		Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Recreation					
41.	**Parks and Recreation**				
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?	☐	☐	☒	☐
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?	☐	☐	☒	☐
c)	Is the project located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?	☐	☐	☒	☐

Sources: RCLIS; COR Ord. No. 460; COR Ordinance No. 659.7; JARPD

Findings of Fact:

a/b) The proposed residential component of the proposed Project includes a one-acre park. Park amenities are anticipated to include a tot lot, benches, and a basketball court. The new park and recreational amenities are considered a part of the Project, and are therefore, analyzed in this IS/MND. As described under IV. Determination, the proposed Project will not result in a significant effect on the environment. Furthermore, the proposed park and proposed amenities would serve the future residential users of the Project. A park and park amenities are considered neighborhood serving; therefore future residential users are anticipated to use the new park and its amenities, as opposed to other parks located elsewhere in the community. Thus the proposed Project will not have an adverse physical effect on the environment and the new park and its amenities that are provided as a part of the Project will lessen any substantial physical deterioration to existing recreation facilities in the area. Additionally, the Commercial Developer(s) and Residential Developer(s) will be required to pay the County DIF pursuant to Ordinance No. 659.7, a portion of which is designated for Regional Parks, Community Centers/Parks, and Regional Multipurpose Trails, which will assist in reducing impacts. For these reasons potential impacts with respect to recreational facilities are considered **less than significant**.

c) The Project site is within the Jurupa Area Recreation and Park District. The proposed Project includes new development of up to 118,683 square feet of commercial uses, up to 301 new residential units, and a one acre of neighborhood park. The proposed Project is subject to Section 10.35 of Ordinance No. 460 which provides for the dedication of land for park and recreation purposes or the payment of fees in lieu thereof or a combination of both. The amount and location of property to be dedicated and the amount of any fees to be paid shall be as reviewed and approved by the County prior to approval of any specific commercial or residential development Project. Therefore, impacts will be **less than significant**.

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

Mitigation:

None required.

Monitoring:

None required.

42.	**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?	☐	☐	☒	☐

Sources: COR JURUP Figure 7, "Trails and Bikeway System"; Project Description

Findings of Fact:

Within the Project site's vicinity there are a number of various types of trails. The closest trail to the Project site is Mission Boulevard which is designated as a Class I Bike Path/Regional Trail. A Class 1 Bike Path/Regional Trail (or Combination Trail) functions as a regional connector to link all of the major bodies of water in Western Riverside County and to provide the opportunity for long-distance users to take advantage of this system for long one-way or loop type trips. This system may also take advantage of existing or planned Class I Bike Paths, Regional Trails, and/or Community Trails for several combinations of easements, connections, or links. The Project would introduce approximately 906 new persons who would utilize and/or require community amenities such as recreational trails. However, as previously discussed above, the Commercial Developer(s) and Residential Developer(s) would be required to pay development impact fees pursuant to Riverside County Ordinance No. 659, which includes a fee component for the development of Regional Multipurpose Trails. Therefore, impacts are considered **less than significant**.

Mitigation:

None required.

Monitoring:

None required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Transportation/Traffic				
Would the Project:				
43. Circulation				
a) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance 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?	☐	☒	☐	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☒	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Alter waterborne, rail or air traffic?	☐	☐	☐	☒
e) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
f) Cause an effect upon or a need for new or altered maintenance of roads?	☐	☐	☒	☐
g) Cause an effect upon circulation during the project's construction?	☐	☐	☒	☐
h) Result in inadequate emergency access or access to nearby uses?	☐	☐	☒	☐
i) Conflict with adopted policies, plans or programs regarding public transit, bikeways or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?	☐	☐	☒	☐

Sources: COR GP; COR JURUP; WEBB 2011(c)

Findings of Fact:

a/b) To analyze traffic impacts resulting from implementation of the proposed Project, WEBB Associates prepared a Traffic Impact Analysis, which is included as Appendix G-1. The Traffic Impact Analysis assumes the Project will be built in two phases. Phase I is anticipated by 2014 and full development is

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

by 2016. The Traffic Impact Analysis studied 20 intersections, as shown in **Table 10 – Existing Conditions** in the area surrounding the Project site (Study Area). The Traffic Impact Analysis studied the following conditions:

- Existing conditions;
- Ambient growth projections;
- Project-generated traffic; and
- Cumulative Project-generated traffic.

The Riverside County Transportation Department requires that the Transportation Research Board Highway Capacity Manual 2000 (HCM2000) be used to analyze Level of Service (LOS). The HCM2000 evaluates the LOS of intersections based upon the control delay per vehicle. The methodology used to evaluate the intersection level of service differs on whether the intersection is signalized or unsignalized.

The LOS for signalized intersections is based upon the weighted average control delay, in seconds per vehicle, of all vehicles passing through the intersection. **Table 8 – LOS for Signalized Intersections** shows the criteria used to determine the LOS.

Table 8 – LOS for Signalized Intersections

Level of Service	Control Delay Per Vehicle (Sec/Veh)
A	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

For unsignalized intersections, the level of service for all-way stop intersections is based upon the weighted average control delay, in seconds per vehicle, of all vehicles passing through the intersection. For two-way stop controlled intersections, the level of service is based on the highest control delay of all controlled movements for the intersection. **Table 9 – LOS for Unsignalzed Intersections** shows the criteria used to determine the LOS.

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

Table 9 – LOS for Unsignalzed Intersections

Level of Service	Control Delay Per Vehicle (Sec/Veh)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

According to the County of Riverside General Plan, Policy C 2.1 the following Countywide target Levels of Service must be maintained:

> *LOS "C" along all County maintained roads and conventional state highways. As an exception, LOS "D" may be allowed in Community Development areas, only at intersections of any combination of Secondary Highways, Major Highways, Arterials, Urban Arterials, Expressways, conventional state highways or freeway ramp intersections. LOS "E" may be allowed in designated community centers to the extent that it would support transit-oriented development and walkable communities.*

All intersections adjacent to the Project site currently operate at an acceptable LOS. Existing LOS and traffic control for the intersections in the study area are summarized in **Table 10 – Existing Conditions**, below.

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

Table 10 – Existing Conditions

Intersection	Traffic Control	Peak Hour	Delay (sec)	LOS
1. SR-60 EB Ramps - Byrne Road (NS) / Mission Boulevard (EW)	Signal	AM PM	17.8 28.9	B C
2. Valley Way (NS) / SR-60 WB Off-ramp - Granite Hill Drive (EW)	Signal	AM PM	45.0 40.0	D D
3. Valley Way (NS) / SR-60 WB On-ramp (EW)	N/A	AM PM	19.9 17.4	C C
4. Valley Way (NS) / Mission Boulevard (EW)	Signal	AM PM	34.2 26.1	C C
5. Pacific Avenue (NS) / Mission Boulevard (EW)	Signal	AM PM	15.8 15.1	B B
6. Peralta Place (NS) / Limonite Avenue (EW)	Signal	AM PM	16.4 13.7	B B
7. Limonite Avenue (NS) / Pacific Avenue (EW)	Signal	AM PM	10.7 10.1	B B
8. Riverview Drive (NS) / 42nd Street (EW)	Signal	AM PM	18.4 18.1	B B
9. Riverview Drive (NS) / Street "A" (EW)	*Does Not Exist*			
10. Riverview Drive (NS) / Mission Boulevard (EW)	Signal	AM PM	26.6 29.5	C C
11. Project Driveway West (NS) / Mission Boulevard (EW)	*Does Not Exist*			
12. Avalon Street - Project Dwy East (NS) / Mission Boulevard (EW)	Signal	AM PM	9.6 12.5	A B
13. Street "B" (NS) / Tilton Avenue (EW)	*Does Not Exist*			
14. Rubidoux Boulevard (NS) / SR-60 WB Off-ramp - 30th Street (EW)	Signal	AM PM	15.2 21.0	B C
15. Rubidoux Boulevard (NS) / SR-60 WB On-ramp (EW)	N/A	AM PM	9.8 15.4	A C
16. Rubidoux Boulevard (NS) / SR-60 EB Ramps (EW)	Signal	AM PM	40.4 49.1	D D
17. Rubidoux Boulevard (NS) / 34th Street (EW)	Signal	AM PM	15.0 13.4	B B
18. Rubidoux Boulevard (NS) / Mission Boulevard (EW)	Signal	AM PM	27.8 39.3	C D
19. Crestmore Road (NS) / Mission Boulevard (EW)	Signal	AM PM	16.8 16.4	B B
20. Redwood Drive (NS) / Mission Inn Avenue (EW)	Signal	AM PM	12.0 15.2	B B

N/A = Not Applicable

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

Phase I (commercial) of the proposed Project is anticipated to generate a net new total of approximately 4,951 daily trip-ends, including 321 trip-ends during the AM peak hour and 445 trip-ends during the PM peak hour. Phase I & II (commercial and residential) of the proposed Project is anticipated to generate a net new total of approximately 6,263 daily trip-ends, including 442 trip-ends during the AM peak hour and 567 trip-ends during the PM peak hour.

With respect to LOS after implementation of the Project, **Table 11 – Project LOS** presents the LOS in assuming the quantity of existing traffic, new traffic resulting from ambient growth in Rubidoux, new traffic resulting from cumulative projects within the Study Area, and traffic generated by Phase I and Phase II of the Project. **Table 11** is therefore, the maximum buildout of the Project and the surrounding area. As indicated in **Table 11**, below, all intersections adjacent to the Project Site will continue to operate at an acceptable LOS with construction of the on-site improvements identified in the Project Description and the improvements identified in the area wide recommendations following **Table 11 – Project LOS**.

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

Table 11 – Project LOS

Intersection	Peak Hour	Without Improvements			With Improvements		
		Traffic Control	Delay (sec)	LOS	Traffic Control	Delay (sec)	LOS
1. SR-60 EB Ramps - Byrne Road (NS) / Mission Boulevard (EW)	AM PM	Signal	18.4 32.0	B C			
2. Valley Way (NS) / SR-60 WB Off-ramp - Granite Hill Drive (EW)	AM PM	Signal	***112.8*** ***108.8***	***F*** ***F***	Signal	47.8 44.1	D D
3. Valley Way (NS) / SR-60 WB On-ramp (EW)	AM PM	OWSC	***173.1*** ***50.5***	***F*** ***F***	Signal	16.5 8.8	B A
4. Valley Way (NS) / Mission Boulevard (EW)	AM PM	Signal	54.3 50.3	D D			
5. Pacific Avenue (NS) / Mission Boulevard (EW)	AM PM	Signal	14.9 13.9	B B			
6. Peralta Place (NS) / Limonite Avenue (EW)	AM PM	Signal	16.8 13.8	B B			
7. Limonite Avenue (NS) / Pacific Avenue (EW)	AM PM	Signal	10.3 9.7	B A			
8. Riverview Drive (NS) / 42nd Street (EW)	AM PM	Signal	19.5 19.4	B B			
9. Riverview Drive (NS) / Street "A" (EW)	AM PM	OWSC	18.4 20.4	C C			
10. Riverview Drive (NS) / Mission Boulevard (EW)	AM PM	Signal	34.7 43.0	C D			
11. Project Driveway West (NS) / Mission Boulevard (EW)	AM PM	OWSC	15.2 16.7	C C			
12. Avalon Street - Project Dwy East (NS) / Mission Boulevard (EW)	AM PM	Signal	12.1 24.5	B C			
13. Street "B" (NS) / Tilton Avenue (EW)	AM PM	OWSC	14.2 14.7	B B			
14. Rubidoux Boulevard (NS) / SR-60 WB Off-ramp - 30th Street (EW)	AM PM	Signal	23.0 ***105.4***	C ***F***	Signal	19.7 38.8	B D
15. Rubidoux Boulevard (NS) / SR-60 WB On-ramp (EW)	AM PM	OWSC	16.3 ***OFL***	C ***F***	Signal	8.2 17.2	A B
16. Rubidoux Boulevard (NS) / SR-60 EB Ramps (EW)	AM PM	Signal	***124.8*** ***145.5***	***F*** ***F***	Signal	41.6 40.9	D D
17. Rubidoux Boulevard (NS) / 34th Street (EW)	AM PM	Signal	18.7 18.2	B B			
18. Rubidoux Boulevard (NS) / Mission Boulevard (EW)	AM PM	Signal	44.5 ***75.8***	D ***E***	Signal	32.4 45.6	C D
19. Crestmore Road (NS) / Mission Boulevard (EW)	AM PM	Signal	15.9 17.5	B B			
20. Redwood Drive (NS) / Mission Inn Avenue (EW)	AM PM	Signal	12.7 20.2	B C			

N/A = Not Applicable; OWSC = One Way Stop Controlled; LIRIRO = Left In, Right In, Right Out movements allowed. Right out is stop controlled.
OFL = Overflow conditions; Delay > 200 sec

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

As indicated in **Table 11,** above, all intersections adjacent to the Project site will continue to operate at an acceptable LOS with implementation of the on-site and "area wide" improvements that are recommended in the Traffic Impact Analysis (WEBB 2011(c), pp. 1-5–1-7). The street improvements identified as on-site recommendations on pages 1-5–1-7 of the Traffic Impact Analysis will be constructed as a part of the Project by the RDA and Residential Developer(s) as described in the Project Description under the subheading "Project-Related Infrastructure."

With respect to funding "area-wide" improvements, the County of Riverside Transportation Department has two types of fee-based funding programs currently in place: the Western Riverside County Transportation Uniform Mitigation Fee (TUMF) program and the County Development Impact Fee (DIF) program, The TUMF program (implemented via County Ordinance No. 824) provides funds for interchanges, roads, and bridge facilities of major regional and sub-regional significance (COR Trans). The County DIF program (implemented via County Ordinance No. 659.7) provides funds for a variety of transportation and non-transportation related public facilities. Transportation related DIF facilities include roads, bridges and traffic signals (COR Trans). The Project's Commercial Developer(s) and Residential Developer(s) will be required to participate in the TUMF and DIF programs pursuant to County Ordinance Nos. 824 and 659.7 as required by mitigation measure **MM TRANS 1** and **MM TRANS 2.**

The Traffic Impact Analysis identified three area-wide improvements that are needed in the vicinity of the Project area for traffic to operate at an acceptable LOS. These improvements are shown below in italics.

1. Modify the intersection of Rubidoux Boulevard (NS) and SR-60 Eastbound Ramps (EW) to include the following geometrics:
    - Northbound: Two through lanes. *One right-turn lane*
    - Southbound: One left-turn lane. Two through lanes
    - Eastbound: One shared left-turn. through and right-turn lane
    - Westbound: One left-turn lane. One right-turn lane. (WEBB 2011(c), p. 1-7)

The future intersection and ramp improvement at Rubidoux Boulevard/SR-60 Eastbound Ramps, will be needed to accommodate traffic from future ambient growth without the Project. This improvement is a covered facility under the TUMF program. The Commercial Developer(s) and Residential Developers(s) will participate in the funding of the needed right turn lane through the payment of TUMF fees as required by mitigation measures **MM TRANS 1** and **MM TRANS 2**.

2. Modify the intersection of Valley Way (NS) and SR-60 Westbound Ramps – Granite Hill Drive (EW) to include the following geometrics:
    - Northbound: One left-turn lane. Two through lanes
    - Southbound: One through lane. One shared through and right-turn lane
    - Eastbound: One shared left-turn and right-turn lane

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

- Westbound: One left-turn lane. One shared through and right-turn lane. *One right-turn lane.* (WEBB 2011(c), p. 1-7)

The future intersection and ramp improvement at Valley Way/SR-60 Westbound Ramps-Granite Hill Drive will be needed to accommodate traffic from the Project's proposed residential development and ambient growth occurring to the east of the Project site. Because this improvement is not a covered facility under the TUMF program, the Residential Developers(s) will participate in fair share funding of the needed right turn lane as required by mitigation measure **MM TRANS 3**.

3. Modify the intersection of Rubidoux Boulevard (NS) and Mission Boulevard (EW) to include the following geometrics:
   - Northbound: One shared left-turn, through and right-turn lane.
   - Southbound: One left-turn lane. One through lane. One right-turn lane *with overlap phase*.
   - Eastbound: Two left-turn lanes. One through lane. One shared through and right-turn lane.
   - Westbound: One left-turn lane. Two through lanes. One right-turn lane. (WEBB 2011(c), p. 1-7)

The future intersection improvement at Rubidoux Boulevard/Mission Boulevard consists of the modification of an existing traffic signal. Because this improvement is not a covered facility under the DIF or TUMF program, the RDA will be required modify this intersection as required by mitigation measure **MM TRANS 4**.

As discussed above, the Commercial Developer(s) and Residential Developer(s) will be required to participate in the cost of off-site improvements through payment of "fair share" mitigation fees including TUMF and County DIF. These fees would be collected and utilized as needed by Riverside County to construct the improvements necessary to maintain the required level of service. However, with regard to Rubidoux Boulevard (NS) and Mission Boulevard (EW), the recommendations include signal modifications, without the need for new lanes which would not be covered under TUMF. However, with incorporation of mitigation measures **MM TRANS 1** through **MM TRANS 4** impacts are considered **less than significant with mitigation**.

c) The Project does not propose an action that could result in a change in air traffic patterns. The Project is located approximately 3,000 feet northwest of Flabob Airport (**Figure 7**) and will be subject to review by ALUC for consistency with the Riverside County Airport Land Use Compatibility Plan as discussed in response to item 23(b/c). The proposed Project is not anticipated to result in any hazards to air travel. and does not include water or other features that would attract large concentrations of birds or otherwise affect air traffic. Therefore, impacts are considered **less than significant**.

d) 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.

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

e) The proposed Project will be accessed from Mission Boulevard to the north, Riverview Drive to the west and Tilton Avenue to the south. In addition, the Project includes road improvements to Mission Boulevard, Briggs Road, Tilton Avenue and Riverview Drive, and the addition of two new roads extending between Riverview Drive and the residential site to the south (shown in **Figure 4 – Commercial Site Plan**). Thus, the Project will include new design features. However prior to Project approval, all final improvement plans for Project-related street improvements and the site plan would be reviewed by the Riverside County Department of Transportation to ensure that sight distance at the Project entrance roadway conforms to County sight distance standards. Therefore, impacts are considered **less than significant**.

f) The Project will be served by area roadways that are currently in service and already maintained by the County. The proposed Project will be accessed from Mission Boulevard to the north, Riverview drive to the west and Tilton Avenue to the south. In addition, the Project includes road improvements to Mission Boulevard, Briggs Road, Tilton Avenue and Riverview Drive, and the addition of two new roads extending between Riverview Drive and the residential site to the south (shown in **Figure 4 – Commercial Site Plan**). The two new roads will give further access to the commercial site and will not convey high volumes of traffic. Although the Project will add additional roads, the total improved length of roadway will measure less than one-quarter of a mile which is insignificant to the overall length of roadway currently maintained by the County Transportation Department. Therefore, potential impacts related maintenance of public facilities will be **less than significant.**

g) As the proposed Project is being built, there is a potential for construction-related impacts to existing traffic and circulation as Project construction would generate worker-related vehicle trips and heavy-truck trips from the delivery of construction materials and construction of utility connections. However, construction activity will only result in temporary impacts upon traffic and pursuant to the Riverside County Transportation Department's, *"Improvement Plan Check Policies and Guidelines"* dated March 2010 (IPCPG), which states that a traffic control plan may be required if one or more of the following situations occurs:

- The complexity of the street improvements jeopardizes safety for the construction workers and the traveling public.
- The roadway geometrics pose confusion for the traveling public.
- The length of time the traveling public will be exposed to the temporary construction exceeds one month.
- If required by County or other affected agency, for any reason.

As previously discussed, the proposed Project will include on-site and off-site street improvements as well as road improvements to Mission Boulevard, Briggs Road, Tilton Avenue and Riverview Drive.

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

However, the Project will be required to adhere to the Riverside County Transportation Department's "Improvement Plan Check Policies and Guidelines" and, therefore, impacts will be **less than significant**.

h) Temporary, less than significant impacts related to emergency access may result during the construction phase. After Project implementation, access to the commercial portion of the Project site will be attainable from five locations. The Project does not propose to reconfigure any current roadways that would result in inadequate emergency access. Additionally, emergency access throughout the Project site will be developed in accordance with County ordinances, standard conditions of approval, and permits related to emergency access. Therefore, impacts are considered **less than significant**.

i) The Project is currently served by Riverside Transit Agency (RTA) Route 29 (Downtown Terminal to Eastvale, Hamner & Limonite) and RTA route 49 (Downtown Riverside to Country Village). The Project will be developed in accordance with County ordinances, policies and standard conditions of approval, which are designed not to conflict with adopted policies, plans or programs regarding public transit, bikeways or pedestrian facilities. Therefore, impacts will be **less than significant**.

