jurupa Valley Redevelopment Capital Improvement Funds	<b>Positions To Be Deleted Per A-30</b> <input type="checkbox"/>
	<b>Requires 4/5 Vote</b> <input type="checkbox"/>

**C.E.O. RECOMMENDATION:**

APPROVE  
  
 BY: Jennifer L. Sargent

**County Executive Office Signature**

**MINUTES OF THE BOARD OF DIRECTORS OF THE REDEVELOPMENT AGENCY**

On motion of Supervisor Tavaglione, seconded by Supervisor Stone and duly carried, IT WAS ORDERED that the above matter is approved as recommended.

Ayes: Buster, Tavaglione, Stone and Benoit  
 Nays: None  
 Absent: Ashley  
 Date: June 29, 2010  
 xc: RDA, EDA, CIP, COB

Kecia Harper-Ihem  
 Clerk of the Board  
 By:   
 Deputy

(Comp. Item 3.31)

**Prev. Agn. Ref.:** 2/26/08, 4.5; 6/22/09, 4.1 | **District:** 2 | **Agenda Number:**

ATTACHMENTS FILED  
 WITH THE CLERK OF THE BOARD

4 5  
001a-F11.doc  
FRM 11 (REV 06/003)

Dept's Recomm.:  Consent  
 Policy   
 Per Exec. Ofc.:  Consent  
 Policy

**RECOMMENDED MOTION:** (Continued)

- c) The payment of funds for the cost of the Project is consistent with the Implementation Plan for the Project Area and is necessary to effectuate the purpose of the Project Area's Redevelopment Plan, which calls for construction of any building facility, structure or other improvements.
2. Adopt the Mitigated Negative Declaration (MND) and the Mitigation Monitoring Reporting Program (MMRP), both attached hereto as Attachment A for EA05190004044, based on the findings incorporated therein;
3. Approve the attached Amendment No. 1 to the Consultant Services Agreement between the Redevelopment Agency for the County of Riverside and RHA Landscape Architects Planners Inc., of Riverside, California, in the amount of \$97,600 and authorize the Chairman to execute the Agreement on behalf of the Redevelopment Agency for the County of Riverside;
4. Authorize the Executive Director to administer Amendment No. 1 in accordance with applicable Board policies;
5. Approve the specifications for the Rancho Jurupa Regional Sports Complex – Well Pumping Equipment Project (Phase I) and authorize the Clerk of the Board to advertize for bids; and
6. Approve the plans and specifications for the Rancho Jurupa Regional Sports Complex and authorize the Clerk of the Board to advertise for bids.

**BACKGROUND:** On February 26, 2008, the Board approved a Consultant Services Agreement with RHA Landscape Architects for design and engineering services. The Rancho Jurupa Regional Sports Complex has been developed on approximately 36 acres located immediately north of the intersection of Loring Ranch Road and Crestmore Road, in the unincorporated community of Riverside County. The Sports Park will include 15 soccer fields of varying sizes and two different types of turf. The Park also includes one large, one moderate, and six small picnic shelters which will accommodate a total of approximately 238 people, a concession/restroom building, a storage building, and a perimeter park concrete walk.

On July 14, 2009, the Board approved a Consultant Services Agreement with Krieger and Stewart, Inc. for design and engineering services for a new irrigation water well, pumping plant, irrigation water reservoir and irrigation booster station to be designated as the main non-potable water source to the complex. In order to properly determine the adequate amount of available groundwater to serve the complex, the construction of the well has been split into two phases. The scope of Phase I will determine that the well site provides adequate volume and pressure to serve non-potable irrigation needs of the complex. The scope for Phase II will construct the water well, pumping plant, reservoir and all above ground improvements necessary to complete the construction of the well. Once Phase I is complete and it has been determined that the well provides a sufficient water supply to the complex, staff will return with a recommendation to the Board to approve plans and specifications for Phase II.

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000-21177) and California Code of Regulations Section 15063, the Redevelopment Agency for the County of Riverside, being the Lead Agency, prepared an Initial Study for the proposed project. The

(Continued)

**BACKGROUND:** (Continued)

Study was prepared to analyze the proposed project to determine if any potential significant impacts upon the environment would result from construction and implementation of the project. The results of the analysis demonstrate that the project would not have any significant impacts on the environment with the implementation of the mitigation measures contained in the Initial Study. The Initial Study/Mitigated Negative Declaration (IS/MND) was prepared and circulated for the mandated 30 day public review and comment period from May 4, 2010 to June 2, 2010.

Pursuant to CEQA (Public Resources Code Section 21081.6), the Agency is required to adopt a reporting and monitoring plan for the mitigation measures identified in the IS/MND to mitigate or avoid significant effects on the environment. The Mitigation Monitoring and Reporting Program (MMRP) contained in the IS/MND presented hereto for adoption by the Board is designed to ensure compliance during project implementation. The IS/MND, MMRP and Notice of Determination are included as Attachment A.

During the design of the project, protected habitat areas were discovered which required a redesign of the westernmost soccer fields and a modification of the site drainage plan. The redesign of the site expanded the scope of services and therefore required additional fees. Amendment No. 1 to the Consultant Services Agreement will increase RHA Landscape Architects Planners Inc.'s compensation by \$97,600. County Counsel has approved the Amendment as to legal form.

The design plans and specifications have been completed and approved for the Rancho Jurupa Regional Sports Complex Project and the Rancho Jurupa Regional Sports Complex - Well Pumping Equipment Project (Phase I). Staff recommends the Board make the aforementioned findings, adopt the Mitigated Negative Declaration (MND) and the Mitigation Monitoring Reporting Program (MMRP), ratify Amendment No. 1 to the Consultant Services Agreement between the Redevelopment Agency for the County of Riverside and RHA Landscape Architects Planners Inc., and authorize the Executive Director to administer Amendment No. 1 in accordance with applicable Board policies, and approve the plans and specifications and authorize the Clerk of the Board to advertise the Notice Inviting Bids.

MINUTES OF THE BOARD OF SUPERVISORS  
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA



4.2

On motion of Supervisor Ashley, seconded by Supervisor Buster and duly carried, IT WAS ORDERED that the recommendation from the Redevelopment Agency regarding findings for the Rancho Jurupa Regional Sports Complex; Adoption of mitigated negative declaration; ratify amendment No. 1 to the Consultant Services Agreement with RHA Landscape Architects Planners Inc; Approval of the Specifications for the Well Pumping Equipment Project (Phase 1) and Approval of the Plans and Specifications for the Complex is continued to Tuesday, June 29, 2010 at 9:00 a.m.

Roll Call:

Ayes: Buster, Benoit and Ashley  
Nays: None  
Absent: Tavaglione and Stone

I hereby certify that the foregoing is a full true, and correct copy of an order made and entered on June 22, 2010 of Supervisors Minutes.

WITNESS my hand and the seal of the Board of Supervisors  
Dated: June 22, 2010  
Kecia Harper-Ihem, Clerk of the Board of Supervisors, in  
and for the County of Riverside, State of California.

(seal)

By: Kecia Harper-Ihem Deputy

AGENDA NO.  
4.2

xc: RDA, COB



# MEMORANDUM

EXECUTIVE OFFICE, COUNTY OF RIVERSIDE

**Bill Luna**

County Executive Officer

**Jay E. Orr**

Assistant County Executive Officer

**TO:** Kecia Harper-Ihem, COB  
**FROM:** Christopher Hans, Deputy CEO  
**DATE:** June 16, 2010  
**RE:** CONTINUANCE

EDA/RDA is requesting the below items continued to June 29, 2010:

EDA – Rancho Jurupa Regional Sports Complex.

RDA – Rancho Jurupa Regional Sports Complex.

H:\dGRANT\form 11s\continuance.doc

# Attachment A

*Final Initial Study/  
Mitigated Negative Declaration*

*Responses to Comments*

*Mitigation Monitoring  
and Reporting Program*

## Rancho Jurupa Regional Sports Complex

*Prepared for*  
Riverside County Economic  
Development Agency



June 2010

ALBERT A.

**WEBB**

ASSOCIATES

**Final  
Initial Study  
Rancho Jurupa Regional Sports Complex  
EA05190004044  
(SCH No. 201005106)**

Prepared by:



**County of Riverside  
Economic Development Agency  
3403 10<sup>th</sup> Street, 4<sup>th</sup> Floor  
Riverside, California 92501**

Assisted by:

**Albert A. WEBB Associates  
3788 McCray Street  
Riverside, CA 92506**

June 10, 2010

## INTRODUCTION

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Sections 21000 – 21177), this Initial Study has been prepared to determine potentially significant impacts upon the environment resulting from the proposed Rancho Jurupa Regional Sports Complex (Sports Park) plus associated water facilities (hereinafter collectively referred to as “the Project”). In accordance with Section 15063 of the *State CEQA Guidelines*, this Initial Study is a preliminary analysis prepared by the County of Riverside (“County”) as Lead Agency, in consultation with other jurisdictional agencies, to inform the County decision makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the proposed Project.

### Organization of the Initial Study

The Initial Study is organized as follows:

- **Introduction**, which provides the context for the review along with applicable citation pursuant to CEQA and the *State CEQA Guidelines*
- **County of Riverside Environmental Assessment Form: Initial Study**, which provides the Project Description, a brief discussion of the existing environmental setting, a discussion of the relationship of the Project to the County General Plan, and an environmental impact assessment consisting of an environmental checklist and accompanying analysis for responding to checklist questions
- **References**, which includes a list of reference sources
- **List of Initial Study Preparers**, which identifies those responsible for preparation of this Initial Study and other parties contacted during the preparation of the Initial Study
- **Acronyms and Abbreviations**, which contains a list of the acronyms and abbreviations used in the Initial Study

### Environmental Process

The environmental process being undertaken as part of the proposed Project began with the initial project and environmental research. The Initial Study and Draft Mitigated Negative Declaration will be subject to a 30-day public review period. During this review period, public and agency comments on the document relative to environmental issues should be addressed to:

Claudia Steiding  
Senior Environmental Planner  
County of Riverside Economic Development Agency  
3403 10<sup>th</sup> Street, 4<sup>th</sup> Floor  
Riverside, California 92501

Comments received during that time will be considered as part of the Project’s environmental review and will be included with the Initial Study document for consideration by the Board of Supervisors. If the Board determines that the Project will have no significant long-term, unmitigatable environmental effects, a Mitigated Negative Declaration will be adopted for the Project.





# COUNTY OF RIVERSIDE

## ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY

**Environmental Assessment (E.A.) Number:** EA 05190004044

**Project Case Type (s) and Number(s):** N/A

**Lead Agency Name:** County of Riverside Economic Development Agency

**Address:** 3403 10<sup>th</sup> Street, 4<sup>th</sup> Floor, Riverside, CA 92501

**Contact Person:** Claudia Steiding

**Telephone Number:** (951) 955-8174

**Applicant's Name:** County of Riverside Economic Development Agency

**Applicant's Address:** 3403 10<sup>th</sup> Street, 4<sup>th</sup> Floor, Riverside, CA 92501

### I. PROJECT INFORMATION

#### A. Project Description

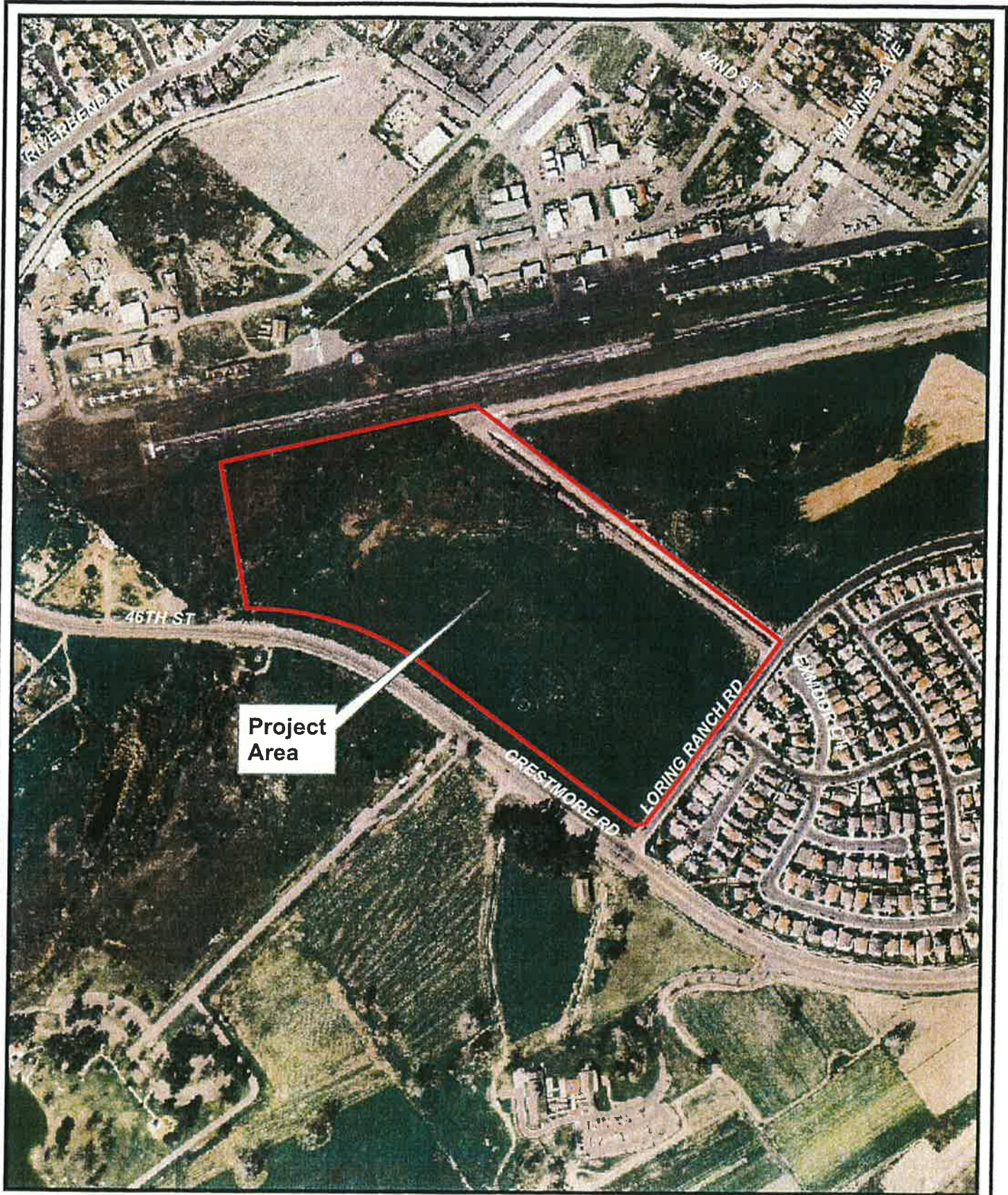
The County of Riverside Economic Development Agency (EDA) intends to construct the proposed Rancho Jurupa Regional Sports Complex (Sports Park or Project) on approximately 36 acres located immediately north of the intersection of Loring Ranch Road and Crestmore Road, in the unincorporated territory of Riverside County (**Figure 1, Vicinity Map** and **Figure 2, Aerial Photograph**), on Assessor's parcel numbers 181-190-014, 181-190-015, 181-190-017, 181-190-019, and 181-220-023. The Sports Park will include one large, one moderate, and six small picnic shelters which will accommodate a total of approximately 238 people, a concession/restroom building, a storage building, a perimeter park concrete walk, and approximately 15 soccer fields of varying sizes and types of turf, as shown in **Figure 3, Park Plan** and summarized in **Table 1, Proposed Fields**.

**Table 1, Proposed Fields**

Field Count	Field Size (in yards)	Type of Turf
4	70 by 110	Synthetic
2	50 by 100	Hydroseed or sod
5	45 by 75	Hydroseed or sod
4	25 by 50	Hydroseed or sod

Lighting will be installed at the six largest soccer fields, which are located at the western portion of the proposed Sports Park to accommodate nighttime use. The soccer field lighting will be Musco Lighting – Light Structure Green System lighting, which in addition to being energy efficient, is shielded and hooded to direct the lighting onto the soccer fields and prevent spillover onto adjacent properties. The Sports Park will be open from seven days a week from 9:00 AM – 10:00 PM, with lights being turned off by 10:00 PM. Peak usage days for the park will be Thursday, Friday, and Saturday.

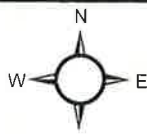
The Project will include approximately 447 parking stalls and 5 recreational vehicle parking stalls. Access to the Project site will be via entrances at Loring Ranch Road and Crestmore Road (**Figure 3, Park Plan**). The Riverside County Transportation Department has reviewed the park plan and the only road improvements required are striping and a curb cut to access the site. No other transportation or traffic improvements are proposed or required.



Project Area

Sources: Digital Globe, March 2008;  
County of Riverside, 2010.

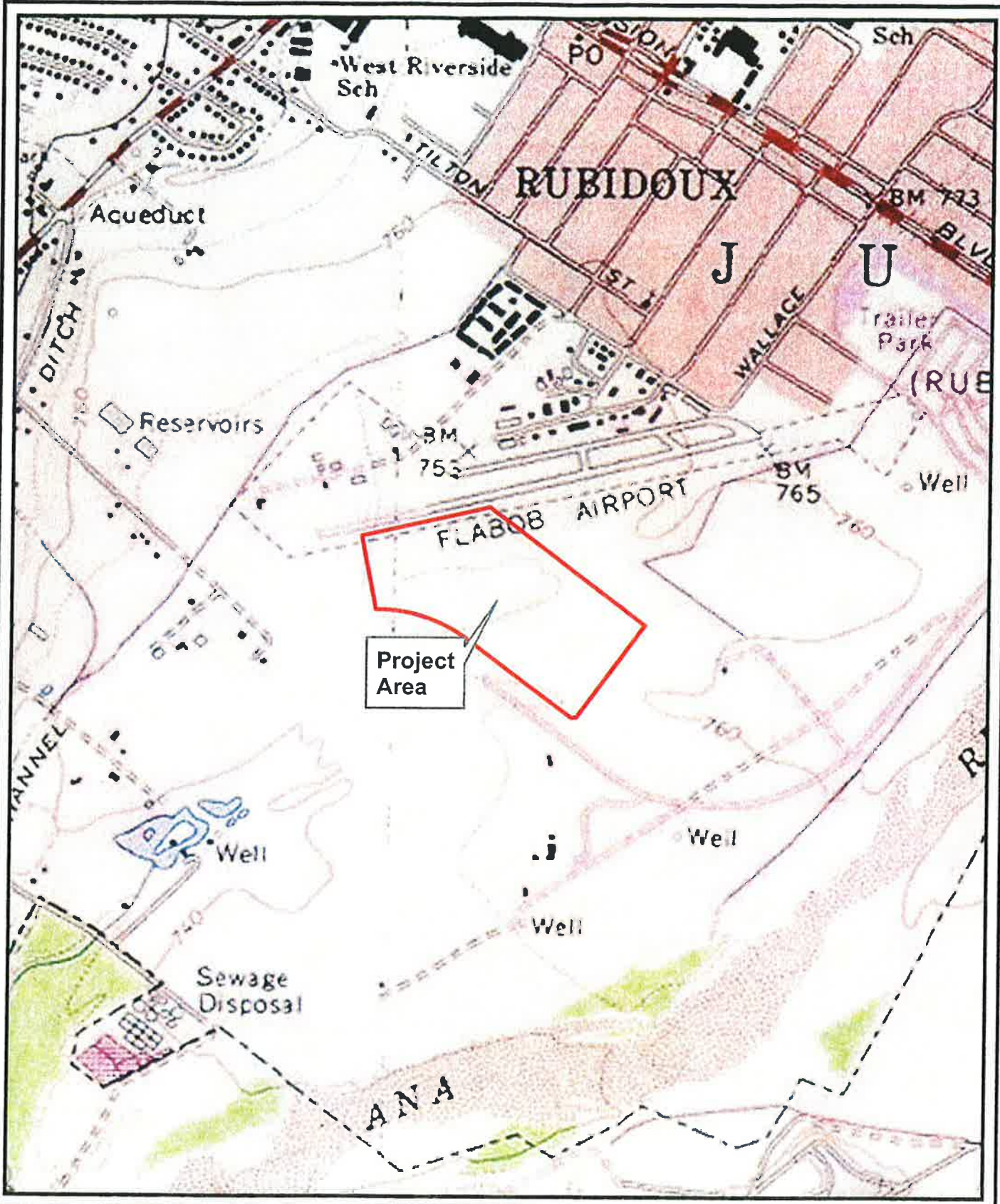
ALBERT A.  
**WEBB**  
ASSOCIATES



0 500 1,000  
Feet

Figure 1

Aerial Photograph



Sources: USGS/ESRI; Riverside West 7.5min Quad

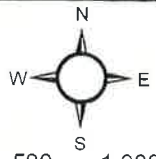
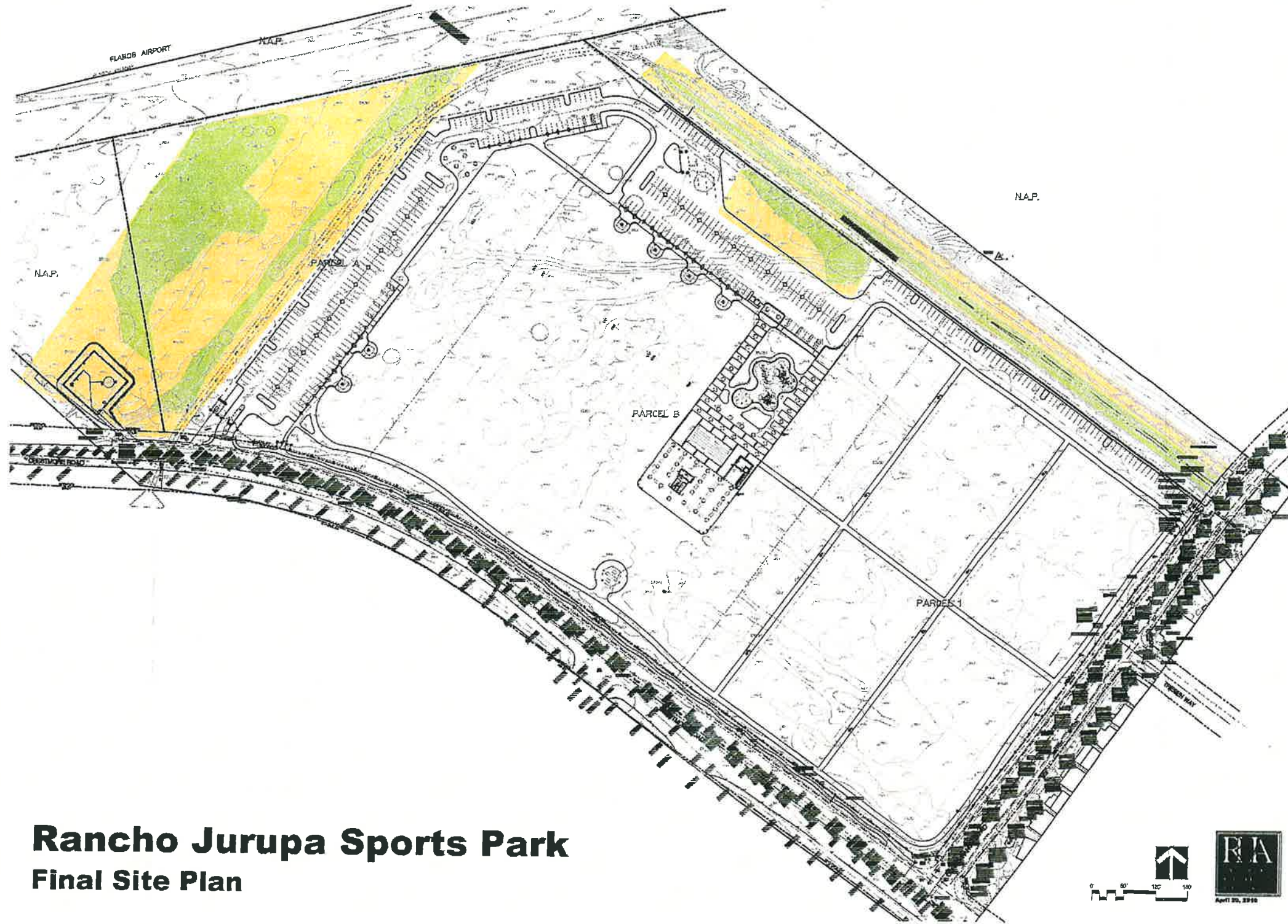


Figure 2

Topographic Map



**Rancho Jurupa Sports Park  
Final Site Plan**

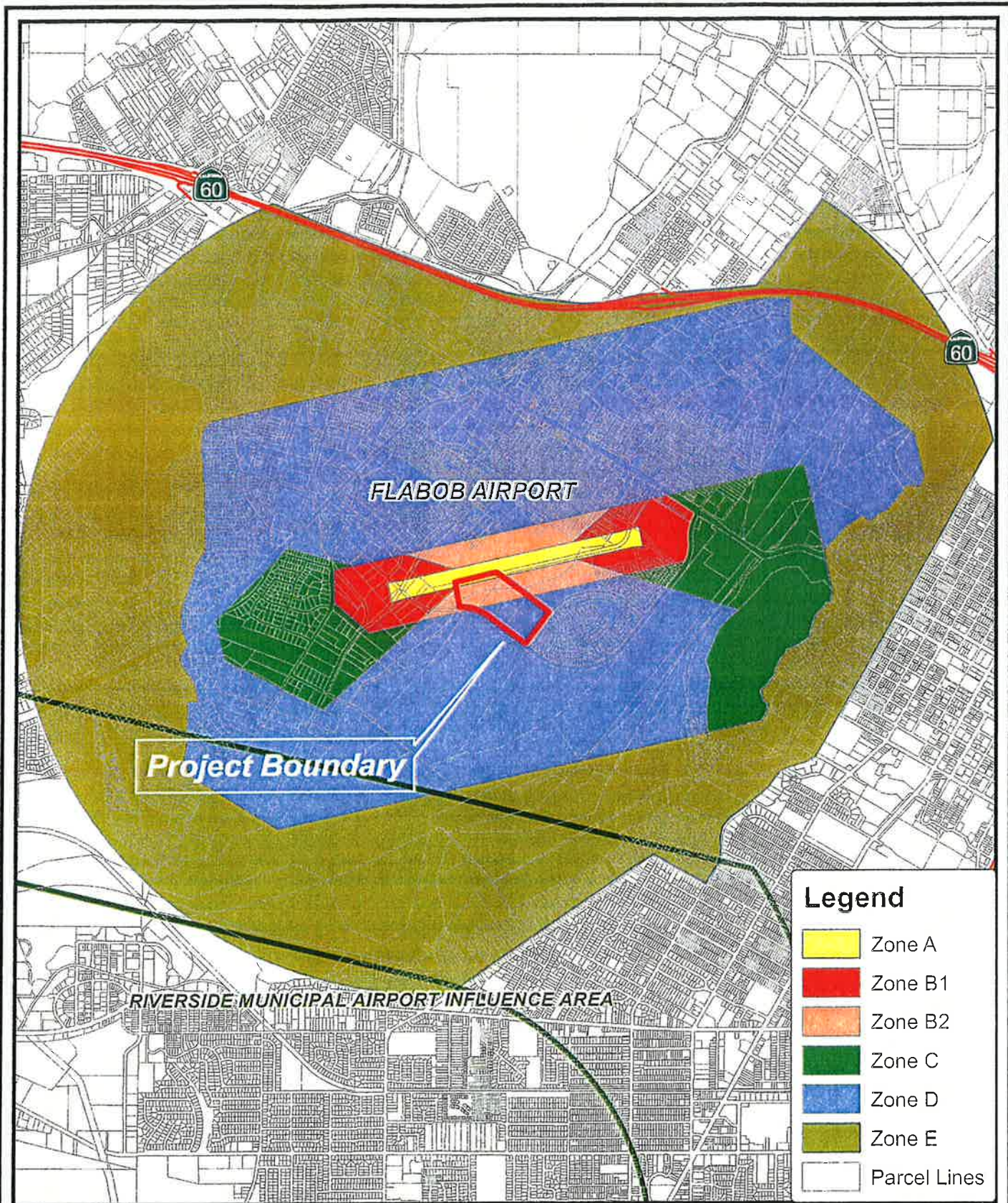


Source: RHA, April 20, 2010




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**Figure 3  
Park Plan**

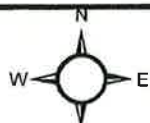


**Legend**

	Zone A
	Zone B1
	Zone B2
	Zone C
	Zone D
	Zone E
	Parcel Lines

Sources:  
County of Riverside, 2010.