Mitigation:

MM TRANS 1: Prior to final inspection and occupancy of any commercial structures that are constructed during Phase 1 of the Project, the Commercial Developer(s) will participate in the cost of "area-wide" improvements through payment of "fair share" mitigation fees including the Transportation Uniform Mitigation Fees (TUMF), and County of Riverside Development Impact Fees (DIF). The final determination with regard to the total amount of "Fair Share" fees shall be determined by the County of Riverside Transportation Department.

MM TRANS 2: Prior to final inspection and occupancy of any residential structures that are constructed during Phase 2 of the Project, the Residential Developer(s) will participate in the cost of "area-wide" improvements through payment of "fair share" mitigation fees including Transportation Uniform Mitigation Fees (TUMF), and County of Riverside Development Impact Fees (DIF). The final determination with regard to the total amount of "Fair Share" fees shall be determined by the County of Riverside Department of Transportation.

MM TRANS 3: Prior to final inspection and occupancy of any residential structures that are constructed during Phase 2 of the Project, the Residential Developer(s) will participate in funding the "fair share" cost to modify the intersection of Valley Way (NS) and SR-60 Westbound Ramps – Granite Hill Drive (EW) to include the following geometrics:

- Northbound: One left-turn lane. Two through lanes
- Southbound: One through lane. One shared through and right-turn lane
- Eastbound: One shared left-turn and right-turn lane
- Westbound: One left-turn lane. One shared through and right-turn lane. *One right-turn lane.*

The final determination with regard to the total amount of the Residential Developer(s) "fair share" shall be determined by the County of Riverside Department of Transportation.

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

TRANS 4: The Redevelopment Agency for the County of Riverside will be required to modify the intersection of Rubidoux Boulevard (NS) and Mission Boulevard (EW) to include the following geometrics:

- Northbound: One shared left-turn; through and right-turn lane
- Southbound: One left-turn lane. One through lane. One right-turn lane with overlap phase
- Eastbound: Two left-turn lanes. One through lane. One shared through and right-turn lane
- Westbound: One left-turn lane. Two through lanes. One right-turn lane.

Monitoring:

Riverside County Transportation Department

44.	**Bike Trails:** 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?	☐	☐	☒	☐

Sources: COR JURUP Figure 7, "Trails and Bikeway System"; Project Description; COR Ordinance No. 659.7

Findings of Fact:

Mission Boulevard is designated as a Class 1 Bike Path/Regional Trail. As discussed under item 42, The Project would introduce approximately 906 new persons who would utilize and/or require community amenities such as recreational trails. However, as previously discussed above, the Commercial and Residential Developers would be required to pay development impact fees pursuant to Riverside County Ordinance No. 659, which includes a fee component for the development of Regional Multipurpose Trails. Therefore, impacts are considered **less than significant**.

Mitigation:

None required.

Monitoring:

None required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Utility and Service Systems				
Would the Project:				
45. Water				
a) Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐

Sources: RCSD 2011, Project Description

Findings of Fact:

a) RCSD provides water treatment and service to the Project area. RCSD uses groundwater sources, and operates a 4.0-million gallons per day (MGD) potable water treatment facility. RCSD has indicated it has the capacity to provide water service to the Project without the need for additional water treatment facilities (RCSD 2011). Therefore, impacts to existing water facilities will be less than significant.

b) Since the Project does not include more than 500 residential units, commercial uses that will generate more than 1,000 employees, or more than 500,000 square feet of commercial floor space it is not subject to the water supply assessment requirements of Water Code Section 10910 or Government Code Section 664737. The Project's estimated water demand is shown in the following table.

Table 12 – Estimated Project Water Demand

Proposed Land Use	Size (acres)	Demand Factor[1] (acre –feet/year or AFY)	Estimated Project Demand Total
Commercial	15.31	2.06	32 AFYr
Multi-Family Residential	12.71	5.16	66 AFYr
Park[2]	1.00	1.68c	2 AFY
		TOTAL	**100 AFYr**

Notes:
Totals are rounded to the nearest whole number.
[1] Source: Jurupa Community Services District (JCSD). RCSD does not provide unit demand factors for water; thus, demand factors from the comparable and nearby JCSD were used for this analysis.
[2] The Park acreage was extrapolated from the Multi-Family Residential size for the purposes of this water demand analysis.

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

As shown on **Table 12 – Estimated Project Water Demand**, the Project will demand an estimated 100 acre-feet of water per year, or a daily demand of 0.3 acre-feet of water. RCSD has indicated that it has the capacity to provide water services to the Project from existing water sources (RCSD 2011). Therefore, impacts to water supply will be **less than significant**.

46. Sewer				
a) Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects?	☐	☐	☒	☐
b) Result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐

Sources: RCSD 2011, Project Description

Findings of Fact:

a/b) RCSD provides wastewater/sewer treatment and service to the Project area. RCSD owns, operates, and maintains wastewater collection, and conveyance facilities. RCSD has purchased 3.0 million gallon per day (MGD) of wastewater treatment capacity at the Riverside Wastewater Quality Control Plant (RWQCP). At present RCSD collects 2.0 MGD of wastewater that is treated at the RWQCP; leaving approximately 1.0 MGD of available capacity to accommodate future growth within RCSD's boundaries. The uses proposed by the Project will generate wastewater as shown on the following table.

Table 13 – Estimated Project Wastewater Generation

Proposed Land Use	Size	Generation Factor[1]	Estimated Project Generation Total
Commercial	15.31 ac	0.001652 MGD/ac	0.025 MGD
Multi-Family Residential	12.71 ac	0.004142 MDG/ac	0.053 MGD
Park[2]	1.00 ac	0.000893 MGD/ac	0.001 MGD
		TOTAL	**0.079 MGD**

Notes:
Totals are rounded to the nearest thousandths.
[1] Generation factors assumed at 90 percent of water demand. Based on unit demand factors for water from JCSD. RCSD does not provide unit demand factors for water or wastewater; thus, demand factors from the comparable and nearby JCSD were used for this analysis. Further, wastewater generation factors are assumed as 90 percent of water demand for this analysis.
[2] The park acreage was extrapolated from the Multi-Family Residential size for the purposes of this wastewater demand analysis.

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

As shown on **Table 13 – Estimated Project Wastewater Demand**, the Project will generate an estimated 0.079 MGD of wastewater, or 2.6 percent of RCSD's available capacity at the RWQCP. As such, the Project will not create a significant amount of wastewater such that RCSD could not accommodate the additional discharge. Additionally, there is capacity in RCSD's existing wastewater collection and conveyance system to accommodate Project-generated wastewater (RCSD, 2011). Therefore, impacts to wastewater facilities and capacity will be **less than significant**.

Mitigation:

None required.

Monitoring:

None required.

	47. Solid Waste				
a)	Is the project served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
b)	Comply with federal, state, and local statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?	☐	☐	☐	☒

Sources: COR ESA; US EPA, WEBB 2011 (d)

Findings of Fact:

a) Solid waste collected within northwestern Riverside County is taken to one of the following sanitary landfills: Badlands, El Sobrante, or Lamb Canyon. The Robert A. Nelson Transfer Station is used by waste haulers in the region to reduce the loads and distances necessary to transport waste to sanitary landfills. According to the County of Riverside General Plan the Badlands Sanitary Landfill has a permitted capacity of 4,000 tons per day (TPD) and a remaining estimated capacity of 10,515,251 tons. The El Sobrante Landfill has a permitted capacity of 10,000 TPD and a remaining capacity of 42,033,286 tons. The Lamb Canyon Landfill has a permitted capacity of 1,900 TPD and a remaining capacity of 5,496,571 tons. Implementation of the Project will result in the generation of solid waste from building demolition, construction, and operation.

Solid-waste will be generated from the demolition of the parking lot and, the four buildings as presented in the following table.

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

Table 14 – Estimated Project Demolition-Related Solid Waste Generation

Existing Facility to be Demolished	Size	Generation Factor[1]	Estimated Project Generation Total
Commercial	44,600 SF[2]	0.0775 tons/SF	3,457 tons
Institutional	14,000 SF	0.0775 tons/SF	1,085 tons
Surface Parking Lot	44,250 SF	0.0775 tons/SF	3,429 tons
		TOTAL	**7,971 tons**

Notes:
[1] Source: United States Environmental Protection Agency Report No. EPA530-R-98-010, *Characterization of Building-Related Construction and Demolition Debris in the United States*, June 1998, p.
[2] As part of the Project, only the following three of six existing commercial buildings, identified by their street address, will be demolished: 5726, 5770-5780, 5786 Mission Boulevard

As shown on **Table 14 – Estimated Project Demolition-Related Solid Waste Generation**, the Project will generate an estimated total of 7,971 tons of solid waste in the demolition phase.

The estimated Project construction-related solid waste generation is shown on the following table.

Table 15 – Estimated Project Construction-Related Solid Waste Generation

Proposed Land Use	Size	Generation Factor[1]	Estimated Project Generation Total
Commercial	118,683 SF[2]	0.00201 tons/SF	239 tons
Multi-Family Residential	361,200 SF[3]	0.00219 tons/SF	791 tons
		TOTAL	**1,030 tons**

Notes:
[1] Source: United States Environmental Protection Agency Report No. EPA530-R-98-010, *Characterization of Building-Related Construction and Demolition Debris in the United States*, June 1998, p. A-1.
[2] Does not include the combined 21,755 square feet of the three existing commercial structures that will remain in use under the Project.
[3] Assumes an average residential dwelling unit size of 1,200 SF (301 proposed dwelling units x 1,200 SF).

As shown on **Table 15**, the Project will generate an estimated total of 1,030 tons of solid waste in the construction phase. Combined, the Project will generate an estimated total of 5,572 tons in the demolition and construction phases.

The estimated Project operation-related solid waste generation is shown on the following table.

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

Table 16 – Estimated Project Operation-Related Solid Waste Generation

Proposed Land Use	Size	Generation Factor	Estimated Project Generation
Commercial	140,438 SF[1]	0.0024 tons/SF/year[2]	0.9 TPD
Multi-Family Residential	301 DU	0.41 tons/DU/year[3]	0.3 TPD
		TOTAL	1.2 TPD

Notes:

1 Reflects incorporation of the 21,755 square feet of the three existing commercial structures that will remain in use under the Project.

2 Source: California Department of Resources Recycling and Recovery, Solid Waste Characterization Database, Waste Disposal Rates for Business Types, http://www.calrecycle.ca.gov/wastechar/DispRate.htm, Accessed March 30, 2011.

3 Source: California Department of Resources Recycling and Recovery, Solid Waste Characterization Database, Residential Waste Disposal Rates, rate for "Riverside" under "County" column, http://www.calrecycle.ca.gov/wastechar/ResDisp.htm, Accessed March 30, 2011.

As shown on **Table 15,** Project operations are projected to generate an estimated total of 1.2 TPD of solid waste.

The Project's demolition and construction debris, as well as the daily solid waste generations, will be served by the Robert A. Nelson Transfer Station and Badlands Sanitary Landfill, which also serve the community of Rubidoux (WEBB 2011(d)). As stated, the Badlands Sanitary Landfill has a permitted daily intake of 4,000 TPD and a remaining estimated capacity of 10,515,251 tons. For the purpose of a careful, conservative analysis, it is assumed none of the debris or daily solid waste generation during operation will be recycled. Even under this assumption, the Project will comprise 0.03 percent of the landfill's permitted daily intake. Regarding the demolition and construction debris, the Project will be developed in two phases. Phase I will include the commercial portion and is anticipated to be completed by 2014, and Phase II will include the residential portion and is anticipated to be completed by 2016. Thus, the amount of related total debris would be segmented by these phases, and would further reduce the impacts on the Robert A. Nelson Transfer Station and Badlands Sanitary Landfill. Regardless, these facilities have sufficient capacity to accommodate the Project's demolition and construction. Thus, the Project is served by a transfer station and landfill with sufficient capacity to accommodate the Project's solid waste. Therefore, impacts to solid waste will be less than significant.

b) The proposed Project is regulated by federal, state, and local government (e.g., Riverside County) and will be required to comply with all statues and regulations related to solid waste. Therefore, no impacts will result when the Project is implemented.

Mitigation:

None required.

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

Monitoring:

None required.

48. Utilities

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

a) Electricity?	☐	☐	☒	☐
b) Natural gas?	☐	☐	☒	☐
c) Communications systems?	☐	☐	☒	☐
d) Storm water drainage?	☐	☐	☒	☐
e) Street lighting?	☐	☐	☒	☐
f) Maintenance of public facilities, including roads?	☐	☐	☒	☐
g) Other governmental services?	☐	☐	☒	☐
h) Conflict with adopted energy conservation plans?	☐	☐	☐	☒

Sources: RCLIS, Project Description

Findings of Fact:

a) The Project will utilize existing electrical service provided to the area by Southern California Edison. Since electrical service is already available in the Project and surrounding area, potential impacts related to extending electrical service into the Project site will be **less than significant**.

b) The Project will utilize existing natural gas service provided to the area by Southern California Gas Company. Since natural gas service is already available in the Project and surrounding area, potential impacts related to extending gas service into the Project site will be **less than significant**.

c) The Project will utilize existing communications service provided to the area by AT&T. Since communication service is already available in the Project and surrounding area, potential impacts related to extending communication services into the Project site will be **less than significant**.

d) The Project includes on-site drainage improvements to direct storm flows. Additionally, the Project-specific WQMP will identify appropriate BMPs to treat and mitigate runoff from the Project site. For these reasons, impacts to drainage facilities will be **less than significant**.

e) The Project includes road improvements to Mission Boulevard, Briggs Road, Tilton Avenue and Riverview Drive, and the addition of two new roads extending between Riverview Drive and the residential site to the south (shown in **Figure 4 – Commercial Site Plan**). The proposed Project will require new street lighting and could result in the relocation of existing street lighting. However, any proposed changes to street

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

lighting, or new street lighting shall be designed in accordance with County Ordinance No. 460 and No. 461. Therefore, impacts will be **less than significant**.

f) The proposed Project will be accessed from Mission Boulevard to the north, Riverview Drive to the west and Tilton Avenue to the south. In addition, the Project includes road improvements to Mission Boulevard, Briggs Road, Tilton Avenue and Riverview Drive, and the addition of two new roads extending between Riverview Drive and the residential site to the south (shown in **Figure 4 – Commercial Site Plan**). As previously discussed in Item 43(a), the Project will not conflict with the circulation system as planned and will not result in the need for new or significantly altered roadway maintenance. Therefore, impacts are considered **less than significant**.

g) The residential component of the proposed Project will introduce new residents to the Project area, which could result in an incremental increase in the need for other governmental services. However, because the Commercial Developer(s) and Residential Developer(s) are required to pay the County DIF, a portion of which goes for Public Facilities; potential impacts are considered **less than significant**.

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** will occur.

Mitigation:

None required.

Monitoring:

None required.

49.	**Energy Conservation**				
a)	Would the project conflict with any adopted energy conservation plans?	☐	☐	☒	☐

Sources: Project Description

Findings of Fact:

a) The proposed Project will meet all requirements of Title 24 California Code of Regulations construction requirements for energy savings. There is no energy conservation plan associated with the Project site. Therefore, impacts are considered **less than significant**.

Mitigation:

None required.

Monitoring:

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

None required.

Mandatory Findings of Significance

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

Sources: Above checklist and referenced sources

Findings of Fact:

Potential to Substantially Degrade the Quality of the Environment
Implementation of the proposed Project would 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 would occur with respect to each of the environmental issues analyzed in this Initial Study.

Potential to Impact Biological Resources
Implementation of the proposed Project would 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.

As discussed under item 7(a), the Project site supports poor nesting habitat for burrowing owl due to a lack of suitable burrows and squirrel activity; although burrowing owl could inhabit the site in the future if squirrels move onto the Project site in greater numbers and create suitable burrows. However, with implementation of mitigation measure **MM BIO 1**, which requires a pre-construction survey no more than 30 days prior to any grading or disturbance activity, potential impacts to the Western burrowing owl will be reduced to **less than significant with mitigation**.

Potential to Eliminate Important Periods of California History or Prehistory
As discussed in item 8, five commercial buildings located at 5688–5780 Mission Boulevard and constructed between 1947–1965 are the only potential historic resources on the Project site or within the vicinity of the Project site. Although implementation of the Project will entail the demolition of these buildings, none of these buildings, either individually or collectively, meet the criteria for a historic resource. Additionally, the Project

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

site is not within an area designated as being sensitive to historical or archeological resources and none were found on-site or in the vicinity. Since there are no historical landmarks located within or adjacent to the Project site, the Project would result in **a less than significant impact** with regard to eliminating major periods of California's history or prehistory.

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

Sources: Above checklist and referenced sources.

Findings of Fact:

The main purpose of the proposed Project is to redevelop the aging Mission Plaza Shopping Center through the demolition of existing structures and the construction of new retail buildings and infrastructure improvements to serve the new development. The Project will also facilitate the ultimate development of up to 301 residential units.

As discussed in item 3, Other Lighting Issues, the Project will introduce new sources of nighttime lighting into a developed area in which there are existing sources of light from streetlights, businesses, and residences. Because all Project lighting will be installed in compliance with existing County standards and ordinances and the lighting will be directed onto the Project site and not on adjacent property, the Project's contribution to a potential cumulative impact with respect to lighting will be less than significant.

As discussed in item 6, Air Quality Impacts and item 21, Greenhouse Gas Emissions, the proposed Project is in conformance with the applicable air quality plans and the Project's emissions do not exceed the SCAQMD established thresholds of significance for criteria pollutants. Therefore, it is appropriate to conclude that the Project's incremental contribution to criteria pollutant emissions are not cumulatively considerable. After compliance with existing regulations and implementation of Project-specific mitigation measures for the reduction of associated GHG emissions, Project impacts will be reduced to a less than significant level. Therefore, the Project will not create a significant cumulative contribution to GHG emissions and climate change and potential cumulative impacts will be less than significant.

As discussed in item 7, Wildlife & Vegetation, the Project is subject to the MSHCP. The MSHCP was adopted to conserve habitat for several species throughout Western Riverside County. Compliance with the MSHCP, which for this Project entails a 30-day pre-construction survey for burrowing owl as required by mitigation measure **MM BIO 1** and payment of MSHCP fees by the Commercial Developer(s) and Residential Developer(s) pursuant to County Ordinance No. 810.2 will mitigate for direct, indirect, and cumulative impacts to MSHCP-covered

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

species. Thus, the Project will not contribute to cumulative impacts to biological resources and potential cumulative impacts will be less than significant.

As discussed in item 35, Housing, the Project proposes up to 301 new residential units which could add approximately 906 new people to the Project area; thus, the Project would contribute to planned population growth as envisioned by the Riverside County General Plan. This increase in population represents less than one percent of the population anticipated at General Plan build out. The new residents would use County facilities and require County services. As discussed throughout the Initial Study, the Commercial Developer(s) and Residential Developer(s) will participate in the TUMF and County DIF programs and pay fees to fund transportation and non-transportation related public facilities. For these reasons, cumulative impacts to housing and population will be less than significant.

With respect to Public Services (items 36, 37, 38, 39, and 40) and Recreation (items 41 and 42) the Commercial Developer(s) and Residential Developer(s) will participate in the County DIF program and pay impact fees pursuant to County Ordinance No. 659.8. The DIF program funds a variety of transportation and non-transportation related facilities. Non-transportation related facilities include: public facilities, fire facilities, regional parks, community centers/parks, regional multipurpose trails, flood control facilities, and library books. Payment of the DIF by the Commercial Developer(s) and Residential developer(s) constitutes a participation in the cost of facilities needed to serve the new development; thus, cumulative impacts to public services and recreation facilities are considered than significant.

As discussed in item 43, Transportation/Traffic, implementation of the proposed Project is anticipated to generate approximately 6,263 daily trip-ends at full build out, including 442 trip-ends during the AM peak hour and 567 trip-ends during the PM peak hour. As discussed in the Project Description under the subheading "Project-Related Infrastructure," the Project proposes street improvements that will accommodate Project-related trips so that intersections in proximity to the Project site will continue to operate at an acceptable LOS. With respect to the Project's contribution to cumulative traffic impacts, three intersections in the Project area will operate at an unacceptable LOS unless the intersections are modified as discussed in item 43(a/b). With the implementation of mitigation measures **MM TRANS 1** through **MM TRANS 4**, potential cumulative impacts to transportation/traffic will be less than significant.

Construction and operation of the Project will require water and will generate wastewater that will require treatment as discussed in item 45, Water and item 46, Sewer. The Project site is within the boundaries of the RCSD. RCSD staff has indicated RCSD has sufficient water supply and wastewater treatment capacity to accommodate the Project without the need for new water supplies or water or wastewater treatment facilities. For these reasons potential cumulative impacts with respect to water and wastewater are considered less than significant.

Implementation of the Project will generate solid waste during the demolition, construction, and operation phases. As discussed in item 47, Solid Waste, solid waste generated at the Project site will be collected and transferred to the Robert A. Nelson Transfer Station before disposal at the Badlands Sanitary Landfill. Solid

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

waste generated during the Project's operation phase will comprise approximately 0.3 percent of the Badlands Landfill daily capacity and as such will not contribute to a cumulative considerable impact.

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

Sources: Staff Review, Project Application

Findings of Fact:

With incorporation of design measures as discussed in the Project Design and Construction Features; adherence to existing codes, ordinances, regulations, standards, and guidelines; combined with implementation of the mitigation measures described herein, the proposed Project does not present the potential for direct or indirect substantial adverse impacts to human beings.

EARLIER ANALYSES

Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration as per California Code of Regulations, Section 1503 (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

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Cited As:	Source
WEBB 2011(a)	Albert A. Webb Associates, *Redevelopment Agency for the County of Riverside, Mission Plaza, Air Quality and Greenhouse Gas Impact Analysis,* April 4, 2011. (Appendix A)
WEBB 2011(b)	Albert A Webb Associates, County of Riverside Economic Development Agency, Mission Plaza, *Preliminary Acoustical Impact Analysis*, March, 2011. (Appendix F)
WEBB 2011(c)	Albert A. Webb Associates, *County of Riverside Economic Development Agency (EDA), Traffic Impact Analysis Report, Mission Plaza,* February, 2011. (Appendix G.1)
WEBB 2011(d)	Personal communication between Shannon Brown, Riverside County Waste Management Department, and Brad Perrine, Albert A. Webb Associates, March 30, 2011.
WEBB 2011(e)	Albert A. Webb Associates, *Revised Trip Generation, Mission Plaza, Riverside County, CA*, April 5, 2011. (Appendix G.2)
WQMP	Albert A. Webb Associates*, Preliminary Water Quality Management Plan (WQMP) Mission Plaza Commercial Site*, February 2011. (Available for review at the offices of the Redevelopment Agency for the County of Riverside.)

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VIII. ACRONYMS, UNITS OF MEASUREMENT, AND CHEMICAL SYMBOLS

Acronyms

AB	Assembly Bill
AC	Acre
ALUP	Airport Land Use Plan
AMSL	Above Mean Sea Level
AQMP	Air Quality Management Plan
Basin	South Coast Air Basin
BAU	Business as Usual
BGS	Below ground surface
BMP	Best Management Practices
CARB	California Air Resources Board
CBC	California Building Code
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CNEL	Community Noise Equivalent Level
COZ	Change of Zone
CSA	County Service Area
EDA	Riverside County Economic Development Agency
EIR	Environmental Impact Report
DEH	County of Riverside Department of Environmental Health
DIF	Development Impact Fees
FEMA	Federal Emergency Management Agency
GHG	Greenhouse Gases
GPA	General Plan Amendment
HCP	Habitat Conservation Plan
IS	Initial Study
IS/MND	Initial Study/Mitigated Negative Declaration
JCSD	Jurupa Community Services District
LOS	Level of service
MRZ	Mineral Resource Zone
MS4	Municipal Separate Storm Sewer System
MSHCP	Multiple Species Habitat Conservation Plan
n/a	Not applicable
NAHC	Native American Heritage Commission

Acronyms

NCCP	Natural Communities Conservation Plan
NPDES	National Pollutant Discharge Elimination System
OS	Parks/Recreational/Natural Open Space
OSHA	Occupational Safety & Health Administration
PF	Public Facilities
PRC	Public Resources Code
RCSD	Rubidoux Community Services District
RTA	Riverside Transit Agency
RWQCP	Riverside Regional Water Quality Control Plant
SCAQMD	South Coast Air Quality Management District
SCH	State Clearinghouse
SRA	Source Receptor Area
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TPD	Tons per day
UBC	Uniform Building Code
UST	Underground storage tank
USGS	United States Geological Survey
WQMP	Water Quality Management Plan
YR	Year

Units of Measurement and Chemical Symbols

>	Greater than
<	Less than
≤	Less than or equal to
≥	More than or equal to
AC	Acre
AF/YR	Acre-feet per year
CO	Carbon monoxide
dBA	Decibels on the A-weighted scale
Lbs/day	Pounds per day
MGD	Million gallons per day
N_2O	Nitrous oxide
NO_2	Nitrogen dioxide

Units of Measurement and Chemical Symbols

NO_X	Oxides of nitrogen
PM-10	Particulate matter 2.5 to 10 microns in diameter
PM-2.5_5	Particulate matter 2.5 microns or less in diameter
ppm	Parts per million
SF	Square foot or square feet
SO_2	Sulfur dioxide
TPD	Tons per day
VOC	Volatile organic compounds

RESPONSES TO COMMENTS

Regarding Initial Study/Mitigated Negative Declaration
for
Mission Plaza
General Plan Amendment 01108
Change of Zone 07758
Conditional Use Permit 03665
EA 1206001902
(SCH No. 2011041039)

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May 2011

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I. INTRODUCTION

In April 2011, an Initial Study/Mitigated Declaration (IS/MND) was prepared to determine if there is potential for any significant environmental effects associated with the Mission Plaza project. Implementation of the Mission Plaza project will entail:

- acquisition and remediation of the property identified as 5786 Mission Boulevard;
- demolition of three commercial buildings at 5786 Mission Boulevard, 5770–5780 Mission Boulevard, and 5726 Mission Boulevard, and the demolition of the Post Office at 5757 Tilton Avenue.;
- General Plan Amendment (GPA No. 01108) to change 0.39 acres from High Density Residential (HDR) to Commercials Retail (CR), 1.76 acres from CR to Very High Density Residential (VHDR), and 11.56 acres from High Density Residential to Very High Density Residential;
- Change of Zone application (COZ No. 07758) to change approximately 14.92 acres from the existing zoning of Rubidoux Village Commercial (R-VC West) to General Commercial (C-1/C-P).
- a future change of zone application will be submitted at a later date to change the existing zoning of approximately 0.39 acres from General Residential (R-3-2500) to General Commercial (C-1/C-P); 5.55 acres from General Commercial (C-1/C-P) to General Residential (R-3); and 6.01 acres from General Residential (R-3-2500) to General Residential (R-3).
- Conditional Use Permit (CUP No. 03665) in order to develop 118,663 square feet of commercial retail uses including a supermarket, drug store, and seven retail shops, and the preservation of three commercial buildings totaling 21,755 square feet;
- construction of up to 301 dwelling units (all of which may be allocated for lower-and moderate-income housing), a one-acre community park, interior circulation, and infrastructure to serve the residential units;
- street improvements to Mission Boulevard, Briggs Road, Tilton Avenue and Riverview Drive, and the addition of two new roads extending between Riverview Drive and the residential site to the south;
- water and sewer line connections to facilities owned and operated by the Rubidoux Community Services District (RCSD); and
- Installation of storm drains, and utility relocations.

Collectively the above actions are referred to as the Project. As part of the Project, the Redevelopment Agency for the County of Riverside may at anytime sell or lease all or a portion of the Project site to another public agency or a private entity.

Pursuant to Section 15073 of the *State CEQA Guidelines*, the IS/MND was circulated for a 30-day period between April 12 and May 11, 2011, 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 Board of Directors 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	April 14, 2011	Bob Frusher	Jurupa Community Services District
B	April 19, 2011	Franklin A. Dancy	Morongo Band of Mission Indians
C	May 3, 2011	Al Shami	Department of Toxic Substances Control
D	May 4, 2011	Bill Lay	State of California Public Utilities Commission
E	May 12, 2011	Scott Morgan	State of California Governor's Office of Planning and Research, State Clearing House and Planning Unit

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 <u>underline</u>
- 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 Response 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.

II. RESPONSES TO COMMENTS

Letter A – Jurupa Community Services District

The Jurupa Community Services District (JCSD) provided comments regarding the Mission Plaza Project in its letter dated April 14, 2011. The following discussion provides a response to the comment contained in that letter. A copy of the comment letter is included in Section 3 of this document.

Comment A-1

> The Jurupa Community Services District (District) is in receipt of the attached initial study for the Mission Plaza located at the southeast corner of Mission Boulevard and Riverview Drive, north of Tilton Avenue. This project is in the unincorporated community of Rubidoux, Riverside County which is not within the boundaries of the District, hence this will not be reviewed by this office.

Response to Comment A-1

JCSD acknowledges that the Project site is not within the boundaries of the District. No further response is necessary

Letter B –Morongo Band of Mission Indians

The Morongo Band of Mission Indians provided comments regarding the Mission Plaza Project in its letter dated April 19, 2011. The following discussion provides a response to the comment contained in that letter. A copy of that letter is included in Section 3 of this document.

Comment B-1

Thank you for contacting the Morongo Band of Mission Indians regarding the above referenced project. The Tribe greatly appreciates the opportunity to review the project and, respectfully, offer the following comments.

The project is outside of the Tribe's current reservation boundaries but within an area that may be considered a traditional use area or one in which the Tribe has cultural ties (e.g. Cahuilla/Serrano territory). It appears that the Mitigated Negative Declaration adequately addresses all Tribal concerns with the findings contained in the Cultural Resources Section of the environmental analysis. Based upon this finding, the Morongo Band of Mission Indians has no further comment at this time.

Response to Comment B-1

The Morongo Band of Mission Indians acknowledges that the Project site is not within the boundaries of the recognized Morongo Indian Reservation and that the IS/MND addresses all of Tribes concerns. No further response is necessary.

Letter C – Department of Toxic Substances Control

The Department of Toxic Substances Control provided comments regarding the Mission Plaza Project in its letter dated May 3, 2011. The following discussion provides a response to the comments contained in that letter. A copy of the comment letter is included in Section 3 of this document.

Comment C-1

The Department of Toxic Substances Control (DTSC) has received your submitted document for the above-mentioned project. As stated in your document: "The Project evaluated in this Initial Study (IS) is the acquisition of property, the demolition of existing structures as further discussed in the following paragraphs the redevelopment of the Mission Plaza shopping center and surrounding properties, infrastructure improvements to serve the new development, and the potential sale or lease of all or a portion of the Project by the Redevelopment Agency for the County of Riverside to another public agency or a private party. The Project site is located within the Jurupa Valley Project Area (JVPA) Redevelopment Area and encompasses approximately 29 acres. The Project includes an application for a Conditional Use Permit (CUP No. 03665) in order to develop 118.663 square feet of commercial retail uses including a supermarket drug store, and seven retail shops, and the preservation of three commercial building totaling 21,755 square feet. The project also will include the construction of up to 301 dwelling units, a one-acre community park, interior circulation, and infrastructure to serve the residential units".

Response to Comment C-1

The Department of Toxic Substances Control (DSC) has correctly described the Project evaluated in the Initial Study/Mitigated Negative Declaration (IS/MND). No further response is necessary.

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Comment C-2

Based on the review of the submitted document DTSC has the following comments:

1) The document states that the ND would identify any known or potentially contaminated sites within the proposed project area.

2) The document states that the ND would identify any known or potentially contaminated sites within the proposed project area. For all identified sites, the

ND should evaluate whether conditions at the site may pose a threat to human health or the environment. Following are the databases of some of the regulatory agencies:

- National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).
- EnviroStor, a database primarily used by the California Department of Toxic Substances Control, at www. Envirostor.dtsc.ca.gov.
- Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.
- Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.
- Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.
- GeoTracker: A List that is maintained by Regional Water Quality Control Boards.
- Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.
- The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).

Response to Comment C-2

As described on page 68 of the IS/MND prepared for the Project, a *Phase I Environmental Site Assessment* was prepared for 5786 Mission Boulevard (Appendix E.2 of the IS/MND) and a *Phase II Environmental Site Assessment* prepared for 5786 Mission Boulevard (Appendix E.3 of the IS/MND) concluded that there are hydrocarbons present in the soil at this location due to this site's previous use as a former gas station. This site will be remediated as part of the Project. The Phase II Preliminary Site Investigation was performed in June 2010 to identify areas where hydrocarbon impacts to soil exist. Specifically, the laboratory data from the soil samples are consistent with a past release of gasoline to soil and is presumed to be related to the past use of underground storage tanks (UST) at the site. In addition, soil samples are consistent with a past release of hydraulic fluid to soil and are presumed to be related to the past use of a hydraulic vehicle lift at the site. The tests revealed the presence of hydrocarbon impacts to at least 30 feet. Based on information obtained and reviewed during the Phase II investigation, the soils at the site have been impacted by petroleum hydrocarbons. The levels of three volatile organic compounds are elevated above the EPA Region 9 Regional Screening Levels (RSL) for residential soils.

As discussed in the IS/MND and Notice of Preparation circulated for the Project, the Redevelopment Agency for the County of Riverside (RDA) would be responsible for the remediation of the contaminated soil at this location by either removal of the contaminated soil by excavation, with off-site disposal or on-site treatment by vapor extraction, or chemical/biological methods. All remediation work will be performed under an amendment to the *Corrective Action Plan Work Plan for Additional Site Characterization, 5786 Mission Boulevard,* September 30, 2010 (a copy of which is included as Appendix E.5 of the IS/MND), which must be approved by the County Department of Environmental Health and shall include additional subsurface soil and groundwater investigation to delineate the extent of petroleum impact at the site.

In addition, to the environmental site assessment reports prepared for 5786 Mission Boulevard, two other environmental site assessment reports were prepared for the Project (Appendices E.1 and E.4 of the IS/MND). These reports included a review of the hazardous materials sites lists compiled pursuant to Government Code Section 65962.5. According to the two other environmental site assessment reports the remainder of the Project site is not included on a site which is included on the Cortese list of hazardous materials or other databases. There are leaking underground storage tank (LUST) listings within one-half mile of the Project site, however most of these cases have been closed and the environmental site assessments concluded that the LUST listings have a low potential to pose an environmental concern to the Project site (URS 2008, pp. 28–30; URS 2010a, pp. 31–32; URS 2010c, pp. 29–30).

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

Comment C-3

3) The ND should identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated, and the government agency to provide appropriate regulatory oversight. If hazardous materials or wastes were stored at the site, an environmental assessment should be conducted to determine if a release has occurred. If so, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. It may be necessary to determine if an expedited response action is required to reduce existing or potential threats to public health or the environment. If no immediate threat exists, the final remedy should be implemented in compliance with state lows, regulations and policies.

Response to Comment C-3

As described on page 68 of the IS/MND, 5786 Mission Boulevard (APNs 181-020-030 and 181-020-031) is a known contaminated site. The Project includes the removal of contaminated soil at this location by either excavation, with off-site disposal or on-site treatment by vapor extraction or chemical/biological methods. All remediation work will be performed under an amendment to the Corrective Action Plan Work Plan for Additional Site Characterization, 5786 Mission Boulevard, September 30, 2010 (a copy of which is included as Appendix E.5 of the IS/MND), which must be approved by the County Department of Environmental Health and shall include additional subsurface soil and groundwater investigation to delineate the extent of petroleum impact at the site. In addition, the County of Riverside Department of Environmental Health requested further remediation feasibility testing and site remediation as part of the amendment to the Corrective Action Plan Work Plan for Additional Site Characterization, 5786 Mission Boulevard. These studies have been, and will be, carried out with proper regulatory oversight intended to evaluate risks to human health and environment. All remediation activities will be implemented in compliance with state laws, regulations and policies.

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

Comment C-4

4) The project construction may require soil excavation and soil filling in certain areas. Appropriate sampling is required prior to disposal of the excavated soil. If the soil is contaminated, properly dispose of it rather than placing it in another location. Land Disposal Restrictions (LDRs) may be applicable to these soils. Also, if the project proposes to import soil to backfill the areas excavated, proper sampling should be conducted to make sure that the imported soil is free of contamination.

Response to Comment C-4

As described on page 68 of the IS/MND, 5786 Mission Boulevard (APNs 181-020-030 and 181-020-031) is a known contaminated site. In addition, as described in the IS/MND and Notice of Intent to Adopt a Mitigated Negative Declaration circulated for the Project, the Redevelopment Agency for the County of

Riverside (RDA) would be responsible for the remediation of the contaminated soil at this location by either removal of the contaminated soil by excavation, with off-site disposal or on-site treatment by vapor extraction, or chemical/biological methods. All remediation work will be performed under an amendment to the *Corrective Action Plan Work Plan for Additional Site Characterization, 5786 Mission Boulevard,* September 30, 2010 (a copy of which is included as Appendix E.5 of the IS/MND), which must be approved by the County Department of Environmental Health and shall include additional subsurface soil and groundwater investigation to delineate the extent of petroleum impact at the site.

The IS/MND ensures proper soil sampling, and that imported soil is free of contamination with the incorporation of mitigation measure **MM HAZ 2**, which states:

MM HAZ 2: Prior to any excavation or soil removal action at 5786 Mission Boulevard, or if contaminated soil or groundwater (i.e., with a visible sheen or detectable odor) is encountered during any Project-related construction, complete characterization of the soil and/or groundwater shall be conducted. Appropriate sampling shall be conducted prior to disposal of the excavated soil. If the soil is contaminated, it shall be properly disposed of, according to land disposal restrictions. If site remediation involves the removal of contamination, then contaminated material will need to be transported off site to a licensed hazardous waste disposal facility. If any of the plans for the proposed Project requires imported soils to backfill the excavated areas, proper sampling shall be conducted to make sure that the imported soil is free of contamination.

Therefore the IS/MND adequately addresses appropriate sampling and disposal of excavated soil. No new environmental issues have been raised by this comment and no additional mitigation measures and no modification of the IS/MND are required.

Comment C-5

5) Human health and the environment of sensitive receptors should be protected during the construction or demolition activities. A study of the site overseen by the appropriate government agency might have to be conducted to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment.

Response to Comment C-5

The Project includes the demolition of the existing structures at 5724–5780 Mission Boulevard, 5786 Mission Boulevard, and 5757 Tilton Avenue. Given the age of these buildings, it is possible that asbestos and lead based paint may be present (URS 2008, p. 17; URS 2010a, p. 20; URS 2010c, p. 19). The IS/MND concluded that Potential impacts associated with the release of asbestos or lead-based paint will be reduced to less than significant with the implementation of mitigation measure **MM HAZ 1**, which requires preparation of an asbestos and lead-based paint survey and use of qualified contractors to remove such substances.

In addition, 5786 Mission Boulevard (APNs 181-020-030 and 181-020-031) is a known contaminated site. The Project includes the removal of contaminated soil at this location by either excavation, with off-site disposal or on-site treatment by vapor extraction or chemical/biological methods. The ID/MND

concluded that potential impacts associated with the release of hazardous materials will be reduced to less than significant with the implementation of mitigation measures **MM HAZ 1** and **MM HAZ 2**.

MM HAZ 1: Prior to the demolition of any structure located at 5724–5780 Mission Boulevard, 5786 Mission Boulevard, and 5757 Tilton Avenue, an asbestos and lead-based paint survey shall be completed and the results provided to the Redevelopment Agency for the County of Riverside and the County Department of Environmental Health. If asbestos-containing materials are determined to be present in any building, the materials shall be abated by a certified asbestos abatement contractor in accordance with the regulations and notification requirements of the South Coast Air Quality Management. If lead-based paint is determined to be present in any building, then demolition of such building shall be conducted in accordance with federal and state construction worker health and safety regulations and the building material disposed of in accordance with existing hazardous waste regulations. If loose or peeling lead-based paint is identified, it shall be removed by a qualified lead abatement contractor and disposed of in accordance with existing hazardous waste regulations.

MM HAZ 2: Prior to any excavation or soil removal action at 5786 Mission Boulevard, or if contaminated soil or groundwater (i.e., with a visible sheen or detectable odor) is encountered during any Project-related construction, complete characterization of the soil and/or groundwater shall be conducted. Appropriate sampling shall be conducted prior to disposal of the excavated soil. If the soil is contaminated, it shall be properly disposed of, according to land disposal restrictions. If site remediation involves the removal of contamination, then contaminated material will need to be transported off site to a licensed hazardous waste disposal facility. If any of the plans for the proposed Project requires imported soils to backfill the excavated areas, proper sampling shall be conducted to make sure that the imported soil is free of contamination.

With implementation of Project mitigation measures and compliance with regulations relative to hazardous materials handling and remediation, the proposed Project is not expected to result in any releases of hazardous materials that may pose a risk to human health or the environment. No new environmental issues have been raised by this comment and no further analysis is warranted.