ALBERT A.  
**WEBB**  
ASSOCIATES



0 4,000 8,000 Feet

**Figure 4**

**Flabob Airport Compatibility Zones**

The Project will include 555,000 square feet (SF) of natural turf, 255,500 SF of open space natural landscape, 365,000 SF of synthetic turf, and 350,000 SF of non-turf areas for parking lots, islands, and concrete walks. Of the approximately 350,000 SF of non-landscaped areas in the parking lots, islands, and concrete walks, pervious pavement materials will be used in approximately one-third of these areas.

The Project site is within the boundaries of the Rubidoux Community Services District (RCSD). RCSD will provide potable water and wastewater treatment services for the restroom/concession and storage buildings. Water service for irrigation of the Sports Park will be provided via a new well, reservoir, and booster station that will be constructed as part of the Project. The well will be constructed on property currently owned by Flabob Airport (on Assessor's Parcel number 180-190-013), adjacent to Crestmore Road, west of the Sports Park site. The proposed well will be approximately 16-inches in diameter and 150–200 feet in depth. The well will pump approximately 600 gallons per minute. The well will be outfitted with a 10–20 horse power (hp) pump.

An approximately 20,000–40,000-gallon bolted steel water reservoir will be constructed adjacent to the well. The reservoir will be approximately 16–20 feet in height and 21–24 feet in diameter. The reservoir will be painted a neutral color and surrounded by either a landscape covered fence or a block wall. Water will be pumped from the well to the reservoir where it will be stored until used for irrigation. A booster station will be used to increase the pressure from the water in the reservoir to the delivery pressure needed for irrigation of the soccer fields (via sprinklers) and the drip irrigation system for the other landscaped areas. The booster station will be equipped with three 40-hp pumps (two duty pumps, one standby pump) and two one-hp pumps (one duty pump, one standby pump).

## B. Project Construction and Design Features

The proposed Project will include design features to avoid potentially significant impacts to the environment. Because these design features have been or will be incorporated into the design of the proposed Project, or are required by law, they are not considered to be mitigation measures.

### General Measures

- The well will be designed, constructed, and operated in accordance with Department of Water Resources (DWR) and California Department of Public Health (CDPH) standards.
- The reservoir, booster station, potable water, and sanitary sewer facilities will be designed and implemented in accordance with the provisions of *Rubidoux Community Services District Water and Sanitary Sewer System Design and Construction Manual*, as revised January 2005.
- The proposed Project will comply with applicable federal, state, and county ordinances, standards, and procedures for public facility design, construction, and operation.
- The Project will comply with all requirements to notify utility companies of impending construction, obtain relevant information regarding existing subsurface utilities, and consult regarding the preservation or relocation of such utilities, if necessary.

### Aesthetics (Lighting)

- Permanent lighting will be shielded away from adjacent properties and directed downward and onto the Project site.
- The proposed Project is required to comply with Ordinance No. 655, "An Ordinance of the County of Riverside Regulating Light Pollution," which restricts the permitted use of certain light fixtures that emit undesirable light rays into the night sky.

### Air Quality

- Emission control measures will be incorporated into the engineering design of each component of the proposed Project to reduce air quality/odor impacts.

- The Project is required to comply with the South Coast Air Quality Management District (SCAQMD) Rule 403, "Fugitive Dust Requirements for Control of Fine Particulate Matter (PM-10)," which requires implementation of feasible measures to reduce and control fugitive dust emissions, including, but not limited to: watering on site, using soil stabilizers, utilizing wheel washers for existing vehicles, and reducing vehicle speeds.
- Construction equipment will be maintained and operated so as to minimize exhaust emissions. For example, during construction, trucks and vehicles on site will be parked with their engines off to reduce vehicle emissions.
- Construction emissions will be phased and scheduled to avoid emissions peaks and discontinued during smog alerts. In addition, all equipment will be properly tuned and maintained in accordance with manufacturer's specifications.

#### Geology and Soils

- The building materials, design, and construction methods will conform to the California Building Code (CBC), local building and construction standards, and the recommendations contained in the *Geotechnical Investigation Report, Jurupa Valley Soccer Park, Crestmore Road, Rubidoux Area, Riverside County, California*, December 3, 2008, prepared by Converse Consultants (hereinafter referred to as the *Geotechnical Investigation Report*). These recommendations include:
  - ❖ Use of Type II or V Portland cement with a maximum water-cement ratio of 0.5 and a minimum design compressive strength of 4,000 pounds per square inch (psi).
  - ❖ Site-grading for structures should include excavation of the upper two feet of existing alluvial soil in fill areas and three feet in cut areas to five feet beyond building limits. Excavation should provide for the greater of two feet or equal to the footing width of properly compacted fill beneath all foundations and a minimum of two feet of compacted fill beneath slabs-on-grade.
  - ❖ Due to the shallow groundwater table, site soils below three feet are nearly saturated. Excavation bottoms below three feet will likely encounter soft ground and pumping soils. In the event soft bottom is encountered, subgrade stabilization will be required, which may include working one-inch to 3-inch diameter rock into the soft soils, placement of a geofabric, then aggregate base material or similar approaches.
  - ❖ After excavation, the exposed soils subgrade should be scarified to 12 inches; moisture conditioned within two percent of the optimum moisture content for coarse-grained soils, up to two percent over the optimum moisture content for fine-grained soils, and then compacted to at least 90 percent of the laboratory dry density.
  - ❖ Site-grading for pavement areas should consist of excavation of at least two feet of existing alluvium and any undocumented fill. Where depth of cut to subgrade elevation exceeds two feet, no additional excavation will be required. Pavement sections may be placed on alluvial soils or undocumented fill with the upper 12 inches scarified, moisture conditioned, and then recompacted.
  - ❖ Site-grading for playground areas should consist of scarification and recompaction at the upper 12 inches. The fill areas should be over-excavated at least two feet prior to placing additional fill.
  - ❖ All fill and backfill soils should be placed in lifts not exceeding eight inches in thickness, moisture conditioned within two percent of the optimum moisture content for coarse-grained soils, up to two percent over the optimum moisture content for fine-grained soils, then compacted to at least 90 percent of the laboratory maximum dry density. The fill materials should be compacted to at least 95 percent at 12 inches below pavement sections.

- ❖ The maximum size of soil particles in the compacted fill should be three inches. The upper 12 inches of compacted fill beneath footings and slabs should be a maximum of one inch in maximum dimension.
  - ❖ The proposed structures may be supported on continuous (strip) and/or isolated spread footings. Continuous and isolated spread footings for one-story structures should be at least 12 and 18 inches wide, respectively. The depth of embedment below lowest adjacent soil grade for one-story structures should be at least 12 inches. Continuous and isolated footings should be founded on at least two feet or equal to the footing width of compacted fill.
  - ❖ Drilled pier foundations will be required for light pole foundations.
  - ❖ The recommended net allowable vertical-bearing capacity for footings bearing on compacted fill of at least 12 inches below lowest adjacent grade is 2,000 pounds per square foot (psf). The allowable bearing capacity and passive resistance can be increased by one-third to resist transient loads such as those caused by wind or seismic loads.
  - ❖ Resistance to lateral loads may be provided by the passive earth pressures acting behind the footings and by the frictional resistances at the base. A coefficient-of-friction of 0.3 may be used. An allowable passive lateral earth pressure of 250 psf per foot of depth may be used for the sides of footings constructed against soils.
  - ❖ Temporary construction slopes, greater than four feet in height or depth, should be sloped or shored in accordance with the requirements of CAL-OSHA.
  - ❖ Surface drainage should be sloped away from the proposed buildings. Ponding of surface water should not be allowed adjacent to buildings foundation.
- All Project structures will be designed to accommodate static and dynamic settlement.
  - The Project will also be required to adhere to existing regulations relative to minimizing risks of erosion and runoff, including adherence to applicable provisions of Ordinance No. 754 (as amended through 754.2), "An Ordinance of the County of Riverside Amending Ordinance No. 754, Establishing Storm Water/Urban Runoff Management and Discharge Controls." The purpose of this ordinance is to ensure the future health, safety, and general welfare of the County by: a.) reducing pollutants in stormwater discharges to the maximum extent practicable; b.) regulating illicit connections and discharges to the storm drain system; and c.) regulating non-stormwater discharges to the storm drain system. The intent of this ordinance is to protect and enhance the water quality of County watercourses, water bodies, groundwater, and wetlands in a manner pursuant to and consistent with applicable requirements contained in the Federal Clean Water Act (Title 33 U.S.C. Sections 1251 *et seq.*), Porter-Cologne Water Quality Control Act (California Water Code Sections 13000 *et seq.*), any applicable state or federal regulations promulgated thereto, and any related administrative orders or permits issued in connection therewith.
  - As required by Ordinance No. 484 (as amended through 484.2), "An Ordinance of the County of Riverside Amending Ordinance No. 484 for the Control of Blowing Sand," the Project construction phase will be designed to prevent adverse effects to adjacent properties from wind erosion generated on site.
  - The Project is required to comply with Riverside County Drainage Area Management Plan – Santa Ana and Santa Margarita Region (DAMP), which describes a wide range of Best Management Practices (BMPs), including BMPs for erosion control. The Project will implement standard construction BMPs for the control of soil erosion which may include, but are not limited to, soil binders (EC-5<sup>1</sup>), mulch (EC-3, EC-6), permanent seeding or sodding.

## Hazards

<sup>1</sup> The numbers in parentheses are the BMP designations used in the 2003 *California Stormwater Best Management Practice Handbook, Construction*.



- The Project is subject to review by the Riverside County Airport Land Use Commission (RCALUC) and will incorporate conditions of approval imposed by RCALUC into the Project design.
- The proposed buildings and light poles are subject to Federal Aviation Administration (FAA) review for obstructions. Conditions imposed by the FAA relative to structure/pole height will be incorporated into the Project design.
- Hazardous materials will be handled in accordance with federal, state, and county requirements.
- A Material Safety Data Sheet as described in Section 5194 of the California Code of Regulations will be retained by the Construction Contractor(s) from the manufacturer of any hazardous products that may be used at the Project site during construction activities.

#### Hydrology and Water Quality

- Prior to approval of the grading plan, a Storm Water Pollution Prevention Plan (“SWPPP”) shall be prepared and implemented during the Project construction in compliance with the requirements of the General Construction Permit and Santa Ana Region WDR Permit issued by the State Water Resources Control Board. The SWPPP shall identify BMPs to reduce or eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from that portion of the Project under construction. A copy of the SWPPP shall be held by the Construction Contractor on the job site throughout the construction phase of the Project.
- A project-specific Water Quality Management Plan (“WQMP”) shall be prepared prior to the issuance of the Project’s grading permit. The WQMP may identify specific site design, source control, and treatment control BMPs for the Project. The Project is a sports park that includes landscaping and the WQMP may incorporate other site design BMPs such as pervious pavement. Source control BMPs that may be incorporated in the WQMP includes roof runoff controls (SD-11<sup>2</sup>), efficient irrigation (SD-12), storm drain system signs (SD-13), pervious pavement (SD-20), trash enclosures (SD-32) and/or, vehicle washing areas. Treatment control BMPs that may be incorporated in the WQMP includes infiltration, detention, and/or biofiltration. The BMPs identified in the project-specific WQMP shall be implemented and maintained throughout the operation phase of the Project.

#### Noise

- During project-related excavation and grading activities, the Construction Contractor(s) will make sure that all fixed and mobile construction equipment is equipped with properly operating and maintained mufflers, consistent with standards of the manufacturers.
- Construction hours shall be limited to between the hours of 7:00 AM and 7:00 PM, Monday through Saturday. No construction shall be permitted on Sundays and public holidays.
- The Construction Contractor(s) will place all stationary construction equipment so that emitted noise is directed away from noise-sensitive receptors nearest the Project site.

#### C. Type of Project

Site Specific ; Countywide ; Community ; Policy .

#### D. Total Project Area

The Project site encompasses approximately 36 acres.

**Residential Acres:** N/A    **Lots:** N/A    **Units:** N/A

**Projected No. of Residents:** N/A

<sup>2</sup> The numbers in parentheses are the BMP designations used in the 2003 *California Stormwater Best Management Practice Handbook, New Development and Redevelopment*.

<b>Commercial Acres:</b> N/A	<b>Lots:</b> N/A	<b>Sq. Ft. of Bldg. Area:</b> N/A	<b>Est. No. of Employees:</b> N/A
<b>Industrial Acres:</b> N/A	<b>Lots:</b> N/A	<b>Sq. Ft. of Bldg. Area:</b> N/A	<b>Est. No. of Employees:</b> N/A
<b>Other:</b> Park Site	<b>Lots:</b> N/A	<b>Sq. Ft. of Bldg. Area:</b> One concession/restroom building anticipated to be approximately 1,000 square feet and one storage building anticipated to be approximately 600 square feet.	

**E. Assessor's Parcel No(s)**

181-190-013, 181-190-014, 181-190-015, 181-190-017, 181-190-019, and 181-220-023

**F. Street References**

The Project site is located on the northeast corner of Crestmore Street and Loring Ranch Road and south of Flabob Airport.

**G. Section, Township & Range Description**

The Project site is located within Township 2 South, Range 5 West, Section 21, San Bernardino Baseline and Meridian, and is identified on the Riverside West USGS Quad Map shown in **Figure 2**.

**H. Brief Description of the Existing Environmental Setting of the Project site and its Surroundings**

The proposed Project encompasses approximately 36 acres located immediately north of the intersection of Loring Ranch Road and Crestmore Road, in an unincorporated area of Riverside County. The Project site is vacant and relatively flat with elevations ranging from approximately 750 feet above mean sea level (AMSL) on the west side of the Project site to approximately 760 feet AMSL on the eastern side.

The Project site is currently dominated by non-native grassland habitat, native vegetation communities, and heavily disturbed soils which reflect signs of regular discing. The northern portion of the site has had fill material imported at sometime in the past, and this portion of the site is slightly higher in elevation than the rest of the property. Adjacent to the northern boundary of the Project site is a drainage feature of approximately 800 linear feet located on an elevated pad, which connects to a large unmanned riparian feature west of 46th Street and Crestmore Road intersection. Adjacent lands to the north support Flabob Airport operations. A manmade concrete channel lies adjacent to the Project site on the east and is approximately 1,200 linear feet. This channel is fed by a culvert to the south that most likely receives discharge runoff from the adjacent residential development. Open land lies beyond to the east that is dominated by disturbed non-native grassland habitat and lands to the southeast support existing residential development. The Rancho Jurupa Park, which is owned by the Riverside County Regional Park and Open Space District (Parks District) is west of the Project site. The Parks District leases property within the Rancho Jurupa Park to private parties that are currently using the park for agricultural operations.

**II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS**

**A. General Plan Elements/Policies:**

- 1. Land Use:** The Project site is Open Space-Recreation (OS-R). The Open Space-Recreation land use designation allows for active and passive recreational uses such as parks, trails, camp grounds, athletic fields, golf courses, and off-road vehicle parks. Ancillary structures may be permitted for recreational opportunities. The proposed Project would not result in any changes to the General Plan's land use designation of the proposed Project site or adjacent properties.

2. **Circulation:** After construction, Project-related traffic will consist of vehicles associated with park visitors. Implementation of the Project will include driveway access from Crestmore Road and Loring Ranch Road, installation of a meandering sidewalk in the right-of-way of Crestmore Road, and striping to create a left-turn pocket in Crestmore Road. These improvements are consistent with Circulation Element policy C 3.2, which states:

*C 3.2 Maintain the existing transportation network, while providing for future expansion and improvement based on travel demand, and the development of alternative travel modes.*

The proposed Project is adjacent to an existing residential neighborhood and will include sidewalks to facilitate pedestrian access and is thus, consistent with Circulation Element Policy C 1.7, which states:

*C 1.7 Encourage and support the development of projects that facilitate and enhance the use of alternative modes of transportation, including pedestrian-oriented retail and activity centers, dedicated bicycle lanes and paths, and mixed-use community centers.*

3. **Multipurpose Open Space:** The proposed Project is not expected to conflict with areas identified for conservation, preservation, or reservation within the Multipurpose Open Space Element. There are no policies within the Multipurpose Open Space Element that are applicable to the proposed Project.
4. **Safety:** The proposed Project site is not located within a Fault Zone but is within an active subsidence zone and has a very high potential for liquefaction. In addition, it is located within the Flabob Airport Influence Policy Area and is within a 100-year flood plain. With the exception of the planned construction of a small concession/restroom building and storage building, the Project does not propose structures that will be occupied by humans. The concession/restroom and storage buildings will be required to comply with Policy S 5.1 which states the following:

*S 5.1 Develop and enforce construction and design standards that ensure that proposed development incorporates fire prevention features through the following:*

- a. *All proposed construction shall meet minimum standards for safety as defined in the County Building or Fire Codes, or by County zoning, or as dictated by the Building Official or the Transportation Land Management Agency based on building type, design, occupancy, and use.*
- b. *In addition to the standards and guidelines of the Uniform Building Code and Uniform Fire Code fire safety provisions, continue additional standards for high-risk, high occupancy, dependent, and essential facilities where appropriate under the Riverside County Fire Protection Ordinance. These shall include assurance that structural and nonstructural architectural elements of the building will not:*
  - *impede emergency egress for fire safety staffing/personnel, equipment, and apparatus; nor*
  - *hinder evacuation from fire, including potential blockage stairways or fire doors.*
- c. *Proposed development in Hazardous Fire areas shall provide secondary public access, unless determined otherwise by the County Fire Chief.*

*d. Proposed development in Hazardous Fire areas shall use single-loaded roads to enhance fuel modification areas, unless otherwise determined by the County Fire Chief.*

- 5. Noise:** The County General Plan does not identify the Project as a noise-sensitive use. Noise will be generated during the construction of the concession/restroom and storage buildings of the Project; however, construction hours will be limited through adherence to General Plan policies N 12.1, N 12.2, and N 12.4, which state:

*N 12.1 Minimize the impacts of construction noise on adjacent uses within acceptable practices.*

*N 12.2 Ensure that construction activities are regulated to establish hours of operation in order to prevent and/or mitigate the generation of excessive or adverse noise impacts on surrounding areas.*

*N 12.4 Require that all construction equipment utilizes noise reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.*

On-site noise generated by the proposed Project will be limited through adherence to General Plan Policy N 4.1, which states:

*N 4.1 Prohibit facility-related noise, received by any sensitive use, from exceeding the following worst-case noise levels: (AI 105)*

- a. 45 dBA-10-minute  $L_{eq}$  between 10:00 p.m. and 7:00 a.m.*
- b. 65 dBA-10-minute  $L_{eq}$  between 7:00 a.m. and 10:00 p.m.*

- 6. Housing:** Implementation of the proposed Project does not entail the displacement of existing housing nor does it create a need for new housing; thus, the proposed Project will not conflict with General Plan Housing Element policies.
- 7. Air Quality:** The proposed Project includes site preparation and minimal construction-related activities. The Project will comply with all applicable regulatory requirements to control fugitive dust during construction and grading activities and is thus, consistent with General Plan policy AQ 4.9, which states:

*AQ 4.9 Require compliance with SCAQMD Rules 403 and 403.1 and support appropriate future measures to reduce fugitive dust emanating from construction sites.*

Implementation of the proposed Project will not conflict with policies in the General Plan Air Quality Element.

**B. General Plan Area Plan(s)**

The Project site is located within the Jurupa Area Plan.

**C. Foundation Component(s)**

The Project site is located within the Open Space Foundation Component.

**D. Land Use Designation(s):**

The Project site is land use designation is Open Space Recreation (OS-R).

J. Proposed Zoning, if any

The Project does not propose to change zoning.

K. Adjacent and Surrounding Zoning

North:	M-H (Manufacturing-Heavy) M-SC (Manufacturing Service Commercial)
East:	M-SC (Manufacturing Service Commercial) R-4 (Planned Residential Development)
South:	R-4 (Planned Residential Development) W- 1(Watercourse, Watershed & Conservation Areas)
West:	A-1 (Light Agriculture) M-SC (Manufacturing Service Commercial)

III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below (X) will 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 checked="" type="checkbox"/> Aesthetics           | <input type="checkbox"/> Greenhouse Gas Emissions                 | <input type="checkbox"/> Population/Housing                            |
| <input type="checkbox"/> Agriculture Resources           | <input checked="" type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Public Services                               |
| <input type="checkbox"/> Air Quality                     | <input type="checkbox"/> Hydrology/Water Quality                  | <input type="checkbox"/> Recreation                                    |
| <input checked="" type="checkbox"/> Biological Resources | <input type="checkbox"/> Land Use/Planning                        | <input type="checkbox"/> Transportation/Traffic                        |
| <input checked="" type="checkbox"/> Cultural Resources   | <input type="checkbox"/> Mineral Resources                        | <input type="checkbox"/> Utilities/Service Systems                     |
| <input type="checkbox"/> Geology/Soils                   | <input type="checkbox"/> Noise                                    | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

IV. DETERMINATION

On the basis of this initial evaluation:

<b>A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED</b>
<input type="checkbox"/> I find that the proposed project <b>COULD NOT</b> have a significant effect on the environment, and a <b>NEGATIVE DECLARATION</b> will be prepared.
<input checked="" type="checkbox"/> 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. <b>A MITIGATED NEGATIVE DECLARATION</b> will be prepared.
<input type="checkbox"/> I find that the proposed project <b>MAY</b> have a significant effect on the environment, and an <b>ENVIRONMENTAL IMPACT REPORT</b> is required.
<b>A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED</b>

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

Date

Claudia Steiding  
Senior Environmental Planner  
Riverside County Economic Development Agency

## 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 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.

### AESTHETICS

AESTHETICS Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>1. Scenic Resources</b>				
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"/>

Sources: COR GP, Figure C-9 “Scenic Highways; Project Description

Findings of Fact:

- a) The proposed Project is not located within a scenic highway corridor. The closest scenic highway corridor is La Sierra Avenue located approximately 7.9 miles to the southwest. Therefore, no impacts are anticipated.
- b) The Project site contains no major rock outcroppings, unique or landmark features. There are some trees located in the riparian area on the west end of the Project site; however, these trees are in an area that will be avoided by the Project and will be left in place. Additionally, the proposed Project will not obstruct any scenic vistas, views open to the public or result in the creation of an aesthetically offensive site open to public views.