Comment C-6

6) If during construction/demolition of the project, soil and/or groundwater contamination is suspected, construction/demolition in the area should cease and appropriate health and safety procedures should be implemented. If it is determined that contaminated soil and/or groundwater exist, the ND should identify how any required investigation and/or remediation will be conducted, and the appropriate government agency to provide regulatory oversight.

Response to Comment C-6

See Response to DTSC Comment C-4 above. Implementation of mitigation measure **MM HAZ 2** aduadequatly address this issue. No new environmental issues have been raised by this comment and no further analysis is warranted.

Comment C-7

7) If weed abatement occurred, onsite soils may contain herbicide residue. If so, proper investigation and remedial actions, if necessary, should be conducted at the site prior to construction of the project.

Response to Comment C-7

See Response to DTSC Comment C-4 above. Implementation of mitigation measure **MM HAZ 2** includes proper soil sampling prior to the disposal of excavated soil. No new environmental issues have been raised by this comment and no further analysis is warranted.

Comment C-8

8) If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). If it is determined that hazardous wastes will be generated, the facility should also obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942. Certain hazardous waste treatment processes or hazardous materials, handling, storage or uses may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.

Response to Comment C-8

The comment is acknowledged. Should the use of hazardous materials be proposed on the Project site in the future, the proposed operation would be subject to standard Riverside County Department of Environmental Health policies and permitting procedures. Additionally, should any future uses within the proposed Project generate hazardous waste; such hazardous waste will be handled and disposed of in accordance with all appropriate state and federal laws. No new environmental issues have been raised by this comment; thus, no further analysis is warranted.

Comment C-9

9) DTSC can provide guidance for cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies that are not responsible parties, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA or VCA, please see www.dtsc.ca.gov/SiteCleanup/Brownfields, or contact Ms. Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489.

Response to Comment C-9

The comment is acknowledged. No new environmental issues have been raised by this comment; thus, no further analysis is warranted

Letter D – State of California Public Utilities Commission

The State of California Public Utilities Commission provided comments regarding the Mission Plaza Project in its letter dated May 4, 2011. The following discussion provides a response to the comments contained in that letter. A copy of the comment letter is included in Section 3 of this document.

Comment D-1

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings.

The Commission's Rail Crossings Engineering Section (RCES) is in receipt of the *Notice of Completion & Environmental Document Transmittal- Mitigated Negative Declaration* from the State Clearinghouse for the proposed Mission Plaza Project in the City of Rubidoux (City). RCES has the following concern:

- The proposed project site is located near the intersection of Mission Boulevard and Riverview Drive. There are four nearby at-grade crossings within two miles of the project location, all on the Union Pacific Railroad Company's Los Angeles Subdivision railroad tracks. These four at-grade crossings are:
    - Jurupa Road (DOT #: 810985G);
    - Mission Boulevard (DOT #: 810986N);
    - Pacific Avenue (DOT #: 810989J); and
    - La Rue Street (DOT #: 810988C)

  RCES staff is concerned that the proposed project may increase vehicle and pedestrian traffic at all four crossings. RCES staff recommends the Redevelopment Agency implement safety measures at all four crossings. Safety measures to consider include, but are not limited to, the planning for grade separations and safety improvements to the existing at-grade crossings.

Response to Comment D-1

The California Public Utilities Commission (Commission) correctly describes the location of the Project with respect to the four at-grade railroad crossings. Webb Associates (preparers of the Traffic Impact Analysis) have individually analyzed each of the four at-grade crossings as discussed in the following paragraphs.

Jurupa Road: As shown in Table 1 below, approximately 4,030 daily trips cross the Jurupa Road at-grade crossing. The Project site is located approximately 2 miles away at the intersection of Riverview Drive and Mission Boulevard. In the pre-Project condition there are existing businesses operating at the Project site. These businesses generate approximately 271 daily trips (of the total 4,030 daily trips) that cross the Jurupa Road at-grade crossing. At full buildout of the proposed Project (which will include the existing businesses plus new retail commercial uses and residential uses), the Project site is expected to generate 584 total daily trips for the Jurupa Road at-grade crossing. Therefore, implementation of the

proposed Project would result in a net increase of 313 daily trips (584 post-Project trips minus 271 pre-Project trips). This net increase in total trips represents approximately 7.7 percent of the total daily trips that cross the Jurupa Road at-grade crossing.

Table 1 - Jurupa Road at Grade Crossing

	Count	Existing Trips from Project Site	Total New Project Trips	Total Net Project Trips
AM Peak Hour	548	12	34	**22**
PM Peak Hour	403	26	54	**28**
Daily	4,030	271	584	**313**

With respect to the Jurupa Road at-grade crossing, Webb Associates visited the at-grade crossing on May 18, 2011. The site visit revealed that the Jurupa Road at-grade crossing is located near the intersection of Jurupa Road and Soto Avenue. Surrounding land uses include residential, and an automotive repair facility adjacent to the at-grade crossing. The speed limit is 25 miles-per-hour along Jurupa Road. Safety improvements that currently exist at the at-grade rail crossing consist of the following: pre-emptive flashing warning signals, road identification, and warning signage. With respect to the Jurupa Road at-grade crossing, because the Project will result in a less than substantial increase of approximately 313 daily trips (7.7 percent of the total daily trips that cross Jurupa Road) and because at-grade safety improvements are already in place at this at-grade crossing, implementation of the Project will not require additional safety measures.

Mission Boulevard: As shown in Table 2 below, approximately 18,510 daily trips cross the Mission Boulevard at-grade crossing. The Project site is located approximately 2 miles away at the intersection of Riverview Drive and Mission Boulevard. In the pre-Project conditions there are existing businesses operating at the Project site. These businesses generate approximately 596 daily trips (of the total 18,510 daily trips) that use the Mission Boulevard at-grade crossing. At full buildout of the proposed Project (which will include the existing businesses plus new retail commercial and residential uses) the Project site is expected to generate 1,430 total daily trips for the Mission Boulevard at-grade crossing. Therefore, implementation of the proposed Project would result in a net increase of 834 daily trips (1,430 post-Project trips minus 596 pre-Project trips).; This net increase in total trips represents approximately 4.5 percent of the total daily trips that cross the Mission Boulevard at-grade crossing.

Table 2 Mission Boulevard at Grade Crossing

	Count	Existing Trips from Project Sites	Total New Project Trips	Total Net Project Trips
AM Peak Hour	1,800	26	87	**61**
PM Peak Hour	1,851	57	133	**76**
Daily	18,510	596	1,430	**834**

Webb Associates visited the Mission Boulevard at-grade crossing on May 18, 2011. This site visit revealed that Mission Boulevard is currently undergoing various road improvements in the public right-of way near the at-grade crossing. These road improvements include installation of medians in the public rights of way that could help prevent vehicles from driving around railroad crossings and road widening that could be used for bus pull out lanes. Furthermore, the at-grade crossing is currently controlled by pre-emptive traffic signals and contains adequate warning signage. Therefore, because the Project will result in a small increase of approximately 834 daily trips (4.5 percent of the total daily trips that cross Mission Boulevard) and because road improvements are currently being constructed at the at-grade crossing, implementation of the Project will not require additional safety measures.

Pacific Avenue: The Traffic Impact Analysis prepared for the Project analyzed the directional distribution of project related traffic (Traffic Impact Analysis, pp 4-10 through 4-12). The Traffic Impact Analysis did not distribute any trips to Pacific Avenue; thus assuming that no trips would cross over the railroad crossing at this location. Therefore, implementation of the Project will not require additional safety measures.

La Rue Street: The Project site is located approximately 2 miles away at the intersection of Riverview Drive and Mission Boulevard. In the pre-Project condition there are existing businesses operating at the Project site that generate approximately 271 daily trips that could use the La Rue at-grade crossing. At full buildout, the proposed Project (which will include the existing businesses plus new retail commercial uses and residential uses) is expected to generate a maximum of 504 total daily trips for the La Rue at-grade crossing. Therefore, implementation of the Project would result in an increase of 233 daily trips (504 post-Project trips minus 271 pre-Project. trips).

The Traffic Impact Analysis prepared for the Project analyzed the directional distribution of project related traffic (Traffic Impact Analysis, pp 4-10 through 4-12) and projected that five percent of the total Project related traffic would travel north on La Rue Street. However, it should be noted that the Traffic Impact Analysis only assumes the total volume of trips generated from the Project site and did not factor that vehicles traveling north from the Project site could turn left or right onto Canal Street, thus avoiding LaRue Street. Canal Street is located approximately 30 feet before the La Rue at-grade crossing. As a result, the 233 new Project related trips is an extremely conservative analysis and it is reasonable to assume that the actual number of Project-related trips that would use the LaRue Street at-grade crossings could be substantially less. The negligible amount of trips generated from implementation of the Project will not require additional safety measures.

Therefore, with respect to the four at grade rail crossings described above, implementation of the Project will not result in a substantial new amount of additional traffic at the Jurupa Road and Mission Boulevard at grade crossings and will only result in a negligible amount of additional traffic at the La Rue Street at-grade crossing. The Project will not result in any additional traffic at the Pacific Avenue at-grade crossing. The Project will not result in additional safety issues at any of the four at-grade rail crossings and additional safety measures are not warranted. No new environmental issues have been raised by this comment and no further analysis is required.

Comment D-2

- RCES also recommends that a traffic study should be undertaken to consider traffic impacts at all nearby crossings.

Response to Comment D-2

A Traffic Impact Analysis was prepared for the proposed Project and was included as Appendix G-1 of the IS/MND. The purpose of the Traffic Impact Analysis was to:

- document existing traffic conditions in the vicinity of the proposed development;
- determine the traffic generated from the proposed development;
- evaluate existing plus ambient growth plus project phase I (commercial) traffic conditions;
- evaluate existing plus ambient growth plus project phase I and II (commercial and residential) traffic conditions;
- evaluate existing plus ambient growth plus other projects plus project phase I (commercial) traffic conditions;
- evaluate existing plus ambient growth plus other projects plus project phase I & II (commercial and residential) traffic conditions;
- determine if the level of service (LOS) required by the Riverside County General Plan will be maintained at all study area intersections, and if not, determine the mitigation measures that will be necessary in order to maintain the required LOS;
- determine if peak hour traffic signal warrants are met for any of the unsignalized study area intersections;
- evaluate the adequacy of on-site circulation for the proposed development; and
- determine if safety and/or operational improvements are necessary due to the proposed Project.

Thus, a Traffic Impact Analysis has already been prepared for the Project which analyzed traffic impacts in the vicinity of the Project site, including projected traffic impacts on roads in which the rail crossings were located. The Traffic Impact Analysis that was prepared for the Project was prepared in conformance with the Riverside County Transportation Department (Transportation Department) requirements and was approved by the Transportation Department. No new environmental issues have been raised by this comment and no further analysis is required.

Comment D-3

The Redevelopment Agency should arrange a meeting with the Commission's RCES, and UPRR to discuss relevant safety issues and to conduct diagnostic reviews of the impacted crossings due to the proposed project.

Response to Comment D-3

Please refer to response to Response to PUC comment D-2 above. Implementation of the Project will not result in a substantial new amount of additional traffic at the Jurupa Road and Mission Boulevard at grade crossings and will only result in a negligible amount of additional traffic at the La Rue Street at-grade crossings. The Project will not result in any additional traffic at the Pacific Avenue at-grade crossing. The Project will not result in additional safety issues at any of the four at-grade rail crossings and no safety improvements are required. Therefore, a meeting to discuss relevant safety issues and diagnostic reviews of the four at-grade crossings will not be arranged at this time. The RDA will contact he Commission and UPRR should coordination become necessary. No new environmental issues have been raised by this comment; thus, no further analysis is warranted

Comment D-4

Any modifications to existing crossings are within the scope of Commission General Order (GO) 88-B: "Rules for Altering Public Highway-Rail Crossings." A request for authorization must be submitted to the Commission through RCES. It must be noted that a GO 88-B authority is granted at staff level, with a short processing period of two to six weeks. One of the primary prerequisites for a GO 88-B application is concurrence of all parties (railroad, local agency and Commission) to the proposed changes.

Response to Comment D-4

Please refer to the Response to PUC comment D-2 above. The Project does not propose or require the modification of any at-grade crossings. No new environmental issues have been raised by this comment; thus, no further analysis is warranted.

Letter E – State of California Governor's Office of Planning and Research State Clearing House and Planning Unit

The State of California Office of Planning and Research provided comments regarding the Mission Plaza Project in its letter dated May 12, 2011. The following discussion provides a response to the comments contained in that letter. A copy of the comment letter is included in Section 3 of this document.

Comment E-1

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. The review period closed on May 11, 2011, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Response to Comment E-1

The State Clearing House acknowledges that the Redevelopment Agency for the County of Riverside has complied with the envrionmental review requirements pursuant to CEQA for this project. No further response is necessary.

III. COMMENT LETTERS RECEIVED

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

Jane F. Anderson, President
Kenneth J. McLaughlin, Vice President
Kathryn Bogart, Director
Robert "Bob" Craig, Director
Betty A. Anderson, Director

Jurupa
Community Services District

April 14, 2011

Ms. Cheryl DeGano
Albert A. Webb Associates
3788 McCray Street
Riverside, CA 92506

RE: NOTICE OF INTENSION TO ADOPT A MITIGATED NEGATIVE DECLARATION FOR MISSION PLAZA

Ms. DeGano:

The Jurupa Community Services District (District) is in receipt of the attached initial study for the Mission Plaza located at the southeast corner of Mission Boulevard and Riverview Drive, north of Tilton Avenue. This project is in the unincorporated community of Rubidoux, Riverside County which is not within the boundaries of the District, hence this will not be reviewed by this office.

Should you have any questions, please contact me at (951) 685-7434 extension 101 or by email at bfrusher@jcsd.us.

Sincerely,

Bob Frusher
Development Engineering Supervisor

Enclosure: one initial study, one letter
4203 Engineer/nh

PROJECT MGMT OFFICE

2011 APR 21 PM 12:15

MORONGO BAND OF MISSION INDIANS

A SOVEREIGN NATION

April 19, 2011

Redevelopment Agency for the County of Riverside
3403 10th Street
Suite 500
Riverside, CA 92501

SUBJECT: NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION
Project Name: Mission Plaza
Jurupa Valley Project Area Redevelopment Area

Thank you for contacting the Morongo Band of Mission Indians regarding the above referenced project. The Tribe greatly appreciates the opportunity to review the project and, respectfully, offer the following comments.

The project is outside of the Tribe's current reservation boundaries but within an area that may be considered a traditional use area or one in which the Tribe has cultural ties (e.g. Cahuilla/Serrano territory). It appears that the Mitigated Negative Declaration adequately addresses all Tribal concerns with the findings contained in the Cultural Resources Section of the environmental analysis. Based upon this finding, the Morongo Band of Mission Indians has no further comment at this time.

If I may be of further assistance with regard to this matter, please do not hesitate to contact me at your convenience.

Very truly yours,

MORONGO BAND OF MISSION INDIANS

Franklin A. Dancy,
Director of Planning

12700 PUMARRA ROAD · BANNING, CA 92220 · 951-849-4697 · FAX 951-849-4425

Linda S. Adams
Acting Secretary for
Environmental Protection

PROJECT MGMT OFFICE
2011 MAY -5 AM 11:23

Department of Toxic Substances Control

Leonard E. Robinson
Acting Director
5796 Corporate Avenue
Cypress, California 90630

Edmund G. Brown Jr.
Governor

May 3, 2011

Ms. Claudia Steiding
Redevelopment Agency for the County of Riverside
3403 10th Street, Suite 500
Riverside, CA 92501

DRAFT MITIGATED NEGATIVE DECLARATION (ND) FOR MISSION PLAZA (SCH# 2011041039)

Dear Ms. Steiding:

The Department of Toxic Substances Control (DTSC) has received your submitted document for the above-mentioned project. As stated in your document: "The Project evaluated in this Initial Study (IS) is the acquisition of property, the demolition of existing structures as further discussed in the following paragraphs. the redevelopment of the Mission Plaza shopping center and surrounding properties, infrastructure improvements to serve the new development, and the potential sale or lease of all or a portion of the Project by the Redevelopment Agency for the County of Riverside to another public agency or a private party. The Project site is located within the Jurupa Valley Project Area (JVPA) Redevelopment Area and encompasses approximately 29 acres. The Project includes an application for a Conditional Use Permit (CUP No. 03665) in order to develop 118.663 square feet of commercial retail uses including a supermarket drug store, and seven retail shops, and the preservation of three commercial building totaling 21,755 square feet. The project also will include the construction of up to 301 dwelling units, a one-acre community park, interior circulation, and infrastructure to serve the residential units".

Based on the review of the submitted document DTSC has the following comments:

1) The document states that the ND would identify any known or potentially contaminated sites within the proposed project area.

2) The document states that the ND would identify any known or potentially contaminated sites within the proposed project area. For all identified sites, the

ND should evaluate whether conditions at the site may pose a threat to human health or the environment. Following are the databases of some of the regulatory agencies:

- National Priorities List (NPL): A list maintained by the United States Environmental Protection Agency (U.S.EPA).
- EnviroStor, a database primarily used by the California Department of Toxic Substances Control, at www. Envirostor.dtsc.ca.gov.
- Resource Conservation and Recovery Information System (RCRIS): A database of RCRA facilities that is maintained by U.S. EPA.
- Comprehensive Environmental Response Compensation and Liability Information System (CERCLIS): A database of CERCLA sites that is maintained by U.S.EPA.
- Solid Waste Information System (SWIS): A database provided by the California Integrated Waste Management Board which consists of both open as well as closed and inactive solid waste disposal facilities and transfer stations.
- GeoTracker: A List that is maintained by Regional Water Quality Control Boards.
- Local Counties and Cities maintain lists for hazardous substances cleanup sites and leaking underground storage tanks.
- The United States Army Corps of Engineers, 911 Wilshire Boulevard, Los Angeles, California, 90017, (213) 452-3908, maintains a list of Formerly Used Defense Sites (FUDS).

3) The ND should identify the mechanism to initiate any required investigation and/or remediation for any site that may be contaminated, and the government agency to provide appropriate regulatory oversight. If hazardous materials or wastes were stored at the site, an environmental assessment should be conducted to determine if a release has occurred. If so, further studies should be carried out to delineate the nature and extent of the contamination, and the potential threat to public health and/or the environment should be evaluated. It may be necessary to determine if an expedited response action is required to reduce existing or potential threats to public health or the environment. If no immediate threat exists, the final remedy should be implemented in compliance with state lows, regulations and policies.

4) The project construction may require soil excavation and soil filling in certain areas. Appropriate sampling is required prior to disposal of the excavated soil. If the soil is contaminated, properly dispose of it rather than placing it in another location. Land Disposal Restrictions (LDRs) may be applicable to these soils. Also, if the project proposes to import soil to backfill the areas excavated, proper sampling should be conducted to make sure that the imported soil is free of contamination.

5) Human health and the environment of sensitive receptors should be protected during the construction or demolition activities. A study of the site overseen by the appropriate government agency might have to be conducted to determine if there are, have been, or will be, any releases of hazardous materials that may pose a risk to human health or the environment.

6) If during construction/demolition of the project, soil and/or groundwater contamination is suspected, construction/demolition in the area should cease and appropriate health and safety procedures should be implemented. If it is determined that contaminated soil and/or groundwater exist, the ND should identify how any required investigation and/or remediation will be conducted, and the appropriate government agency to provide regulatory oversight.

7) If weed abatement occurred, onsite soils may contain herbicide residue. If so, proper investigation and remedial actions, if necessary, should be conducted at the site prior to construction of the project.

8) If it is determined that hazardous wastes are, or will be, generated by the proposed operations, the wastes must be managed in accordance with the California Hazardous Waste Control Law (California Health and Safety Code, Division 20, Chapter 6.5) and the Hazardous Waste Control Regulations (California Code of Regulations, Title 22, Division 4.5). If it is determined that hazardous wastes will be generated, the facility should also obtain a United States Environmental Protection Agency Identification Number by contacting (800) 618-6942. Certain hazardous waste treatment processes or hazardous materials, handling, storage or uses may require authorization from the local Certified Unified Program Agency (CUPA). Information about the requirement for authorization can be obtained by contacting your local CUPA.

9) DTSC can provide guidance for cleanup oversight through an Environmental Oversight Agreement (EOA) for government agencies that are not responsible parties, or a Voluntary Cleanup Agreement (VCA) for private parties. For additional information on the EOA or VCA, please see www.dtsc.ca.gov/SiteCleanup/Brownfields, or contact Ms. Maryam Tasnif-Abbasi, DTSC's Voluntary Cleanup Coordinator, at (714) 484-5489.

If you have any questions regarding this letter, please contact me at ashami@dtsc.ca.gov, or by phone at (714) 484-5472.

Sincerely,

Al Shami
Project Manager
Brownfields and Environmental Restoration Program

cc: Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044
state.clearinghouse@opr.ca.gov

CEQA Tracking Center
Department of Toxic Substances Control
Office of Environmental Planning and Analysis
P.O. Box 806
Sacramento, California 95812
ADelacr1@dtsc.ca.gov

CEQA # 3197

STATE OF CALIFORNIA
EDMUND G. BROWN JR., *Governor*

PUBLIC UTILITIES COMMISSION
320 WEST 4TH STREET, SUITE 500
LOS ANGELES, CA 90013

May 4, 2011

Claudia Steiding
Redevelopment Agency for the County of Riverside
3403 10th Street, 5th Floor
Riverside, CA 92501

2011 MAY -9 AM 11:57
PROJECT MGMT OFFICE

Dear Ms. Steiding:

Re: SCH# 2011041039; Mission Plaza

The California Public Utilities Commission (Commission) has jurisdiction over the safety of highway-rail crossings (crossings) in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission exclusive power on the design, alteration, and closure of crossings.

The Commission's Rail Crossings Engineering Section (RCES) is in receipt of the *Notice of Completion & Environmental Document Transmittal- Mitigated Negative Declaration* from the State Clearinghouse for the proposed Mission Plaza Project in the City of Rubidoux (City). RCES has the following concern:

- The proposed project site is located near the intersection of Mission Boulevard and Riverview Drive. There are four nearby at-grade crossings within two miles of the project location, all on the Union Pacific Railroad Company's Los Angeles Subdivision railroad tracks. These four at-grade crossings are:

    - Jurupa Road (DOT #: 810985G);
    - Mission Boulevard (DOT #: 810986N);
    - Pacific Avenue (DOT #: 810989J); and
    - La Rue Street (DOT #: 810988C)

    RCES staff is concerned that the proposed project may increase vehicle and pedestrian traffic at all four crossings. RCES staff recommends the Redevelopment Agency implement safety measures at all four crossings. Safety measures to consider include, but are not limited to, the planning for grade separations and safety improvements to the existing at-grade crossings.

- RCES also recommends that a traffic study should be undertaken to consider traffic impacts at all nearby crossings.

The Redevelopment Agency should arrange a meeting with the Commission's RCES, and UPRR to discuss relevant safety issues and to conduct diagnostic reviews of the impacted crossings due to the proposed project.

Any modifications to existing crossings are within the scope of Commission General Order (GO) 88-B: "Rules for Altering Public Highway-Rail Crossings." A request for authorization must be submitted to the Commission through RCES. It must be noted that a GO 88-B authority is granted at staff level, with a short processing period of two to six weeks. One of the primary prerequisites for a GO 88-B application is concurrence of all parties (railroad, local agency and Commission) to the proposed changes.

If you have any questions, please contact me at 213-576-1399 or email at bll@cpuc.ca.gov.

Sincerely,

Bill Lay, P.E.
Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection & Safety Division

C: Ken Tom, UPRR

MISSION PLAZA

STATE OF CALIFORNIA

GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH

STATE CLEARINGHOUSE AND PLANNING UNIT

JERRY BROWN
GOVERNOR

May 12, 2011

PROJECT MGMT OFF
2011 MAY 16 PM 12:

Claudia Steiding
Riverside County, Redevelopment Agency
3403 10th Street, 5th Floor
Riverside, CA 92501

Subject: Mission Plaza
SCH#: 2011041039

Dear Claudia Steiding:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. The review period closed on May 11, 2011, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Scott Morgan
Director, State Clearinghouse

1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2011041039
Project Title Mission Plaza
Lead Agency Riverside County

Type MND Mitigated Negative Declaration

Description The Project is the acquisition and remediation of the property identified as 5786 Mission Boulevard, the demolition of three commercial buildings at 5786 Mission Boulevard, 5770-5780 Mission Boulevard, and 5726 Mission Boulevard and the demolition of the Post Office at 5757 Tilton Avenue.
The Project includes an application of a Conditional Use Permit (CUP No. 03665) in order to develop 118,663 square feet of commercial retail uses including a supermarket, drug store, and seven retail shops, and the preservation of three commercial buildings totaling 21,755 square feet.
The Project will include the construction of up to 301 dwelling units (all of which may be allocated for lower-and moderate-income housing), a one-acre community park, interior circulation, and infrastructure to serve the residential units.

Lead Agency Contact

Name Claudia Steiding
Agency Riverside County, Redevelopment Agency
Phone (951) 955-0911 **Fax**
email
Address 3403 10th Street, 5th Floor
City Riverside **State** CA **Zip** 92501

Project Location

County Riverside
City
Region
Lat / Long 33° 59' 59" N / 117° 24' 44" W
Cross Streets Mission Boulevard & Riverview Drive, north of Tilton Avenue
Parcel No. 181-020-022, 023, 026, 027
Township 2S **Range** 5W **Section** 16 **Base** SBB&M

Proximity to:

Highways Hwy 60
Airports Flabob Airport
Railways
Waterways
Schools Jurupa USD
Land Use The Project site is zoned R-VC, West (Rubidoux Village Commercial) and R-3-2500 (General Residential)

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Economics/Jobs; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 6; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Resources, Recycling and Recovery; Caltrans, Division of Aeronautics; California Highway Patrol; Caltrans, District 8; Department of Housing and Community Development; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 8; Department of Toxic Substances Control; Native American Heritage Commission

Note: Blanks in data fields result from insufficient information provided by lead agency.

Document Details Report
State Clearinghouse Data Base

Date Received 04/12/2011 *Start of Review* 04/12/2011 *End of Review* 05/11/2011

Note: Blanks in data fields result from insufficient information provided by lead agency.

Final Initial Study/Mitigated Negative Declaration

Mission Plaza

General Plan Amendment 01108
Change of Zone 07758
Conditional Use Permit 03665

EA 1206001902

SCH 2011041039

Prepared by:

Redevelopment Agency for
the County of Riverside
3403 10th Street, Suite 500
Riverside, CA 92501

Assisted by:

3788 McCray Street
Riverside, CA 92506

April 11, 2011
Revised May 18, 2011

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Appendix A Air Quality and Greenhouse Gas Impact Analysis

Appendix B Western Riverside County Multiple Species Habitat Conservation Plan Consistency Analysis for County of Riverside Mission Plaza Project

Appendix C.1 Phase I Cultural Resources Assessment

Appendix C.2 Letter from Native American Heritage Commission re Tribal Consultation per Government Code §§ 6592, 65351, 65352.3, 65352.4, 65560 and 6556235 (SB 18) for General Plan Amendment 01108, Mission Plaza Project

Appendix C.3 Letters from Riverside County Planning Department re: Native American Consultation request for General Plan Amendment NO. 1108 (Fast Track No. 2011-02 – Request for Shortened Tribal Response Deadline

Appendix D Geotechnical Investigation, Proposed Mission Plaza Project

Appendix E.1 Phase I Environmental Site Assessment, 5688-5780 Mission Boulevard

Appendix E.2 Phase I Environmental Site Assessment, 5786 Mission Boulevard

Appendix E.3 Phase II Environmental Site Investigation Report 5786 Mission Boulevard

Appendix E.4 Phase I Environmental Site Assessment, APNs 181-030-002; 181-041-002, 004, 007, & 008, 5757 Tilton Avenue

Appendix E.5 Corrective Action Plan, Work Plan for Additional Site Characterization, 5786 Mission Boulevard

Appendix E.6 Additional Site Characterization Report 5786 Mission Boulevard

Appendix E.7 County of Riverside Department of Environmental Health, Letter from Yvonne Reyes and Sharon Boltinghouse to Allie T. Mallad and Vikki Kuntz re: Site Cleanup at Former Gelato Restaurant located at 5786 Mission Blvd

Appendix F Acoustical Impact Analysis

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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 redevelopment of the proposed Mission Plaza Project, which includes on-site land uses, associated infrastructure, and property acquisition (hereinafter collectively referred to as the "Project"). In accordance with Section 15063 of the State *CEQA Guidelines*, this Initial Study (IS) is a preliminary analysis prepared by the Redevelopment Agency for 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
Redevelopment Agency for the County of Riverside
3403 10th Street, Suite 500
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 Directors. 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.

Incorporation by Reference

Pertinent documents relating to this Initial Study have been cited and incorporated, in accordance with Sections 15148 and 15150 of the State *CEQA Guidelines*, to eliminate the need for inclusion of large planning documents within the Initial Study. Of particular relevance are previous studies listed below that present information regarding description of the environmental setting, future development-related growth, and cumulative impacts. The following documents are hereby identified as being incorporated by reference:

Riverside County General Plan, June 2003

Riverside County Integrated Project, General Plan Final Program Environmental Impact Report (SCH No. 20020511430), June 2003

Jurupa Area Plan, County of Riverside General Plan, October 2003

COUNTY OF RIVERSIDE
ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY

Environmental Assessment (E.A.) Number: EA1206001902

Project Case Type (s) and Number(s): GPA 01108, COZ 07758, CUP 03665

Lead Agency Name: Redevelopment Agency for the County of Riverside

Address: 3403 10th Street, Suite 500, Riverside, CA 92501

Contact Person: Claudia Steiding

Telephone Number: (951) 955-8174

Applicant's Name: Redevelopment Agency for the County of Riverside

Applicant's Address: 3403 10th Street, Suite 500, Riverside, CA 92501

I. PROJECT INFORMATION

A. Project Description:

The Project evaluated in this Initial Study (IS) is the acquisition of property, the demolition of existing structures as further discussed in the following paragraphs, the redevelopment of the Mission Plaza shopping center and surrounding properties, infrastructure improvements to serve the new development, and the potential sale or lease of all or a portion of the Project by the Redevelopment Agency for the County of Riverside to another public agency or a private party. The Project site is located within the Jurupa Valley Project Area (JVPA) Redevelopment Area and encompasses approximately 29 acres. The Project site is generally located at the southeast corner of Mission Boulevard and Riverview Drive, north of Tilton Avenue in the unincorporated community of Rubidoux, Riverside County[1] (**Figure 1 – Vicinity Map, Figure 2 – Project Location Map)**. The Mission Plaza Project proposes a mix of commercial, recreational, and residential uses as shown in **Figure 3 – Land Use Plan** and summarized in **Table 1 – Proposed Land Uses**.

[1] Specifically, the Project site is located in the community of Rubidoux, which along with other communities in the Jurupa Valley area, voted in favor of incorporation as the City of Jurupa Valley on March 8, 2011, through the passage of Measure A. The election results were certified by the County Registrar of Voters on March 10, 2011, with 54 percent in favor. The City of Jurupa Valley will officially incorporate on July 1, 2011; however, it is anticipated this Project will come to the decision makers before this date.

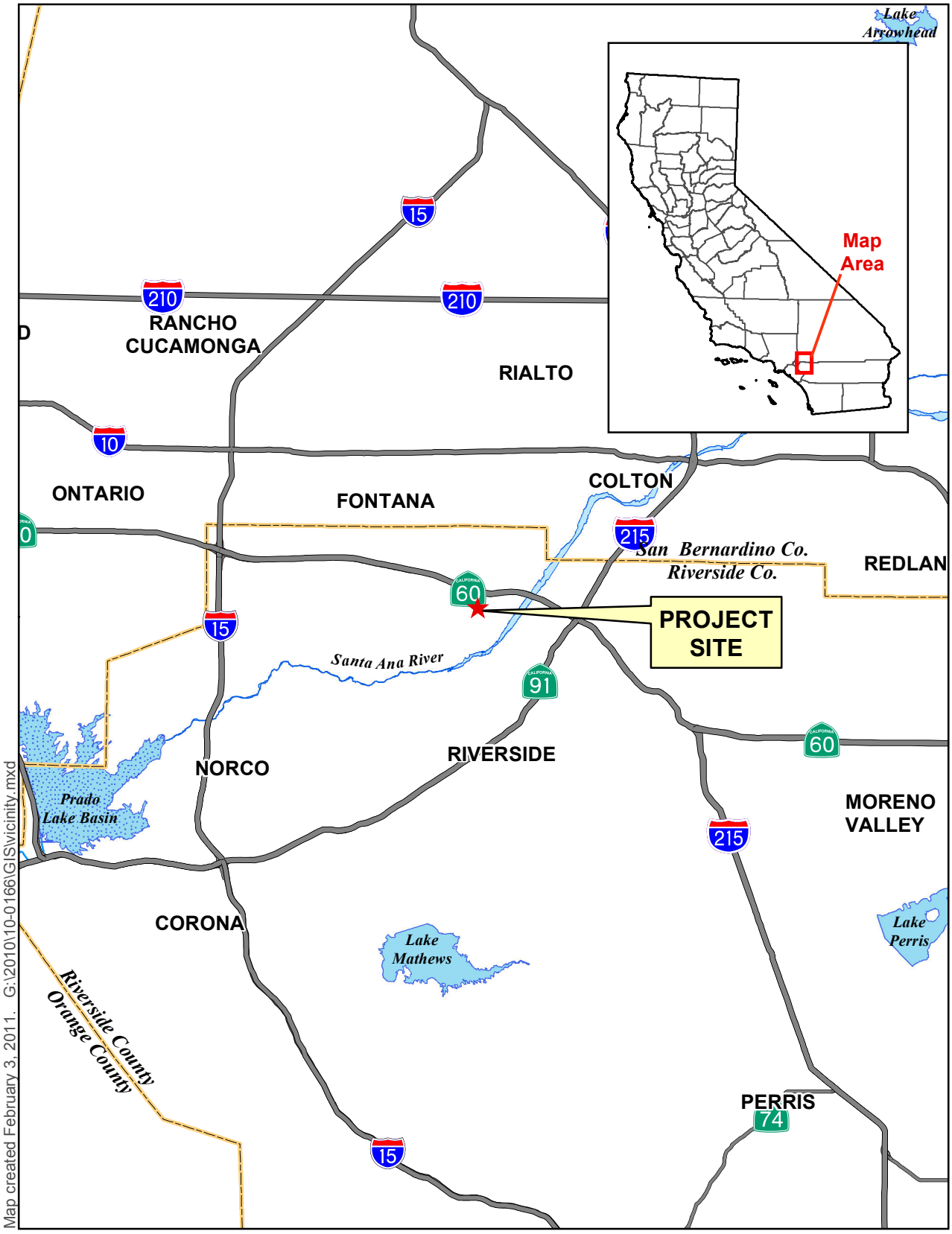
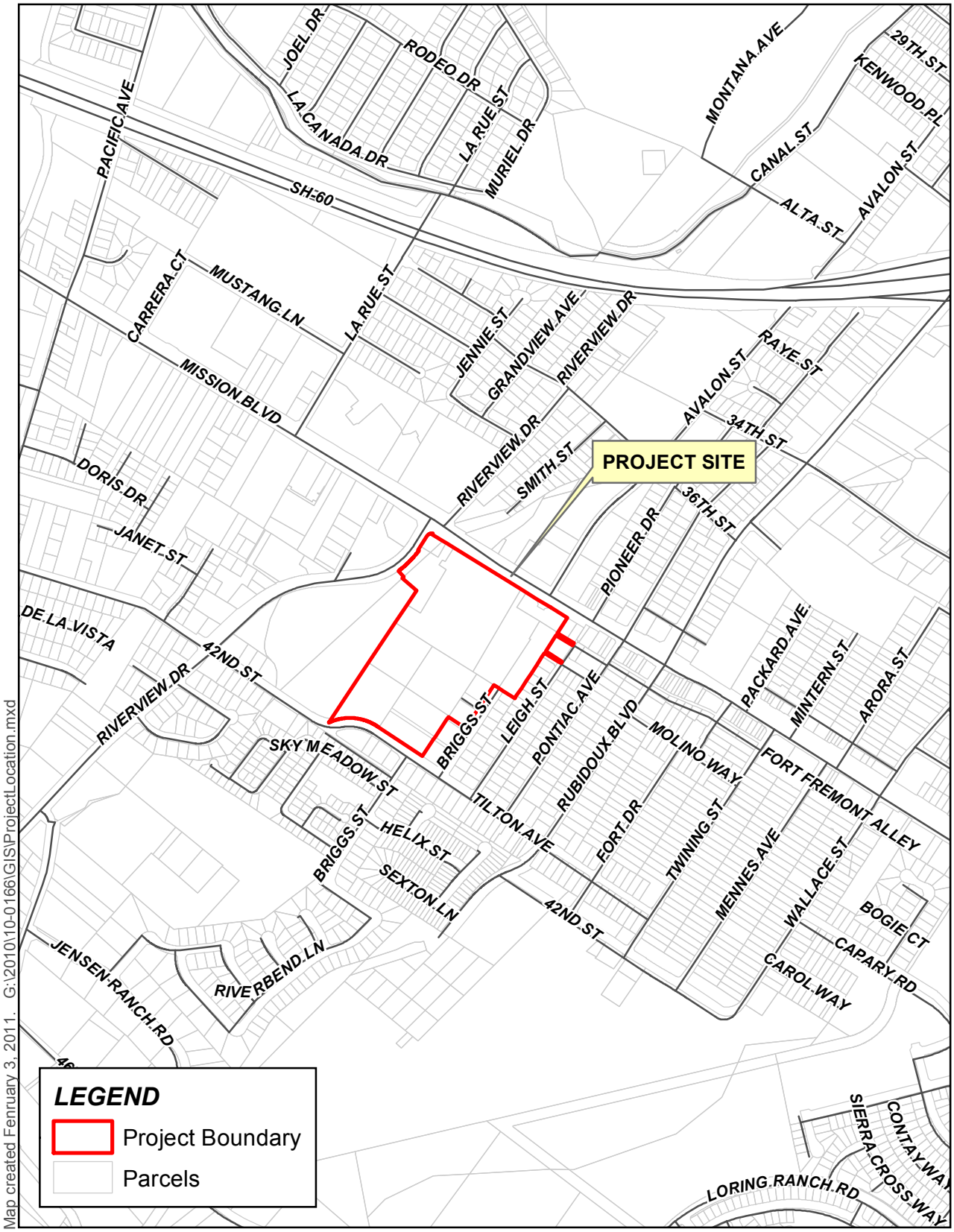


Figure 1. Vicinity Map

Mission Plaza



Sources: County of Riverside GIS, 2011;
Eagle Aerial, April 2010.

Figure 2. Project Location

Mission Plaza

N
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S

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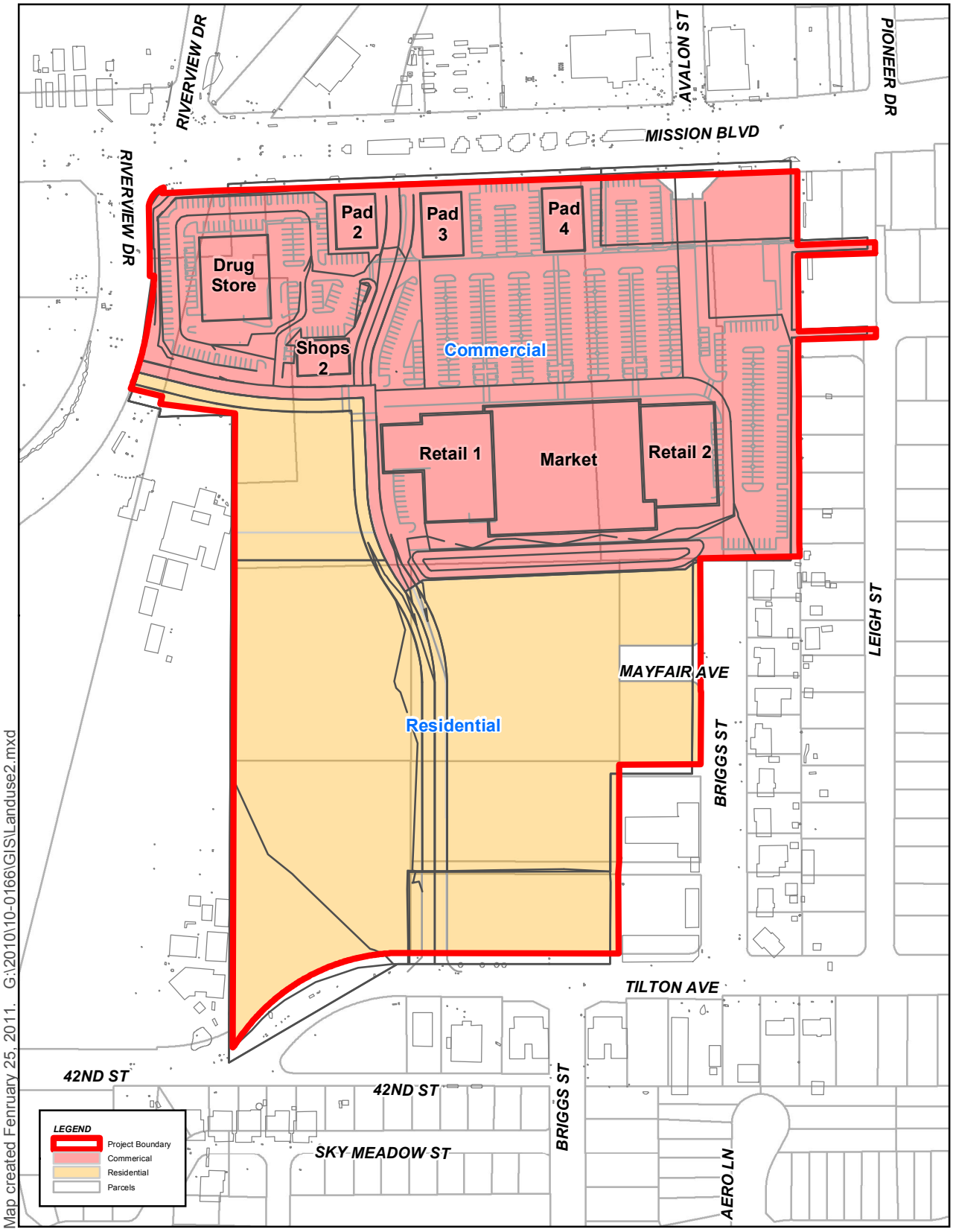


Sources: County of Riverside GIS, 2011;
Eagle Aerial, April 2010.