Although there are no specific scenic vistas in the Project area, there are views of Mount Rubidoux to the southeast and the Jurupa Mountains to the northwest from the Project site. However, implementation of the Project will not impair these views since the only Project-related vertical structures are the water reservoir at the west end of the Project site, the concession/restroom building and storage building in the middle of the Project site, and the lighting for the soccer fields, trails, and parking lot lights throughout the Project site. None of these structures have sufficient height or bulk to obscure the views of Mount Rubidoux to the southeast or the Jurupa Mountains to the northwest. For these reasons, potential impacts to scenic resources will be less than significant.

Mitigation: None required.

Monitoring: None required.

AESTHETICS Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>2. Mt. Palomar Observatory</b>				
a) Interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: COR Ordinance No. 655; RCLIS

Findings of Fact:

- a) The Project site is located approximately 53.38 miles northwest the Mount Palomar Observatory. The intent of Riverside County Ordinance No. 655 is to restrict the use of certain light fixtures which would direct undesirable light into the night sky, thereby having a detrimental effect on astronomical observation and research. The proposed Project is located outside the 45-mile radius from the Mt. Palomar Observatory. Therefore, the Project is not subject to the provisions relating to the protection of the Mt. Palomar Observatory that are set forth in Ordinance No. 655. No impacts related to the nighttime use of the Mt. Palomar Observatory are anticipated.

Mitigation: None required.

Monitoring: None required.

AESTHETICS Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>3. Other Lighting Issues</b>				
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Sources: COR Ordinance No. 655; Project Description

Findings of Fact:

- a) The proposed Project will create new sources of nighttime light from the lighting associated with the six soccer fields, parking areas, perimeter lighting, concession/restroom building, and storage building. The lighting for the sports fields will be Musco Green series lights, which are hooded and designed so as to minimize light spillage and glare. The lights associated with the parking areas and buildings comply with the provisions and standards of Riverside County Ordinance No. 655, which requires that lighting be shielded, hooded, and directed downward; which will minimize light spillage onto adjacent properties. For these reasons, impacts with respect to light and glare will be less than significant.
- b) The largest residential use in the vicinity of the Project site is the single-family residential tract east of Loring Ranch Road. Certain homes within this tract “back-up” to Loring Ranch Road across from the Project site. Existing land uses surrounding the Project site are generally undeveloped or developed with medium density residential uses. Spill of light onto surrounding properties and “night glow” will be reduced through the use of light fixtures with hoods and shielding to direct light onto the Project site and away from adjacent properties and other design features. The sports field lighting will be Musco Green series lights, which will include light hoods to direct the lighting down onto the sports fields and away from the adjacent land uses and baffles to control the amount of nighttime glow. Operation and



maintenance of the Musco field lighting, pursuant to the original manufacturer's specifications, which includes periodic maintenance and adjustment of the hoods and baffles, will keep the light directed away from adjacent property. Adherence to mitigation measure MM Aesthetics 1, which requires the lights to be installed with hoods and baffles and operated and maintained pursuant to the original manufacturer's specifications, will reduce potential impacts associated with the sports field lights to less than significant. Additionally, any exterior lighting installed as a result of the Project, will be turned off no later than 10:00 PM and comply with the provisions and standards of Ordinance No. 655. For these reasons, the proposed Project will not expose residential property to unacceptable light levels and impacts are anticipated to be less than significant with mitigation incorporated.

Mitigation: ~~None Required.~~ MM Aesthetics 1: Musco Green series lights with hoods and baffles, or a product with equivalent photometric qualities, shall be used to light the soccer fields. The soccer field lights shall be operated and maintained pursuant to the original manufacturer's specifications. Maintenance may include, but not necessarily be limited to adjustment of hoods and baffles to make sure that light is directed downward to the soccer fields and night glow is controlled.

Monitoring: ~~None Required.~~ Riverside County Economic Development Agency, Riverside County Parks and Open Space District

**AGRICULTURE AND FOREST RESOURCES**

AGRICULTURE and FOREST RESOURCES Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>4. Agriculture</b>				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing agricultural use, or a Williamson Act (agricultural preserve) contract (Riv. Co. Agricultural Land Conservation Contract Maps)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) 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"/>
f) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or the conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: COR GP, Figure OS-2 "Agricultural Resources"; Project Description; RCLIS

Findings of Fact:

- a) The Project site does not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance but does contain Farmland of Local Importance. Farmlands of Local Importance include agricultural areas with soils that would be classified as "Prime" and "Statewide Importance" but lack available irrigation water, lands producing major (but not unique) crops, dairylands (including corrals, pasture, milking facilities, etc.), lands identified by County ordinance as agricultural zones or contracts, and lands planted in jojoba which are under cultivation and are of producing age. The Project site does not produce major crops, dairylands, is not zoned for agriculture, is not subject to a Williamson Act contract, and does not cultivate jojoba. Additionally, the northern area of the Project site is considered Urban Built-Up land. Therefore, because the proposed Project will not convert, Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use, no impacts are anticipated.
- b) The Project site is not being used for agricultural purposes and is not under a Williamson Act contract. Implementation of the Project will not conflict with an existing agricultural use or Williamson Act contract; thus, there will be no impacts in this regard.
- c) Implementation of the proposed Project will not conflict with existing zoning for, or cause rezoning of, forest land or timberland as there are no forest lands or timberlands in the vicinity of the Project site.
- d) Implementation of the proposed Project will not result in the loss of forest land or conversion of forest land to non-forest use as there is no forest land in the vicinity of the Project site.
- e) The proposed Project is approximately 96 feet east of the Jurupa Regional Park, which is zoned A-1 (Light Agriculture). The Riverside County Parks District currently leases property within the Jurupa Regional Park to private parties for agricultural use. Implementation of the proposed Project will not cause this property to convert to a non-agricultural use nor will it expedite the conversion of this existing agricultural use. Any future decision to remove the Jurupa Regional Park or a portion of its property from agricultural use would be a decision made by the Riverside County Parks District since they are the property owner. Therefore, impacts associated with the development of non-agricultural uses will be less than significant.
- f) Development of the proposed Project is part of the overall land use pattern that is developing within the vicinity of the proposed Project. Residential development has taken place to the south of the Project site and Flabob Airport lies to the north. The proposed Project is not anticipated to result in other changes in the existing environment which, in turn, could result in the conversion of Farmland to a non-agricultural use. Therefore, no impacts are anticipated.

Mitigation: None required.

Monitoring: None required.

**AIR QUALITY**

AIR QUALITY Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>5. Air Quality Impacts</b>				
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"/>

AIR QUALITY Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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 one mile of the Project site to 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"/>

Sources: 2007 AQMP; OPR, Webb 2010

Findings of Fact:

a) The proposed Project site is located within the South Coast Air Basin (SCAB) and is within the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The boundaries of the SCAB range from the Pacific Ocean on the west to the San Gabriel, San Bernardino, and San Jacinto Mountains on the north and east. It also includes portions of Los Angeles County, all of Orange County, and the non-desert regions of Riverside and San Bernardino counties. The Final 2007 Air Quality Management Plan (2007 AQMP) was adopted by the SCAQMD Governing Board on June 1, 2007 and provides updates to federal standards regarding carbon monoxide (CO), nitrogen dioxide (NO<sub>2</sub>), and standards for ozone and particulate matter less than or equal to 10 microns in diameter (PM-10). Additionally, the SCAB is a federal and state non-attainment area for ozone, PM-10, and PM-2.5. Non-attainment is described as air pollution levels that persistently exceed the national ambient air quality standards. The 2007 AQMP sets forth a comprehensive program that will lead the SCAB into compliance with all federal and state air quality standards. The AQMP control measures and related emission reduction estimates are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. Accordingly, conformance with the AQMP for development projects is determined by demonstrating compliance with local land use plans and/or population projections.

The Riverside County General Plan's land use designations within the vicinity of the Project site are Community Development: Medium Density Residential (CD:MDR), Community Development: Estate Density Residential (CD:EDR), Community Development: Public Facilities (CD:PF) and Open Space-Recreation (OS-R). The proposed Project will not substantially alter the present or planned land use of this area, and the Project does not conflict with or obstruct implementation of the AQMP. Therefore, impacts are considered less than significant.

b) Air quality impacts can be described in a short-term and long-term perspective. Short-term impacts will occur during site grading and project construction. Long-term air quality impacts will occur once the Project is in operation. There are no long-term impacts related to well, reservoir, and booster pump operation; however, operational impacts from the Sports Complex are mainly sources from the vehicles of patrons utilizing the soccer fields and picnic facilities. The SCAQMD has established standard policies concerning the control of fugitive dust emissions, which are applicable to ground-disturbing activities for all projects. Rule 402 requires the implementation of dust control techniques to prevent fugitive dust from creating a

nuisance off site, while Rule 403 is designed to reduce the amount of fugitive dust entrained as a result of human activity. All projects must comply with the provisions of Rules 402 and 403.

**Table 2, Estimated Daily Construction Emissions**

Activity/Year	Peak Daily Emissions (lb/day)					
	VOC	NO <sub>x</sub>	CO	SO <sub>2</sub>	PM-10	PM-2.5
<b>SCAQMD Daily Construction Thresholds</b>	<b>75</b>	<b>100</b>	<b>550</b>	<b>150</b>	<b>150</b>	<b>55</b>
<b>2010</b>						
Grading	7.16	82.67	34.07	0.08	97.96	22.97
Construction	5.00	19.09	55.26	0.06	1.60	1.32
<b>Maximum<sup>1</sup></b>	<b>7.16</b>	<b>82.67</b>	<b>55.26</b>	<b>0.08</b>	<b>97.96</b>	<b>22.97</b>
<b>Exceeds Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>
<b>2011</b>						
Construction	4.60	17.99	51.60	0.06	1.54	1.27
Coating	0.40	0.00	0.00	0.00	0.00	0.00
Paving	3.04	16.13	10.77	0.01	1.33	1.21
<b>Maximum<sup>2</sup></b>	<b>8.04</b>	<b>34.12</b>	<b>62.37</b>	<b>0.07</b>	<b>2.87</b>	<b>2.48</b>
<b>Exceeds Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

<sup>1</sup> Maximum is the highest value for each construction phase.

<sup>2</sup> Maximum corresponds to the combined emissions from construction, coating, and the paving phase.

The emissions from the construction of the Project are within SCAQMD Daily Construction Thresholds for all of the criteria pollutants listed in the table above; therefore, the impact is less than significant.

Long-term emissions are evaluated at build-out for the completed Project at the end of construction (2011). Operational emissions refer to on-road motor vehicle emissions from Project build-out. Area source emissions include stationary combustion emissions of natural gas used for space and water heating, yard and landscape maintenance (assumed to occur throughout the year in Southern California), and an average building square footage to be repainted each year. URBEMIS 2007 computes area source emissions based upon default factors and land use assumptions for the Project. Separate emissions were computed for both summer and winter, and the maximum emissions are 19.05 lbs/day for volatile organic compounds (VOCs), 33.24 lbs/day for nitrogen dioxide (NO<sub>x</sub>), 213.76 lbs/day for carbon monoxide (CO), 0.22 lbs/day for sulfur dioxide (SO<sub>2</sub>), 36.31 lbs/day for suspended particulates of 10 microns (PM-10), and 7.28 lbs/day for suspended particulates of 2.5 microns (PM-2.5). All criteria pollutant emissions from operation of this Project are below the SCAQMD regional daily thresholds.

Based on the regional significance threshold analysis for the proposed Project, neither the short-term construction nor the long-term operational emissions will exceed the daily regional thresholds set by SCAQMD for criteria pollutants. The Project will not violate any air quality standard or contribute substantially to an existing or projected air quality violation and the impact is considered less than significant.

- c) The portion of the South Coast Air Basin within which the Project is located is designated as a non-attainment area for ozone, PM-10, and PM-2.5 under both state and federal standards.

Since the proposed Project is in conformance with the AQMP and the only project-generated emissions will not exceed SCAQMD thresholds for either construction or operations, the Project's incremental contribution to criteria pollutant emissions for which the region is non-attainment is not cumulatively considerable and is considered less than significant.

- d) The nearest sensitive receptors to the Project are the existing residences located adjacent southeast of the Project site. In order to ensure a worst-case analysis, the receptor distance of 25 meters (82 feet) was used. The results are summarized below.

**Table 3, Localized Significance Thresholds (LST) Results for Daily Construction Emissions**

Pollutant	CO (lbs/day)	NO <sub>x</sub> (lbs/day)	PM-10 (lbs/day)	PM-2.5 (lbs/day)
<b>LST Threshold (5 acre)</b>	<b>1,577</b>	<b>270</b>	<b>13</b>	<b>8</b>
Grading	20.2	42.9	6.3	2.8
Construction	11.9	26.4	1.5	1.4
Architectural Coating and Paving	18.0	33.4	2.3	2.2
<b>Exceeds Threshold?</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>

Short-term construction emissions of CO, NO<sub>x</sub>, PM-10, and PM-2.5 do not exceed the SCAQMD established localized thresholds of significance.

**Long-Term LST Analysis**

According to the SCAQMD's Localized Significance Threshold (LST) methodology, the operational emissions to be analyzed are from on-site stationary sources and on-site mobile source emissions. The majority of operational emissions are sourced from vehicles belonging to patrons of the Sports Complex; however, per SCAQMD methodology, off-site mobile source emissions should not be included in the analysis. The pump station will be equipped with an electric motor. In case of electric power failure, a standby, diesel generator is planned. The only operational emissions from the pump station would be from infrequent visits by vehicles used to maintain the facility, the operation emissions would be negligible; therefore, no long-term LST analysis is required.

For the reasons presented above, the Project will not expose sensitive receptors which are located within one mile of the Project site to substantial point source emissions and the impact is considered less than significant.

- e) The Project involves the construction and operation of a Sports Complex and does not involve the construction of a sensitive receptor located within one mile of an existing substantial point source emitter; thus, there will be no impacts in this regard.
- f) The Project presents the potential for generation of objectionable odors in the form of diesel exhaust during construction. However, the LST analysis above (**Table 3**), shows that significant amounts of emissions (including PM from diesel) will not be produced at a local level during construction and the Project will not expose substantial numbers of people to objectionable odors and potential. For these reasons, impacts with respect to objectionable odors are less than significant.

**BIOLOGICAL RESOURCES**

<b>BIOLOGICAL RESOURCES</b> Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>6. Wildlife &amp; Vegetation</b>				
a) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption or other means?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: COR Conservation Report Generator; COR EPD; COR JAP; Kidd; RCLIS; RPS

Findings of Fact:

- a) The proposed Project is located within an area subject to the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP). The purpose of the MSHCP is to conserve habitat for selected species throughout western Riverside County. The MSHCP consists of several Criteria Areas and Cells that assist in facilitating the process by which individual properties are evaluated for inclusion and subsequent conservation in the MSHCP. In addition to Criteria Cell requirements, the MSHCP requires consistency with Sections 6.1.2 (Protection of Species within Riparian/Riverine Areas and Vernal Pools), 6.1.3 (Protection of Narrow Endemic Plant Species), 6.1.4 (Urban Wildlands Interface), 6.3.2 (Additional Survey Needs and Procedures), Appendix C (Standard Best Management Practices), and 7.5.3 (Construction Guidelines). The MSHCP serves as a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP), pursuant to Section (a)(1)(B) of the Endangered Species Act (ESA), as well as the Natural Communities Conservation Plan (NCCP) under the State NCCP Act of 2001.

The Project site is dominated by non-native grassland habitat with heavily disturbed on-site soils. The Project site is not located within any MSHCP Criteria Cells or Special Linkage Areas but does, however, lie within a survey area for the Western burrowing owl and Narrow Endemic Plant Species. A habitat assessment for the proposed Project was conducted with the intent of identifying the presence or absence of suitable habitat for those species addressed by the MSHCP and the California Natural Diversity Data Base (CNDDDB). The Habitat Assessment included a review of the MSHCP Conservation Summary Report for the Project site. The Conservation Summary Report identifies the Western burrowing owl (*Athene cunicularia*), San Diego ambrosia (*Ambrosia pumila*), Brand's phacelia (*Phacelia stellaris*), and San Miguel savory (*Satureja chanleri*) as potentially occurring on the Project site. The San Diego ambrosia is known to occur in chaparral, coastal valley, foothill grasslands, and vernal pools. The Brand's phacelia requires sandy openings in Diegan sage scrub and sandy washes in alluvial flood plains. San Miguel savory requires rocky, gabbroic and metavolcanic substrates in coastal sage scrub, cismontane woodlands, riparian woodland, and valley/foothill grassland. None of these suitable habitats exist on site which explains the absence of these three species. Because the site does not support soils and suitable habitat for these species and no rare plant species were found during a visual inspection of the site, impacts are not anticipated.

A habitat assessment for the burrowing owl was conducted in October 2009. The site has the potential to support burrowing owls due to suitable habitat consisting of low growing vegetation, debris piles, an agricultural ditch along the northeastern boundary, numerous small mammal burrows, and suitable owl burrows. A focused survey was conducted in April 2010 and no direct burrowing owl observations or signs (pellets, feathers, tracks, scat, excrement, prey remains or nest materials) were found on site or within the 500-foot buffer off site. However, the quality of on-site habitat for the burrowing owl is considered moderate to high for nesting and foraging. In order to mitigate potential impacts to the Western burrowing owl to less than significant, mitigation measures **MM Bio 1** and **MM Bio 2** shall be implemented.

Additionally, a portion of the northern Project site contains Riverine/Riparian habitat. This area as well as a portion of the area along the drainage channel on the eastern portion of the site shall be avoided which is consistent with Section 6.1.2 (Protection of Species within Riparian/Riverine Areas and Vernal Pools). Because there is not suitable habitat for Narrow Endemic Plant Species, the Project is consistent with MSHCP 6.1.3 (Protection of Narrow Endemic Plant Species). There are no existing conservation or MSHCP Criteria Cells located in proximity to the Project. Thus, there are no Urban/Wildlife Interface Guideline (UWIG) issues associated with the proposed Project site and therefore, no conflicts are anticipated with the MSHCP Section 6.1.4 (Urban Wildlands Interface). The Project is within the vicinity of burrowing owl (BUOW) survey areas. With mitigation measures **MM Bio 1** and **MM Bio 2** implemented, the Project is consistent with MSHCP Section 6.3.2 (Additional Survey Needs and Procedures).

In California, the State Water Resources Control Board (SWRCB) and its Regional Water Quality Control Board (RWQCB), administer the National Pollutant Discharge Elimination System (NPDES) permit program. The NPDES permits cover all construction and subsequent drainage improvements that disturb one acre or more, industrial activities, and municipal separate storm drain systems. Construction and industrial activities are typically regulated under statewide general permits that are issued by the SWRCB. The SWRCB also issued a statewide general small Municipal Separate Storm Sewer System (MS4) stormwater NPDES permit for public agencies that fall under that Phase II NPDES regulations. The Project will be required to comply with all provisions of the NPDES permit program. Additionally, this Project will be required to prepare a SWPPP and a project-specific WQMP, which will identify appropriate BMPs. Thus, potential impacts to receiving waters from future development would be reduced through compliance with the NPDES regulations and incorporation of BMPs. The Project is consistent with the MSHCP Section 7.5.3 through compliance with NPDES regulations and incorporation of BMPs.

- For these reasons, the proposed Project is anticipated to have a less than significant effect with mitigation measures implemented with respect to conflicting with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional or state conservation plan.
- b) As discussed in the response to item 6(a), the Project site contains suitable habitat for burrowing owl and shall require implementation of mitigation measures **MM Bio 1** and **MM Bio 2**. For these reasons, the proposed Project is anticipated to have a less than significant effect with mitigation measures implemented with respect to incurring a substantial adverse effect, either directly or through habitat modifications on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12).
  - c) As discussed in the response to item 6(a), the Project contains suitable habitat for burrowing owl and shall require implementation of mitigation measures **MM Bio 1** and **MM Bio 2**. For these reasons, the proposed Project is anticipated to have a less than significant effect with mitigation measures implemented with respect to incurring a substantial adverse effect, either directly or through habitat modifications on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game (CDFG) or U. S. Fish and Wildlife Service (USFWS).
  - d) As discussed in the response to item 6(a), there is no fish habitat within the proposed Project site. Impacts to wildlife and wildlife corridors are anticipated to be less than significant with incorporation of mitigation measures, **MM Bio 1** and **MM Bio 2**.
  - e) Riparian habitat is located within the Project area. However, this area will be subject to 100% avoidance. No other sensitive natural communities are located within the Project area. Therefore, the Project will not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies and regulations, or by the California Department of Fish and Game or U. S. Fish and Wildlife Service. No impacts are anticipated.
  - f) A Wetland/Riparian Habitat Delineation was conducted in February 2010 to determine whether U. S. Army Corps of Engineers (USACOE) "waters of the United States" per Sections 401-404 of the Federal Clean Water Act and "streambeds" per Section 1600-1603 of the California Fish and Game Code are present on the Project site. There are no mapped U. S. Geological Survey (USGS) blue-line drainages occurring directly on the Project site; however, four separate features were investigated on site. Three areas containing hydric plants, riparian vegetation, or both, occur within the Project site. All three of these areas will be avoided and left in their natural condition. The proposed well site, while not located within any jurisdictional areas, is in close proximity to one of the areas containing riparian vegetation. To avoid potential impacts to this sensitive area, mitigation measures **MM Bio 3**, which prohibits the removal of any shrubs or trees and requires the presence of a biological monitor, and **MM Bio 4**, which requires notification per Section 1602 of the Fish and Game Code and incorporation into the Project of any conditions as a result of such notification shall be implemented. In addition to these three areas, a swale running from the southeast corner of the Project site to the northwest was also evaluated to determine the presence of wetlands or riparian habitat. The swale is approximately 880 feet long and does not have a definable bed, bank, or channel. This area does not contain any riparian vegetation and does not show any evidence of hydrologic flow. The swale appears to be a historical feature that existed on the Project site prior to the hydrologic flow being diverted to the concrete-lined drainage channel located adjacent to the Project site on the east. Therefore, potential impacts to federally-protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) will be less than significant with mitigation.
  - g) As discussed in the response to item 6(a), implementation of the proposed Project will not conflict with any local policies protecting biological resources identified in the Jurupa Area Plan of the Riverside County General Plan or ordinances protecting biological resources. Therefore, no impacts are anticipated.



**Mitigation:** **MM Bio 1:** A pre-construction survey for resident burrowing owls shall be conducted by a qualified biologist 30 days prior to construction activities. If ground-disturbing activities are delayed or suspended for more than 30 days after the pre-construction survey, the site shall be resurveyed for owls. The pre-construction survey and any relocation activities shall be conducted in accordance with current MSHCP survey guidelines and protocols.

**MM Bio 2:** If project-related ground or vegetation disturbance takes place during the nesting season (1 February through 31 August) a pre-activity field survey shall be conducted by a qualified biologist to determine if active nests of species protected by the Migratory Bird Treaty Act (MBTA) or California Fish and Game Code are present in the construction zone. If active nests are located, no grading or heavy equipment activity shall take place within at least 500 feet of birds-of-prey and 100 to 300 feet of songbirds (to be determined by a qualified biologist on a case by case basis). For Project activities taking place outside the nesting season (1 September through 31 January), no nesting surveys would be required.

**MM Bio 3:** Prior to any ground-disturbing activities a qualified biologist shall stake the areas of avoidance. No ground disturbing activities shall take place within the avoidance areas. A biological monitor shall be present during all ground-disturbing activities in connection with construction of the well, reservoir, or booster station to ensure that no trees or shrubs are removed and that all construction is conducted in such as manner as to protect the sensitive biological resources in the vicinity of the well site.

**MM Bio 4:** Prior to the issuance of a grading permit for the well site, the EDA Project Manager, or his or her designee, shall provide notification to CDFG pursuant to Section 1602 of the Fish and Game Code. If as a result of this notification, CDFG imposes conditions upon the Project, such conditions shall be incorporated into the Project design.

**Monitoring:** Riverside County Economic Development Agency, Project Construction Manager(s)

**CULTURAL RESOURCES**

CULTURAL RESOURCES Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>7. Historic Resources</b>				
a) Alter or destroy an historic site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of a historical resource as defined in California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

**Sources:** COR GP EIR, Table 4.7-A; CRM, On-site Inspection, April 2010; Project Description

**Findings of Fact:**

a-b) There are no structures located on the Project site. The Final Program EIR for the Riverside County General Plan identifies 138 historical resources in Riverside County. These historical resources are identified because of their inclusion on one or more of the following: National Register of Historic Places, California Registered Historic Landmarks Architecture, California Points of Historical Interest, and/or Riverside County Historical Landmarks. The Project Site is not included in this listing of resources. Therefore, implementation of the Project is not anticipated to impact a historic site or resource.