Figure 3. Proposed Landuse Plan

Mission Plaza

0 200 400 600 Feet

Table 1 – Proposed Land Uses

Land Use	Acreage
Commercial[1]	15.31
Very High Density Residential[2]	13.71
Total	29.02

Notes:
[1] Requires a General Plan Amendment to change General Plan Land Use Designation from High Density Residential to Commercial Retail on 0.39 acre

[2] Requires a General Plan Amendment to change General Plan Land Use Designation from Commercial Retail (CR) to Very High Density Residential (VHDR) on 1.76 acres, and from High Density Residential (HDR) to Very High Density Residential (VHDR) on 11.~~95~~56 acres

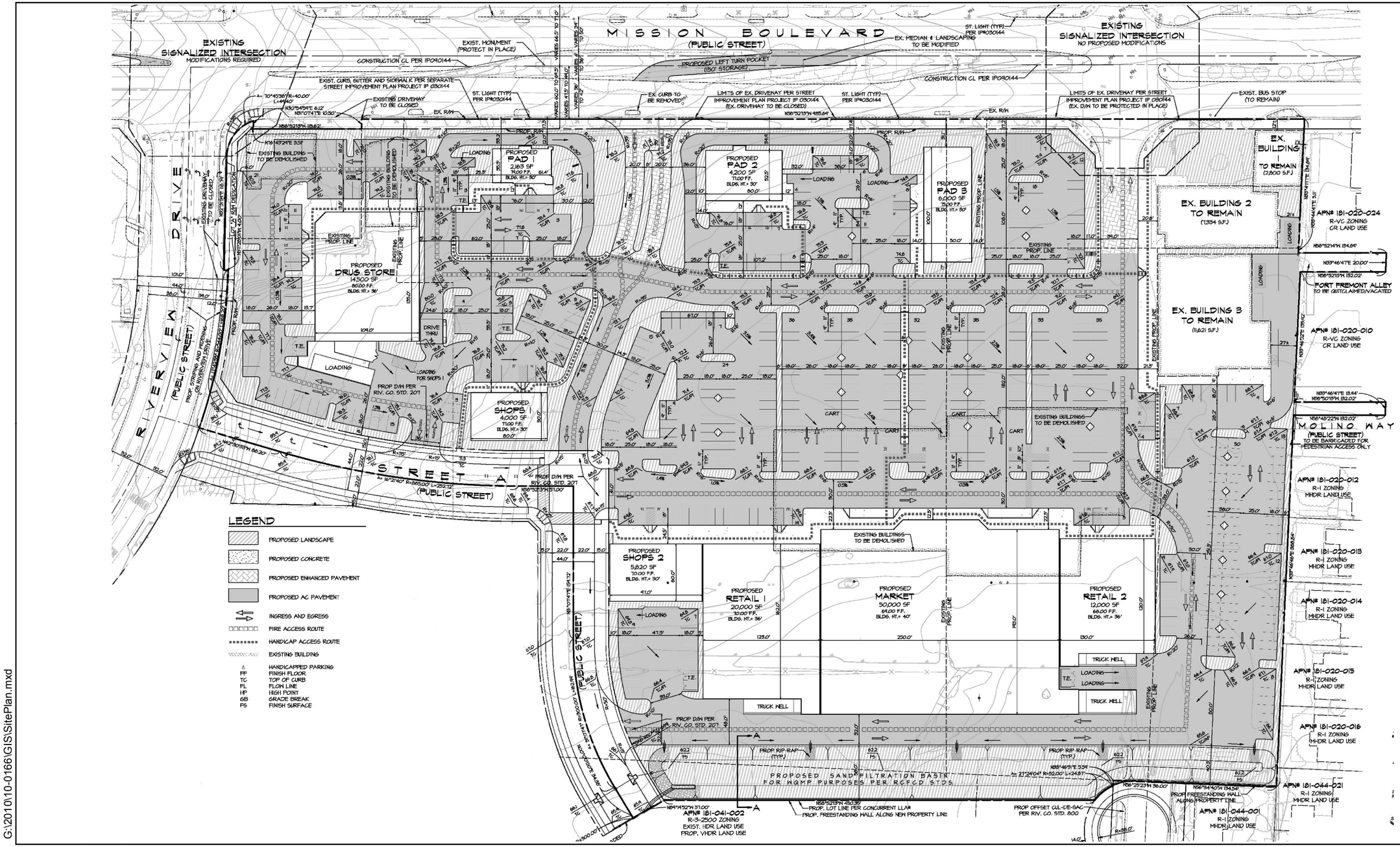
To implement the land uses identified in **Table 1**, the Project proposes: (i) the acquisition and remediation of the property identified as 5786 Mission Boulevard;(ii) demolition of the Rubidoux Post Office and certain buildings at the Mission Plaza shopping center; (iii) land use entitlements, specifically a general plan amendment, change of zone, and conditional use permit; (iv) street improvements to Mission Boulevard, Briggs Road, Tilton Avenue and Riverview Drive, and the addition of two new roads extending between Riverview Drive and the residential site to the south (shown in **Figure 4 – Commercial Site Plan**); (v) water and sewer line connections to facilities owned and operated by the Rubidoux Community Services District (RCSD); and (vi) the installation of storm drains, and utility relocations.

Project Funding and Implementation

Funding and implementation of the Project will be facilitated by three separate parties, each responsible for a different phase or component of the Project. These parties are the Redevelopment Agency for the County of Riverside ("RDA"), a commercial developer or developers ("Commercial Developer"), and a residential developer or developers ("Residential Developer"). The specific responsibilities of each party are outlined below.

Redevelopment Agency for the County of Riverside

The RDA , if it retains ownership of these properties, will be responsible for the acquisition and remediation of the property identified as 5786 Mission Boulevard; the demolition of three commercial buildings at 5786 Mission Boulevard, 5770–5780 Mission Boulevard, and 5726 Mission Boulevard; the demolition of the Post Office at 5757 Tilton Avenue; mass grading of the Project site, construction of off-site street improvements to Mission Boulevard, Riverview Drive, and Briggs Avenue, as specifically described under, "Project Related Infrastructure-Street Improvements" (water and sewer lines to serve the commercial development; relocation of any utilities required as part of the street improvements; and securing land use entitlements (i.e., GPA 01108, COZ 07758, a future change of zone and CUP 03665) as further described in the following paragraphs. In the event the RDA sells or otherwise conveys ownership to a Commercial Developer(s) and/or Residential Developer(s), such developer will assume responsibility for the actions and/or improvements described herein.



G:\2010\10-0166\GIS\SitePlan.mxd

Sources: Albert A. Webb

Figure 4. Commercial Site Plan
Mission Plaza

Commercial Developer

The Commercial Developer(s) will be responsible for the development of nine new retail locations totaling 118,683 square feet on an existing 14.32-acre commercial site as shown on CUP 03665 and as further discussed below; the preservation of three existing buildings (totaling 21,800 square feet); water and sewer line connections for the commercial site to facilities owned and operated by RCSD; construction of a sand-filtration basin to mitigate the increased runoff that will be generated by the increase in impervious surfaces; any on-site utility relocations required to develop the commercial site; and resurfacing of an existing parking lot.

Residential Developer

The Residential Developer(s) will be responsible for obtaining a plot plan for the residential portion of the Project; the final design and construction of up to 301 dwelling units (100% of which may be allocated for lower- and moderate-income housing); a one-acre community park; and infrastructure to serve the residential units; street improvements as specifically described under, "Project Related Infrastructure-Street Improvements," any interior streets that may be needed for circulation; water and sewer line connections to facilities owned and operated by RCSD; and the installation of storm drains, and utility relocations as needed.

Property Acquisition and Remediation

The Project proposes the acquisition of approximately 0.36 acres identified as 5786 Mission Boulevard (Assessor's parcel numbers 181-020-030 and 181-020-031) by the RDA. As a result of this property's previous use as a gas station, there are hydrocarbons present in the soil to a depth of at least 30 feet (URS 2010a, URS 2010b). The RDA would be responsible for the remediation of the contaminated soil at this location by either removal of the contaminated soil by excavation, with off-site disposal or on-site treatment by vapor extraction, or chemical/biological methods. All remediation work will be performed under an amendment to the *Corrective Action Plan Work Plan for Additional Site Characterization, 5786 Mission Boulevard,* September 30, 2010 (a copy of which is included as Appendix E.5 to this IS/MND), which must be approved by the County Department of Environmental Health and shall include additional subsurface soil and groundwater investigation to delineate the extent of petroleum impact at the site (DEH).

Demolition

The RDA would be responsible for the demolition of three commercial buildings which total 44,600 square-feet and are identified as 5786 Mission Boulevard (APNs 181-020-030 and 181-020-031), 5770-5780 Mission Boulevard (APN 181-020-027), and 5726 Mission Boulevard (APN 181-020-028); and the demolition of one institutional building (the Post Office) totaling 14,000 square feet located at 5757 Tilton Avenue (APN~~s~~ 181-041-007 ~~and 181-041-006~~).

Entitlements

The current General Plan Land Use designation for the entire Project site is Commercial Retail (CR) and High Density Residential (HDR). The Project proposes a General Plan Amendment (GPA 01108) to change 0.39 acres from HDR to CR, 1.76 acres from CR to Very High Density Residential (VHDR), and 11.~~95~~56 acres from HDR to VHDR, as shown in **Figure 5a – General Plan Amendment.**

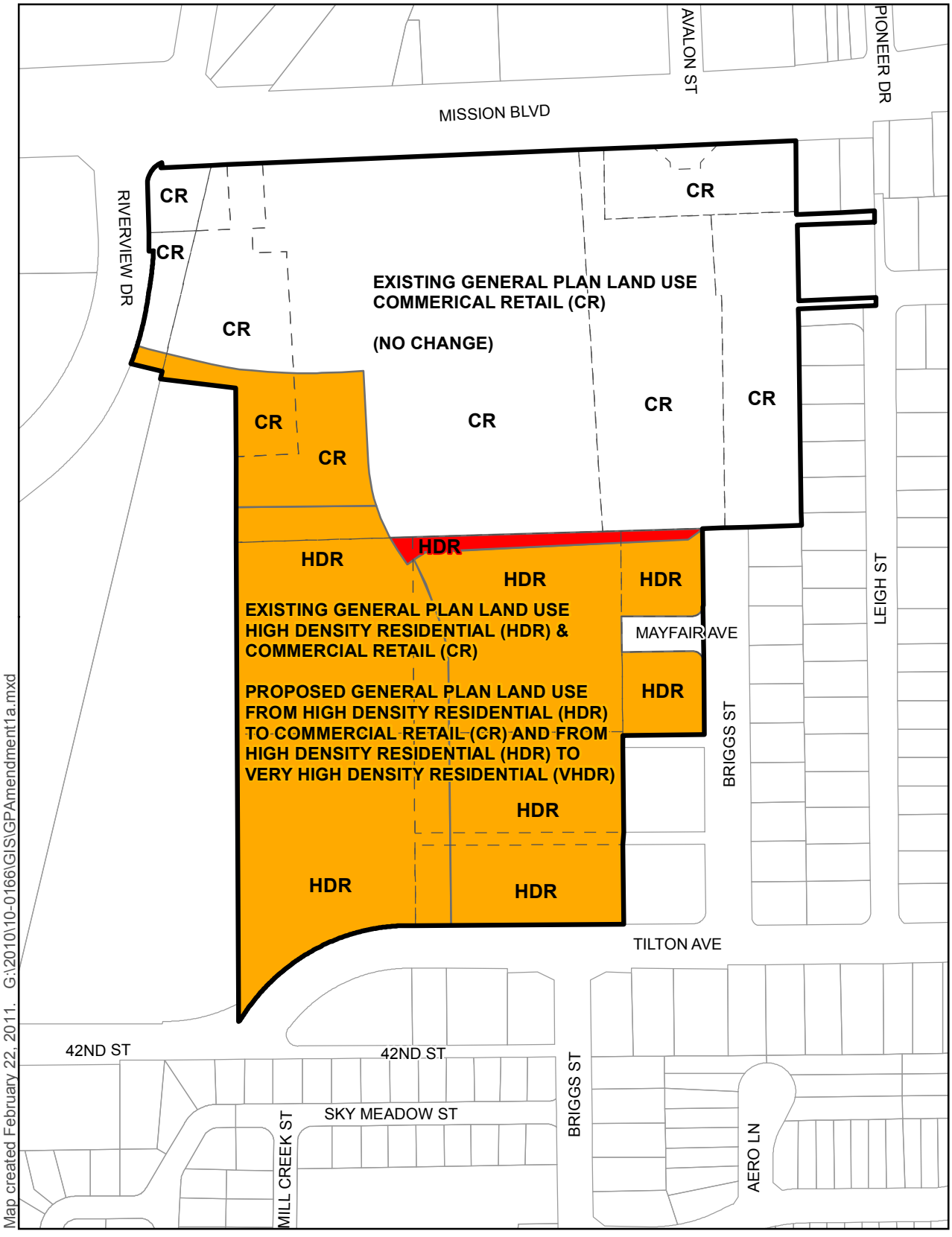


Figure 5a
General Plan Amendment
Mission Plaza

0 200 400 600
Feet

Albert A. WEBB Associates

A Change of Zone (COZ 07758) is proposed as a part of the Project in order to denote the boundary between the proposed commercial and residential uses and to change the zone to allow the proposed commercial and residential development. As shown in **Figures 6a and 6b – Change of Zone**, COZ 07758 proposes to change approximately 14.92 acres from the existing zoning of Rubidoux Village Commercial (R-VC West), ~~General Residential (R-3-2500), and General Commercial (C-1/C-P)~~ to General Commercial (C-1/C-P). ~~and General Residential (R-3)~~. A future change of zone application will be submitted at a later date to change the existing zoning of approximately 0.39 acres from General Residential (R-3-2500) to General Commercial (C-1/C-P); 5.55 acres from General Commercial (C-1/C-P) to General Residential (R-3); and 6.01 acres from General Residential (R-3-2500) to General Residential (R-3). The Project also includes an application for a Conditional Use Permit (CUP 03665) in order to redevelop the Mission Plaza shopping center. Lastly, a Lot Line Adjustment and/or Parcel Merger may be submitted at a future date to reflect the boundaries of future parcels.[2] An analysis of GPA 01108 and COZ 07758 with respect to land use consistency is discussed further in topic item **27(a), Land Use**, below (the previous analysis included a discussion of the currently proposed land uses).

Sale or Lease of all or a Portion of the Project

The Redevelopment Agency for the County of Riverside may at anytime sell or lease all or a portion of the Project site to another public agency or a private entity.

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[2] During the course of the Draft IS/MND 30-day public review period that began on April 12, 2011 and ended on May 11, 2011, the entitlement applications that were described in the Draft IS/MND were modified. The modifications to the entitlement applications are described in this Final IS/MND. The modifications to the entitlement applications during the 30-day public review period reflect changes to the timing in which the entitlement applications have been/will be submitted. The entitlement applications will now be submitted in two phases. The first phase of entitlement applications includes CUP No. 03665 and COZ No. 07758 which corresponds with the commercial portion of the Project site described under *Phase 1* in the Project Description. The second phase of entitlement applications will include a future change of zone application (as shown on Figure 6b) and GPA No. 01108 (as shown on Figure 5a). The second phase of entitlement applications corresponds to the residential portion of the Project site as described under *Phase 2* in the Project Description. The RDA will be responsible for securing the entitlement applications.

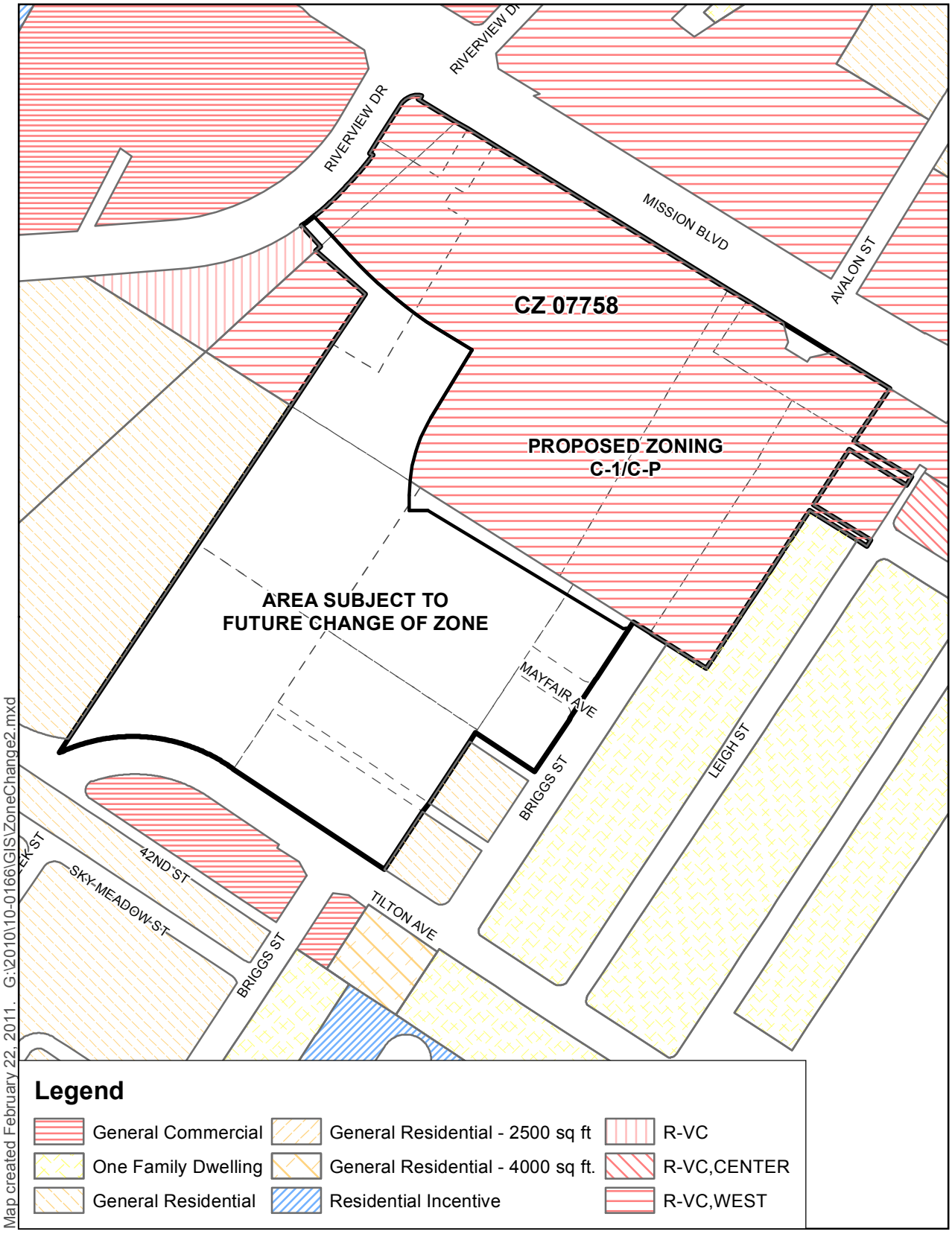


Figure 6a
Change of Zone #07758
Mission Plaza

Albert A. WEBB Associates

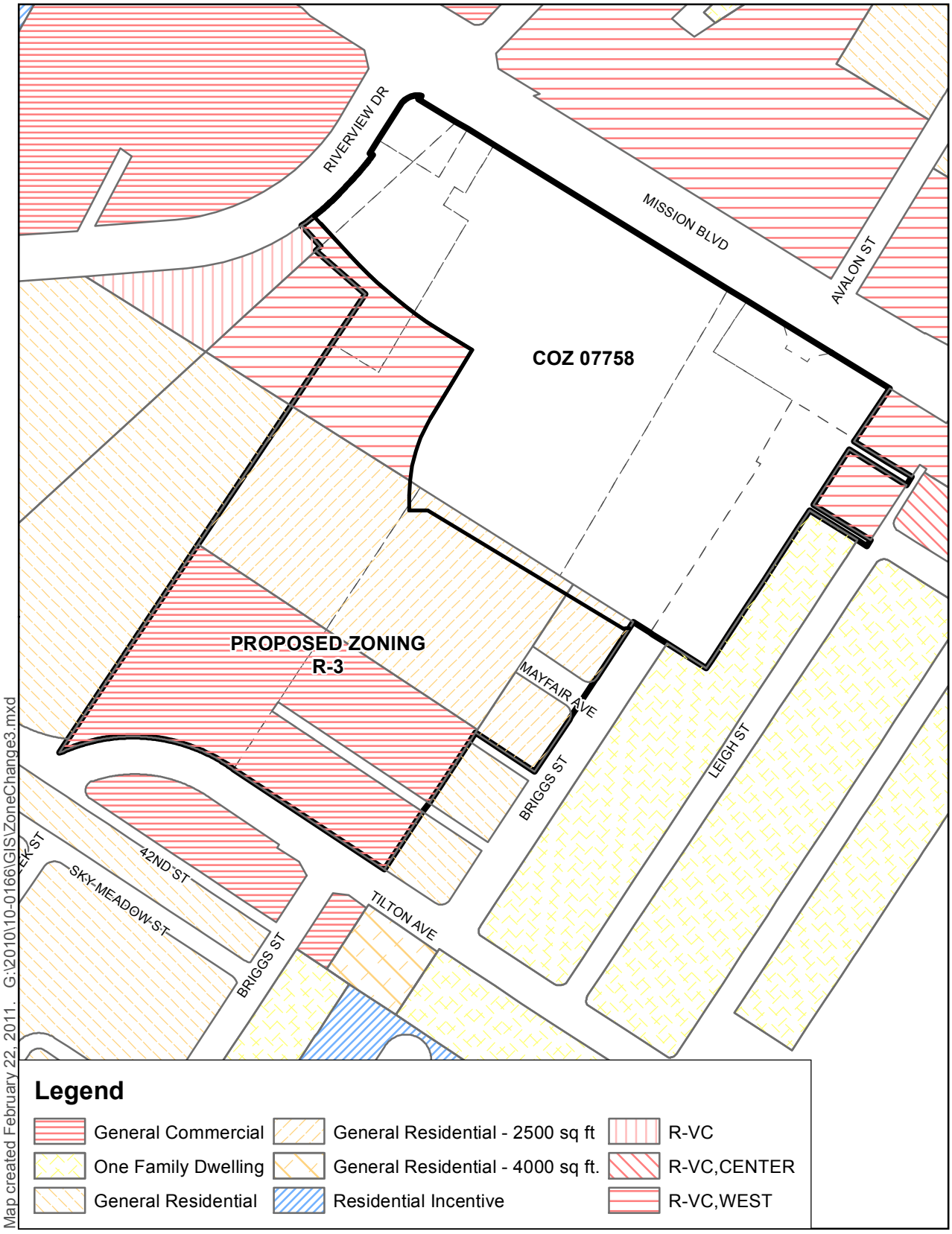


Figure 6b
Future Change of Zone
Mission Plaza

Albert A. WEBB Associates

Phase I

Funding and implementation of the Project will be facilitated by separate parties; therefore, the specific responsibilities of each party during the Phase 1 commercial retail portion of the Project are included in this discussion.

The Phase I commercial retail portion of the Project would include the redevelopment of an existing 14.32-acre commercial site. As such, Phase 1 would include the acquisition and remediation of the property identified as 5786 Mission Boulevard and the demolition of three commercial buildings which total 44,600 square feet and are identified as 5786 Mission Boulevard, 5770–5780 Mission Boulevard, and 5726 Mission Boulevard. The RDA will be responsible for the acquisition, remediation, and demolition of the buildings described above.

The Phase I commercial retail portion of the Project would also include the development of nine new retail locations per CUP 03665, the preservation of three existing buildings (totaling 21,800 square feet), and the resurfacing of an existing parking lot. The Commercial Developer(s) would be responsible for the development of the commercial portion of the Project site.

The specific tenants of the commercial component of the proposed Project have not been identified. The anticipated uses include: supermarket, specialty retail, pharmacy/drugstore, and fast-food restaurant as shown in **Figure 4** and summarized in **Table 2 – Proposed Commercial Uses**.

Table 2 – Proposed Commercial Uses

Type of Commercial Use	Square Footage
Supermarket	50,000
Pharmacy/Drugstore	14,500
Shops 1 [1]	4,000
Shops 2	5,820
Retail 1	20,000
Retail 2	12,000
Pad 1	2,163
Pad 2	4,200
Pad 3	6,000
Total Proposed	**118,683**
Existing Building 1 (to remain)	2,800
Existing Building 2 (to remain)	7,334
Existing Building 3 (to remain)	11,621
Total to Remain	*21,755*
Total Proposed + Existing	**140,438**

Phase II

Funding and implementation of the Project will be facilitated by separate parties; therefore, the specific responsibilities of each party during the Phase II residential portion of the Project are included in this discussion.

The Phase II residential portion of the Project would include the demolition of one institutional building (the Post Office) totaling 14,000 square feet located at 5757 Tilton Avenue (APN~~s~~ 181-041-007 ~~and 006~~). The RDA would be responsible for the demolition. With respect to timing, the demolition may take place at the same time as the Phase I demolition.

The residential portion of the Project would also include the final design and construction of up to 301 dwelling units (all of which may be allocated for lower-and moderate-income housing), a one-acre community park, interior circulation, and infrastructure to serve the residential units all of which will be located on an approximate 13.71-acre site. The Residential Developer(s) would be responsible for the design, obtaining all permits, and construction of the residential component, including related infrastructure improvements. The proposed residential uses are summarized in **Table 3 – Proposed Residential Uses**.

Table 3 – Proposed Residential Uses

Land Use	Acreage	Dwelling Units per Acre	Maximum Number of Dwelling Units[1]
Very High Density Residential (VHDR)[2]	13.71[3]	14–20	301[1]
Totals	**13.71**		**301**

Notes:

[1]In order to analyze the maximum number of potential dwelling units, this analysis takes into consideration that the County of Riverside General Plan Housing Element allows for a developer to increase the density of a residential development by at least 25 percent if provisions are made to provide 20 percent of the units to be allocated for lower-and moderate- income housing. Assuming a density bonus of 25 percent, the maximum number of dwellings allowed would be 301 (25 dwelling units per acre X 12.02 acres).

[2] Proposed General Plan Amendment to change, 1.76 acres from CR to VHDR and 11.~~95~~56 acres from HDR to VHDR.

[3]A total of 13.71 acres will be zoned VHDR, however, for analysis purposes 12.02 acres was examined. The difference of 1.69 acres removes from consideration the land allocated for the proposed park as well as public infrastructure improvements (i.e., streets).

The Phase II residential portion of the Project also includes an approximate one-acre park. Final park design and amenities will be determined at the time the residential plot plan is prepared; however, park amenities are anticipated to include a tot lot, benches, and a basketball court. The Residential Developer(s) would be responsible for the development of the park.

Project-Related Infrastructure

Street Improvements

The Project site is currently accessed via three points of entry: Mission Boulevard, Riverview Drive and Briggs Avenue. The Project proposes street improvements to Mission Boulevard along the frontage of the Project site consisting of paving, curbs, gutters, and a new driveway to the Project site (**Figure 4**). A portion of the existing median in Mission Boulevard will be removed to allow vehicles travelling west on Mission Boulevard access to the Project site via a left turn at the new Project driveway. The RDA would be responsible for street improvements needed to serve the commercial development:

Improvements to be Constructed by RDA

Roadways

- Construct full-width improvements on Street "A"[3] at its ultimate cross section as a collector street (44-foot curb to curb/74-foot right-of-way) from Riverview Drive to Street "B."
- Construct full-width improvements on Street "B" at its ultimate cross section as a collector street (44-foot curb to curb/74-foot right-of-way) from Street "A" to the southern boundary of the commercial site.
- Construct partial width improvements on the south side of Mission Boulevard at its ultimate cross-section as a modified urban arterial highway (105-foot curb to curb/130.5-foot right-of-way) adjacent to Project boundary line.
- Construct partial width improvements on the east side of Riverview Drive at its ultimate cross section as a modified secondary highway (64-foot to 77-foot curb to curb/101-foot right-of-way) adjacent to the Project boundary line.

Intersections

- Construct the intersection of Riverview Drive North/South (NS) and Street "A" East/West (EW) with the following geometrics:
    - Northbound: One through lane; one shared through and right-turn lane
    - Southbound: One left-turn lane; two through lanes
    - Eastbound: Not applicable
    - Westbound: One left-turn lane; one right-turn lane; stop controlled
- Construct the intersection of Project Driveway West (NS) and Mission Boulevard (EW) to restrict movement to left-in; right-in (ingress) and right-out (egress) only with the following geometrics:
    - Northbound: One right-turn lane, stop controlled
    - Southbound: Not applicable
    - Eastbound: One through lane. One shared through and right-turn lane
    - Westbound: One left-turn lane. Two through lanes
- Modify the intersection of Avalon Street to Project Driveway East (NS) and Mission Boulevard (EW) to include the following geometrics:
    - Northbound: One shared left-turn, through and right-turn lane

[3] Streets "A" and "B" as shown on **Figure 4 – Commercial Site Plan**

- Southbound: One shared left-turn, through and right-turn lane
- Eastbound: One left-turn lane, one through lane, one shared through and right-turn lane
- Westbound: One left-turn lane, one through lane, one shared through and right-turn lane

Improvements to be Constructed by the Residential Developer(s)

Roadways

- Construct full width improvements on Street "B" at its ultimate cross-section as a collector street (44-foot curb to curb/74-foot right-of-way) from the southern boundary of the commercial site to Tilton Avenue.
- Construct partial width improvements on the north side of Tilton Avenue at its ultimate cross section as a modified collector (48-foot curb to curb/76-foot to 82-foot right-of-way) adjacent to Project boundary line.
- Construct partial width improvements on the west side of Briggs Street at its ultimate cross section as a (48-foot curb to curb/76-foot right-of-way) adjacent to the Project boundary line.

Intersections

- Construct the intersection of Street "B" (NS) and Tilton Avenue (EW) with the following geometrics:
  - Northbound: Not applicable
  - Southbound: One shared left-turn and right-turn lane; Stop controlled
  - Eastbound: One shared left-turn and through lane
  - Westbound: One shared through and right-turn lane

Water and Sewer Lines

Water and sewer service to the Project will be provided by the Rubidoux Community Services District (RCSD). RDA will be responsible for the replacement of an existing 6-inch diameter waterline with a 12-inch diameter waterline along Tilton Avenue. The Project proposes to connect to existing sewer facilities since no new facilities are required to serve the Project (RCSD 2011). The RDA will be responsible for any utility relocations needed to serve the commercial development. The Residential Developer(s) will be responsible for any utility relocations needed to serve the residential portion of the Project.

Storm Drains

The existing storm drain system does not have adequate capacity for existing development; therefore, the Project must include on- or off-site drainage facilities to completely mitigate for any increased runoff resulting from Project implementation. The commercial portion of the Project includes an on-site sand-filtration basin, which will be installed or funded by the RDA. Drainage facilities to serve the residential portion will be identified as part of the final design of the residential portion of the Project site and will be constructed by the Residential Developer(s).

Utilities

The Project will be served by utilities owned and operated by Southern California Edison (SCE), Southern California Gas Company (SCGC), and AT&T. The existing on-site utilities will be abandoned and relocated to serve the new Project configuration. The RDA will be responsible for any utility relocations needed to serve the commercial development or needed as a result of any RDA-funded infrastructure. The Residential Developer(s) will be responsible for any utility relocations needed to serve the residential portion of the Project.

Construction Phasing

Phase I will consist of the entire commercial retail portion of the Project including building demolition and hazardous material remediation of the property at 5786 Mission Boulevard, street improvements to be constructed by RDA, and any other infrastructure needed to serve the commercial development. Phase II will consist of the development of the residential portion of the Project including the street improvements to be constructed by the Residential Developer(s) and any other any other infrastructure needed to serve the residential development. Phase I is anticipated to be completed by 2014 and full development of Phase II is anticipated to be completed by 2016.

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. The following design features are also discussed in further detail in the environmental analysis of this IS/MND. Unless otherwise identified, the RDA Commercial Developer(s) and Residential Developer(s) will be responsible for implementing these features in connection with the portion of the Project for which each party is responsible.

<u>General Measures</u>

- Design and construction of facilities will be in accordance with good engineering practices, applicable government regulations, Riverside County Health Services Department and California Department of Health Services, Cal OSHA, Standard Specifications for Public Works Construction, Uniform Building Code (UBC), national Electric Code, and Uniform Fire Code (UFC).
- The Project will comply with all requirements to notify utility companies of impending construction, obtain relevant information regarding existing subsurface utilities, and if necessary consult with utility companies regarding the preservation and/or relocation of such utilities.

<u>Aesthetics (Lighting)</u>

- All temporary and permanent lighting installed by the RDA, Commercial Developer and Residential Developer will be shielded away from adjacent properties and directed downward and into the Project site.
- Street lights proposed to be installed by the RDA or Residential Developer in connection with associated street improvements will be designed in accordance with County standards.

Air Quality

- 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, track-out pads (maintained), and utilizing wheel washers for existing vehicles.
- 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.
- 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) and local building and construction standards and the recommendations contained in the *Geotechnical Investigation, Proposed Mission Plaza Project, Mission Boulevard and Briggs Street, Rubidoux Area, Riverside County, California, Prepared for Albert A. Webb Associates, Job No. 11015-3,* February 11, 2011, prepared by C.H.J., Incorporated (hereinafter referred to as the "Geotechnical Investigation Report"*)*. A copy of the Geotechnical Investigation Report is included as Appendix D.
- The Project will also be required to adhere to existing regulations relative to minimizing risk 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 Stormwater/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 storm water 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, waterbodies, 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.
- The Project will be 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 the control of soil erosion, which may include but are not limited to, soil binders (EC-5*[4]), mulch (EC-3, EC-6), permanent seeding or sodding.

Hazards

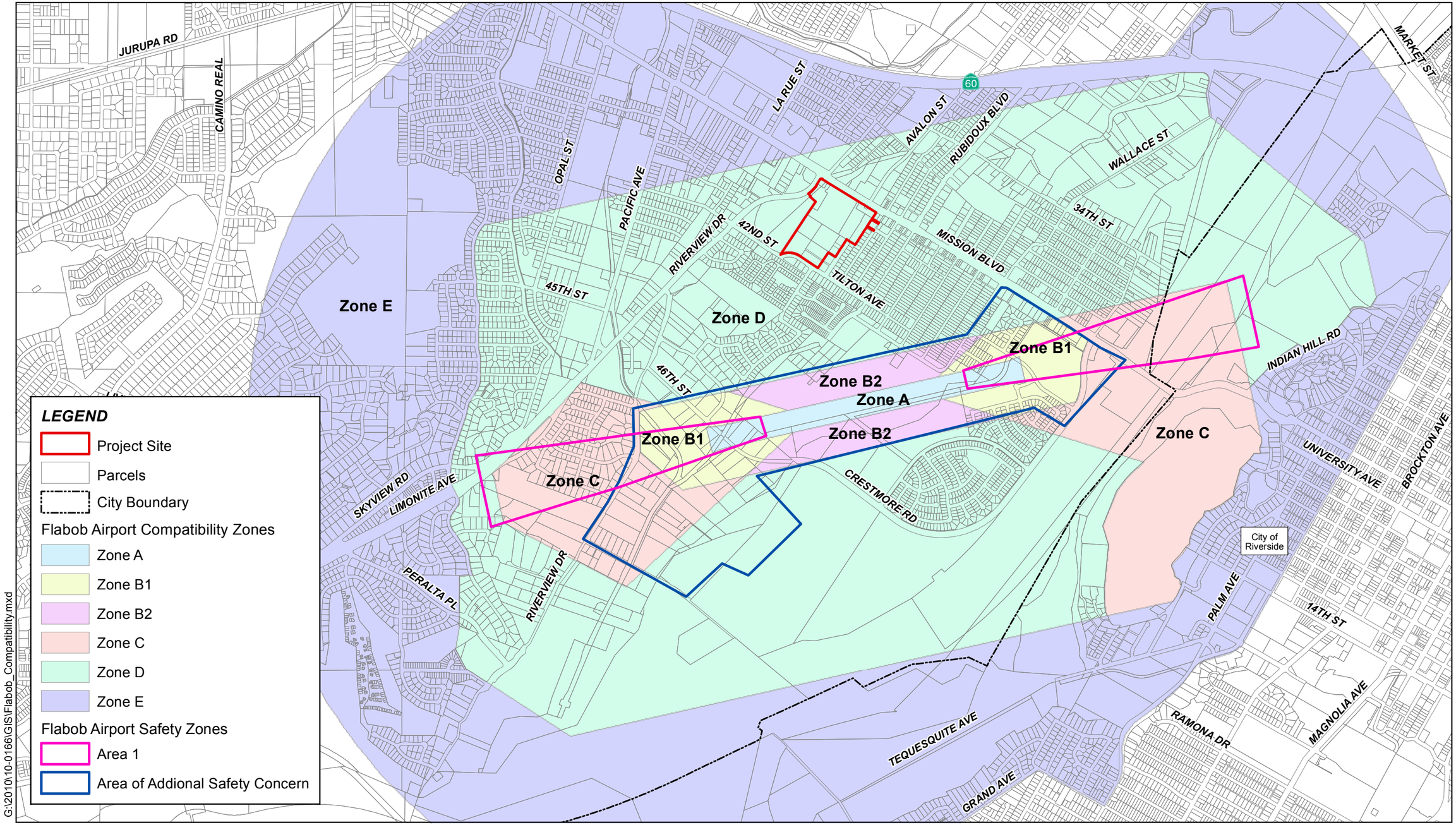
- Hazardous materials will be handled in accordance with federal, state, and county requirements.

[4] The numbers in parentheses are the BMP designations used in the *2003 California Stormwater Best Management Practice Handbook, Construction.*

- If any subsurface septic systems are present, the removals of such facilities shall conform to all federal, state, and county regulations.
- The construction contractors(s) will have *Constructions Safety Orders and General Industry Safety Orders*, which are issued by the California State Division of Industrial Safety, along with other required forms and plans at the work site. The construction contractor(s) will comply with provisions of these and all other applicable laws, ordinances and regulations.
- The construction contractor(s) will be responsible for implementing, administering and maintaining a confided space entry program for trenching activities.
- A *Material Safety Data Sheet* as described in Section 5194 of the *California Code of Regulations* will be retained by the construction contractor(s) and by the operator of any businesses from the manufacturer of any hazardous products that may be used at the Project site during construction or operation once construction is complete.
- The Project is located within one mile (approximately 3,000 feet northwest) of Flabob Airport (**Figure 7 – Flabob Airport Compatibility Zones and Safety Zones**) and will be subject to review by the Riverside County Airport Land Use Commission (RCALUC).