**Mitigation:** None required.

Monitoring: None required.

<b>CULTURAL RESOURCES</b> Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>8. Archaeological Resources</b>				
a) Alter or destroy an archaeological site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Restrict existing religious or sacred uses within the potential impact area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: COR GP; COR GP FEIR; CRM, Stantec(a)

Findings of Fact:

- a-b) The Project site has experienced significant ground disturbance as a result of past agricultural practices commencing as early as 1930; therefore it is unlikely that there are any intact archaeological sites present on the Project site. Additionally, the results of the archaeological field survey completed for the Project site produced completely negative results for potential cultural resources. However, in the event of an accidental discovery of a cultural and/or archaeological resource; implementation of mitigation measure **MM Cultural 1**, which requires the construction in the vicinity of the find be halted until a determination as to the significance of the find is made and any find be recorded and curated. With implementation of **MM Cultural 1**, potential impacts to archaeological resources will be less than significant.
- c) The proposed Project site is not located on a known formal or informal cemetery. No impacts to human remains, including those interred outside of formal cemeteries are anticipated. In the event that unknown human remains are uncovered during construction activities, Sections 7052 and 7050.5 of the California Health and Safety Code (HSC) requires that the Riverside County Coroner’s Office must be contacted within 24 hours and all work shall be halted until a clearance is given by that office and any other involved agencies. If human remains are discovered, the County shall comply with the requirements of Public Resources Code Section 5097.98, as amended. With adherence to existing laws and codes and implementation of mitigation measure **MM Cultural 2**, potential impacts with respect to disturbing human remains will be less than significant with mitigation.
- d) There are no known religious or sacred uses within the Project area. Therefore, no impact will occur as a result of Project implementation.

Mitigation: **MM Cultural 1:** Should any cultural and/or archaeological resources be accidentally discovered during Project construction, construction activities in the vicinity of the resource shall immediately halt and construction activities shall be moved to other parts of the Project site. A Riverside County qualified archaeologist shall be retained by the County or their designee to determine the significance of the resource. If the find is determined to be a historical or unique archaeological resource, as defined in Section 15064.5 of the California Code of Regulations (*State CEQA Guidelines*), avoidance or other appropriate measures, as recommended by the archaeologist, shall be implemented. Any artifacts collected or recovered shall be cleaned, identified, catalogued, analyzed, and prepared for curation at an appropriate repository with permanent retrievable storage to allow for additional research in the future. Site

records or site record updates (as appropriate) shall be prepared and submitted to the Eastern Information Center as a permanent record of the discovery.

**MM Cultural 2:** In the event that human remains are discovered during grading or construction of the Project, the County will immediately halt work, contact the Riverside County Coroner to evaluate the remains, and follow the procedures and protocols set forth in Section 15064.5(e)(1) of the *State CEQA Guidelines*. If the Riverside County Coroner determines that the remains are Native American, the County will contact the Native American Heritage Commission (NAHC), in accordance with Section 7050.6, subdivision (c) and Public Resources Code 5097.98 (as amended by AB 2641). Per Public Resources Code 5097.98, the County shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards or practices), where the Native American human remains are located, is not damaged or disturbed by further construction activity until the County has discussed and conferred with the most likely descendents, as prescribed in this section (PRC 5097.98), to obtain their recommendations, if applicable, taking into account the possibility of multiple human remains.

Monitoring: County of Riverside Economic Development Agency, Project Construction Manager

CULTURAL RESOURCES		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>9. Paleontological Resources</b>	Would the project:				
a)	Directly or indirectly destroy a unique paleontological resource, or site, or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Sources: COR GP, Figure OS-8 “Paleontological Sensitivity”; COR GP FEIR; RCLIS

Findings of Fact:

- a) The proposed Project site is within an area designated as having a low potential/sensitivity for paleontological resources. The “Low Potential” category indicates that the likelihood of occurrence for significant nonrenewable paleontological resources is minimal. The Project site has been used for prior agricultural activities and does not contain any unique geologic features. For these reasons, the proposed Project is not anticipated to destroy a unique paleontological resource, site, or geologic feature and therefore, impacts are anticipated to be less than significant. To ensure that potential impacts to paleontological resources are avoided or reduced to a less than significant level should any resources be inadvertently discovered, implementation of mitigation measure **MM Cultural 3** will reduce impacts to a less than significant level.

Mitigation: **MM Cultural 3:** If any paleontological resources are exposed during ground excavation disturbance, ground disturbance activities in the vicinity of the find(s) will be terminated immediately and a qualified paleontological resource specialist will be retained to evaluate the resources. If the find is significant, avoidance or other appropriate measures as identified by the paleontologist shall be implemented. Appropriate measures would include that a qualified paleontologist be permitted to recover, evaluate and curate the find(s) in accordance with current standards and guidelines.

Monitoring: Riverside County Economic Development Agency, Project Construction Manager

**GEOLOGY AND SOILS**

<b>GEOLOGY AND SOILS</b> Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>10. Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zones</b>				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the state Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: COR GP, Figure S-2 "Earthquake Fault Study Zones"; RCLIS; Converse

Findings of Fact:

a-b) The State of California Alquist-Priolo Earthquake Fault Zoning Act was passed in 1972 to mitigate the hazard of surface rupture along earthquake faults. The main purpose of the Alquist-Priolo Earthquake Fault Zoning Act is to prevent the construction of buildings used for human occupancy along fault lines. In general, Southern California as a whole is a seismically-active region that contains many earthquake faults. The Project site is not located within an Alquist-Priolo earthquake fault zone or County Fault Hazard Zone. The closest fault is the San Jacinto-San Bernardino fault located approximately eight miles (13 kilometers) northeast of Project site. The proposed Project will include soccer fields, a concession/restroom building, storage building, well, reservoir, and booster station. The proposed facilities will be constructed in accordance with the provisions of the CBC, Uniform Building Code (UBC), and recommendations contained in the *Geotechnical Investigation Report* prepared for the Project (Appendix C). Due to the uninhabitable nature of the facilities, potential impacts to people and structures from rupture of known earthquake faults are anticipated to be less than significant.

Mitigation: None required.

Monitoring: None required.

<b>GEOLOGY AND SOILS</b> Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>11. Liquefaction Potential Zone</b>				
a. Be subject to seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: RCLIS; Project Description; Converse

Findings of Fact:

a) Soil liquefaction is a phenomenon which occurs when ground surface loses strength during cyclic loading as caused by earthquakes. During the loss of strength, the soil acquires "mobility" sufficient to permit both horizontal and vertical movements. Soils that are most susceptible to liquefaction are clean, loose, saturated, uniformly grading, fine-grained sands that lie below the groundwater table. According to the Riverside County Land Information Service Geographic Information System and the *Geotechnical*

*Investigation Report*, the potential for liquefaction at the Project site is very high and a maximum settlement of 4.4 inches may be expected. Because of the potential of seismic settlement due to liquefaction, the Project structures will be constructed in accordance with the provisions of the CBC, UBC, and the recommendations contained in the *Geotechnical Investigation Report* to reduce loss due to seismic-related ground failure; potential impacts with respect to liquefaction are anticipated be to less than significant.

Mitigation: None required.

Monitoring: None required.

GEOLOGY AND SOILS Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>12. Ground-shaking Zone</b>				
a) Be subject to strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: RCLIS; Project Description, Converse

Findings of Fact:

a) As previously discussed in the response to item 10, Southern California is a seismically-active region; therefore, ground shaking resulting from earthquakes may occur during the lifetime of the Project. However, the Project does not entail the construction of facilities other than a concession/restroom building, storage building, well, reservoir, and booster station, all of which are uninhabitable and will be constructed in accordance with the requirements of the CBC, UBC, and recommendations contained in the *Geotechnical Investigation Report* (Appendix C). For these reasons, potential impacts with respect to strong seismic ground shaking are considered less than significant.

Mitigation: None required.

Monitoring: None required.

GEOLOGY AND SOILS Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>13. Landslide Risk</b>				
a) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, collapse, or rockfall hazards?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: COR JAP, Figure 11 “Steep Slope”; COR JAP, Figure 12 “Slope Instability”; Converse

Findings of Fact:

a) According to the Jurupa Area Plan, the proposed Project site and adjacent properties have slopes angles of less than 15%. Seismically-induced landslides and other slope failures are common occurrences in areas of significant ground slopes; especially during or soon after earthquakes. The Project site is relatively flat and

will not contribute to on- or off-site landslide, lateral spreading, collapse, or rockfall hazards. Therefore, no impacts are anticipated.

Mitigation: None required.

Monitoring: None required.

<b>GEOLOGY AND SOILS</b> Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>14. Ground Subsidence</b>				
a) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in ground subsidence?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: COR GP, Figure S-7 “Documented Subsidence Areas”; RCLIS; Converse

Findings of Fact:

a) The Riverside County Land Information System identifies most of the Project site as being within an area of active subsidence. Subsidence is compaction of soil and other surface material with little or no horizontal motion. Causes of subsidence include earthquake and changes in groundwater tables. However, the Riverside County General Plan indicates the Project site is located within a subsidence susceptible area but is outside of a Documented Subsidence Area. Subsidence may occur if the groundwater level substantially decreases. Additionally, the proposed Project is a Sports Park with the only construction being a concession/restroom building, storage building, well, water reservoir, and booster station, all of which will be uninhabitable and constructed in accordance with the requirements of the UBC, CBC, and the recommendations of the *Geotechnical Investigation Report*. For these reasons, less than significant impacts are anticipated with respect to ground subsidence.

Mitigation: None required.

Monitoring: None required.

<b>GEOLOGY AND SOILS</b> Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>15. Other Geologic Hazards</b>				
a) Be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: Converse; COR JAP, Figure 11 “Steep Slope”; Converse

Findings of Fact:

a) There are no volcanoes in the proposed Project site vicinity. The topography of the site does not include steep slopes which could generate a mudflow. There are no large bodies of water in proximity to the Project site that could produce earthquake-induced seiche, which would impact the Project site and there are no other geologic hazards that may affect the site. Therefore, no impacts associated with seiche, mudflow, volcanoes, or other geologic hazards, are anticipated.

Mitigation: None required.

Monitoring: None required.

<b>GEOLOGY AND SOILS</b> Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>16. Slopes</b>				
a) Change topography or ground surface relief features?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create cut or fill slopes greater than 2:1 or higher than 10 feet?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in grading that affects or negates subsurface sewage disposal systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: COR Ordinance No. 457; Project Description; COR GP, Figure S-4 “Earthquake Induced Slope Instability Map” & Figure S-5 “Regions Underlain By Steep Slopes”

Findings of Fact:

- a-b) The proposed Project will not result in a change in topography since soccer fields are proposed and the site is relatively level. No cut or fill slopes greater than 2:1 or higher than 10 feet are planned. Compliance with Riverside County Ordinance No. 457 is required regardless of the Project’s proposed changes to topography. Ordinance No. 457 will assure cut or fill slopes are constructed appropriately. Compliance with Ordinance No. 457, the UBC, and the recommendations contained in the *Geotechnical Investigation Report* will reduce potential impacts due to changes in topography and cut and fill slopes, as a result of the proposed Project, to a less than significant level.
- c) There are no known subsurface sewage disposal systems on the Project site; thus, there will be no impacts in this regard.

Mitigation: None required.

Monitoring: None required.

<b>GEOLOGY AND SOILS</b> Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>17. Soils</b>				
a) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: Project Description; Soil Survey: Converse

Findings of Fact:

- a) Construction of the proposed Project could result in soil erosion and/or the loss of topsoil. As required by the Clean Water Act, this proposed Project will adhere to and comply with the Santa Ana Municipal Separate Storm Sewer (MS4) NPDES General Construction Permit and implement an effective SWPPP

during construction. With implementation of a SWPPP that incorporates sediment control and erosion control BMPs, impacts from soil erosion and topsoil loss during construction is anticipated to be less than significant. Additionally, the Project site is relatively level and therefore is not subject to significant erosion by water through surface drainage during construction. Once construction is complete, the Project site, with the exception of the areas that are being avoided to protect sensitive biological resources, will be landscaped and incorporate drainage features and BMPs as identified in the WQMP, so as to minimize runoff and erosion. For these reasons, impacts with respect to soil erosion and the loss of topsoil are anticipated to be less than significant.

- b) Expansive soils are generally considered a threat because of the pressure that may be induced upon structures. In general, these types of soils include characteristics that may result in expansion or contraction when exposed to water. The extent of contraction (shrink) or expansion (swell) may be influenced by the amount and type of clay in the soil.

According to the *Soil Survey of Western Riverside Area*, the predominant soil types located on and adjacent to the Project site are the Grangeville loamy fine sand (GoB), Grangeville sandy loam (GsB), Grangeville fine sandy loam, poorly drained (GuB), and Grangeville fine sandy loam. These soil types are classified as having low shrink-swell potential. Additionally, the results of the expansion index test performed as part of the *Geotechnical Investigation Report* indicate that the expansive potential of the soils on the Project site is very low. With the incorporation of structural design elements as identified in the *Geotechnical Investigation Report*, potential risks to life or property associated with expansive soils are anticipated to be less than significant.

Mitigation: None required.

Monitoring: None required.

GEOLOGY AND SOILS Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>18. Erosion</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Change deposition, siltation or erosion that may modify the channel of a river or stream or the bed of a lake?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in any increase in water erosion either on or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: COR Ordinance No. 754; Project Description

Findings of Fact:

- a) The proposed Project is a recreational facility consisting of 15 soccer fields. The only Project components with the potential to change erosion are the concession/restroom building and storage building. However, given the small size of these structures, the implementation of appropriate erosion control BMPs, and adherence to applicable provisions of County Ordinance No. 754 (Stormwater/Urban Runoff Management and Discharge Controls), potential impacts to the modification of the channel of a river, stream, or lake bed are considered less than significant.
- b) During site preparation for the concession/restroom building and the storage building, the potential exists for an increase in water erosion. However, given the small size of these structures, the implementation of appropriate erosion control BMPs, and adherence to applicable provisions of County Ordinance No. 754 (Stormwater/Urban Runoff Management and Discharge Controls), potential impacts associated with water erosion are anticipated to be less than significant.



Mitigation: None required.

Monitoring: None Required

<b>GEOLOGY AND SOILS</b> Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>19. Wind Erosion and Blowsand from project either on or off site.</b>				
a) Be impacted by or result in an increase in wind erosion and blowsand, either on or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: COR GP, Figure S-8 “Wind Erosion Susceptibility Map”; COR Ordinance No. 484

Findings of Fact:

- a) The Project site is in an area susceptible to high wind erosion. Wind generally blows from the northeast to the southwest. Blowsand is not expected to enter the site from off-site sources due to the vegetative cover and/or urban development of surrounding parcels. During the construction phase, compliance with SCAQMD Rule 403 will be implemented to reduce the potential for wind erosion and the release of airborne particulate matter into the air throughout the site. Rule 403 requires (among other measures) that exposed soils be treated at least twice per day with water or chemical stabilizers, restricting vehicle speeds on un-paved roads, requires vegetative covers on inactive areas of exposed earthwork, as well as the cessation of grading work when wind speeds exceed 25 miles per hour. Compliance with Rule 403 as well as Ordinance 484 will reduce impacts to below the level of significance during the grading and construction phases of the Project. During the operation of the Project, landscaping and hardscaping are anticipated to reduce the potential impacts associated with blowing sand during wind events to less than significant levels.

Mitigation: None required.

Monitoring: None required.

**GREENHOUSE GAS EMISSIONS**

<b>GREENHOUSE GAS EMISSIONS</b> Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>20. Greenhouse Gas Emissions</b>				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: Webb 2010

Findings of Fact:

- a) The recently updated URBEMIS model calculates carbon dioxide emissions from fuel usage by construction equipment and construction-related activities, like worker trips, for the Project in tons per year (one ton equals 2,000 pounds). The URBEMIS estimate does not analyze emissions from construction

related electricity or natural gas. Construction related electricity and natural gas emissions vary based on the amount of electric power used during construction and other unknown factors which make them too speculative to quantify. Life-cycle emissions associated with the manufacture of building materials are also not quantified in this analysis although they undoubtedly exist. Quantification was not attempted because of the large spatio-temporal variation in sources for building products used to construct the Project and the consequently large uncertainty associated with the resulting emissions. For this reason, to attempt to quantify life-cycle emissions of materials would be speculative. This conclusion is consistent with recent guidance on quantification of emissions for commercial projects presented by the California Air Pollution Control Officer's Association (CAPCOA) guidance on CEQA and Climate Change.

As shown in the table below, **Table 4, Annual Project-Related Operational CO<sub>2</sub> Emissions**, the total operational carbon dioxide emissions generated from the Project is approximately 3,669 metric tonnes (MT) per year which includes construction-related emissions amortized over a typical project life of 30 years. The table below indicates that the majority of operational project emissions are from vehicle use followed by electrical consumption.

Not included in this estimate are emissions from non-equipment-related construction activities, as previously discussed, nor are emissions from wastewater treatment and landfill of solid waste during Project operation. The primary GHG of concern from wastewater treatment and landfill material is methane. Methane emissions from wastewater treatment vary widely based upon the wastewater treatment process which is often not under control of the Project developer. Methane emissions from large landfills are separately regulated and methane gas recovery is a required element of that regulatory program. The table below, while not an all-inclusive inventory of all project-related GHG, shows the estimation of CO<sub>2</sub> from some of the most important and readily quantified project operation-related sources which are representative of the majority of the Project's contribution to global GHG concentrations.

**Table 4, Annual Project-Related Operational CO<sub>2</sub> Emissions**

Source	Annual CO <sub>2</sub> (MT)
Construction Emissions <sup>1</sup>	12.2
Electricity	103.99
Landscape Equipment	0.60
Natural Gas	1.40
Vehicular	3,550.36
<b>Total</b>	<b>3,668.55</b>
<sup>1</sup> Construction emission amortized over 30 years. (365.42 MT CO <sub>2</sub> /30 years = 12.2 MT CO <sub>2</sub> per year)	

In a global context, the project's operational CO<sub>2</sub> emissions represent approximately 0.00001 percent (3,668.55 MT/ 26.4 giga tonnes) of the Earth's CO<sub>2</sub> emissions from fossil fuel combustion per year. Statewide, the Project's CO<sub>2</sub> emissions represent approximately 0.0009 percent (3,668.55 MT/ 412 million MT ) of total CO<sub>2</sub> emissions. Although there are no adopted federal, state, or regional quantitative thresholds, the Project's annual CO<sub>2</sub> emissions are small on a global and even statewide scale. The Project's operational CO<sub>2</sub> emissions do not constitute a substantial contribution to global climate change, and will not result in significant impacts on the environment.

- b) The County has adopted policies and programs in their General Plan to promote the use of clean and renewable energy sources, facilitate alternative modes of transportation, and for the efficient and

sustainable use of energy. However, because the County does not have an adopted plan (e.g., Climate Action Plan, or GHG reduction plan) or regulation; the CARB Scoping Plan is used in this analysis.

The CARB Scoping Plan calls for a reduction in California’s GHG emissions of approximately 30 percent from business-as-usual emission levels projected for 2020, or about 10 percent from today’s levels.

Project consistency with the measures in the Scoping Plan is presented in **Table 5, CARB Scoping Plan Measure Project Comparison**, below. Most of the reduction measures are not applicable to the Project and were not listed. The Project is consistent with the feasible measures. Examples of inapplicable measures include the California Cap-and-Trade Program, Industrial Emissions, High-Speed Rail, and Sustainable Forests.

**Table 5, CARB Scoping Plan Measure Project Comparison**

<b>Scoping Plan Measures to Reduce Greenhouse Gas Emissions</b>	<b>Project Compliance with Measure</b>
California Light-Duty Vehicle Greenhouse Gas Standards – Implement adopted standards and planned second phase of the program. Align zero-emission vehicle, alternative and renewable fuel and vehicle technology programs with long-term climate change goals.	Consistent. These are CARB-enforced standards; vehicles that access the Project that are required to comply with the standards will comply with the strategy.
Energy Efficiency – Maximize energy-efficiency building and appliance standards; pursue additional efficiency including new technologies, policy, and implementation mechanisms. Pursue comparable investment in energy efficiency from all retail providers of electricity in California.	Consistent. The Project will be compliant with the current Title 24 standards.
Low Carbon Fuel Standard – Develop and adopt the Low Carbon Fuel Standard.	Consistent. These are CARB-enforced standards; vehicles that access the Project that are required to comply with the standards, will comply with the strategy.
Vehicle Efficiency Measures – Implement light-duty vehicle efficiency measures.	Consistent. These are CARB-enforced standards; vehicles that access the Project that are required to comply with the standards, will comply with the strategy.
Medium/Heavy-Duty Vehicles – Adopt medium and heavy-duty vehicle efficiency measures.	Consistent. These are CARB-enforced standards; vehicles that access the Project that are required to comply with the standards, will comply with the strategy.
Green Building Strategy – Expand the use of green building practices to reduce the carbon footprint of California’s new and existing inventory of buildings.	Consistent. The California Green Building Standards Code (proposed Part 11, Title 24) was adopted as part of the California Building Standards Code in the CCR. Part 11 establishes voluntary standards that will become mandatory in the 2010 edition of the Code, on planning and design for sustainable site development, energy efficiency (in excess of the California Energy Code requirements),

Scoping Plan Measures to Reduce Greenhouse Gas Emissions	Project Compliance with Measure
	water conservation, material conservation, and internal air contaminants. The Project will be subject to these mandatory standards.
High Global Warming Potential Gases – Adopt measures to reduce high global warming potential gases.	Consistent. CARB identified five measures that reduce hydrofluoro carbon (HFC) emissions from vehicular and commercial refrigeration systems: vehicles that access the Project that are required to comply with the measures, will comply with the strategy.
Recycling and Waste – Reduce methane emissions at landfills. Increase waste diversion, composting, and commercial recycling. Move toward zero-waste.	Consistent. The state is currently developing a regulation to reduce methane emissions from municipal solid waste landfills. The Riverside Countywide Integrated Waste Management Plan (CIWMP), adopted by the Riverside County Board of Supervisors on January 14, 1997, and approved by the California Integrated Waste Management Board CIWMB on September 23, 1998, outlines the goals, policies, and programs the County and its cities will implement to create an integrated and effective waste management system that complies with the provisions in AB 939 and its diversion mandates. The CIWMP is comprised of the Riverside Countywide Summary Plan, the Source Reduction and Recycling Element (SRRE) for the County and each of its cities, the Nondisposal Facility Element (NDFE) for the County and each of its cities, the Household Hazardous Waste Element (HHWE) for the County and each of its cities, and the Riverside Countywide Siting Element. The Project will be required to comply with County programs for recycling and waste reduction which comply with the 50 percent reduction required in AB 939.
Water – Continue efficiency programs and use cleaner energy sources to move and treat water.	Consistent. The Project will comply with all applicable County ordinances.
Source: CARB Scoping Plan	

The Project’s operational emissions of criteria pollutants are less than the SCAQMD regional operational thresholds, and the Project is consistent with the measures identified by the CARB’s Scoping Plan. Therefore, the Project will not conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases, and the impact is considered less than significant.

**HAZARDS AND HAZARDOUS MATERIALS**

HAZARDS AND HAZARDOUS MATERIALS	Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>21. Hazards and Hazardous Materials</b>					
a)	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d)	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e)	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: Stantec(a); Stantec(b); Thomas Bros

Findings of Fact:

- a-b) The proposed Project will not result in the transport or disposal of hazardous materials. The proposed Project will require the use of ordinary amounts of hazardous materials including fuel, herbicides, household cleaning and janitorial products. However, these materials will not be used in a quantity or manner so as to present a significant hazard to the public. Therefore, implementation of the Project will not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Potential impacts are anticipated to be less than significant.
- c) Access to emergency vehicles will be allowed at all times. The proposed Project will not impair the implementation of, or physically interfere with, an emergency response plan and/or emergency evacuation plan. No impacts are anticipated.
- d) There are no schools located within one-quarter mile of the Project site. Therefore, no impacts are anticipated.
- e) The proposed Project is not located on any hazardous sites lists; although there are hazardous sites located in close proximity of the Project site. They are unlikely to environmentally impact the Project due to the distance from the Project site, groundwater flow in relation to the Project site, or regulatory status. Due to the past agricultural use of the Project site, a Phase II Environmental Site Assessment (ESA) (Appendix E.2) was prepared and the soils present on the Project site were analyzed for pesticides. No detectable concentrations of pesticides above laboratory reporting limits were found; therefore, the Phase II ESA concluded that it is unlikely that pesticides represent a concern for development of the Project site as proposed. Based on these findings, impacts in this regard are less than significant.

Mitigation: None required.

Monitoring: None required.

HAZARDS AND HAZARDOUS MATERIALS	Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>22. Airports</b>					
a)	Result in an inconsistency with an Airport Master Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b)	Require review by the Airport Land Use Commission?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c)	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d)	For a project within the vicinity of a private airstrip, or heliport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: COR ALUC; COR JAP, Figure 5 "Riverside Municipal Airport and Flabob Airport Influence Policy Area"; RCALUC

Findings of Fact:

- a) The Project site is located within the Flabob Airport Influence Policy Area but no Airport Master Plan has been created for this privately-owned, public-use airport. Therefore, the proposed Project will not result in any inconsistencies with any Airport Master Plan or uses at this airport. Thus, no impacts are anticipated.
- b) The proposed Project will require review by the RCALUC since it is located within the policy area of Flabob Airport. In September 2008, the RCALUC reviewed a park project known as the Rancho Jurupa Sports Park on the same site as the proposed Project. The RCALUC determined that the Rancho Jurupa Sports Park was conditionally consistent with the 2004 Flabob Airport Land Use Compatibility Plan subject to conditions that, among other things: (i) require an avigation easement to Flabob Airport. (ii) prohibit uses that would direct certain types of lights or reflect sunlight towards aircraft during take-off or landing; (iii) prohibit uses that would generate smoke or water vapor or attract large concentrations of birds; and (iv) require outdoor lighting to be hooded or shielded to prevent the spillage of lumens or reflection into the sky. As part of the 2008 RCALUC review, the FAA reviewed the proposed lighting plan and determined that the maximum height of light poles shall not exceed 70 feet. The Project has been submitted to RCALUC for review; such review is expected to be complete in June 2010. Because the Project will incorporate conditions imposed by RCALUC, impacts associated with such review will be less than significant.
- c) ~~As discussed in the response to item 21a, the Project site is not within an airport land use plan nor is it within two miles of a public airport or public use airport and the Project site is adjacent to Flabob Airport, a privately-owned public use airport. The Project area is located within Flabob Airport Compatibility Zones A, B2, and D (Figure 4, Flabob Airport Compatibility Zones). These Compatibility Zones set forth land use compatibility guidelines, maximum population density requirements, and maximum coverage requirements. The proposed Project also lies within the Flabob Airport Influence Policy Area, but is outside of any safety zone. The proposed Project is a recreational facility consisting of 15 soccer fields which is a compatible use under Zone D. No development will occur in Zone A and limited development will occur in Zone B2, which will consist of park facilities and soccer fields. As such, the proposed Project will not result in a safety hazard for people working or living in the Project area. Additionally, as discussed in the response to item 22b), the Project will incorporate conditions imposed by RCALUC relative to reducing potential flight hazards to operations at Flabob Airport. For these reasons, implementation of the Project will not result in a safety hazard for people residing or working in the Project area, and impacts are anticipated to be less than significant in this regard. Therefore, no impacts are anticipated.~~

d) The Project site is not located near a heliport or private airstrip; therefore, no impacts are anticipated, but is located adjacent to Flabob Airport, a private airstrip. The Project area is located within Compatibility Zones A, B2, and D of the Flabob Airport Compatibility Map. These Compatibility Zones set forth land use compatibility guidelines, maximum population density requirements, and maximum coverage requirements. The proposed Project also lies within the Flabob Airport Influence Policy Area, but is outside of any safety zone. The proposed Project is a recreational facility consisting of 15 soccer fields which is a compatible use under Zone D. No development will occur in Zone A and limited development will occur in Zone B2 which will consist of park facilities and soccer fields. As such, the proposed Project will not result in a safety hazard for people working or living in the Project area. For these reasons and because the Project will incorporate any conditions imposed by RCALUC, impacts with respect to the creation of a safety hazard are anticipated to be less than significant.

Mitigation: None required.

Monitoring: None required.

HAZARDS AND HAZARDOUS MATERIALS	Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>23. Hazardous Fire Area</b>					
a) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: COR JAP, Figure 9, "Wildfire Susceptibility"

Findings of Fact:

a) The Project site is not within a wildfire susceptibility area; therefore, no impacts are anticipated.

Mitigation: None required.

Monitoring: None required.

**HYDROLOGY AND WATER QUALITY**

HYDROLOGY AND WATER QUALITY	Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>24. Water Quality Impacts</b>					
a) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or off site?		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any water quality standards or waste discharge requirements?		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

HYDROLOGY AND WATER QUALITY Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
c) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create or contribute to runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Include new or retrofitted stormwater Treatment Control Best Management Practices (BMPs) (e.g., water quality treatment basins, constructed treatment wetlands), the operation of which could result in significant environmental effects (e.g., increased vectors and odors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: COR GP; COR JAP; FEMA: Project Description; RCLIS; Krieger and Stewart

Findings of Fact:

- a) Construction of the Project may alter the existing drainage pattern of the Project area where the parking area, concession/restroom building, and storage building are located, however, due to the small size of these structures, the alterations to existing drainage patterns are not considered substantial and will not alter the course of a stream or river or result in substantial erosion or siltation on or off site. Additionally, the Project will be required to prepare a SWPPP that incorporates BMPs to minimize the potential for construction related runoff. When completed, the Project site will be landscaped or hardscaped in addition to incorporating BMPs from a project-specific WQMP, which will further reduce the potential for erosion or siltation. For these reasons, impacts with respect to erosion or siltation are anticipated to be less than significant.
- b) Activities associated with the construction of the proposed Project will include grading and site preparation, which may have the potential to release pollutants (e.g., oil from construction equipment, cleaning solvents, paint) and silt off site that, could impact water quality. However, the Project is required to prepare a SWPPP pursuant to the General Construction Permit issued by the SWRCB for construction projects, and the Project will incorporate appropriate BMPs to minimize potential runoff and erosion. Because construction of the proposed Project will adhere to state and County policies, and procedures, and incorporate BMPs to minimize impacts to water quality, impacts associated with water quality are anticipated to be less than significant.

Operation of the Project has a slight potential to release pollutants that would impact water quality. However, these impacts will be less than significant because a project-specific WQMP, that includes site,



source, and/or treatment control BMPS will be prepared and these BMPs will be incorporated into the Project design. The proposed well and booster station will be constructed and operated pursuant to the requirements of the DWR and CDPH. Wastewater generated at the Project site will be conveyed in a sanitary sewer system and treated at wastewater facilities owned and operated by RCSD. Because the Project will incorporate BMPs and comply with existing regulations that protect water quality, potential impacts to water quality will be less than significant.

- c) The proposed Project includes construction of a 16-inch diameter well designed to pump at 600 gpm. Untreated water from the well will be pumped to the reservoir and used to irrigate the Project site. The well, reservoir, and booster station will be owned and maintained by RCSD. The proposed well will extract groundwater from the Riverside Basin, specifically from the Riverside South Basin. The portion of the Riverside Basin located in San Bernardino County is generally called "Riverside North." The portion that lies in Riverside County is called "Riverside South." While not adjudicated, the Riverside North, and Riverside South basins are subject to management under a 1969 judgment by the Superior Court of the State of California, for the County of San Bernardino. The judgment outlines legal rights and replenishment obligations for those entities extracting from the Basin. Implementation of the proposed Project will involve additional pumping of groundwater beyond current conditions; however, given the small size of the proposed well, the total amount pumped will remain within the limits prescribed by the courts and will not deplete groundwater supplies. Additionally, due to the small amount of impervious surfaces in relation to the amount of pervious surfaces proposed by the Project, implementation of the Project will not interfere with groundwater recharge. For these reasons, potential impacts to groundwater supplies will be less than significant.
- d) Existing topography on the Project site is generally flat and most of the stormwater that enters the site percolated into the ground. After construction, the site will remain flat and much of the Project site will still contain pervious surfaces in the form of sports fields, the avoidance area, and pervious pavement; thus, stormwater will continue to be able to percolate into the ground. The Project is required to prepare a WQMP that incorporates drainage features and BMPs to control runoff and protect water quality. For these reasons, potential impacts to stormwater drainage systems are anticipated to be less than significant.
- e) The proposed Project is within a 100-year flood zone; however, the Project does not propose the construction of housing, nor will the Project indirectly induce the construction of housing. Impacts are anticipated to be less than significant.
- f) The Project proposes the construction and operation of a Sports Park, a concession/restroom building, a storage building, well, reservoir, and booster station. The Project site is located within the 100-year flood plain; however, due to the small size of the structures (i.e., buildings, reservoir) and site grading, implementation of the Project will not impede or redirect flood flows. Impacts in this regard are anticipated to be less than significant.
- g) The Project is required to prepare a SWPPP, thus, appropriate BMPs will be implemented during Project construction to minimize potential erosion. Additionally, the Project is required to prepare a project-specific WQMP; so the design of the Project will incorporate appropriate site design features to address runoff produced by the Project after construction. Through the implementation of BMPs during construction and Project design features, impacts to water quality are anticipated to be less than significant.
- h) As discussed in the response to item 24(a), appropriate pre-construction and post-construction BMPs will be designed, installed, and maintained to reduce the impact of vectors and odors, and are not expected to cause significant environmental effects. Impacts are anticipated to be less than significant.

Mitigation: None required.

Monitoring: None required.

**HYDROLOGY AND WATER QUALITY** Would the project:

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

**25. 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"/>

Sources: COR JA, Figure 8, "Flood Hazards"; FEMA; Project Description; RCLIS

**Findings of Fact:**

a-b) As discussed in Section I.H and in the response to item 6 b). above, adjacent to the northern boundary of the Project site is a drainage feature of approximately 800 linear feet located on an elevated pad which connects to a large unmanned riparian feature west of 46th Street and Crestmore Road intersection. A manmade concrete channel lies adjacent to the Project site on the east and is approximately 1,200 linear feet. This channel is fed by a culvert to the south that most likely receives discharge runoff from the adjacent residential development. There are no mapped U. S. Geological Survey (USGS) blue-line drainages occurring directly on the Project site; however, four separate features were investigated on site. Three areas containing hydric plants, riparian vegetation, or both, occur within the Project site. All three of these areas will be avoided and left in their natural condition. The proposed well site, while not located within any jurisdictional areas, is in close proximity to one of the areas containing riparian vegetation. To avoid potential impacts to this sensitive area, mitigation measures **MM Bio 3**, which prohibits the removal of any shrubs or trees and requires the presence of a biological monitor, and **MM Bio 4**, which requires notification per Section 1602 of the Fish and Game Code and incorporation into the Project of any conditions as a result of such notification shall be implemented. In addition to these three areas, a swale running from the southeast corner of the Project site to the northwest was also evaluated to determine the presence of wetlands or riparian habitat. The swale is approximately 880 feet long and does not have a definable bed, bank, or channel. This area does not contain any riparian vegetation and does not show any evidence of hydrologic flow.

The proposed Project will not alter the existing drainage pattern in the vicinity of the Project site. Additionally, there are no streams or riverbeds located on the Project site. Further, implementation of the Project will not increase the rate or amount of surface runoff in a manner that would result in flooding on or off site. The proposed Project includes construction of some impervious surfaces and landscaping that may affect absorption rates and amounts of surface runoff. However, the Project design and incorporation of BMPs identified in the WQMP will ensure that the rate and amount of surface runoff will be less than significant. Therefore, impacts are anticipated to be less than significant.

- c) There are no dams or levees in the proximity of the Project area. nor would development of the Project site result in adverse conditions that could weaken or damage flood-control structures. The Project site is not located in a Dam Inundation Area. For these reasons, impacts associated with exposure of people or structures to flooding and the failure of a levee or dam are less than significant.
- d) The closest water body to the Project site ~~is~~ are two natural seep lakes located within Rancho Jurupa Park. These lakes encompass approximately 4 to 5 acres and are fed from the underlying naturally-occurring aquifers. As discussed in the response to item 24 c), the proposed Project includes construction of a 16-inch diameter well, reservoir and booster station that will be owned and maintained by RCSD. The proposed well will extract groundwater from the Riverside Basin, specifically from the Riverside South Basin beyond the amount being extracted under current conditions. However, given the small size of the proposed well, the total amount pumped will remain within the limits prescribed by the courts and will not deplete groundwater supplies. Therefore, implementation of the Project is not anticipated to impact the lakes within Rancho Jurupa Park. The next closest water body to the Project site is the Santa Ana River, located approximately one-half mile south of the Project site. With the implementation of BMPs identified in the SWPPP and project-specific WQMP, construction and operation of the Project will not result in any substantial increase in runoff or change in the amount of surface waters; thus, there will be no impacts in this regard.

Mitigation: None required.

Monitoring: None required.

**LAND USE PLANNING**

LAND USE/PLANNING Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>26. Land Use</b>				
a) Result in a substantial alteration of the present or planned land use of an area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: COR GP, COR JAP, RCLIS

Findings of Fact:

- a) The present land use designation of the Project site is Open Space: Open Space-Recreation. The Riverside County General Plan's land use designations within vicinity of the Project site are Community Development: Medium Density Residential (CD:MDR), Community Development: Estate Density Residential (CD:EDR), Community Development: Public Facilities (CD:PF) and Open Space-Recreation (OS-R). The proposed Project will not substantially alter the present or planned land use of this area; therefore, no impacts are anticipated.
- b) The proposed Project site is not located within a city sphere of influence or adjacent to any city or other county boundaries. Therefore, no impacts are anticipated.

Mitigation: None required.

Monitoring: None required.

LAND USE/PLANNING Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>27. Planning</b>				
a) Be consistent with the site's existing or proposed zoning?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Be compatible with existing surrounding zoning?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be compatible with existing and planned surrounding land uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be consistent with the land use designations and policies of the Riverside County General Plan (including those of any applicable Specific Plan)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

Sources: COR GP; COR Ordinance 348, COR JAP; RCLIS

Findings of Fact:

- a) The proposed Project site is zoned Planned Residential (R-4) and Manufacturing – Service Commercial (M-SC). The portion of the Project site zoned R-4 will contain the soccer fields and the portion zoned M-SC will provide the parking facilities, which are consistent uses under each corresponding zoning designation. Additionally, Riverside County Ordinance No. 348, Section 18.2a(b), exempts public agency projects, such as the proposed Project, from County zoning regulations. Therefore, no impacts are anticipated.
- b) Property adjacent to and in the vicinity of the Project site is currently zoned A-10 (Light Agriculture) R-4 (Planned Residential), M-H (Manufacturing-Heavy), M-SC (Manufacturing-Service Commercial), and W-1 (Watercourse, Watershed & Conservation Areas). The Project is not proposing any changes to existing zoning. Therefore, the proposed Project is not anticipated to have an impact upon existing surrounding zoning.
- c) Existing land uses within the Project vicinity include open space, residential, and public facility land uses. The proposed Project is compatible with these existing land uses. The Riverside County General Plan's land use designations within vicinity of the Project site are: Community Development: Medium Density Residential (CD: MDR), Community Development: Estate Density Residential (CD:EDR), Community Development: Public Facilities (CD:PF) and Open Space – Recreational. The proposed Project will not change these land use designations nor will it facilitate future changes in land use designations. For these reasons, the proposed Project is compatible with existing and planned land uses and no impacts are anticipated in this regard.
- d) The Jurupa Area Plan (JAP) designation for the Project site is Open Space-Recreation. The proposed Project's development as a recreation sports facility consisting of soccer fields is compatible with this land use designation. Additionally, the proposed Project does not lie within a specific plan. Therefore, the proposed Project is consistent with the JAP and the General Plan and there will be no impacts in this regard.
- e) The Project site is located between an existing residential neighborhood and Flabob Airport. The Project site, which is in as area designated for park and recreational uses, will not disrupt or divide the physical arrangement of an established community, including a low-income or minority community. Therefore, no impacts are anticipated to occur.

Mitigation: None required.

Monitoring: None required.

**MINERAL RESOURCES**

MINERAL RESOURCES Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>28. Mineral Resources</b>				
a) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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"/>

Sources: COR GP, Figure OS-5 “Mineral Resources”

Findings of Fact:

a) The State Mining and Geology Board (SMGB) has established Mineral Resources Zones (MRZ) using the following classifications:

MRZ-1: Areas where the available geologic information indicates no significant mineral deposits or a minimal likelihood of significant mineral deposits.

MRZ-2a: Areas where the available geologic information indicates that there are significant mineral deposits.

MRZ-2b: Areas where the available geologic information indicates that there is a likelihood of significant mineral deposits.

MRZ-3a: Areas where the available geologic information indicates that mineral deposits are likely to exist; however, the significance of the deposit is undetermined.

MRZ-4: Areas where there is not enough information available to determine the presence or absence of mineral deposits.

The Project site is located within the MRZ-2 and MRZ-3 areas and may contain mineral resources. However, given the disturbed nature of the Project site, its relatively small size, and the presence of existing development (residential development and Flabob Airport), it is highly unlikely that any surface mining or mineral recovery operation could feasibly take place on or adjacent to the Project site. Therefore, the potential Project impact to mineral resources of value to the region or to residents, is anticipated to be less than significant.

b-d) The proposed Project site is not located on or near a locally-important mineral resource recovery site, existing surface mine, or abandoned quarries or mines. No impacts to people or property from proposed, existing, or abandoned quarries or mines are anticipated.

Mitigation: None required.

Monitoring: None required.

**NOISE**

**NOISE Would the project:**

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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**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

**29. 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

Sources: COR ALUC; COR GP, Figure S-19, "Airport Locations"; Google Maps

Findings of Fact:

a-b) ~~The Project is not located within an airport land use plan or within two miles of a public airport or public use airport. Riverside Municipal Airport is the nearest public use airport which is approximately three miles southwest of the Project site. Thus, the Project would not expose people to noise from a public airport. The proposed Project is located adjacent to Flabob Airport, which is a private airstrip privately-owned, public use airport, within the 55, 60, and 65 community noise equivalent level (CNEL) contours of Flabob Airport. Because the Project would employ few people, it does not represent an action that would expose a significant number of people residing or working in the area to excessive airport-related noise levels. Therefore, impacts with respect to exposure of a significant number of people to noise from a public airport are anticipated to be less than significant. The project site is not located within the vicinity of a private airstrip. Therefore, there would be no impacts with respect to exposure of a significant number of people to noise from a private airstrip.~~

Mitigation: None required.

Monitoring: None required.

**NOISE Would the project:**

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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**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

**30. Railroad Noise**

NA  A  B  C  D

Sources: COR GP Figure C-1, "Circulation Plan"; Thomas Guide

Findings of Fact:

The Project, does not propose the construction of new or a modification of existing rail lines, is not located within the vicinity of a rail lines. Therefore, no adverse railroad-related noise impacts are anticipated to occur as a result of Project implementation.

Mitigation: None required.

Monitoring: None required.

NOISE	Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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**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

**31. Highway Noise**

NA     A     B     C     D                

Sources: Project Description.

Findings of Fact:

The Project does not propose any action that would expose people on the Project site to adverse highway-sourced noise impacts. Thus, no impacts are anticipated to occur from highway-sourced noise with regards to the Project site and its adjacent uses.

Mitigation: None required.

Monitoring: None required.

NOISE	Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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**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

**32. Other Noise**

NA     A     B     C     D                

Sources: Project Description.

Findings of Fact

The proposed Project site is not located adjacent to nor will it be the source of other adverse noise impacts that are not sufficiently analyzed and discussed within this document. Therefore, no impacts from other noise sources are anticipated.

Mitigation: None required.

Monitoring: None required.

<b>NOISE</b> Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>33. Noise Effects on or by the Project</b>				
a) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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"/>

Sources: COR GP, Table N-1, "Land Use Compatibility for Noise Exposure"; COR Ordinance 847; Project Description

Findings of Fact:

- a) The main noise sources in the vicinity of the Project site are traffic noise on Loring Ranch Road and Crestmore Road and noise from Flabob Airport. Permanent noise resulting from implementation of the Project will come from traffic from park users, and stationary sources from daily activities at the Sport Park. The nearest sensitive receptors to the Project site are the residences located across the street from the Project site, east of Loring Ranch Road. The additional traffic and noise from activities at the Sports Complex will be permanent, however, this noise will be limited to the hours between 9:00 AM and 10:00 PM. Additionally, at the time the homes east of the Project site were constructed, it was known that the Project site would be developed as a park, to this end, notice was provided to the original homeowners of this intended use and additional noise attenuation materials were incorporated into the construction of the units that back up to Loring Ranch Road. For these reasons, impacts with respect to noise are considered less than significant.
- b) Noise levels from grading and other temporary construction activities could result in noise levels reaching 91 dBA  $L_{max}$  at off-site locations 50 feet from the Project site boundary. However, these impacts will be short term and temporary. Riverside County Ordinance No. 847 places time restrictions on construction activities in order to protect sensitive receptors from construction noise impacts. Additionally, as described in the Project Construction and Design Features, during fixed project construction and mobile construction, equipment will be equipped with mufflers and stationary equipment will be placed so that the emitted noise is directed away from the residences. Thus, with adherence to County Ordinance No. 847, which limits the hours of construction to between 7:00 AM and 7:00 PM on Monday through Saturday, and prohibits construction on Sunday and public holidays, and the incorporation of Project Construction and Design Features, impacts from construction noise are considered less than significant.
- c) Once operational, noise impacts from parks uses are normally acceptable up to 70 dBA Ldn/CNEL. Noise produced on site and projected onto surrounding land uses is regulated by Riverside County Ordinance No. 847 and enforced by the Riverside County Sheriff and/or Code Enforcement Department. These limits apply to on-site activity and construction-related noise impacts. Thus, the Project is not proposing an action that would expose persons to or result in the generation of noise that would not be regulated by standards



established by the General Plan or Ordinance 847. For these reasons, impacts are anticipated to be less than significant.

- d) Temporary construction activities such as grading, earth moving, and construction of the concession/restroom and storage buildings, may produce ground-borne vibrations. However, Riverside County Ordinance No. 847 places time restrictions on construction activities involving heavy equipment in order to protect the sensitive receptors from construction noise impacts. Therefore, temporary impacts are anticipated to be less than significant.

Mitigation: None required.

Monitoring: None required.

**POPULATION AND HOUSING**

<b>POPULATION AND HOUSING</b> Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>34. Housing</b>				
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, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>

Sources: On-site Inspection April 9, 2010; Project Description; RCLIS

Findings of Fact:

- a-c) The proposed site is undeveloped and the Project will not require the removal or demolition of housing. The nature of this Project will not necessitate the construction of replacement housing. Therefore, no impacts are anticipated.
- d) The proposed Project site is not located within a County Redevelopment Project Area; therefore, no impacts are anticipated.
- e-f) The proposed Project will not directly or indirectly induce or encourage growth. For these reasons, the proposed Project will not contribute to a cumulative exceedance of any official regional or local population projections; therefore, no impacts are anticipated.

Mitigation: None required.

Monitoring: None required.

**PUBLIC SERVICES**

<b>35. Fire Services:</b> 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?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: Project Description

Findings of Fact:

As discussed in the response to item 34, the proposed Project will not increase population directly or indirectly and will therefore, not result in the need for new fire facilities or increased fire fighting personnel. Therefore, no impacts are anticipated.

Mitigation: None Required

Monitoring: None Required.

<b>36. Sheriff Services:</b> 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?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: Project Description

Findings of Fact:

As discussed in the response to items 34(e) and 34(f), the proposed Project will not increase population directly or indirectly and will therefore, not result in the need for new sheriff facilities or increased sheriff personnel. Therefore, no impacts are anticipated.

Mitigation: None Required.

Monitoring: None Required.

<b>37. Schools:</b> 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?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: Project Description

Findings of Fact

As discussed in the response to items 34(e) and 34(f), the proposed Project will not contribute to population growth or to an increase in the number of school-age children. Consequently, there will be no need for the construction or expansion of school facilities. Therefore, no impacts to school facilities are anticipated.

Mitigation: None required.

Monitoring: None required.

<b>38. Libraries:</b> 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?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: Project Description

Findings of Fact:

As discussed in the response to items 34(e) and 34(f), the proposed Project will not contribute to population growth or the introduction of any new library patrons into the area; consequently, there will be no need for the construction or expansion of library facilities or services. Therefore, no impacts are anticipated.

Mitigation: None required.

Monitoring: None required.

<b>39. Health Services:</b> 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?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: Project Description

Findings of Fact:

The proposed Project will not contribute to a population increase or an increase in the demand for health services. Therefore, no impacts are anticipated.

Mitigation: None required.

Monitoring: None required.

**RECREATION**

**40. Parks and Recreation**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 CSA or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: Project Description; COR Ordinance No. 460 Section 10.35 (Regulating the Division of Land – Park and Recreation Fees and Dedications); RCLIS

Fact:

- a-b) The proposed Project does not include the use of an existing neighborhood or regional park or other recreational facility. The Project does propose construction of a recreational facility. However, upon analysis of the physical effects on the environment associated with the proposed facilities discussed throughout this initial study, the proposed Project is anticipated to have less than a significant impact on the environment.
- c) The Project site is not located within a County Service Area (CSA) or recreation or park district with a Community Parks and Recreation Plan. The proposed Project is not subject to Quimby Fees (Section 10.35 of Ordinance No. 460) as these fees only apply to residential developments. Therefore, no impacts are anticipated.

Mitigation: None required.

Monitoring: No required.

**41. Recreational Trails:** Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered recreational trails, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: Riverside County General Plan, Figure C-7, “Riverside County Trail and Bikeway System”; Riverside County General Plan, Figure C-8, “Multipurpose Recreational trails Details”; JAP, Fig. 7, “Trails and Bikeway System”

Findings of Fact:

The General Plan provides for a Community Trail along Crestmore Road. The proposed Project includes a meandering trail along Crestmore Road and Loring Ranch Road in order to connect to the trails already existing south of the site along the perimeter of the residential development, thus, making the Sports Complex accessible for pedestrians. The Project does not propose to limit access to recreational trails in the vicinity of the Project site. For these reasons, the proposed Project is not anticipated to impact recreational trails.

Mitigation: None required.

Monitoring: None required

**TRANSPORTATION/TRAFFIC**

TRANSPORTATION/TRAFFIC Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>42. Circulation</b>				
a) Conflict with an applicable plan, ordinance or policy establishing measures 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) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) 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 road or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) 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"/>
e) Alter waterborne, rail or air traffic?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) 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"/>
g) 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"/>
h) Cause an effect upon circulation during the project's construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Result in inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Conflict with adopted policies plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: COR GP; COR Ord No. 348; Project Description; OPR, ITE

Findings of Fact:

- a) Implementation of the Project will result in the generation of vehicular traffic from Park users. The Institute of Transportation Engineers (ITE) develops trip generation rates for different types of land uses, including soccer complexes. The ITE describes soccer complexes as *outdoor parks used for non-professional soccer games. They may consist of one or more fields, and the size of each field may vary, to accommodate games for different age groups. Ancillary amenities may include a fitness trail, activities shelter, aquatic center, picnic grounds, basketball and tennis courts, and a playground.* The proposed Project meets the ITE definition of a soccer complex, thus, the trip generation rate for a soccer complex will be used in this analysis. According to the ITE, a soccer complex will generate a total of 117.43 average daily trips (ADT) per soccer field on Saturday, 71.33 ADT per field on weekdays. Applying these factors to the 15 soccer fields included in the Project results in approximately 1,762 ADT (117.43 ADT multiplied by 15 fields) on

Saturday and 1,070 ADT (71.33 ADTs multiplied by 15 fields) on weekdays. Vehicles will access the Project site via Crestmore Road and Loring Ranch Road.

In order to evaluate the Project's impact on the volume to capacity ratio of Crestmore Road and Loring Ranch Road, project-related trips were compared to the Volume Capacity for Service Level C (as expressed in average daily trips (ADT) for Crestmore Road and Loring Ranch Road.

**Table 6, Project Trips Compared to Volume Capacity**

Road	Functional Classification	Maximum Two-Way Traffic Volume (Service Level C)	Project Related Trips on Saturday <sup>1</sup>	Percent of Total
Crestmore Road	Major Roadway (2 lanes)	27,300	881	3%
Loring Ranch Road	Collector (2 lanes)	10,400	881	8%
Total Trips			1,762	
<sup>1</sup> Assumes trips are equally distributed between Crestmore Road and Loring Ranch Road.				
Source: COR GP, Figure C-3				

As indicated in Table 6, Project-related traffic constitutes three percent (3%) and eight percent (8%) of the maximum two-way traffic volumes associated with Level of Service (LOS) C for Crestmore Road and Loring Ranch Road, respectively. This is considered a less than significant impact.

- b) The proposed Project includes a total of 447 parking spaces and 5 spaces sized for recreational vehicles. If the parking standards set forth in Riverside County Ordinance No. 348, which require one parking space per 8,000 SF of active recreational area and one space per acre of passive recreation area are applied to the Project, a total of 121 parking spaces would be required, 115 spaces for the active use areas (555,000 SF of natural turf plus 365,000 synthetic turf equals 920,000 SF of active use area divided by 8,000 SF equals 115 parking spaces) plus six parking spaces (225,500 SF Open Space equals 6 parking spaces) to provide an adequate number of parking spaces for all proposed land uses. Therefore, since the Project includes over 450 parking spaces for cars and RVs, adequate parking will be provided as part of the Project and there are no parking-related impacts.
- c) As discussed in the response to item 42(a), project-related traffic represents three percent (3%) and eight percent (8%) of the maximum two-way traffic volumes associated with Level of Service (LOS) C for Crestmore Road and Loring Ranch Road, respectively; impacts to LOS from the Project are less than significant.
- d) The Project does not propose an action that could result in a change in air traffic patterns. ~~While~~The Project is adjacent to Flabob Airport, ~~this is a privately owned airstrip and does not qualify as a public use airport under the State CEQA Guidelines, which is a privately-owned, public-use airport operating with a Public Use Airport Permit issued by the California Department of Transportation Division of Aeronautics. As stated in the IS/MND in Section I.B, Project Design and Construction Features under the subheading Hazards, the Project is subject to review by RCALUC and will incorporate RCALUC's conditions of approval into the Project Design. The Proposed project does not include water or other features that would attract large concentrations of birds or otherwise affect air traffic. The County has been coordinating with the Flabob Airport Manager throughout the design of the project to make sure none of the Project features will interfere with operations at Flabob Airport. In order to ensure that pilots using Flabob airport are aware of Project-related construction activities, the Flabob Airport Manager shall be informed of construction as~~

indicated in mitigation measure, MM Trans 1, and if necessary the Airport Manager will prepare and file a Notice to Airmen (NOTAM). With incorporation of MM Trans 1 and the Project Design and Construction Features, impacts associated with changes in traffic will be less than significant. The next closest public-use airport is Riverside Municipal Airport located approximately three miles southwest of the Project site, which is outside of the two-mile threshold, as defined by State CEQA Guidelines. Therefore, no impacts to air traffic patterns are anticipated.

- e) The Project site is not located within an airport land use plan or airport area of influence. There are no navigable bodies of water or waterways that support waterborne traffic in proximity to the Project site. There are no rail facilities in the vicinity of the Project site. There is no action proposed for the Project that would alter or be the cause of an alteration in waterborne, rail or air traffic; therefore, no impacts are anticipated.
- f) The only roadway improvements proposed are the driveway cuts for the parking lot entries. One cut will be located on Crestmore Road at the northern portion of the proposed Project site and the other will be located on Loring Ranch Road on the eastern most portion of the Project site. These improvements will not create a substantial increase in hazards due to design features or incompatible uses. Therefore, potential impacts are anticipated to be less than significant.
- g) The County is responsible for the maintenance of approximately 2,759 linear miles of roads within its unincorporated territory and currently maintains Crestmore Road and Loring Ranch Road. As previously discussed, the Project is expected to result in an additional 1,762 ADT on Saturday and 1,070 ADT on weekdays. The additional traffic generated by the Project on roads currently maintained by the County will not result in the need for new or significantly altered maintenance; thus, impacts in this regard are less than significant. Therefore, impacts regarding the need for new or additional road maintenance, are anticipated to be less than significant.
- h) The only project-related roadway improvements are driveway cuts for the parking lot entries and striping. During the construction of these improvements, the roadways will remain open and passable to traffic. After Project construction, there will be no impediment to emergency access and access to nearby uses. The Project site will be developed in accordance with County ordinances and standards related to emergency access. Therefore, impacts are anticipated to be less than significant.
- i) Temporary, less than significant impacts related to emergency access may result during the construction phase. After Project implementation, access to the Project site will be attainable from two locations. Additionally, the Project does not propose to reconfigure any current roadways that would result in inadequate emergency access. Therefore, no impacts are anticipated.
- j) Implementation of the proposed Project will not conflict with adopted policies plans, or programs regarding public transit, bicycle, or pedestrian facilities. A meandering sidewalk will be installed along Crestmore Road as part of the Project to facilitate walking to the Sports Complex and will also include bicycle racks. Additionally, the proposed Park includes trails that will connect with the existing trail system. For these reasons, the proposed Project will not impact transit, bicycle, or pedestrian facilities or otherwise decrease the performance or safety of such facilities.

Mitigation: ~~None Required.~~ MM Trans 1: To avoid or minimize potential impacts to air traffic during Project construction, an EDA representative or his/her designee shall contact the Flabob Airport Manager no later than two days prior to the initiation of any construction-related activity that might pose a threat to aircraft using Flabob Airport. Such construction activities include grading and site preparation, use of cranes or other high profile construction equipment, and installation of light structures. If the Flabob Airport Manager determines that the proposed construction activity may constitute a hazard to aircraft, the Airport Manager shall prepare and file a NOTAM.

Monitoring: ~~None Required.~~ Riverside County Economic Development Agency, Project Construction Manager, Flabob Airport Manager

<b>43. Bike Trails:</b> Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered bike trails, the construction of which could cause significant environmental impacts?	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: COR JAP, Figure 7, "Trails and Bikeways System"

Findings of Fact:

There are no designated or proposed bike trails on the Project site, however, the County and the Parks and Open Space District have been examining bike trails in the Project area and the next County General Plan will propose a Class II bike lane on Crestmore Road. A Class II bike lane provides a striped lane for on-way bike travel. The Project, does not increase population and therefore, will not result or require the provision of new or physically-altered bike trails. Therefore, no impacts are anticipated.

Mitigation: None required.

Monitoring: None required.

**UTILITY AND SERVICE SYSTEMS**

UTILITY AND SERVICE SYSTEMS Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>44. Water</b>				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: COR ESR; COR GP; Project Description; RCSD(a)

Findings of Fact:

- a) Water treatment facilities and potable water service will be provided to the proposed Project by RCSD. Due to the small amounts of potable water required and the small amount of wastewater generated, RCSD has not identified the need for new or expanded water treatment facilities. Therefore, impacts will be less than significant in this regard.
- b) The Project site is within the water service area of RCSD. Table 7, Project Normal Year Supply and Demand Comparison (AF/yr) and Table 8, Project Supply and Demand Comparison During Multiple Dry Year Period Ending in 2015 (AF/yr), are based upon the RCSD's Urban Water Management Plan providing water supply and demand for both normal and multiple dry year periods. As per the Riverside County General Plan, most of the larger water agencies plan their facilities using a 5-year horizon, usually in the form of a 5-year capital improvements program updated each year. The Water Management Plan(s) prepared by local and regional water agencies do not project demand and supply at build out year (2040). The Proposed facility is expected to be constructed within the next year so the years 2010 through 2015 were used to determine water supply and demand for RUSD.



**Table 7, Project Normal Year Supply and Demand Comparison (AF/yr)**

	2010	2015
Supply totals	20,600	20,600
Demand totals	9,120	9,820
Difference (supply minus demand)	11,080	10,380
Difference as % of Supply	55%	51%
Difference as % of Demand	122%	106%

**Table 8, Project Supply and Demand Comparison During Multiple Dry Year Period Ending in 2015 (AF/yr)**

	2010	2012	2013	2014	2015
Supply totals	20,600	20,600	20,600	20,600	20,600
Demand totals	9,260	9,400	9,540	9,680	9,820
Difference (supply minus demand)	11,340	11,200	11,060	10,920	10,780
Difference as % of Supply	55%	54%	54%	53%	52%
Difference as % of Demand	123%	1119%	116%	113%	110%

The data reflects that adequate potable water supplies exist to accommodate the proposed Project since implementation of the Project will not induce population growth that will require the construction or expansion of existing water facilities or new water supplies.

The soccer fields and landscaping will not be irrigated with potable water. The Project proposes a well, reservoir, and booster station to provide the source of water for irrigation. As shown in the analysis in this Initial Study, potential impacts resulting from the construction and operation of the well and other water supply facilities will be less than significant. For these reasons, impacts to water supply are considered to be less than significant.

Mitigation: None required.

Monitoring: None required.

UTILITY AND SERVICE SYSTEMS	Would the project:	Potentially Significant Impact	Less than Significant with	Less than Significant	No
			Mitigation Incorporated	Impact	Impact
<b>45. Sewer</b>		<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b)	Result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

serve the project's projected demand in addition to the provider's existing commitments?

Sources: Project Description; RCSD

Findings of Fact:

a-b) The Project site is within the water treatment service area of RCSD. Therefore, wastewater generated by the proposed Project, will be treated by the RCSC wastewater treatment facilities. The proposed Project will generate minimal wastewater and will not induce population growth that will require the construction or expansion of existing wastewater treatment facilities. For these reasons, impacts from the proposed Project are anticipated to be less than significant.

Mitigation: None required.

Monitoring: None required.

UTILITY AND SERVICE SYSTEMS Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>46. Solid Waste</b>				
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"/>
b) Comply with federal, state, and local statutes and regulations related to solid wastes (including the County Integrated Waste Management Plan)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: Project Description

Findings of Fact:

a) Construction and operation of the proposed Project will not generate significant volumes of solid waste. Solid waste generated by the Project will be disposed of at one of the County's permitted landfills; therefore, impacts to solid waste will be less than significant.

b) The proposed Project is regulated by federal, state, and local government (e.g., County of Riverside) and will be required to comply with all statutes and regulations related to solid waste. No impacts are expected as a result of Project implementation.

Mitigation: None required.

Monitoring: None required.

UTILITY AND SERVICE SYSTEMS Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>47. Utilities</b>				
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 type="checkbox"/>	<input checked="" type="checkbox"/>
c) Communications systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

<b>UTILITY AND SERVICE SYSTEMS</b> Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Stormwater drainage?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Street lighting?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>
h) Conflict with adopted energy conservation plans?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: Project Description

Findings of Fact:

- a) The Project will use existing electricity service provided by Southern California Edison. Since service already exists for the residential development to the southeast, extending electricity service to the proposed Project is anticipated to be a less than significant impact.
- b-c) The proposed Project will not require or create a demand for natural gas or communication systems. Therefore, no impacts to these utilities are anticipated.
- d) The Project includes on-site drainage improvements to direct storm flows. Additionally, the project-specific WQMP will identify appropriate BMPs to treat runoff from the Project site. For these reasons, impacts to drainage facilities will be less than significant.
- e) Street lighting already exists along Crestmore Road and Loring Ranch Road. No additional streetlights are proposed by or will be required for the Project. Therefore, impacts are anticipated in this regard.
- f) The proposed Project will be accessed from Crestmore Road and Loring Rancho Road, both of which are currently maintained by the County. Implementation of the proposed Project is not anticipated to result in the need for additional maintenance of these roads; therefore, no impacts are less than significant in this regard.
- g) The proposed Project will not require or create a demand for other governmental services. Therefore, no impacts to other governmental services are anticipated.
- h) The proposed Project will meet all requirements of Title 24 California Code of Regulations construction for energy savings. Additionally, the Project does not include features that will conflict with adopted energy plans. Therefore, no impacts are anticipated.

Mitigation: None required.

Monitoring: None required.

**MANDATORY FINDINGS OF SIGNIFICANCE**

<b>MANDATORY FINDINGS OF SIGNIFICANCE</b>		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
48.	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 to eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Sources: Analysis contained in this document; Project Description

Findings of Fact:

Potential to Degrade Quality of Environment

Implementation of the Project will not have the potential to degrade the quality of the environment. As indicated in the foregoing analysis, either no impacts, less than significant impacts, or less than significant impacts with mitigation incorporated will occur as result of the Project with respect to any of the environmental issues analyzed:

- Aesthetics
- Agricultural Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Utility and Service Systems

Potential to Impact Biological Resources

Implementation of the Project will not:

- 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; or
- reduce the number or restrict the range of an endangered, rare, or threatened species.

A habitat assessment for the burrowing owl was conducted in October 2009. The Project site has the potential to support burrowing owls so a focused survey was conducted in April 2010. Although no direct burrowing owl observations or signs (pellets, feathers, tracks, scat, excrement, prey remains, or nest materials) were found on site or within the 500-foot buffer off site, the quality of on-site habitat for the burrowing owl is considered moderate to high for nesting and foraging. In order to mitigate potential impacts to the Western burrowing owl to less than significant, mitigation measures **MM Bio 1** and **MM Bio 2** shall be implemented.

A portion of the northern Project site contains Riverine/Riparian habitat. However, since the Project proposes 100% avoidance, there will be no impacts to this resource. No other sensitive natural communities are located within the Project area.

A Wetland/Riparian Habitat Delineation was conducted in February 2010 to determine whether ACOE “waters of the United States” per Sections 401-404 of the Federal Clean Water Act and “streambeds” per Section 1600–1603 of the California Fish and Game Code are present on the Project site. There are no mapped USGS blue-line drainages occurring directly on the Project site; however, three areas containing hydric plants, riparian vegetation, or both, are present. All three of these areas will be avoided and left in their natural condition; thus, there will be no impacts to these resources. The proposed well site, while not located within any jurisdictional areas, is in close proximity to one of the areas containing riparian vegetation. To avoid potential impacts to this sensitive area, mitigation measures **MM Bio 3**, which prohibits the removal of any shrubs or trees and requires the presence of a biological monitor, and **MM Bio 4**, which requires notification per Section 1602 of the Fish and Game Code and incorporation into the Project of any conditions as a result of such notification, shall be implemented. Therefore, potential impacts to federally-protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) will be less than significant with mitigation.

Through compliance with the provisions of the MSHCP and implementation of the mitigation measures **MM Bio 1** through **MM Bio 4**, and Project Design and Construction Features, potential Project related impacts, either direct or indirect, on biological resources will be less than significant.

**Potential to Eliminate Important Periods of California History or Prehistory**

As discussed in item 7, Cultural Resources, the Project Site does not contain any examples of major periods of California history. Mitigation measures **MM Cultural 1** and **MM Cultural 2**, lay out the procedure for stopping work and notifying the proper agencies in the event potentially significant archaeological materials or human remains are accidentally discovered during ground-disturbing activities.

<b>MANDATORY FINDINGS OF SIGNIFICANCE</b>		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>49.</b>	Does the project have the potential to achieve short-term environmental goals, to the disadvantage of long-term environmental goals? (A short-term impact on the environment is one that occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: Analysis contained in this document

**Findings of Fact:**

The Project will achieve long-term community goals by providing a recreational amenity in an area lacking in such amenities. The short-term impacts associated with the Project, which are mainly construction-related impacts, are not significant, and the proposed Project is compatible with long-term environmental protection.

<b>MANDATORY FINDINGS OF SIGNIFICANCE</b>		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>50.</b>	Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects as defined in California Code of Regulations, Section 15130)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: Analysis contained in this document

Findings of Fact:

The Project does not have impacts which are individually limited, but cumulatively considerable. The purpose of the proposed Project is to provide a park in an area in need of recreational amenities. The Project is not considered growth-inducing, as defined by *State CEQA Guidelines*.

As discussed in item 20 Greenhouse Gas Emissions, the Project will result in emissions of the GHG CO<sub>2</sub> as a byproduct of combustion of gasoline and diesel fuel in construction equipment, construction worker commute trips, in addition to an increase of CO<sub>2</sub> emissions associated with the production of electricity to serve the Project. However, the Project's operational emissions of criteria pollutants are less than the SCAQMD regional operational thresholds, and the Project is consistent with the measures identified by the CARB's Scoping Plan. Therefore, the Project's contribution to global climate change is not considered cumulatively considerable.

As discussed in Item 42, Circulation, the Project will generate approximately 1,762 trips on Saturdays and 1,070 trips on weekdays. These trips represent approximately three percent (3%) and eight percent (8%) of the capacity of Crestmore Road and Loring Ranch Road, respectively. New development within the Project area will generate additional trips, some of which will use Crestmore Road and Loring Ranch Road. The Project will contribute incrementally to the total number of trips on these roads. The Project is consistent with the Riverside County General Plan and, according to the General Plan EIR, Crestmore Road and Loring Ranch Road will operate at an acceptable level of service at full buildout; thus, the Project will not contribute to cumulatively considerable impacts with respect to circulation.

<b>MANDATORY FINDINGS OF SIGNIFICANCE</b>		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
<b>51.</b>	Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Sources: Analysis contained in this document

Findings of Fact:

The incorporation of design measures as discussed in the Project Design and Construction Features, adherence to existing codes, ordinances, regulations, standards, and guidelines, combined with the mitigation measures identified in this report, will ensure that there will be no substantial adverse effects on human beings, either directly or indirectly.

## VI. EARLIER ANALYSES

Earlier analyses may be used where, pursuant to tiering, a 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 Integrated Project, General Plan Final Program Environmental Impact Report (SCH No. 20020511430), June 2003*

**Location Where Earlier Analyses, if used, are available for review:**

The County General Plan Final Program EIR is available for review at the Riverside County Planning Department at 4080 Lemon Street, Riverside, CA and at: <http://www.rctlma.org/generalplan/eir/volume1.html>

## VII. REFERENCES

Cited As:	Source
2007 AQMP	South Coast Air Quality Management District, <i>Final 2007 Air Quality Management Plan</i> , June 1, 2007. (Available at <a href="http://www.aqmd.gov/aqmp/AQMPintro.htm">http://www.aqmd.gov/aqmp/AQMPintro.htm</a> , accessed on April 26, 2010.)
CARB Scoping Plan	California Air Resources Board, <i>Climate Change Proposed Scoping Plan</i> , October 2008. (Accessed on April 26, 2010 at <a href="http://www.arb.ca.gov/cc/scopingplan/document/psp.pdf">http://www.arb.ca.gov/cc/scopingplan/document/psp.pdf</a> )
Converse	Converse Consultants, <i>Geotechnical Investigation Report</i> , December 23, 2008 (Appendix C)
COR ALUC	Riverside, County of, Airport Land Use Commission, <i>Airport Land Use Compatibility Plan</i> , October 14, 2004 (Available at <a href="http://www.rcaluc.org/plan_new.asp">http://www.rcaluc.org/plan_new.asp</a> , accessed on April 13, 2010.)
COR Conservation Report Generator	Riverside, County of, Geographic Information Systems, <i>Riverside County Integrated Plan (RCIP) Conservation Summary Report Generator</i> . (Available at <a href="http://www3.tlma.co.riverside.ca.us/pa/rcis/index.html">http://www3.tlma.co.riverside.ca.us/pa/rcis/index.html</a> , accessed April 9, 2010.)
COR EPD	Riverside, County of, Environmental Programs Department, <i>General Biological Assessment and WRMSHCP Consistency Analysis with Habitat Assessments for Narrow Endemic Plant Species and Burrowing Owl</i> , October 6, 2009. (Appendix B.1)
COR ESA	County of Riverside, <i>Existing Setting Report</i> , March 2000.
COR GP	County of Riverside, Transportation and Land Management Agency, Planning Division. <i>Riverside County Integrated Project, General Plan Final Program Environmental Impact Report</i> , 2003. (Available at the County of Riverside Planning Department and at <a href="http://www.rctlma.org/genplan/content/eir/volume1.html">http://www.rctlma.org/genplan/content/eir/volume1.html</a> , accessed April 16, 2010.)
COR Ordinance No. 348	Riverside, County of, <i>Ordinance 348</i> , adopted August 24, 2000. (Accessed on April 13, 2010 at <a href="http://www.rctlma.org/planning/content/zoning/ordnance/ord348_toc.html">http://www.rctlma.org/planning/content/zoning/ordnance/ord348_toc.html</a> .)
COR Ordinance No. 460	
COR Ordinance No. 457	Riverside, County of, <i>Ordinance No. 457, Uniform Building Code</i> . (Available at Riverside County Clerk of the Board and <a href="http://www.clerkoftheboard.co.riverside.ca.us/ords/400/457.pdf">http://www.clerkoftheboard.co.riverside.ca.us/ords/400/457.pdf</a> , accessed on April 13, 2010.)
COR Ordinance No. 484	Riverside, County of, 1972, <i>Ordinance No. 484 (As Amended Through 484.2), An Ordinance of the County of Riverside Amending Ordinance No. 484 for the Control of Blowing Sand</i> , June 27, 1972.
COR Ordinance No. 655	Riverside, County of, 1988, <i>Ordinance No. 655, An Ordinance of the County of Riverside Regulating Light Pollution</i> , June 7, 1988.
COR Ordinance No. 754	Riverside, County of, 2006, <i>Ordinance No. 754 (As Amended through 754.2, An Ordinance of the County of Riverside Amending Ordinance No. 754 Establishing Stormwater/Urban Runoff Management and Discharge Controls)</i> , November 7, 2006.
COR Ordinance No. 847	Riverside, County of, <i>Ordinance No. 847, Regulating Noise</i> , (Available at Riverside County Clerk of the Board and at <a href="http://www.clerkoftheboard.co.riverside.ca.us/ords/800/847.pdf">http://www.clerkoftheboard.co.riverside.ca.us/ords/800/847.pdf</a> , accessed on April 16, 2010.)
COR JAP	County of Riverside, <i>County of Riverside General Plan, Jurupa Area Plan</i> , October 2003. (Available at <a href="http://www.rctlma.org/genplan/content/ap1/jurupa.html">http://www.rctlma.org/genplan/content/ap1/jurupa.html</a> , accessed April 9, 2010.)
CRM	<u>CRM Tech, Historical/Archaeological Resources Survey Rancho Jurupa Sports Park Project</u> , May 27, 2010. (Appendix F)



Cited As:	Source
FEMA	Federal Emergency Management Agency (FEMA), <i>Flood Insurance Rate Map, Community Panel Number 06065C0706G</i> , August 28, 2008. (Available at <a href="http://msc.fema.gov/webapp/wcs/stores/servlet/QuickOrderResultView">http://msc.fema.gov/webapp/wcs/stores/servlet/QuickOrderResultView</a> , accessed April 15, 2010.)
Google Maps	Google Maps Website <a href="http://maps.google.com">http://maps.google.com</a> , accessed April 14, 2010.
ITE	ITE (Institute of Traffic Engineers), 2003, <i>Trip Generation, 7<sup>th</sup> Edition</i> , 2003.
Kidd	Kidd Biological, Inc., <i>Focused Burrowing Owl Surveys for the Proposed "Rancho Jurupa Sports Park,"</i> April 5, 2010. (Appendix B.2)
Krieger and Stewart	Krieger and Stewart, <i>Rubidoux Community Services District Initial Study, Environmental Checklist, and Negative Declaration for Construction and Operation of Well No. 18</i> , June 2006. (Available at Rubidoux Community Services District, 3590 Rubidoux Boulevard, Rubidoux California, 92509.)
OPR	State of California, Governor's Office of Planning and Research, <i>CEQA Guideline Amendments</i> , December 30, 2009. (Available at <a href="http://ceres.ca.gov/ceqa/guidelines/">http://ceres.ca.gov/ceqa/guidelines/</a> , accessed on April 16, 2010.)
RCLIS	Riverside, County of, <i>Riverside County Land Information System Website</i> . (Available at <a href="http://www3.tlma.co.riverside.ca.us/pa/rclis/index.html">http://www3.tlma.co.riverside.ca.us/pa/rclis/index.html</a> , accessed April 2010.)
RCSD(a)	Rubidoux Community Services District, <i>Sewer System Management Plan</i> , July 2009. (Available at <a href="http://www.rcsd.org/plans-documents/SSMP(July2009).pdf">http://www.rcsd.org/plans-documents/SSMP(July2009).pdf</a> , accessed April 13, 2010.)
RCSD(b)	Rubidoux Community Services District, <i>Rubidoux Community Services District Water and Sanitary Sewer System Design and Construction Manual</i> , January 2005. (Available at <a href="http://www.rcsd.org/uploads/development/RCSD_Design_Manual_2005.pdf">http://www.rcsd.org/uploads/development/RCSD_Design_Manual_2005.pdf</a> , accessed April 21, 2010.)
RPS	Regulatory Permitting Specialists, <i>Jurupa Sports Park Wetland/Riparian Habitat Delineation</i> , February 2010. (Appendix B.3)
Stantec(a)	Stantec, <i>Phase I Environmental Assessment Rancho Jurupa Sports Park</i> , March 10, 2010. (Appendix E.1)
Stantec(b)	Stantec, <i>Phase II Environmental Assessment Rancho Jurupa Sports Park</i> , April 1, 2010. (Appendix E.2)
Thomas Guide	Rand McNally, <i>Thomas Guide, San Bernardino and Riverside Counties Street Guide</i> , 2007. (Available at public libraries.)
USDA Soil Survey	United States Department of Agriculture Soil Conservation Service, <i>Soil Survey Western Riverside Area</i> . (Available at <a href="http://websoilsurvey.nrcs.usda.gov/app/">http://websoilsurvey.nrcs.usda.gov/app/</a> , accessed April 13, 2010.)
WEBB 2010	Albert A. Webb Associates, <i>County of Riverside Economic Development Agency (EDA) Rancho Jurupa Regional Sports Complex, Air Quality Analysis Supporting Information</i> , April 26, 2010. (Appendix A)

## VIII. LIST OF INITIAL STUDY PREPARERS

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## IX. ACRONYMS, UNITS OF MEASUREMENT, AND CHEMICAL SYMBOLS

Acronyms	
ADT	Average daily trips
ALUP	Airport Land Use Plan
AQMP	Air Quality Management Plan
BMP	Best Management Practices
CAPCOA	California Air Pollution Control Officer's Association
CARB	California Air Resources Board
CDFG	California Department of Fish and Game
CDPH	California Department of Public Health
CBC	California Building Code
CEQA	California Environmental Quality Act
CIWMB	California Integrated Waste Management Board
CNDDB	California Natural Diversity Data Base
CNEL	Community Noise Equivalent Level
CSA	County Service Area
DAMP	Drainage Area Master Plan
DWR	Department of Water Resources
EDA	Riverside County Economic Development Agency
ESA	Endangered Species Act
FAA	Federal Aviation Administration
FEMA	Federal Emergency Management Agency
GHG	Greenhouse Gases
HCP	Habitat Conservation Plan
HHWE	Household Hazardous Waste Element
HSC	Health and Safety Code
IS	Initial Study
LOS	Level of service
LST	Localized significance thresholds
MBTA	Migratory Bird Treaty Act
MRZ	Mineral Resource Zone
MS4	Municipal Separate Storm Sewer System
MSHCP	Multiple Species Habitat Conservation Plan

Acronyms

n/a	Not applicable
NCCP	Natural Communities Conservation Plan
NDFE	Nondisposal Facility Element
<u>NOTAM</u>	<u>Notice to Airmen</u>
NPDES	National Pollutant Discharge Elimination System
PRC	Public Resources Code
RCALUC	Riverside County Airport Land Use Commission
RCSD	Rubidoux Community Services District
RWQCB	Regional Water Quality Control Board Division
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SCH	State Clearinghouse
SMGB	State Mining and Geology Board
SRRE	Source Reduction and Recycling Element
SOI	Sphere of Influence
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
UBC	Uniform Building Code
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
WQMP	Water Quality Management Plan

Units of Measurement and Chemical Symbols

AMSL	Above Mean Sea Level
CO	Carbon monoxide
CO <sub>2</sub>	Carbon dioxide
HFC	Hydrofluoro carbon
gpm	Gallons per minute
NO <sub>2</sub>	Nitrogen dioxide
PM-10	Particulate matter 2.5 to 10 microns in diameter
PM-2.5	Particulate matter 2.5 microns or less in diameter
psi	Pounds per square inch
psf	Pounds per square foot
SF	Square foot or square feet
VOC	Volatile organic compounds

**Responses to Comments  
regarding the  
Initial Study and Mitigated Negative Declaration**

for the

**Rancho Jurupa Regional Sports Complex**

***Prepared by:***

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June 10, 2010

TABLE OF CONTENTS

<b>SECTION 1 - Introduction</b>	<b>1</b>
<b>Comments Received</b>	<b>1</b>
<b>Organization of the Responses to Comments Document</b>	<b>2</b>
<b>SECTION 2 - Responses to Comments</b>	<b>3</b>
<b>Letter A – California Department of Transportation Division of Aeronautics</b>	<b>3</b>
<b>Letter B – Louis Ciervo</b>	<b>8</b>
<b>Letter C – Juan Jiminez</b>	<b>10</b>
<b>SECTION 3 - Comment Letters Received</b>	<b>15</b>

## SECTION 1 - Introduction

In May 2010, an Initial Study/Mitigated Declaration (IS/MND) was prepared to determine if there is potential for any significant environmental effects associated with the construction and operation of the Rancho Jurupa Regional Sports Complex, an approximately 20,000–40,000-gallon bolted steel reservoir and booster station, collectively hereinafter referred to as “the Project.” The proposed Project is located at the northeast corner of Crestmore Street and Loring Ranch Road and south of Flabob Airport, within Township 2 South, Range 5 West, Section 21, as shown on the Riverside West USGS quadrangle map.

Pursuant to Section 15073 of the *State CEQA Guidelines*, the IS/MND was circulated for a 30-day period between May 4 and June 2, 2010, to Responsible Agencies and interested parties for review and comment. No new, unavoidable significant effects were identified during the public comment period and, pursuant to Section 15073.5 of the *State CEQA Guidelines*, there is no requirement to re-circulate the environmental documents for the Project.

Section 15074 of the *State CEQA Guidelines*, requires the decision-making body to consider the proposed IS/MND together with any comments received during the public review process. There is no requirement for a formal response to each of the comments received (unlike the requirement for a Final Environmental Impact Report). However, in order to provide the Riverside County Board of Supervisors with additional information upon which to base their decision, the following Responses to Comments has been prepared. The materials contained in this document include copies of comment letters and the County’s responses. Each comment letter is labeled alphabetically with each individual comment identified by a number. Copies of the comment letters are included in Section 3 of this document.

### Comments Received

The following comment letters were received regarding the IS/MND.

Letter No.	Date of Letter / Comments	Commenter	Agency
A	May 10, 2010	Sandy Hesnard	California Department of Transportation, Division of Aeronautics
B	May 25, 2010	Louis Ciervo	Private Citizen (Loring Ranch homeowner)
C	June 2, 2010	Juan Jimenez	Private Citizen (Loring Ranch homeowner)

Where comments received on the IS/MND during the public review period and the County’s responses resulted in changes to the text of the IS/MND, such changes are shown in the Final IS/MND text using the following conventions:

- Text added to the Final IS/MND is shown as underline
- Text deleted from the Final IS/MND is shown as ~~strikethrough~~

Textual changes to the Final IS/MND do not constitute “substantial revision” as defined in Section 15073.5(b) of the *State CEQA Guidelines*, therefore recirculation of the IS/MND is not required.

## Organization of the Responses to Comments Document

This Responses to Comments document is organized as follows:

- **Section 1 – Introduction**, which provides a summary of the project description, the context for the review along with applicable citation pursuant to CEQA and the *State CEQA Guidelines*, and a table of summarizing the date of the comment letter, name of commenters, and commenting agencies.
- **Section 2 – Responses to Comments**, which reproduces each comment received and provides the County's responses.
- **Section 3 – Comment Letters**, which includes copies of the comment letters received.



## SECTION 2 - Responses to Comments

### Letter A – California Department of Transportation Division of Aeronautics

The California Department of Transportation Division of Aeronautics provided comments regarding the proposed Project in its letter dated May 10, 2010. Responses to the comments contained in that letter are provided below. A copy of the comment letter is contained in Section 3 of this document.

#### Comment A-1

The California Department of Transportation (Caltrans), Division of Aeronautics (Division), reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division has technical expertise in the areas of airport operations safety, noise, and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public-use and special-use airports and heliports.

The proposal is for a sports park on approximately 36 acres that will consist of 15 soccer fields with lighting for the six largest fields, seven picnic structures that can accommodate approximately 238 people, a concessionaire/restroom building, a storage building, and 447 parking stalls for cars and 5 stalls for recreational vehicles. The project also includes a well, 20,000-40,000 gallon boiled steel water reservoir tank, and booster station.

The project site is located adjacent to the southern boundary of the Flabob Airport.

#### Response to Comment A-1

The Commenter's description of the Project and its location is accurate. No new environmental issues have been raised by this comment and no modification of the IS/MND is required.

#### Comment A-2

The Negative Declaration (ND) states that Flabob Airport is a "private airstrip," that the project site is "not located within an airport land use plan" and "not within two miles of a public airport or public use airport." Page 56 of the ND "Finding of Fact" 42 d) states that the "Project does not propose an action that could result in air traffic patterns. While the Project is adjacent to Flabob Airport, this is a privately-owned airstrip and does not qualify as a public use airport under the State CEQA Guidelines." We disagree.

Flabob Airport is in fact a privately owned, public-use airport, operating with a Public-Use Airport Permit issued by the Division. Caltrans is the primary State agency responsible for permitting airports and heliports. Our mandated process is further described in the California Code of Regulations (CCR), Title 21, Section 3534 (b). The proposal includes the construction of a well and reservoir to be sited on the airport. New construction projects, however, must meet or exceed the minimum design standards for a permitted airport, as specified in the CCR, Title 21, Article 3, "Design Standards, Airports Only."

The Federal Aviation Administration (FAA) Airport Master Record identifies Flabob Airport as a public use airport with approximately 202 based aircraft and 40,000 annual operations.

Flabob Airport is within the Riverside County Airport Land Use Commission (ALUC) Compatibility Plan (ALUCP). The ALUC evaluated the proposal and determined that the project site was within the Airport

Comment A-2, continued

Zones B2 and D as designated in the ALUCP. The ND should have included a map showing the project's location with respect to these airport safety zones. The ALUC found the project to be "Conditionally Consistent" on September 11, 2008 based on the following conditions:

1. Prior to issuance of building permits, the landowner shall convey an avigation easement to Flabob Airport, which shall be recorded. Copies of the avigation easement shall be retained by both parties and shall be available for inspection by the ALUC, upon request.
2. The following uses shall be prohibited:
  - (a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.
  - (b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
  - (c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
  - (d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.
3. The notice (attached to the ALUC Minute Order September 11, 2008) shall be provided to all potential purchasers, lessees, and tenants.
4. Any outdoor lighting that is installed shall be hooded or shielded so as to prevent either the spillage of lumens or reflection into the sky.
5. Prior to issuance of building permits for any structure, the applicant shall file a Notice of Proposed Construction or Alteration (Form 7460-1) with the FAA and shall have received a determination of "No Hazard to Air Navigation," or shall have received a determination using the Notice Criteria Tool at [www.oaaaa.faa.gov](http://www.oaaaa.faa.gov) that notice criteria are not exceeded.
6. No walls, trees, or poles greater than 4 inches in diameter at a height 4 feet above the ground shall be constructed, installed, or planted within the portion of this property within Airport Zone A.
7. The maximum height of the proposed light poles shall not exceed seventy (70) feet above ground level, and the maximum elevation at top of structure shall not exceed 820 feet above mean sea level for Light Poles 1 and 2, 822 feet above mean sea level for Light Poles 3 and 4, and 821 feet above mean sea level for Light Poles 5 and 6.
8. The FAA has conducted aeronautical studies and has determined that marking and lighting are not necessary for aviation safety. However, if marking and/or lighting for aviation safety are accomplished on a voluntary basis, such marking and/or lighting shall be installed and maintained in accordance with FAA Advisory Circular 70/7460-1 K Change 2.
9. The specific coordinates of each light pole are as indicated in the attached determinations of "No Hazard to Air Navigation" issued by the FAA (Aeronautical Study Nos. 2008-AWP-4450-OE through 2008-AWP-4455-OE). The specific coordinates and heights of the proposed light poles shall not be amended without further review by the ALUC and the FAA; provided, however, that reduction in height shall not require further review by the ALUC.
10. Temporary construction equipment used during actual construction or installation of the light poles shall not exceed the height of the light poles, unless separate notice is provided to the FAA through the Form 7460-1 process.

California Public Utilities Code Section 21659 also prohibits structural hazards near airports in accordance with Federal Aviation Regulations Part 77 "Objects Affecting Navigable Airspace."

Response to Comment A-2

The IS/MND refers to Flabob Airport as a private airstrip in the discussion of three issue areas in the IS/MND: 22 Airports, 29 Airport Noise, and 42 Transportation/Traffic. The text of the Final IS/MND has been revised in these sections as follows:

Findings of Fact for Items 22 a), c), and d)

- a) The Project site is located within the Flabob Airport Influence Policy Area but no Airport Master Plan has been created for this privately-owned, public-use airport. Therefore, the proposed Project will not result in any inconsistencies with any Airport Master Plan or uses at this airport. Thus, no impacts are anticipated.
  
- c) ~~As discussed in the response to item 21a, the Project site is not within an airport land use plan nor is it within two miles of a public airport nor public use airport and~~ The Project site is adjacent to Flabob Airport, a privately-owned public use airport. The Project area is located within Flabob Airport Compatibility Zones A, B2, and D (Figure 4, Flabob Airport Compatibility Zones). These Compatibility Zones set forth land use compatibility guidelines, maximum population density requirements, and maximum coverage requirements. The proposed Project also lies within the Flabob Airport Influence Policy Area, but is outside of any safety zone. The proposed Project is a recreational facility consisting of 15 soccer fields, which is a compatible use under Zone D. No development will occur in Zone A and limited development will occur in Zone B2, which will consist of park facilities and soccer fields. As such, the proposed Project will not result in a safety hazard for people working or living in the Project area. Additionally, as discussed in the response to item 22b), the Project will incorporate conditions imposed by RCALUC relative to reducing potential flight hazards to operations at Flabob Airport. For these reasons, implementation of the Project will not result in a safety hazard for people residing or working in the Project area, and impacts are anticipated to be less than significant in this regard. Therefore, no impacts are anticipated.
  
- d) ~~The Project site is not located near a heliport nor private airstrip; therefore, no impacts are anticipated. but is located adjacent to Flabob Airport, a private airstrip. The Project area is located within Compatibility Zones A, B2, and D of the Flabob Airport Compatibility Map. These Compatibility Zones set forth land use compatibility guidelines, maximum population density requirements, and maximum coverage requirements. The proposed Project also lies within the Flabob Airport Influence Policy Area, but is outside of any safety zone. The proposed Project is a recreational facility consisting of 15 soccer fields, which is a compatible use under Zone D. No development will occur in Zone A and limited development will occur in Zone B2, which will consist of park facilities and soccer fields. As such, the proposed Project will not result in a safety hazard for people working or living in the Project area. For these reasons and because the Project will incorporate any conditions imposed by RCALUC, impacts with respect to the creation of a safety hazard are anticipated to be less than significant.~~

Findings of Fact for Items 29 a) and b)

- a-b) ~~The Project is not located within an airport land use plan nor within two miles of a public airport nor public use airport. Riverside Municipal Airport is the nearest public use airport which is approximately three miles southwest of the Project site. Thus, the Project would not~~

~~expose people to noise from a public airport.~~ The proposed Project is located adjacent to Flabob Airport, which is a ~~private privately-owned airstrip, public use airport,~~ within the 55, 60, and 65 community noise equivalent level (CNEL) contours of Flabob Airport. Because the Project would employ few people, it does not represent an action that would expose a significant number of people residing or working in the area to excessive airport-related noise levels. Therefore, impacts with respect to exposure of a significant number of people to noise from a public airport are anticipated to be less than significant. The project site is not located within the vicinity of a private airstrip. Therefore, there would be no impacts with respect to exposure of a significant number of people to noise from a private airstrip.

Findings of Fact for Item 42 d)

- d) The Project does not propose an action that could result in a change in air traffic patterns. ~~While~~ The Project is adjacent to Flabob Airport, ~~this is a privately owned airstrip and does not qualify as a public use airport under the State CEQA Guidelines.~~ which is a privately owned, public-use airport operating with a Public Use Airport Permit issued by the California Department of Transportation Division of Aeronautics. As stated in the IS/MND in Section I.B, Project Design and Construction Features under the subheading Hazards, the Project is subject to review by RCALUC and will incorporate RCALUC's conditions of approval into the Project Design. The Proposed project does not include water or other features that would attract large concentrations of birds or otherwise affect air traffic. The County has been coordinating with the Flabob Airport Manager throughout the design of the project to make sure none of the Project features will interfere with operations at Flabob Airport. In order to ensure that pilots using Flabob airport are aware of Project-related construction activities, the Flabob Airport Manager shall be informed of construction as indicated in mitigation measure, MM Trans 1, and if necessary, the Airport Manager will prepare and file a Notice to Airmen (NOTAM). With incorporation of MM Trans 1 and the Project Design and Construction Features, impacts associated with changes in traffic will be less than significant. The next closest public use airport is Riverside Municipal Airport, located approximately three miles southwest of the Project site, which is outside of the two-mile threshold, as defined by State CEQA Guidelines. Therefore, no impacts to air traffic patterns are anticipated.

With respect to coordination with the Flabob Airport Manager (Leo Doiron), EDA and the Project designers have had ongoing communication with Mr. Doiron throughout the planning and design of the Project. Mr. Doiron indicated that he had reviewed the conceptual plans for the Sports Park.

Mitigation: ~~None Required.~~ MM Trans 1: To avoid or minimize potential impacts to air traffic during Project construction, an EDA representative or his/her designee shall contact the Flabob Airport Manager no later than two days prior to the initiation of any construction-related activity that might pose a threat to aircraft using Flabob Airport. Such construction activities include grading and site preparation, use of cranes or other high profile construction equipment, and installation of light structures. If the Flabob Airport Manager determines that the proposed construction activity may constitute a hazard to aircraft, the Airport Manager shall prepare and file a NOTAM.

Monitoring: ~~None Required.~~ Riverside County Economic Development Agency, Project Construction Manager, Flabob Airport Manager

In addition to the above textual revisions to text, a new figure showing the Project's location with respect to the Flabob Airport Compatibility Zones, has been added to the Final IS/MND.

The textual revisions identified above, a new figure, and the addition of mitigation measure **MM Trans 1** to the Final IS/MND does not constitute "substantial revision" as defined in Section 15073.5(b) of the *State CEQA Guidelines*, therefore recirculation of the IS/MND is not required. No new environmental issues have been raised by this comment.

Comment A-3

We recommend that construction activities be coordinated with the Airport Manager, Leo Diron, at (951) 683-2309, to ensure that appropriate action, such as, Notice to Airmen (NOTAM), are publicized sufficiently in advance.

Response to Comment A-3

Mitigation Measure MM Trans 1 as noted in the response to Comment A-2 will be incorporated into the Project.

Comment A-4

Aviation plays a significant role in California's transportation system. This role includes the movement of people and goods within and beyond our State's network of over 250 airports. Aviation contributes nearly 9 percent of both total State employment (1.7 million jobs) and total State output (\$110.7 billion) annually. These benefits were identified in a study entitled, "Aviation in California: Benefits to Our Economy and Way of Life," available at <http://www.dot.ca.gov/hq/planning/aeronaut/econstudy2003.html>. Aviation improves mobility, generates tax revenue, saves lives through emergency response, medical and fire fighting services, annually transports air cargo valued at over \$170 billion and generates over \$14 billion in tourist dollars, which in turn improves our economy and quality of life.

The protection of airports from incompatible land use encroachment is vital to California's economic future. Flabob Airport is an economic asset that should be protected through effective airport land use compatibility planning and awareness. Although the need for compatible and safe land uses near airports is both a local and State issue, airport staff, airport land use commissions and airport land use compatibility plans are key to protecting an airport and the people residing and working in the vicinity of an airport. Consideration given to the issue of compatible land uses in the vicinity of an airport should help to relieve future conflicts between airports and their neighbors.

These comments reflect the areas of concern to the Division of Aeronautics with respect to airport-related noise, safety, and regional land use planning issues. We advise you to contact our District 8 office concerning surface transportation issues.

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please call me at (916) 654-5314 or by email at [sandy.hearnard@dot.ca.gov](mailto:sandy.hearnard@dot.ca.gov).

Response to Comment A-4

Comment noted. The County also recognizes the importance of aviation and incorporated airport planning and awareness in its General Plan and Area Plans. No new environmental issues have been raised by this comment and no modification of the IS/MND is required.

Letter B – Louis Ciervo

Louis Ciervo provided comments regarding the proposed Project in his letter dated May 25, 2010. Responses to the comments contained in that letter are provided below. A copy of the comment letter is contained in Section 3 of this document.

Comment B-1

TO WHO IT MAY CONCERN

I. TOTALLY OPOSE THE BUILDING OF THIS SOCCER FIELD. THERE IS TO MUCH TRAFFIC GENERATED ON LORING RANCH ROAD AS THERE IS TO MUCH NOISE FROM THE OTHER AREA SUCH AS THE PLANTATION OFF CRESTMORE, CRIME WILL GO UP. THIS IS A PRIVATE COMMUNITY WITH A PARK OFF WENATCHEE WAY IT WILL BE INADATED WITH NON RESIDENTS THAT LIVE HERE AND PAY FOR THE UP KEEP OF THIS AREA, IT WILL TURN OUT LIKE THE SOCCER FIELD IN OUNARD OFF THE 60<sup>th</sup> FREEWAY.

PROJECT ADMIN OFFICE  
2010 MAY 25 PM 11:09

THIS IS A WASTE OF TAX PAYER'S MONEY

Response to Comment B-1

The Commenter's opposition to the Project is noted.

Project-related traffic impacts are addressed on pages 55–57 of the IS/MND. With respect to traffic generated by the Project, the IS/MND indicates that implementation of the Project will result in the generation of approximately 1,762 average daily trips (ADTs) on Saturday and 1,070 ADTs on weekdays. The IS/MND further states that park-related traffic will use Crestmore Road and Loring Ranch Road to access the park.

One measure of the efficiency at which a road operates is Level of Service (LOS). The County has determined that LOS C is an acceptable level of service for its roads. The Functional Classification of a road is based on a variety of factors including number of lanes. Depending upon the LOS desired and the Functional Classification of any given road, a maximum two-way traffic volume has been identified by the County Transportation Department. The functional classification and maximum two-way traffic volume for LOS C for Crestmore Road and Loring Ranch Road are identified in Table 6 in the IS/MND, which is included below.

**Project Trips Compared to Volume Capacity**

Road	Functional Classification	Maximum Two-Way Traffic Volume (Service Level C)	Project Related Trips on Saturday <sup>1</sup>	Percent of Total
Crestmore Road	Major Roadway (2 lanes)	27,300	881	3%
Loring Ranch Road	Collector (2 lanes)	10,400	881	8%
Total Trips			1,762	
<sup>1</sup> Assumes trips are equally distributed between Crestmore Road and Loring Ranch Road.				
Source: County of Riverside General Plan, Figure C-3				

In order to evaluate the Project’s impact on Crestmore Road and Loring Ranch Road, project-related trips were compared to the Maximum Two-Way Traffic Volume (Volume Capacity) for Service Level C (as expressed in ADTs) for Crestmore Road and Loring Ranch Road. As shown in the above table, Project-related traffic constitutes approximately three percent (3%) and eight percent (8%) of the maximum two-way traffic volumes associated with LOS C for Crestmore Road and Loring Ranch Road, respectively. This is considered a less than significant impact. Additionally, AM and PM peak traffic hours for the proposed park occur at different times than AM and PM peak hours for the neighboring residential, recreational, and business uses.

No new environmental issues have been raised by this comment and no modification of the IS/MND is required.

Letter C – Juan Jiminez

Juan Jiminez submitted a petition signed by residents of the Loring Ranch neighborhood regarding the proposed Project to the EDA on June 2, 2010. The petition was signed by the following residents:

<u>Name</u>	<u>Address</u>
Fernando Ramirez	4203 Papago Street
Rosario Gonzalez	4189 Hidatsa Street
Irene Rigaldo	4213 Hidatsa Street
Kevin Mende	4215 Hidatsa Street
James Tanssen	4258 Hidatsa Street
Mario Rivas	5212 Holstein Way
Jackie Rodriguez	5204 Holstein Way
Cesar Hindis	4365 Suffolk Street
Bryan Carota	5115 Iemez Court
Ligia Aguilar	4266 Papago Street
Patricia Wallace	4326 Papago Street
Vincent Duenas	4322 Suffolk Street
Armando R. Meta	5229 Triesian Way
Arahi Rivera	5217 Konic Court
Joel Rivera	4342 Suffolk Street
Candi Lawrence	5193 Konic Court
Jose Bombela	5131 Seri Court
Liliana Gonzalez	5074 Seri Court
Yesenia Garala	5213 Wenatchee Way
Juan M. Jimenez	5213 Triesian Way
Susan Jiminez	5185 Konic Court

Responses to the comments included in this petition are provided below. A copy of the petition is contained in Section 3 of this document.

Comment C-1

We the undersigned residents of Loring Ranch, the development adjacent to the proposed Rancho Jurupa Regional Sports Complex object to the project as currently proposed. Our suggestions and concerns are the following:

1. The plan calls for a total of 15 soccer fields of various sizes; however there is no provision for other types of recreational activities. The project is not really a sports complex but a soccer complex. We proposed that the soccer fields be reduced from 15 and other facilities such as a track field, children's play area, and volleyball and basketball courts be installed instead.
2. Loring Ranch and the greater Rubidoux village are composed of families with children. Thus we believe that the proposed project should offer recreational opportunities for residents of ALL ages, abilities and interests.



Response to Comment C-1

The comment to include other types of facilities and recreational opportunities in the Project is noted.

The dominant feature of the proposed Project is the soccer fields; however, the Project also includes picnic shelters and a concrete path for walkers. Both of these facilities will be constructed to the standards of the Americans with Disabilities Act (ADA). Additionally, soccer fields of various sizes are included in the Project to accommodate players of different age ranges.

Since no new environmental issues have been raised by this comment, no modification of the IS/MND is required.

Comment C-2

3. The noticed mailed to residents does not outline the security measures that will be taking to ensure that the Sports Complex does not become a magnet for gangs and other criminal activity. This is one of the biggest concerns that we have.

Response to Comment C-2

The comment relative to the concern about gang and other criminal activity is noted.

In addition to the sports field lighting, the proposed Project includes perimeter lighting around the Sports Park, security lighting on the buildings, and parking lot lighting to deter criminal activity. Additionally, the Project site is approximately three and one-half miles east of the Riverside County Sheriff Department's Jurupa Valley Sheriff Station. Sheriff Deputies routinely patrol the Project site and surrounding area. In addition to the Sheriff patrols, the County Sheriff uses Volunteer Patrols in park and school areas. The Volunteer Patrols, which are trained and background checked, use vehicles marked "Sheriff Volunteer" and report suspicious activity to the Sheriff's dispatch so that sworn officers may respond to the situation.

No new environmental issues have been raised by this comment and no modification of the IS/MND is required.

Comment C-3

4. Many residents use the path around the Loring Ranch development as a jogging trail in the afternoons and evenings because it is considered safe. In fact, people from other parts of Riverside travel by car to use the path because it is lighted and safe. We are concerned that 15 soccer fields open until 10 PM will make families with young children and older citizens feel less secure unless a strong police presence is maintained.

Response to Comment C-3

The comment relative to the use of the path by joggers is noted. Police presence within the vicinity of the Project site is discussed in the Response to Comment C-2, above.

No new environmental issues have been raised by this comment and no modification of the IS/MND is required.

Comment C-4

5. The proposed project will increase the level of vehicular and foot traffic as well as potentially lead to higher amounts of street trash. Thus it will have an environmental impact on the area and affect the quality of life of residents. We would like to have additional steps incorporated into the project to minimize the negative impact of the increased traffic and pollution.

Response to Comment C-4

The Project proposes curb cuts on Crestmore Road and Loring Ranch Road to allow access to the park and striping along Crestmore Road to create a left hand turn pocket for vehicles using the Crestmore Road park entrance.

Project-related traffic impacts are addressed on pages 55–57 of the IS/MND. The IS/MND states that the Project will generate approximately 1,762 average daily trips (ADTs) on Saturday and 1,070 ADTs on weekdays, which will use Crestmore Road and Loring Ranch Road to access the park. The IS/MND further states, since Project-related traffic will only constitute three percent (3%) and eight percent (8%) of the maximum two-way traffic volumes associated with LOS C for Crestmore Road and Loring Ranch Road, respectively, potential impacts will be less than significant; thus, no other traffic improvements are required.

With respect to increased amounts of solid waste generated by the Project, the Park will include waste receptacles for use by Park visitors and County Parks and Open Space District Staff assigned to the Park will be responsible for maintenance, including litter pick-up and disposal. Solid waste generated at the proposed Project will be disposed of at one of the County's permitted landfills.

No new environmental issues have been raised by this comment and no modification of the IS/MND is required.

Comment C-5

The notice mailed to our houses was the first official notification of the project and it provides only 1 month window for comments. Please consider addressing our concerns AND notifying all residents on a more timely basis of any changes to the project.

Response to Comment C-5

The Notice of Intent to Adopt a Mitigated Negative Declaration (NOI) was prepared pursuant to Section 15072 of the *State CEQA Guidelines*. The 30-day period provided for public review and comment period is consistent with the requirements of Section 15105 of the *State CEQA Guidelines*. With respect to providing notice of the County's intent to adopt an MND, Section 15072(b) of the *State CEQA Guidelines* states notification is to be provided by at least one of the following procedures:

1. Publication at least one time in a newspaper of general circulation
2. Posting on and off site in the areas in which the project is to be located
3. Direct mailing to owners and occupants of contiguous property shown on the latest equalized assessment roll

The County went beyond the minimum requirements for noticing by publishing the NOI in the Press-Enterprise on May 4, 2010; mailing the NOI to all property owners within an 800-foot radius of the Project site; and mailing the NOI to all property owners within the Loring Ranch project.

No new environmental issues have been raised by this comment and no modification of the IS/MND is required.

Comment C-6

PLEASE CONSIDER closing our community there is only  
A FEW MAIN ENTRANCES. A GATED community would be the only  
OPTION FOR THE SAFETY OF OUR CHILDREN

Response to Comment C-6

The analysis contained in the IS/MND did not identify any public safety risks associated with the proposed Project. The request for consideration of closing the Loring Ranch community is outside the scope of the Project evaluated in the IS/MND.

No new environmental issues have been raised by this comment and no modification of the IS/MND is required.

Comment C-7

<small>NAME</small>	<small>ADDRESS</small>	<small>DATE</small>
We need handicapped facilities & play equipment for handicapped kids.		
<small>Name</small>	<small>Address</small>	<small>Date</small>

Response to Comment C-7

The comment relative to the need for "handicapped facilities" and play equipment is noted.

No new environmental issues have been raised by this comment and no modification of the IS/MND is required.

Comment C-8

we need handicapped facilities and play ground for older folks

Response to Comment C-8

Comment noted. No new environmental issues have been raised by this comment and no modification of the IS/MND is required.

Comment C-9

<small>Name</small>	<small>Address</small>	<small>Date</small>
I DON'T WANT MY NICE NEIGHBORHOOD RUINED BY W/EXTRA ACTIVITY		

Response to Comment C-9

The analysis contained in the IS/MND did not identify any potential significant environmental effects that could not be mitigated to less than significant.

The Loring Ranch subdivision is surrounded by a block wall and none of the homes in this neighborhood have driveways access to Crestmore Road or Loring Ranch Road. Given the internal layout of the streets in this neighborhood, there are no streets that would lend themselves to use as a shortcut to the Project

site and no facilities within the Loring Ranch neighborhood that would be an attractant to the potential uses of the Rancho Jurupa Regional Sports Complex.

No new environmental issues have been raised by this comment and no modification of the IS/MND is required.

Comment C-10

Would you consider something for skateboarding.

Response to Comment C-10

The request for consideration of skateboarding facilities is noted.

No new environmental issues have been raised by this comment and no modification of the IS/MND is required.

Comment C-11

Name	Address	Date
How about considering a pool. (Considered?)	Traffic issue	

Response to Comment C-11

The request for consideration of a pool is noted.

With respect to traffic, Project-related traffic impacts are addressed on pages 55–57 of the IS/MND. The analysis in the IS/MND concluded that since the Project-related traffic will only constitute three percent (3%) and eight percent (8%) of the maximum two-way traffic volumes associated with LOS C for Crestmore Road and Loring Ranch Road, respectively potential impacts will be less than significant.

No new environmental issues have been raised by this comment and no modification of the IS/MND is required.

## SECTION 3 - Comment Letters Received

Copies of the comments letters received are included on the following pages.

**Mitigation Monitoring and Reporting Program  
and  
Project Design and Construction Features**

for

**Rancho Jurupa Regional Sports Complex**

*Prepared for:*



**County of Riverside  
Economic Development Agency  
3403 10<sup>th</sup> Street, 4<sup>th</sup> Floor  
Riverside, CA 92501**

June 10, 2010

Mitigation Monitoring and Reporting Program / Project Design and Construction Features  
 Rancho Jurupa Regional Sports Complex

MMRP

Impact Category and Mitigation Measures	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance (if necessary)	Verification of Compliance	
					Initials	Date
<p>biologist to determine if active nests of species protected by the Migratory Bird Treaty Act (MBTA) or California Fish and Game Code are present in the construction zone. If active nests are located, no grading or heavy equipment activity shall take place within at least 500 feet of birds-of-prey and 100 to 300 feet of songbirds (to be determined by a qualified biologist on a case-by-case basis). For Project activities taking place outside the nesting season (1 September through 31 January), no nesting surveys would be required.</p>	<p>between February 1 through August 31.</p>					
<p><b>MM Bio 3:</b> Prior to any ground-disturbing activities a qualified biologist shall stake the areas of avoidance. No ground disturbing activities shall take place within the avoidance areas. A biological monitor shall be present during all ground-disturbing activities in connection with construction of the well, reservoir, or booster station to ensure that no trees or shrubs are removed and that all construction is conducted in such a manner as to protect the sensitive biological resources in the vicinity of the well site.</p>	<p>Pre-construction</p>	<p>County</p>	<p>County Qualified Biologist</p>	<p>Completion of staking Monitoring Reports</p>		
<p><b>MM Bio 4:</b> Prior to the issuance of a grading permit for the well site, the EDA Project Manager, or his or her designee, shall provide notification to CDFG pursuant to Section 1602 of the Fish and Game Code. If as a result of</p>	<p>Prior to the issuance of a grading permit for the well site</p>	<p>CDFG</p>	<p>County</p>	<p>Completed 1602 Notification</p>		

Impact Category and Mitigation Measures	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance		
					Initials	Date	Remarks
Fish and Game Code. If as a result of this notification, CDFG imposes conditions upon the Project, such conditions shall be incorporated into the Project design.							
<b>CULTURAL RESOURCES</b>							
<b>MM Cultural 1:</b> Should any cultural and/or archaeological resources be accidentally discovered during Project construction, construction activities in the vicinity of the resource shall immediately halt and construction activities shall be moved to other parts of the Project site. A Riverside County-qualified archaeologist shall be retained by the County or their designee to determine the significance of the resource. If the find is determined to be a historical or unique archaeological resource, as defined in Section 15064.5 of the California Code of Regulations ( <i>State CEQA Guidelines</i> ), avoidance or other appropriate measures, as recommended by the archaeologist, shall be implemented. Any artifacts collected or recovered shall be cleaned, identified, catalogued, analyzed, and prepared for curation at an appropriate repository with permanent retrievable storage to allow for additional research in the future. Site records or site record updates (as appropriate) shall be prepared and submitted to the Easter Information Center as a permanent	Grading and Construction	County	County Construction Contractor Qualified Archaeologist	Documentation of disposition of discovered resource			



Impact Category and Mitigation Measures	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance	
					Initials	Date
Remarks						
<p>record of the discovery.</p> <p><b>MM Cultural 2:</b> In the event that human remains are discovered during grading or construction of the Project, the County will immediately halt work, contact the Riverside County Coroner to evaluate the remains, and follow the procedures and protocols set forth in Section 15064.5(e)(1) of the State CEQA Guidelines. If the Riverside County Coroner determines that the remains are Native American, the County will contact the Native American Heritage Commission (NAHC), in accordance with Section 7050.6, subdivision (c) and Public Resources Code 5097.98 (as amended by AB 2641). Per Public Resources Code 5097.98, the County shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards or practices), where the Native American human remains are located, is not damaged or disturbed by further construction activity until the County has discussed and conferred with the most likely descendants, as prescribed in this section (PRC 5097.98), to obtain their recommendations, if applicable, taking into account the possibility of multiple human remains.</p>	Grading and Construction	County Native American Heritage Commission	County Coroner Construction Contractor	Coroner's Report prepared by Native American Heritage Commission (if applicable)		

Mitigation Monitoring and Reporting Program / Project Design and Construction Features  
 Rancho Jurupa Regional Sports Complex

MMRP

Impact Category and Mitigation Measures	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance	
					Initials	Date
<p><b>MM Cultural 3:</b> If any paleontological resources are exposed during ground excavation disturbance, ground disturbance activities in the vicinity of the find(s) will be terminated immediately and a qualified paleontological resource specialist will be retained to evaluate the resources. If the find is significant, avoidance or other appropriate measures as identified by the paleontologist shall be implemented. Appropriate measures would include that a qualified paleontologist be permitted to recover, evaluate and curate the find(s) in accordance with current standards and guidelines.</p>	Grading and Construction	County	County Construction Contractor Qualified Paleontologist	Documentation of disposition of discovered resource		

Mitigation Monitoring and Reporting Program / Project Design and Construction Features  
 Rancho Jurupa Regional Sports Complex

MMRP

Impact Category and Mitigation Measures	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance	
					Initials	Date
<b>TRANSPORTATION/TRAFFIC</b>						
<p>MM Trans 1: To avoid or minimize potential impacts to air traffic during Project construction, an EDA representative or his/her designee shall contact the Flabob Airport Manager no later than two days prior to the initiation of any construction-related activity that might pose a threat to aircraft using Flabob Airport. Such construction activities include grading and site preparation, use of cranes or other high profile construction equipment, and installation of light structures. If the Flabob Airport Manager determines that the proposed construction activity may constitute a hazard to aircraft, the Airport Manager shall prepare and file a NOTAM.</p>	<p>Pre-construction and Construction</p>	<p>EDA Flabob Airport Manager</p>	<p>EDA Flabob Airport Manager</p>	<p>EDA Coordination with Flabob Airport Manager Filing of NOTAMs as necessary</p>		

## PROJECT DESIGN AND CONSTRUCTION FEATURES

The proposed Project will include design features to avoid potentially significant impacts to the environment. Because these design features have been or will be incorporated into the design of the proposed Project, or are required by law, they are not considered to be mitigation measures.

### General Measures

- The well will be designed, constructed, and operated in accordance with Department of Water Resources (DWR) and California Department of Public Health (CDPH) standards.
- The reservoir, booster station, potable water, and sanitary sewer facilities will be designed and implemented in accordance with the provisions of *Rubidoux Community Services District Water and Sanitary Sewer System Design and Construction Manual*, as revised January 2005.
- The proposed Project will comply with applicable federal, state, and county ordinances, standards, and procedures for public facility design, construction, and operation.
- The Project will comply with all requirements to notify utility companies of impending construction, obtain relevant information regarding existing subsurface utilities, and consult regarding the preservation or relocation of such utilities, if necessary.

### Aesthetics (Lighting)

- Permanent lighting will be shielded away from adjacent properties and directed downward and onto the Project site.
- The proposed Project is required to comply with Ordinance No. 655, "An Ordinance of the County of Riverside Regulating Light Pollution," which restricts the permitted use of certain light fixtures that emit undesirable light rays into the night sky.

### Air Quality

- Emission control measures will be incorporated into the engineering design of each component of the proposed Project to reduce air quality/odor impacts.
- The Project is required to comply with the South Coast Air Quality Management District (SCAQMD) Rule 403, "Fugitive Dust Requirements for Control of Fine Particulate Matter (PM-10)," which requires implementation of feasible measures to reduce and control fugitive dust emissions, including, but not limited to: watering on site, using soil stabilizers, utilizing wheel washers for existing vehicles, and reducing vehicle speeds.
- Construction equipment will be maintained and operated so as to minimize exhaust emissions. For example, during construction, trucks and vehicles on site will be parked with their engines off to reduce vehicle emissions.
- Construction emissions will be phased and scheduled to avoid emissions peaks and discontinued during smog alerts. In addition, all equipment will be properly tuned and maintained in accordance with manufacturer's specifications.

### Geology and Soils

- The building materials, design, and construction methods will conform to the California Building Code (CBC), local building and construction standards, and the recommendations contained in the *Geotechnical Investigation Report, Jurupa Valley Soccer Park, Crestmore Road, Rubidoux Area, Riverside County, California*, December 3, 2008, prepared by Converse Consultants (hereinafter referred to as the *Geotechnical Investigation Report*). These recommendations include:

- ❖ Use of Type II or V Portland cement with a maximum water-cement ratio of 0.5 and a minimum

- design compressive strength of 4,000 pounds per square inch (psi).
- ❖ Site grading for structures should include excavation of the upper two feet of existing alluvial soil in fill areas and three feet in cut areas to five feet beyond building limits. Excavation should provide for the greater of two feet or equal to the footing width of properly compacted fill beneath all foundations and a minimum of two feet of compacted fill beneath slabs-on-grade.
  - ❖ Due to the shallow groundwater table, site soils below three feet are nearly saturated. Excavation bottoms below three feet will likely encounter soft ground and pumping soils. In the event soft bottom is encountered, subgrade stabilization will be required, which may include working one-inch to 3-inch diameter rock into the soft soils, placement of a geofabric, then aggregate base material or similar approaches.
  - ❖ After excavation, the exposed soils subgrade should be scarified to 12 inches; moisture conditioned within two percent of the optimum moisture content for coarse-grained soils, up to two percent over the optimum moisture content for fine-grained soils, up to two percent over the optimum moisture content for fine-grained soils, then compacted to at least 90 percent of the laboratory maximum dry density. The fill materials should be compacted to at least 95 percent at 12 inches below pavement sections.
  - ❖ The maximum size of soil particles in the compacted fill should be three inches. The upper 12 inches of compacted fill beneath footings and slabs should be a maximum of one inch in maximum dimension.
  - ❖ The proposed structures may be supported on continuous (strip) and/or isolated spread footings. Continuous and isolated spread footings for one-story structures should be at least 12 and 18 inches wide, respectively. The depth of embedment below lowest adjacent soil grade for one-story structures should be at least 12 inches. Continuous and isolated footings should be founded on at least two feet or equal to the footing width of compacted fill.
  - ❖ Drilled pier foundations will be required for light pole foundations.
  - ❖ The recommended net allowable vertical-bearing capacity for footings bearing on compacted fill of at least 12 inches below lowest adjacent grade is 2,000 pounds per square foot (psf). The allowable bearing capacity and passive resistance can be increased by

one-third to resist transient loads such as those caused by wind or seismic loads.

- ❖ Resistance to lateral loads may be provided by the passive earth pressures acting behind the footings and by the frictional resistances at the base. A coefficient-of-friction of 0.3 may be used. An allowable passive lateral earth pressure of 250 psf per foot of depth may be used for the sides of footings constructed against soils.
- ❖ Temporary construction slopes, greater than four feet in height or depth, should be sloped or shored in accordance with the requirements of CAL-OSHA.
- ❖ Surface drainage should be sloped away from the proposed buildings. Ponding of surface water should not be allowed adjacent to buildings foundations.

- All Project structures will be designed to accommodate static and dynamic settlement.

- The Project will also be required to adhere to existing regulations relative to minimizing risks of erosion and runoff, including adherence to applicable provisions of Ordinance No. 754 (as amended through 754.2), "An Ordinance of the County of Riverside Amending Ordinance No. 754, Establishing Storm Water/Urban Runoff Management and Discharge Controls." The purpose of this ordinance is to ensure the future health, safety, and general welfare of the County by: a.) reducing pollutants in stormwater discharges to the maximum extent practicable; b.) regulating illicit connections and discharges to the storm drain system; and c.) regulating non-stormwater discharges to the storm drain system. The intent of this ordinance is to protect and enhance the water quality of County watercourses, water bodies, groundwater, and wetlands in a manner pursuant to and consistent with applicable requirements contained in the Federal Clean Water Act (Title 33 U.S.C. Sections 1251 et seq.), Porter-Cologne Water Quality Control Act (California Water Code

Sections 13000 et seq.), any applicable state or federal regulations promulgated thereto, and any related administrative orders or permits issued in connection therewith.

- As required by Ordinance No. 484 (as amended through 484.2), "An Ordinance of the County of Riverside Amending Ordinance No. 484 for the Control of Blowing Sand," the Project construction phase will be designed to prevent adverse effects to adjacent properties from wind erosion generated on site.
- The Project is required to comply with Riverside County Drainage Area Management Plan – Santa Ana and Santa Margarita Region (DAMP), which describes a wide range of Best Management Practices (BMPs), including BMPs for erosion control. The Project will implement standard construction BMPs for the control of soil erosion which may include, but are not limited to, soil binders (EC-5<sup>1</sup>), mulch (EC-3, EC-6), permanent seeding or sodding.

#### Hazards

- The Project is subject to review by the Riverside County Airport Land Use Commission (RCALUC) and will incorporate conditions of approval imposed by RCALUC into the Project design.
- The proposed buildings and light poles are subject to Federal Aviation Administration (FAA) review for obstructions. Conditions imposed by the FAA relative to structure/pole height will be incorporated into the Project design.
- Hazardous materials will be handled in accordance with federal, state, and county requirements.
- A Material Safety Data Sheet as described in Section 5194 of the California Code of Regulations will be retained by the Construction Contractor(s) from the manufacturer of any

<sup>1</sup> The numbers in parentheses are the BMP designations used in the 2003 California Stormwater Best Management Practice Handbook, Construction.

hazardous products that may be used at the Project site during construction activities.

#### Hydrology and Water Quality

- Prior to approval of the grading plan, a Storm Water Pollution Prevention Plan (SWPPP) shall be prepared and implemented during the Project construction in compliance with the requirements of the General Construction Permit and Santa Ana Region WDR Permit issued by the State Water Resources Control Board. The SWPPP shall identify BMPs to reduce or eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from that portion of the Project under construction. A copy of the SWPPP shall be held by the Construction Contractor on the job site throughout the construction phase of the Project.

- A project-specific Water Quality Management Plan (WQMP) shall be prepared prior to the issuance of the Project's grading permit. The WQMP may identify specific site design, source control, and treatment control BMPs for the Project. The Project is a sports park that includes landscaping and the WQMP may incorporate other site design BMPs such as pervious pavement. Source control BMPs that may be incorporated in the WQMP includes roof runoff controls (SD-11<sup>2</sup>), efficient irrigation (SD-12), storm drain system signs (SD-13), pervious pavement (SD-20), trash enclosures (SD-32) and/or, vehicle washing areas. Treatment control BMPs that may be incorporated in the WQMP includes infiltration, detention, and/or biofiltration. The BMPs identified in the project-specific WQMP shall be implemented and maintained throughout the operation phase of the Project.

#### Noise

- During project-related excavation and grading activities, the Construction Contractor(s) will make sure that all fixed and mobile construction equipment is equipped with properly operating and maintained mufflers, consistent with standards of the manufacturers.
- Construction hours shall be limited to between the hours of 7:00 AM and 7:00 PM, Monday through Saturday. No construction shall be permitted on Sundays and public holidays.
- The Construction Contractor(s) will place all stationary construction equipment so that emitted noise is directed away from noise-sensitive receptors nearest the Project site.

<sup>2</sup> The numbers in parentheses are the BMP designations used in the 2003 *California Stormwater Best Management Practice Handbook, New Development and Redevelopment*.