Hydrology and Water Quality

- Prior to approval of the grading plan, one or more Stormwater Pollution Prevention Plan(s) (SWPPP(s)) shall be prepared and implemented during the construction phase of each Project component in compliance with the requirements of the General Construction Permit and Santa Ana Region Water Discharge Requirements Permit issued by the State Water Resources Control Board (SWRCB). The SWPPP(s) shall identify BMPs to reduce or eliminate pollutants in storm water discharges and authorized non-stormwater discharges from that portion of the Project under construction. A copy of the SWPPP(s) shall be held by the Construction Contractor on the job site throughout the construction phase of each Project component.
- In compliance with the Santa Ana Regional Water Quality Control Board's, *Waste Discharge Requirements*, the Project proponent will prepare or have prepared a *Municipal Facility Pollution Prevention Plan* in accordance with the template and guidance found in Appendix J of the *Riverside County Drainage Area Management Plan.*
- The Project shall utilize the *Riverside County Water Quality Management Plan for Urban Runoff, Santa Ana Region, Santa Margarita Region (*Regional WQMP) which describes a wide-range of BMPs including site design BMPs, source control BMPs, and treatment control BMPs to minimize post-construction impacts to hydrology and water quality. Due to the Project being constructed in more than one phase and by more than one party [i.e., RDA, Commercial Developer(s), Residential Developer(s)], one or more Project-specific Water Quality Management Plans (WQMPs) shall be prepared. The WQMPs will be completed prior to the issuance of a grading permit for any portion of each Project component, as appropriate. The Project-specific WQMPs may identify specific site design, source control, and treatment control BMPs for each Project component.



Sources: RCALUC, Dec. 2004;
County of Riverside, 2011.

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N W WEBB E S

Figure 7. Flabob Airport Compatibility Zones and Safety Zones

Mission Plaza

- The commercial portion of the Project includes landscaping and the Project-specific WQMPs may incorporate other site design BMPs such as a sand-filtration basin, biofilters, and/or structural controls. Source control BMPs that may be incorporated in the Project-specific WQMP for the commercial portion of the Project includes roof runoff controls (CD-11[5]), efficient irrigation (SD-12), storm drain system signs (SD-13), previous pavement (SD-20), trash enclosures (SD-32) and/or, vehicle washing areas. Treatment control BMPs that may be incorporated in the Project-specific WQMP includes a sand-filtration basin. The BMPs identified in the Project-specific WQMP for the commercial portion of the Project shall be implemented and maintained throughout the operation phase of the Project.
- The residential portion of the Project is expected to include landscaping and the Project-Specific WQMP may incorporate other site design BMPs such as a detention basin(s), biofilters, and/or structural controls. Source control BMPs that may be incorporated in the Project-Specific WQMP for the residential portion of the Project includes roof runoff controls (CD-11[6]), efficient irrigation (SD-12), storm drain system signs (SD-13), previous pavement (SD-20), trash enclosures (SD-32) and/or, vehicle washing areas. Treatment control BMPs that may be incorporated in the Project-specific WQMP includes filtration, detention and/or biofiltration. The BMPs identified in the Project-specific WQMP for the residential portion of the Project 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.
- The construction contractor(s) will locate all stationary construction equipment so that emitted noise is directed away from the apartments nearest to the Project site.

Parks

- The Residential Developer(s) will pay Quimby fees or dedicate land pursuant to Ordinance No. 460.

Public Services Facilities

- The Commercial Developer(s) and Residential Developer(s) will pay the Riverside County Development Impact Fee (DIF) pursuant to Ordinance No. 651.
- The Commercial Developer(s) and Residential Developer(s) will pay school mitigation fees to the Jurupa Unified School District as required by state and local laws.

Transportation/ Circulation

- Construction traffic, including material deliveries and construction workers' vehicles, will use existing roads to access the Project site.
- The Commercial Developer(s) and Residential Developer(s) will pay Transportation Uniform Mitigation Fees (TUMF) pursuant to Ordinance No. 824.

[5] The numbers in parentheses are the BMP designations used in the *2003 California Stormwater Best Management Practice Handbook*; *New Development and Redevelopment*.

[6] The numbers in parentheses are the BMP designations used in the *2003 California Stormwater Best Management Practice Handbook*; *New Development and Redevelopment*.

- Sight distance at the Project entrance roadway shall be reviewed with respect to County of Riverside Transportation Department sight distance standards at the time of preparation of final grading, landscape, and/or street improvement plans, as appropriate.
- The Commercial Developer(s) and Residential Developer(s) will participate in the phased construction of off-site traffic signals through payment of the Project's fair share of traffic signal mitigation fees.
- Project-related signing/striping will be implemented in conjunction with detailed construction plans for the street improvements, commercial site, and residential site.

B. Type of Project:

Site Specific ☒ Countywide ☐ Community ☐ Policy ☐

C. Total Project Area:

Residential Acres: 13.71	Lots: N/A	Units: 301	Projected No. of Residents: 906
Commercial Acres: 14.32	Lots: 1	Sq. Ft. of Bldg. Area: 118,683	Est. No. of Employees: 200
Industrial Acres: N/A	Lots: N/A	Sq. Ft. of Bldg. Area:	Est. No. of Employees: N/A
Other: N/A	Lots: N/A	Sq. Ft. of Bldg. Area: N/A	

D. Assessor's Parcel No(s):

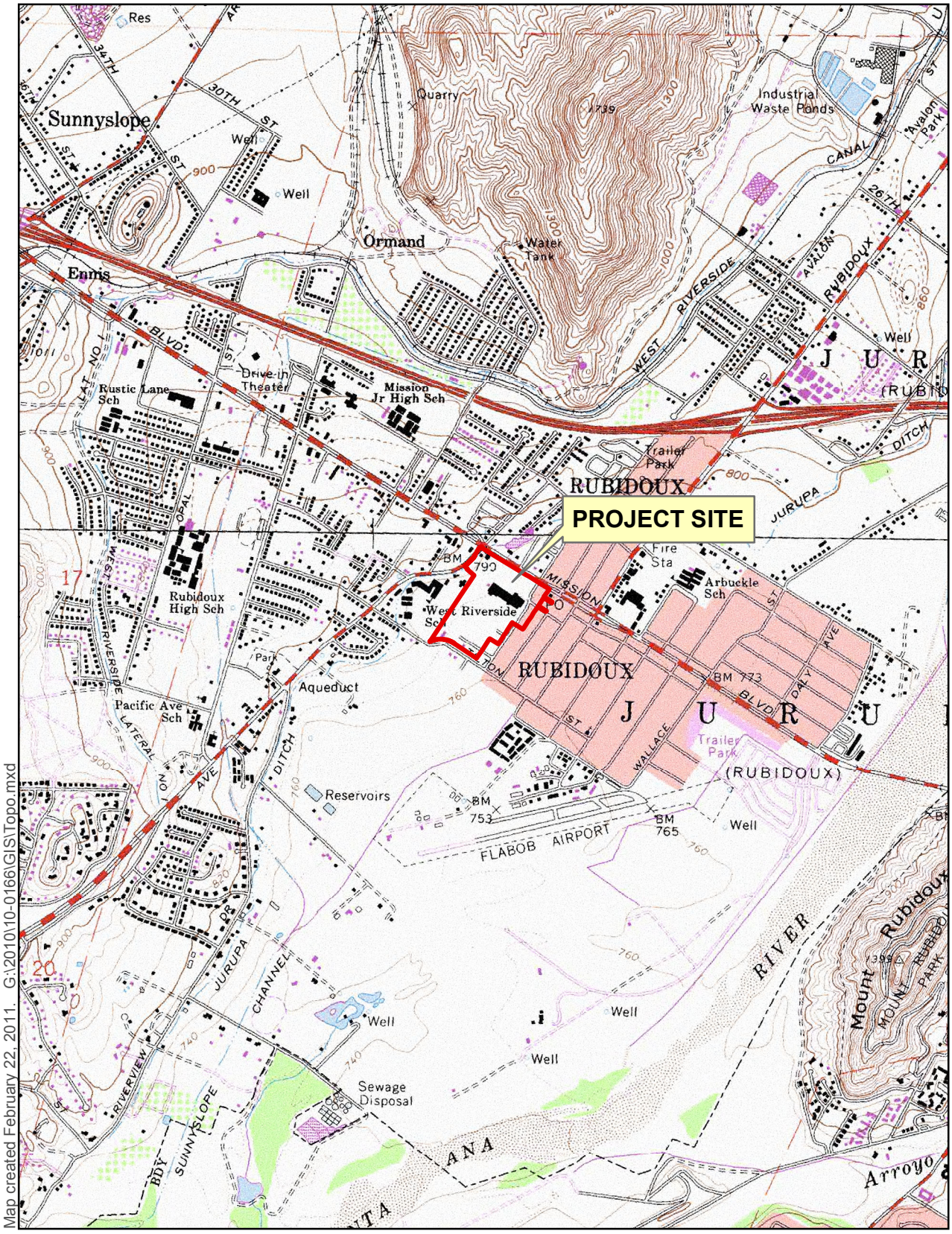
181-020-022	181-020-023	181-020-026	181-020-027
181-020-028	181-020-029	181-020-030	181-020-031
181-030-002	181-030-003	181-041-001	181-041-002
181-041-004	~~181-041-005~~	~~181-041-006~~	181-041-007
181-041-008			

E. Street References:

The Project site is located at the southeast corner of Mission Boulevard and Riverview Drive, north of Tilton Avenue.

F. Section, Township & Range Description:

The Project site is located within Township 2 South, Range 5 West, Section 16, San Bernardino Baseline and Meridian (**Figure 8 – USGS Quad Map**).



Map created February 22, 2011. G:\2010\10-0166\GIS\Topo.mxd

Figure 8
USGS Topographic
Mission Plaza

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Albert A. WEBB Associates

G. Brief Description of the Existing Environmental Setting of the Project Site and its Surroundings:

The Project site contains developed and undeveloped areas (**Figure 9 – Aerial Photograph)**. Developed portions of the Project site includes the existing Mission Plaza shopping center, the former Gelato D'Roma restaurant at the southeast corner of Mission Boulevard and Riverview Drive (5786 Mission Boulevard), and the United States Post Office located on Tilton Avenue (**Figure 10a and 10b – Photographs of the Project Site)**. These portions of the Project site have been graded and paved with parking lots and access roads. The undeveloped portions of the Project site have been previously graded with some of these areas having been disced to control weeds. Above-ground utility lines traverse portions of the Project site.

Air Quality

The Project site is located in an unincorporated portion of western Riverside County within the South Coast Air Basin (Basin). The Basin is under the jurisdiction of the SCAQMD. The Basin consists of Orange County, together with the coastal and mountain portions of Los Angeles, Riverside and San Bernardino counties. Regionally, the interaction of land (offshore) and sea (onshore) breezes control local wind patterns in the area. Daytime winds typically flow from the coast to the inland areas, while the pattern typically reverses in the evening, flowing from the inland areas to the ocean. Air stagnation may occur during the early evening and early morning during periods of transition between day and nighttime flows. The region also experiences periods of hot, dry winds from the desert, known as Santa Ana winds. Locally, the prevailing wind is generally from west to east.

Regional and local air quality within the Basin is affected by topography, atmospheric inversions, and dominant onshore flows. Topographic features such as the San Gabriel and San Bernardino Mountains, form natural barriers to the dispersion of air contaminants. The presence of atmospheric inversions limits the vertical dispersion of air pollutants. With an inversion, the temperature initially follows a normal pattern of decreasing temperature with increasing altitude, however, at some elevation, the trend reverses and the temperature begins to increase as altitude increases. This transition to increasing temperature establishes the effective mixing height of the atmosphere and acts as a barrier to vertical dispersion of pollutants. Dominant onshore flow provides the driving mechanism for both air pollution transport and pollutant dispersion.

Air pollution generated in coastal areas is transported east to inland receptors by the onshore flow during the daytime until a natural barrier (the mountains) is confronted, limiting the horizontal dispersion of pollutants. The result is a gradual degradation of air quality from coastal areas to inland areas, which is most evident with the photochemical pollutants such as ozone. The greatest ozone problems are recorded at those SCAQMD monitoring stations, which are located at the base of the San Gabriel and San Bernardino mountains ranging from the city of Santa Clarita, east to the city of San Bernardino.

Map created Fenruary 3, 2011. G:\2010\10-0166\GIS\Aerial.mxd

Sources: County of Riverside GIS, 2011;
Eagle Aerial, April 2010.

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Feet

Figure 9. Aerial
Mission Plaza

Albert A. WEBB Associates

Photo 1.
View looking south from Mission Boulevard towards the existing commerical parking lot and 5726 Mission Boulevard.

Photo 2.
View looking south from Riverview Drive towards the proposed residential portion of the project site.

Photo 3.
View looking west from the existing commercial parking lot towards 5726 Mission Boulevard.

Photo 4.
View looking south from Tilton Avenue, towards 5757 Tilton Avenue, an existing post office.

Figure 10a. Site Photos
Mission Plaza

Photo 5.
View looking west from Riverview Drive, towards the existing commercial parking lot and 5726 Mission Boulevard.

Photo 6.
View looking south from the existing commercial parking lot towards 5726 Mission Boulevard.

Photo 7.
View looking north from Tilton Avenue, towards Briggs Avenue.

Photo 8.
View looking west from Mission Boulevard, towards the former Gelato D'Roma restaurant at the southeas corner of Mission Boulevard and Riverview Drive.

Figure 10b. Site Photos
Mission Plaza

The Project site is within SCAQMD Source Receptor Area (SRA) 23 and is located within one mile from the nearest monitoring station. Data for this SRA show that the baseline air quality conditions in the Project area include occasional events of very unhealthful air. Even so, the overall frequency of smog alerts has dropped significantly in the last decade. Atmospheric concentrations of ozone and particulate matter are the two most significant air quality concerns in the Project area. It is encouraging to note that ozone levels have decreased in the last few years with approximately one-fifth or less the number of days each year experiencing a violation of the state hourly ozone standard since 2000. Locally, no first stage alert (0.20 ppm/hour) has been called by SCAQMD in ten years, and no second stage alert (0.35 ppm/hour) has been called by SCAQMD in the last twenty years. (WEBB 2011(a)

Biological Resources

The Project site is surrounded by a development consisting of residential, commercial, and public uses with little to no remaining natural plant communities and few habitat resources for wildlife. Vegetation on the undeveloped portion of the Project site consists of dense stands of ruderal forbs[7] and non-native grasses. Plant species present include castor bean *(Ricinus communis*), common fiddleneck *(Amsinckia menziesii)*, wild oat *(Avena fatua)*, wild radish *(Raphanus sativus)*, mouse barley (Hordeum murinum), annual yellow sweetclover (Melilotus indicus), and red stemmed filaree (*Erodium cirutarium)* (COR EPD, p.4). Due to the Project site being within a developed, urbanized area, there is little wildlife activity. Species present includes house sparrow *(Passer domesticus)*, rock pigeon *(Columbia livia)*, American crow *(Corvus brachyrhynchos)*, and ground squirrel *(Spermophilus beechiyi)* (COR EPD, p. 4). The Project site: (i) does not support any features consistent with Riverine/Riparian, vernal pool, or fairy shrimp habitat; and (ii) does not contain suitable habitat for rare plant species, or burrowing owl (*Athene cunicularia*).

Cultural Resources

Prehistoric Context

The present-day Riverside-Jurupa-Rubidoux area lies on the edge between the traditional territories of three Native American groups: the Serrano of the San Bernardino Mountains, the Luiseño of the Perris-Elsinore region, and the Gabrielino of the San Gabriel Valley. There also occurred a late influx of Cahuilla during the 19th century.

Native Americans in the Riverside-Jurupa Area exhibited similar social organization and resource procurement strategies. Villages were based on clan or lineage groups. Their home/base sites are marked by midden deposits, often with bedrock mortar features. During their seasonal rounds to exploit plant resources, small groups often ranged some distances in search of specific plants and animals. Their gathering strategies often left behind signs of special use sites, such as boulder slicks and metates, at the locations of the resources.

[7] Ruderal refers to weedy vegetation that grows on compacted, plowed, or otherwise disturbed ground. Forbs refer to non-woody plant other than a grass, sedge, rush, etc.

Historic Context

The proposed Project is located within the historic Rancho Jurupa, which was created in 1838 through a land grant to Juan Bandini. Within a few years of after receiving the land grant, Bandini divided Rancho Jurupa into two parts and sold them to two prominent ranchéros, Benjamin D. "Benito" Wilson, and Bandini's son-in-law, Abel Stearns. As a result of the annexation of Alta California by the United States in 1848, the original land grant was confirmed as two separate entities, the 6,750-acre Ranch Jurupa (Rubidoux) and the 25,519-acre Rancho Jurupa (Stearns). The Project area is part of Rancho Jurupa (Stearns).

During Jurupa's Rancho years, livestock-raising was the primary economic activity in the area. With the introduction of the naval orange in the area and its instant success, Riverside was propelled to the forefront of the booming citrus industry. Most of the communities in today's Jurupa unincorporated area trace their roots to the 1880s, when a land boom swept through much of southern California.

Known Cultural Resources

A cultural resources study for the proposed Project was conducted by CRM TECH (Appendix C-1). In order to identify any historic properties or resources, CRM TECH conducted a search of historical-archaeological resources records, pursued background research, consulted with Native American representatives, and carried out a systematic field survey.

According to the results of the study, a total of nine buildings are located on the Project site. Of the nine buildings, five commercial buildings located at 5688–5780 Mission Boulevard date to the 1947–1965 era. However, none of these buildings meet the definition of a "historical resource" and no other potential "historical resources" are present within or adjacent to the Project site. In addition, no historic artifacts were discovered during the survey. Finally, there are no known historical/cultural resources that exist on or within the vicinity of the Project site.

Geology and Topography

The Project site is located on the Perris Block, a portion of the Peninsular Ranges Geomorphic Province. The Perris Block is a fault-bounded region of relative tectonic stability, a mass of relatively high land composed of crystalline bedrock thinly and discontinuously mantled by sedimentary material. The site is locally mantled by fill less than two feet in thickness. Areas of deeper fill may be present within the Project site boundaries. The fill consists of silty sand (SM) and is underlain by native sediments consisting of silty sand, sandy silt (ML), sandy clay and clayey sand (SC) in the upper 12 to 15 feet and sand (SP-SM) and silty sand with gravel and clayey silt lenses to the maximum 66-1/2-foot depth of the explorations. Groundwater was encountered at depths from 15 to 23 feet (BGS).

The Project site does not lie within or immediately adjacent to an Alquist-Priolo Earthquake Fault Zone. No active faults are shown on, or in the immediate vicinity of, the Project site.

The site is relatively level and planar. Significant slopes are not located within or near the Project site, and the Project site is not identified as having a potential for slope instability.

The Project site is located in an area identified by the *County of Riverside Land Information System* as having a "high" to "very high" potential for liquefaction. Based on the depth of groundwater, and the

presence of moderately loose soils, liquefaction and other shallow groundwater-related hazards are considered a potential hazard at the Project site.

The Project site is not located within an area identified as having a potential for flooding hazards.

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

~~1.~~ **Land Use:** The Project site is designated CR (Commercial Retail) and HDR (High Density Residential). The proposed Project includes two discretionary types of land use applications, a GPA and a COZ. A GPA is proposed to change the HDR Land Use designation to Very High Density Residential (VHDR), as shown in **Figure 5a – General Plan Amendment.** In addition, a COZ is proposed as a part of the Project in order to denote the boundary between the proposed commercial and residential uses. ~~as well as remove certain parcels from the Rubidoux Village West Policy Area~~. As shown in **Figure 6a and 6b – Change of Zone,** COZ 07758 proposes to change approximately 14.92 acres from the existing zoning of Rubidoux Village Commercial (R-VC West) to General Commercial (C-1/C-P). A future change of zone application submitted at a later date to change the existing zoning of approximately 0.39 acres from General Residential (R-3-2500) to General Commercial (C-1/C-P); 5.55 acres from General Commercial (C-1/C-P) to General Residential (R-3); and 6.01 acres from General Residential (R-3-3500) to General Residential (R-3). ~~As shown in **Figure 6a through 6b – Change of Zone**, the COZ proposes to change the existing zoning of Rubidoux Village Commercial (R-VC West), General Residential (R-3-2500), and General Commercial (C-1/C-P) to General Commercial (C-1/C-P) and General Residential (R-3).~~

The proposed GPA and COZ are discretionary actions that must be approved by the Board of Supervisors. Approval of the GPA and COZ are subject to findings by County officials that the proposed land uses are consistent with the surrounding land uses and that the proposed Project is consistent with General Plan Policies.

2. **Circulation:** Implementation of the Project will include street improvements to Mission Boulevard along the frontage of the Project site consisting of paving, curbs gutters and a new driveway to the Project site. In addition, a portion of the existing median in Mission Boulevard will be removed to allow vehicles travelling west on Mission Boulevard access to the Project site via a left turn at the new Project driveway. 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 includes a mix of commercial, recreational and residential land uses and will include sidewalks to facilitate pedestrian access and is thus, consistent with Circulation Element Policy C 1.7, which states: