

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

3. **Multipurpose Open Space:** The proposed Project includes an approximate one acre park. Park amenities are anticipated to include a tot lot, benches, and basketball court. These improvements are consistent with Multipurpose Open Space Element Policy OS 20.5, which states:

OS 20.5 Require that development of recreation facilities occurs concurrent with other development in an area.

4. **Safety:** The Project site is not located within a Fault Zone but it is located within a susceptible subsidence zone and has a very high potential for liquefaction. In addition, it is located within the Flabob Airport Influence Policy Area. The proposed Project includes a mix of commercial, recreational, and residential uses that would be occupied by humans. Therefore the proposed Project would be required to comply with General Plan Policy S 2.2, which states the following:

S 2.2 Require geological and geotechnical investigations in areas with potential for earthquake-induced liquefaction, landsliding or settlement as part of the environmental and development review process, for any structure proposed for human occupancy, and any structure whose damage would cause harm.

5. **Noise:** The County General Plan identifies the Project site as a noise-sensitive use. Noise would be generated during the construction phase of the Project; therefore the Project would be required to comply with General Plan policies N 12.1, 12.3 and N 12.4, which state:

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

N 12.3 Condition subdivision approval adjacent to developed/occupied noise-sensitive land uses (see policy N 1.3) by requiring the developer to submit a construction-related noise mitigation plan to the County for review and approval prior to issuance of a grading permit. The plan must depict the location of construction equipment and how the noise from this equipment will be mitigated during construction of this project, through the use of such methods as

a. Temporary noise attenuation fences;

b. Preferential location of equipment; and

c. Use of current noise suppression technology and equipment.

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

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

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

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

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

- 6. **Housing:** Implementation of the proposed Project does not entail the displacement of existing housing nor does it create a need for new housing. Rather the proposed Project would create an additional 301 new dwelling units, some of which may be lower-and moderate-income housing. The proposed Project will not conflict with General Plan Housing Element policies.
- 7. **Air Quality:** The proposed Project includes site preparation and construction-related activities. The Project will comply with all applicable regulatory requirements to control fugitive dust during construction and grading activities and is thus, consistent with General Plan Policy AQ 4.9, which states:

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

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

B. General Plan Area Plan(s):

The Project site is located within the Jurupa Valley Project Redevelopment Area (JVPA).

C. Foundation Component(s):

The Project site is located within a Community Development Component.

D. Land Use Designation(s):

The Project Site is designated CR (Commercial Retail) and HDR (High Density Residential)

E. Overlay(s), if any:

The Project site is within a Community Center General Plan policy overlay area.

F. Policy Area(s), if any:

The Project site is within the Rubidoux Village Policy Area.

G. Adjacent and Surrounding Area Plan(s), Foundation Component(s), Land Use Designation(s), and Overlay(s) and Policy Area(s), if any:

Item	Direction	Designation
Area Plans	North	Jurupa Valley Project Redevelopment Area (JVPA), County of Riverside

Item	Direction	Designation
	East	Jurupa Valley Project Redevelopment Area (JVPA), County of Riverside
	South	Jurupa Valley Project Redevelopment Area (JVPA), County of Riverside
	West	Jurupa Valley Project Redevelopment Area (JVPA), County of Riverside
Foundation Components	North	Community Development
	East	Community Development
	South	Community Development
	West	Community Development
Existing Land Use Designations	North	PF (Public Facilities) CR (Commercial Retail) HDR (High Density Residential)
	East	CR (Commercial Retail) MHDR (Medium High Density Residential) HDR (High Density Residential)
	South	CR (Commercial Retail) MHDR (Medium High Density Residential) HDR (High Density Residential)
	West	PF (Public Facilities) CR (Commercial Retail) HDR (High Density Residential)
Overlays	There are no zoning overlays in the vicinity of the Project site.	
Policy Areas	The northeastern-most 16.5 acres of the Project site and adjacent properties to the northeast are located within the Rubidoux Village Policy Area. The Jensen-Alvarado Ranch Policy Area is approximately 970 feet southwest of the Project site. There are no policy areas to the southwest or southeast of the Project site.	

H. Adopted Specific Plan Information

1. Name and Number of Specific Plan, if any:

The Project site is not within a mapped specific plan area.

2. Specific Plan Planning Area, and Policies, if any:

The Project site is not within a mapped specific plan area; thus there are no applicable specific plan policies applicable to the Project.

I. Existing Zoning:

The Project site is zoned R-VC, West (Rubidoux Village Commercial) and R-3-2500 (General Residential).

J. Proposed Zoning, if any:

A Change of Zone (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 6 – 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). 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) 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).

K. Adjacent and Surrounding Zoning:

North:	C-1/C-P (General Commercial) R-VC, West (Rubidoux-Village Commercial)
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East:	R-VC, West (Rubidoux-Village Commercial) R-1 (One-Family Dwellings)
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South:	C-1/C-1 (General Commercial) R-3-400 (General Residential) R-VC, West (Rubidoux-Village Commercial)
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West:	R-VC (Rubidoux-Village Commercial) R-VC, West (Rubidoux-Village Commercial) R-3 (General Residential)
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III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

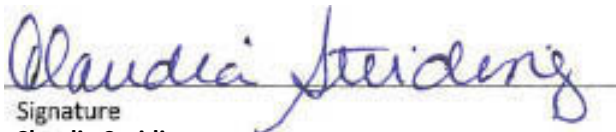
IV. DETERMINATION

On the basis of this initial evaluation:

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED
<input type="checkbox"/> I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
<input checked="" type="checkbox"/> I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project, described in this document, have been made or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
<input type="checkbox"/> I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

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

<input type="checkbox"/> I find that although all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, some changes or additions are necessary but none of the conditions described in California Code of Regulations, Section 15162 exist. An ADDENDUM to a previously-certified EIR or Negative Declaration has been prepared and will be considered by the approving body or bodies.		
<input type="checkbox"/> I find that at least one of the conditions described in California Code of Regulations, Section 15162 exist, but I further find that only minor additions or changes are necessary to make the previous EIR adequately apply to the project in the changed situation; therefore a SUPPLEMENT TO THE ENVIRONMENTAL IMPACT REPORT is required that need only contain the information necessary to make the previous EIR adequate for the project as revised.		
<input type="checkbox"/> I find that at least one of the following conditions described in California Code of Regulations, Section 15162, exist and a SUBSEQUENT ENVIRONMENTAL IMPACT REPORT is required: (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) Substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any the following: (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration; (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR or negative declaration; (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or, (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or negative declaration would substantially reduce one or more significant effects of the project on the environment, but the project proponents decline to adopt the mitigation measures or alternatives.		



Signature
Claudia Steiding
Senior Environmental Planner
Redevelopment Agency for the County of Riverside

4/11/11
Date

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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V. ENVIRONMENTAL ISSUES ASSESSMENT

Aesthetics

Would the project:

1. Scenic Resources

a) Have a substantial effect upon a scenic highway corridor within which it is located?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Findings of Fact:

- a) The proposed Project is not located within a scenic highway corridor. The closest scenic highways are Highway 91, located approximately 16 miles to the southwest and Highway 71 located approximately 20 miles from the Project site to the southwest. Therefore, there will be **no impact**.
- b) The Project site contains no major rock outcroppings, unique or landmark features. Additionally, the proposed Project will not obstruct any scenic vistas, views open to the public, or result in the creation of an aesthetically offensive site open to public views.

Although there are no specific scenic vistas in the Project area, there are views of Mount Rubidoux to the southeast and the Jurupa Mountains to the northwest from the Project site. However, implementation of the Project will not impair these views since the Project site is located in a developed urban area in the unincorporated city of Rubidoux. Although the proposed Project would alter the Project site by introducing new development to the site, the proposed Project would not change the general nature of the view or setting. The redevelopment of the Mission Plaza Shopping Center will result in the demolition of older, substandard-to-code buildings and the construction of new commercial buildings in accordance with current design guidelines and building codes, which will approve the appearance of the Project site when viewed from Mission Boulevard and Riverview Drive. The vicinity surrounding the Project site consists of commercial, residential, and institutional land uses; thus, the proposed Project would be contextually consistent with the surrounding environment. Furthermore, the Riverside County General Plan Conservation and Open Space Element contains several policies, including but not limited to, Policy OS 21.1 which is intended to “conserve the skylines, view corridors, and outstanding scenic vistas within Riverside County.” The proposed Project would be consistent with the Riverside County General Plan. For these reasons, potential impacts to scenic resources will be **less than significant**.

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

None required.

Monitoring:

None required.

2. Mt. Palomar Observatory

a) Interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Sources: RCLIS; COR Ord. No. 655;

Findings of Fact:

- a) The Project site is located approximately 54.06 miles northwest the Mount Palomar Observatory. The intent of Riverside County Ordinance No. 655 is to restrict the use of certain light fixtures which would direct undesirable light into the night sky, thereby having a detrimental effect on astronomical observation and research. The proposed Project is located outside the 45-mile radius from the Mt. Palomar Observatory. Therefore, the Project is not subject to the provisions relating to the protection of the Mt. Palomar Observatory that are set forth in Ordinance No. 655. **No impacts** will occur with regard to nighttime use of the Mt. Palomar Observatory.

Mitigation:

None required.

Monitoring:

None Required.

3. Other Lighting Issues

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

Sources: Project Description; RCLIS

Findings of Fact:

- a) The Project site is located in a developed urban area in the unincorporated community of Rubidoux. The proposed Project would redevelop an existing shopping center and introduce up to 301 new residential units onto the Project site. Therefore, the proposed Project will generate new sources of nighttime light from the associated exterior residential lighting, new commercial uses, and parking/security lighting. The

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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vicinity surrounding the Project site consists of commercial, residential, and institutional land uses and the proposed Project would be contextually consistent with the surrounding environment. All lighting associated with the proposed Project would be installed in compliance with all applicable lighting standards to contribute minimally to the visual contrast of the proposed Project with surrounding land uses during the nighttime hours. In addition, lighting will be reduced to less than significant levels through standard County conditions of approval, plan checks, permitting procedures, and code enforcement. Additionally, the Project site is located within the Flabob Airport Influence Area, Compatibility Zone D (**Figure 7**) and will comply with the guidelines relative to lighting set forth within this zone. Therefore, impacts will be **less than significant**.

- b) The Project site is located in a developed urban area in the unincorporated Community of Rubidoux. The proposed Project would redevelop an existing shopping center and introduce up to 301 new residential units onto the Project site. The nearest residential uses are located adjacent to the Project site to the south and east. As previously discussed in 3(a) above, the proposed Project will generate a new source of light and glare. This additional lighting will include the installation of street lights and exterior residential lighting, which will be directed onto the Project site as required by County Ordinance 655. Adverse impacts are considered **less than significant**, with incorporation of the below-listed mitigation measure.

Mitigation:

MM AES 1: All outdoor light fixtures including street lights shall be shielded and situated so as to not cause glare or excessive light spillage on neighboring sites.

Monitoring:

Redevelopment Agency for the County of Riverside,

Agricultural & Forestry Resources

Would the project:

4. Agriculture				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing agricultural use, or with land subject to a Williamson Act contract or within a Riverside County Agricultural Preserve?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625, "Right-to-Farm")?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
d) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Findings of Fact:

- a) The Project site does not contain any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The Project site consists of a commercial shopping center and previously disturbed vacant land. Additionally, the Project site is located in an urbanized area of the unincorporated community of Rubidoux and is surrounded by a mix of commercial, residential, and institutional land uses; therefore, there will be **no impact**.
- b) The Project site is not being used for agricultural purposes and is not under a Williamson Act contract. Implementation of the Project will not conflict with an existing agricultural use or Williamson Act contract; therefore, there will be **no impact**.
- c) The Project site and properties within 300 feet of its boundaries are zoned for residential and commercial land uses and are not currently utilized for agricultural use. Therefore, there will be **no impact**.
- d) As discussed for item 4(a) above, the Project site is not located on land identified by an agency as farmland or potential farmland of any significance. The Project site is not currently being used for agricultural purposes as it consists of a commercial shopping center and previously disturbed vacant land. Additionally, there are no off-site actions related to the Project that will result in a conversion of Farmland to non-agricultural use; therefore, there will be **no impact**.

Mitigation:

None required.

Monitoring:

None required.

5. Forest	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 122220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
b) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: COR GP, Figure OS-3, "Parks, Forests and Recreation Areas"

Findings of Fact:

a) The Project site and its adjacent and surrounding properties are not zoned for forest land or timberland, nor timberland zoned for Timberland Production. Additionally, the *Riverside County General Plan* does not identify the Project site or its surrounding properties on Figure OS-3, "Parks, Forests and Recreation Areas." Thus, no zoning conflict will exist in this regard and **no impact** will occur.

b/c) Implementation of the proposed Project will not result in the loss of forest land or conversion of forest land to non-forest use as there is no forest land in the vicinity of the Project site. Therefore, there will be **no impact**.

Mitigation:

None required.

Monitoring:

None required.

Air Quality

Would the Project:

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
e) Involve the construction of a sensitive receptor located within one mile of an existing substantial point source emitter?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: AQMP 2007; COR JURUP; WEBB 2011(a) (Air Quality and Greenhouse Gas Impact Analysis)

Findings of Fact:

- a) The 2007 Air Quality Management Plan (AQMP) for the South Coast Air Basin (Basin) sets forth a comprehensive program that will lead the Basin into compliance with all federal and state air quality standards. The AQMP control measures and related emission reduction estimates are based upon emissions projections for a future development scenario derived from land use, population, and employment characteristics defined in consultation with local governments. Accordingly, conformance with the AQMP for development projects is determined by demonstrating compliance with local land use plans and/or population projections.

The Project involves the demolition of existing uses and the construction of commercial and residential uses. The current General Plan Land Use designation for the entire Project site is Commercial Retail (CR) and High Density Residential (HDR). A General Plan Amendment (GPA) is proposed to change 0.39 acres from HDR to CR, 1.76 acres from CR to VHDR and 11.9556 acres from HDR to VHDR, as shown in **Figure 5a – General Plan Amendment**. Although the proposed Project involves a GPA, it is not substantially different from the existing designations and will not result in any changes to the existing land use patterns in the Project area. Further, as discussed in 6.b), below, the Project does not generate significant amounts of criteria air pollutants. Therefore, the Project does not conflict with, or obstruct implementation of the AQMP and impacts are considered **less than significant**.

- b) Air quality impacts can be described in a short-term and long-term perspective. Short-term impacts will occur during Project construction and consist of fugitive dust and other particulate matter, as well as exhaust emissions generated by construction-related vehicles. Long-term air quality impacts will occur once the Project is in operation.

The short-term construction emissions of criteria pollutants from this Project were modeled using URBEMIS 2007, Version 9.2.4 for Windows computer program (WEBB 2011(a)). The Project is anticipated to be built in two phases with demolition occurring prior to the construction of Phase I. Maximum daily emissions from demolition are estimated to be 6.35 pounds per day (lbs/day) for volatile organic compounds (VOC), 63.50 lbs/day for oxides of nitrogen (NO_x), 30.45 lbs/day for carbon monoxide (CO), 0.05 lbs/day for sulfur dioxide (SO₂), 40.05 lbs/day for particulate matter less than 10 microns (PM-10), and 10.49 lbs/day for particulate matter less than 2.5 microns (PM-2.5), which do not exceed the regional thresholds set by the SCAQMD. Maximum daily emissions from construction of Phase I are estimated to be 71.74 lbs/day for VOC, 47.15 lbs/day for NO_x, 33.61 lbs/day for CO, 0.02 lbs/day for SO₂, 54.07 lbs/day for

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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PM-10, and 12.89 lbs/day for PM-2.5, which do not exceed the regional thresholds set by the SCAQMD. Maximum daily emissions from construction of Phase II are estimated to be 47.16 lbs/day for VOC, 44.36 lbs/day for NO_x, 43.50 lbs/day for CO, 0.05 lbs/day for SO₂, 53.91 lbs/day for PM-10, and 12.75 lbs/day for PM-2.5, which do not exceed the regional thresholds set by the SCAQMD. The short-term emissions do not exceed SCAQMD’s localized significance thresholds either, as contained in the Air Quality and Greenhouse Gas Impact Analysis (WEBB 2011(a)) in Appendix A. Therefore, the impacts to air quality from construction of this Project will be **less than significant**.

The long-term net operational emissions from this Project are a result of the removal of existing uses and the addition of Project-generated vehicle trips and area source emissions from natural gas used for space and water heating, yard and landscape maintenance, etc. Maximum operational emissions are estimated to be 41.22 lbs/day for VOC, 29.14 lbs/day for NO_x, 205.11 lbs/day for CO, 0.51 lbs/day for SO₂, 79.06 lbs/day for PM-10, and 15.63 lbs/day for PM-2.5, which do not exceed the regional thresholds set by the SCAQMD. As discussed in Appendix A, no long-term localized significance threshold is needed. Additionally, no CO hot spots will occur as a result of traffic generated from this Project as well as from traffic generated by other projects in the area. Operational emissions are less than significant.

- c) The portion of the Basin within which the Project is located is designated as a non-attainment area for nitrogen dioxide (NO₂) under state standards and for ozone, PM-10, and PM-2.5 under both state and federal standards.

As discussed in item 6(a), the proposed Project does not conflict with any land uses, it is in conformance with the AQMP, and the Project’s short-term and long-term emissions do not exceed the SCAQMD established thresholds of significance; the Project’s net increase in criteria pollutant emissions for which the Project region is non-attainment. Therefore, the Project’s contribution is not cumulatively considerable and impacts are considered less than significant.

- d) The closest sensitive receptors are the existing residences to the east and south and a school to the west of the Project site. To ensure a worst-case analysis, the nearest sensitive receptor position of 85 feet (25 meters) was used. As described in item 6(b), above, the Project’s short-term emissions do not exceed the localized significance thresholds established by SCAQMD and the proposed Project does not require a long-term localized significance threshold analysis because it does not contain any stationary sources that warrant such analysis.

Hence the project will not expose sensitive receptors to substantial pollutant concentrations and the impact is less than significant.

- e) The Project involves the construction of sensitive receptors, in the form of residential uses. However, the Project site is not located within one mile of a substantial point source emitter and is surrounded by commercial and residential uses; therefore, no significant impact will result from Project implementation.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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f) The Project presents the potential for generation of objectionable odors in the form of diesel exhaust during construction in the immediate vicinity of the Project site. Recognizing the short-term duration and quantity of emissions in the Project area, the Project will result in a less than significant impact relating to objectionable odors.

Mitigation:

None required.

Monitoring:

None required.

Biological Resources

Would the Project:

7. Wildlife & Vegetation

a) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional or state conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
f) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: COR MSHCP; MSHCP Consistency Analysis

Findings of Fact:

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

The Project site is surrounded by commercial, residential, and institutional land 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 ruderal forbs⁸ 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 cicutarium*). Due to the Project site being located within a developed and urbanized area, there is little wildlife activity. Species present on the Project site include house sparrow (*Passer domesticus*), rock pigeon (*Columbia livia*), American crow (*Corvus brachyrhynchos*), and ground squirrel (*Spermophilus beecheyi*). The Project site is not located within any MSHCP Criteria Cells or Special Linkage Areas but does, however lie within a survey area for the Western burrowing owl (*Athene cunicularia*), and for narrow Endemic plant species including the San Diego Ambrosia (*Ambrosia pumila*), San Miguel savory (*Satureja chandleri*), and Brand’s phacelia (*Phacelia stellaris*).

⁸ 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.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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A burrowing owl site assessment was conducted the morning of April 19, 2010. The Project site and adjacent 100-foot buffer area were systematically searched for burrowing owl habitat and any burrows potentially suitable for burrowing owl. The analysis of the site assessment concluded that the Project site supports poor nesting habitat for burrowing owl due to a lack of suitable burrows and squirrel activity. However, if squirrels move onto the Project site in greater numbers, creating suitable burrows, burrowing owl could inhabit the site in the future. In order to mitigate potential impacts to the Western burrowing owl to **less than significant**, mitigation measure **MM BIO 1** shall be implemented.

There is no existing conservation or MSHCP Criteria Cells located in proximity to the Project. Thus, there are no Urban/Wildlife Interface Guideline (UWIG) issues associated with the proposed Project site and therefore, no conflicts are anticipated with the MSHCP Section 6.1.4 (Urban Wildlands Interface). Because there is not suitable habitat for Narrow Endemic Plant Species, the Project is consistent with MSHCP 6.1.3 (Protection of Narrow Endemic Plant Species). Mitigation measure **MM BIO 1** requires a pre-construction survey for burrowing owls; therefore, the Project is consistent with MSHCP Section 6.3.2 (Additional Survey Needs and Procedures). Because there is not suitable habitat for Riparian/Riverine Areas and Vernal Pools, the Project is consistent with MSHCP 6.1.2 (Protection of Species within Riparian/Riverine Areas and Vernal Pools).

For these reasons, the proposed Project will have a **less than significant effect with mitigation measures** implemented with respect to conflicting with the provisions of an adopted HCP, NCCP, or other approved local, regional or state conservation plan.

- b) No endangered or threatened species or habitat exists on site. Therefore, with respect to incurring a substantial adverse effect, either directly or through habitat modifications on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12), the proposed Project will have a **less than significant impact with mitigation measure MM BIO 1 incorporated**.
- c) As discussed in the response to item 7(a), the Project site supports poor nesting habitat for burrowing owl due to a lack of suitable burrows and squirrel activity. However, if squirrels move onto the Project site and create suitable burrows, burrowing owl could inhabit the site in the future. The Project shall therefore require implementation of mitigation measure **MM BIO 1**. For these reasons, the proposed Project will have a less than significant effect with respect to incurring a substantial adverse effect, either directly or through habitat modifications on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game (CDFG) or U. S. Fish and Wildlife Service (USFWS).
- d) As discussed in the response to item 7(a), there is no fish habitat within the proposed Project site. Additionally, the Project site is within a developed area and as such, is not considered a wildlife corridor. Impacts to wildlife and wildlife corridors are less than significant with incorporation of mitigation measure **MM BIO 1**.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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- e) Riparian habitat is not located within the Project area. No other sensitive natural communities are located within the Project area. Therefore, the Project will not have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies and regulations, or by the CDFG or USFWS.

In California, the State Water Resources Control Board (SWRCB) and its Regional Water Quality Control Board (RWQCB), administer the National Pollutant Discharge Elimination System (NPDES) permit program. The NPDES permits cover all construction and subsequent drainage improvements that disturb one acre or more, industrial activities, and municipal separate storm drain systems. Construction and industrial activities are typically regulated under statewide general permits that are issued by the SWRCB. The SWRCB also issued a statewide general small Municipal Separate Storm Sewer System (MS4) stormwater NPDES permit for public agencies that fall under that Phase II NPDES regulations. The Project will be required to comply with all provisions of the NPDES permit program. Additionally, this Project will be required to prepare a SWPPP and a Project-specific WQMP, which will identify appropriate BMPs. Thus, potential impacts to receiving waters from future development would be reduced through compliance with the NPDES regulations and incorporation of BMPs. The Project is consistent with the MSHCP Section 7.5.3 through compliance with NPDES regulations and incorporation of BMPs. While there is no riparian habitat on site, these regulations and BMPs from the SWPPP and WQMP, will be implemented during Project construction and operation to protect areas downstream where riparian habitat may be located. Therefore, there will be **no impact**.

- f) As discussed in the response to item 7(a), the Project site does not contain Riparian/Riverine or Vernal pools. Additionally, there are no mapped U. S. Geological Survey (USGS) blue-line drainages occurring directly on the Project site. Therefore, with respect to adverse effects on federally protected wetlands as defined by Section 404 of the *Clean Water Act* through direct removal, filling, hydrological interruption or other means, there will be **no impact**.
- g) As discussed in the response to item 7(a), implementation of the proposed Project will not conflict with any local policies protecting biological resources identified in the Jurupa Area Plan of the Riverside County General Plan or ordinances protecting biological resources. Therefore there will be **no impact**.

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

MM BIO 1: A pre-construction survey for resident burrowing owls shall be conducted by a qualified biologist no more than 30 days prior to any grading or disturbance activity. If ground-disturbing activities are delayed or suspended for more than 30 days after the pre-construction survey, the site shall be resurveyed for owls. The pre-construction survey and any relocation activities shall be conducted in accordance with current MSHCP survey guidelines and protocols.

Monitoring:

Redevelopment Agency for the County of Riverside,

Cultural Resources

Would the Project:

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

Sources: CRM; COR GP Figure OS-7, "Historical Resources"

Findings of Fact:

- a) Between December 2010 and February 2011, CRM TECH conducted a *Phase 1 Cultural Resources Assessment* (Appendix C-1), for the Project site. As part of the study, CRM TECH conducted a historical/archeological records search of the Project site. The *Phase 1 Cultural Resources Assessment* concluded that five commercial buildings located at 5688–5780 Mission Boulevard date to the 1947–1965 era, however, none of them meet the definition of a "historical resource" and that no other potential "historical resources" are present within or adjacent to the Project site. Furthermore, no historic artifacts were discovered during the survey. Therefore, there will be **no impact**.
- b) Archaeological resources consist of places (historic and prehistoric archaeological sites), structures, or objects that provide evidence of past human activity. They are important for scientific, historic, and/or religious reasons to cultures, communities, groups, or individuals. The cultural history of Riverside County is divided chronologically into three periods: prehistory, ethnohistory and history. Native American cultures predominate in the prehistorical and ethnohistorical periods of County history.

The California Public Resources Code Section 5020.1(j), defines a "historical resource" as:

"any object, building, site, area, place, record, or manuscript which is historically or archaeologically significant, or is significant in the architectural, engineering, scientific, economic, agricultural, educational, social, political, military, or cultural annals of California."

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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More specifically, State *CEQA Guidelines* state that the term "historical resources" applies to any such resources listed in or determined to be eligible for listing in the California Register of Historical Resources, included in a local register of historical resources, or determined to be historically significant by the Lead Agency (Title 14 CCR §15064.5(a)(1)-(3)).

The *Phase 1 Cultural Resources Assessment* (Appendix C.1) analyzed the following prehistoric, ethnohistoric, and historic themes in the vicinity of the Project area:

- Native American land use during the paleoindian, early archaic, late archaic, and late prehistoric periods;
- settlement and development activities by early settlers, ranchers, and land speculators in the mid-19th century;
- agrarian growth of the community in the late 19th and early 20th centuries; and
- urban expansion and suburbanization since the mid-20th century.

The *Phase 1 Cultural Resources Assessment* (Appendix C.1) concluded that five commercial buildings located at 5688-5780 Mission Boulevard are the only potential "historical resources" identified on and within the vicinity of the Project site. The five buildings date to the 1954-1965 era, a period when the Riverside-Rubidoux area, like much of the rest of the country, experienced rapid urban/suburban growth. The construction of the buildings was certainly related to that important period in the community's history, which may be considered a pattern of events that has left a significant legacy in local history with respect to 20th century urban expansion and suburbanization, and the five buildings all retain at least minimally sufficient historic integrity with regards to their appearance to relate to that period. However, none of the buildings—nor the five of them collectively—demonstrates a particularly close or unique association with local 20th century urban expansion and suburbanization in comparison to the numerous other similar properties in the area.

Despite extensive research, no persons of recognized historic significance, specific events of importance, or prominent architects, designers, or builders were identified in association with any of the buildings. In terms of architectural merit, all of the buildings have undergone moderate to extensive alterations, including partial demolition, and none of them could be considered an important example of a style, type, period, region, or method of construction. Aesthetically, the buildings do not convey any ideals or design concepts more eloquently than other commercial buildings of similar style, character, and vintage in the Rubidoux area. Furthermore, none of the buildings are currently listed in a local register of historical resources, nor do any of them appear to hold any special historical interest in the local community. Based on these considerations, the present study concludes that the five commercial buildings at 5688–5780 Mission Boulevard do not appear eligible for listing in the California Register of Historical Resources, either individually or collectively, and do not qualify as "historical resources," as

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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defined above. Therefore, impacts with regard to historical resources are considered **less than significant**.

The sacred lands and record search conducted by the Native American Heritage Commission (“NAHC”) did not identify the presence of Native American cultural resources within the Project’s area of potential effects (NAHC 2011); however, because the Project includes a General Plan Amendment, government-to-government consultation is required per Section 65352.3 of the California Government Code (Senate Bill 18). The County initiated consultation with the following tribes on April 4, 2011:

- Morongo Band of Mission Indians
- Pala Band of Mission Indians
- San Manuel Band of Mission Indians
- Serrano Nation of Indians
- Soboba Band of Mission Indians
- Ramona Band of Cahuilla Mission Indians
- Pechanga Band of Mission Indians
- Santa Rosa Band of Mission Indians
- Cahuilla Band of Indians
- Gabrieleno/Tongva San Gabriel Band of Mission
- Gabrielino Tongva Nation

Mitigation:

None required.

Monitoring:

None required.

9. Archaeological Resources

a) Alter or destroy an archaeological site?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Restrict existing religious or sacred uses within the potential impact area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: CRM; COR GP Figure OS-6, “Relative Archaeological Sensitivity of Diverse Landscapes”

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

- a/b) The Project site is not identified on the County’s Relative Archaeological Sensitivity of Diverse Landscapes map (General Plan Figure OS-6) as an area of archaeological resource sensitivity. Nevertheless, in the event of an accidental discovery of a cultural and/or archaeological resource; implementation of mitigation measure **MM CR 1** (requiring the construction in the vicinity of the find be halted until a determination as to the significance of the find is made and any find be recorded and curated) will **reduce potential impacts** to archaeological resources to **less than significant**.
- c) The proposed Project site is not located on a known formal or informal cemetery. No impacts to human remains, including those interred outside of formal cemeteries, are anticipated. In the event that unknown human remains are uncovered during construction activities, Sections 7052 and 7050.5 of the California Health and Safety Code require the Riverside County Coroner’s Office to be contacted within 24 hours and all work to be halted until a clearance is given by that office and any other involved agencies. If human remains are discovered, the County shall comply with the requirements of Public Resources Code Section 5097.98, as amended. With adherence to existing laws and codes and **implementation of mitigation measure MM CR 2**, potential impacts with respect to disturbing human remains will be **less than significant**.
- d) There are no known religious or sacred uses within the Project area; therefore, with regard to restricting religious or sacred uses, the Project will have **no impact**.

Mitigation:

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

MM CR 2: In the event that human remains are discovered during grading or construction of the Project, the County will immediately halt work, contact the Riverside County Coroner to evaluate the remains, and follow the procedures and protocols set forth in Section 15064.5(e)(1) of the *State CEQA Guidelines*. If the Riverside County Corner determines that the remains are Native American, the County will contact the Native American Heritage Commission (NAHC), in accordance with Section 7050.6, subdivision (c) and Public Resources Code 5097.98 (as amended by AB 2641). Per Public Resources Code 5097.98, the County shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards or practices), where

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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the Native American human remains are located, is not damaged or disturbed by further construction activity until the County has discussed and conferred with the most likely descendents, as prescribed in this section (PRC 5097.98), to obtain their recommendations, if applicable, taking into account the possibility of multiple human remains.

Monitoring:

Redevelopment Agency for the County of Riverside,

10. Paleontological Resources

- | | | | | |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|
| a) Directly or indirectly destroy a unique paleontological resource, or site, or unique geologic feature? | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> |
|---|--------------------------|-------------------------------------|--------------------------|--------------------------|

Sources: COR GP Figure OS-8, "Paleontological Sensitivity"; RCLIS

Findings of Fact:

- a) The Project site and the surrounding area are identified as having a High Potential/Sensitivity for paleontological resources. Riverside County General Plan Policy (OS 19.9) requires that when existing information indicates that a site proposed for development may contain paleontological resources, a paleontologist shall monitor site grading/earthmoving activities and be granted certain authority for carrying out appropriate protocol. Therefore, to ensure that any unintentionally encountered paleontological resources are protected from damage and properly handled according to applicable procedures, mitigation measure **MM CR 3** shall be implemented, which requires a paleontologist to be retained to review development and grading plans and monitor site grading activities, with the authority to: halt grading to collect unrecovered paleontological resources, curate any resources collected with an appropriate repository, and file a report with the Planning Department. Therefore, impacts to potential paleontological resources discovered during grading will be **less than significant with mitigation**.

Mitigation: To protect potentially encountered paleontological resources during grading activities, **MM CR 3** provides for appropriate monitoring and requires regulations to be adhered to.

MM CR 3: A Riverside County qualified paleontologist shall be retained by the RDA, Commercial Developer(s) or Residential Developers(s) for the portions of the Project for which each party is responsible for the grading and site preparation. The Paleontologist shall review development and grading plans and monitor site grading activities. The paleontologist shall have the authority to: halt grading to collect unrecovered paleontological resources, curate any resources collected with an appropriate repository, and file a report with the Planning Department. If grading is halted to collect resources, construction may continue on other portions of the Project site provided a paleontological monitor is present.

Monitoring:

Redevelopment Agency for the County of Riverside

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Geology and Soils

Would the Project:

11. Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zones

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: COR GP Figure S-2, "Earthquake Fault Study Zones"; RCLIS; C.H.J.

Findings of Fact:

a-b) *The State of California Alquist-Priolo Earthquake Fault Zoning Act* was passed in 1972 to mitigate the hazard of surface rupture along earthquake faults. The main purpose of the Alquist-Priolo Earthquake Fault Zoning Act is to prevent the construction of buildings used for human occupancy along fault lines. In general, Southern California as a whole is a seismically-active region that contains many earthquake faults. The Project site is not located within an Alquist-Priolo earthquake fault zone or County Fault Hazard Zone. The nearest active fault zones include the Rialto-Colton fault located approximately 7 miles to the southeast. The proposed Project will be constructed in accordance with the provisions of the California Building Code (CBC), Uniform Building Code (UBC) and from data analysis contained in the *Geotechnical Investigation Report* (Appendix D). Therefore, potential impacts to people and structures from rupture of known earthquake faults are considered **less than significant**.

Mitigation:

None required.

Monitoring:

None required.

12. Liquefaction Potential Zone

a. Be subject to seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Sources: COR GP Figure S-3, "Generalized Liquefaction"; COR JURUP Figure 10, "Seismic Hazards"; C.H.J.; RCLIS

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

- a) The Project site is located in an area designated in the General Plan as having a “high” to “very high” potential for liquefaction. In general, for the effects of liquefaction to be manifested at the surface, groundwater levels must be within 50 feet of the ground surface and the soils within the saturated zone must also be susceptible to liquefaction. According the *Geotechnical Investigation Report* (Appendix D) prepared for the Project site, liquefaction is expected to occur in the commercial portion of the Project site in a sandy layer between the depths of 40 to 45 feet BGS (C.H.J., pp 9-11). Liquefaction is generally not anticipated in the overlaying and underlying dense sand layers (C.H.J., pp 9-11). Liquefaction is not expected to occur in the sediments encountered in the residential portion of the Project site (C.H.J., pp 9-11). Because Project structures will be constructed in accordance with the provisions of the CBC, UBC, County Ordinances, and mitigation measure **MM GEO 1**, which requires on-site evaluation by a Geotechnical Engineer and incorporation of the recommendations contained in the *Geotechnical Investigation Report* (Appendix D) during Project design and to reduce loss due to seismic-related ground failure; impacts are considered **less than significant with mitigation**.

Mitigation:

MM GEO 1: Prior to any Project-related grading, including site clearing and stripping, the Redevelopment Agency of the County of Riverside (RDA), the Commercial Developer(s), and/or Residential Developer(s) shall retain a licensed Geotechnical Engineer or Engineering Geologist to observe and assure implementation of all recommendations of the *Geotechnical Investigation Report*, including but not limited to recommendations regarding: General Site Grading, Minimum Mandatory Removal and Recomposition of Existing Soils, Compact Fills, Lateral Loading, and Expansive Soils. The RDA is responsible for retaining the Geotechnical Engineer/Engineering Geologist for mass grading of the Project site and construction of those street improvements for which the RDA is responsible. The Commercial Developer(s) is responsible for retaining the Geotechnical Engineer/Engineering Geologist for any final grading on the commercial portion of the Project site for which the Commercial Developer(s) is responsible. The Residential Developer(s) is responsible for retaining the Geotechnical Engineer/Engineering Geologist for any final grading on the residential portion of the Project site for which the Residential Developer(s) is responsible.

Monitoring:

Redevelopment Agency for the County of Riverside, County Department of Engineering, Riverside County Department of Building and Safety

13. Ground-shaking Zone

- a) Be subject to strong seismic ground shaking?

Sources: COR GP Figure S-4, “Earthquake-Induced Slope Instability Map”; COR JURUP Figure 12, “Slope Instability”

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

- a) As previously discussed in the response to items 11(a) and 11(b), Southern California is a seismically-active region. Due to the site’s proximity to a known fault, strong ground shaking resulting from earthquakes may occur during the lifetime of the Project. The Project will be constructed in accordance with the requirements of the CBC, UBC, and with **MM GEO 1**, requiring on-site evaluation and incorporation of the recommendations contained in the *Geotechnical Investigation Report*. Therefore, impacts related to strong seismic ground shaking are considered **less than significant with mitigation**.

Mitigation:

None required.

Monitoring:

Redevelopment Agency for the County of Riverside, Riverside County Department of Engineering, County Department of Building and Safety

14. Landslide Risk

- a) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, collapse, or rockfall hazards?

Sources: COR GP Figure S-5, “Regions Underlain by Steep Slope”; COR JURUP Figure 11, “Steep Slope”; COR JURUP Figure 12, “Slope Instability”; Site Visit

Findings of Fact:

- a) The Project site is relatively flat. The Riverside County General Plan has catalogued and categorized areas within the County according to their slope angle. The County created four slope angle categories by which to rate properties: less than 15%, 15–25%, 25–30%, and 30% and greater. The Project site and its surrounding area are rated in the lowest of the categories indicating no substantial concerns related to slope-related landslide risks. Furthermore, the *Riverside County General Plan* has catalogued and categorized areas within the County identified as being prone to slope instability. These areas are described in three categories: existing landslides; high susceptibility to seismically induced landslides and rockfalls; and low to locally moderate susceptibility to seismically induced landslides and rockfalls. The Project site and its surrounding area are not identified as being within any of the slope instability areas. Therefore, with regard to landslide risk, **no impact** will occur.

Mitigation:

None required.

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

None required.

15. Ground Subsidence

- a) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in ground subsidence?

Sources: COR GP Figure S-7, "Documented Subsidence Areas"; RCLIS; C.H.J.

Findings of Fact:

- a) The Riverside County Land Information System identifies the Project site and the surrounding area as being susceptible to subsidence. Subsidence is compaction of soil and other surface material with little or no horizontal motion. Causes of subsidence include earthquake and changes in groundwater tables. However, the *Riverside County General Plan* indicates the Project site is located within a subsidence susceptible area but is outside of a Documented Subsidence Area. According to the *Geotechnical Investigation Report* prepared for the Project site, a maximum hydro-consolidation strain of approximately one percent could be developed in the upper loose soils. However, the *Geotechnical Investigation Report* concludes that with the recommendations contained in the report, the potential for seismically induced ground subsidence will be less than significant. Additionally, the proposed Project will be constructed in accordance with the requirements of the UBC, CBC, and with **MM GEO 1** requiring on-site evaluation in compliance with recommendations of the *Geotechnical Investigation Report*. Therefore, impacts are considered **less than significant with mitigation**.

Mitigation:

None required.

Monitoring:

Riverside County Department of Engineering, County Department of Building and Safety

16. Other Geologic Hazards

- a) Be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?

Sources: On-site Inspection

Findings of Fact:

- a) A seiche is a standing wave in an enclosed or partially enclosed body of water; seiches and seiche-related phenomena have been observed on lakes, reservoirs, swimming pools, bays, and seas. The Project site is

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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not located near to an enclosed body of water and therefore will not be subject to the risk of seiche. There are no hills or mountainsides near to the Project site that could contribute to or cause a mudflow and therefore will not be subject to the risk of mudflow. There are no known active or dormant volcanoes in the Project’s vicinity and therefore will not be subject to the risk of volcanic activity. Therefore, with regard to other geologic hazards, **no impact** will occur.

Mitigation:

None required.

Monitoring:

None required.

17. Slopes

a) Change topography or ground surface relief features?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Create cut or fill slopes greater than 2:1 or higher than 10 feet?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in grading that affects or negates subsurface sewage disposal systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: COR GP, Figure S-4, “Earthquake Induced Slope Instability Map” and Figure S-5, “Regions Underlain By Steep Slopes”; COR Ord. No. 457; C.H.J.; Site Plan

Findings of Fact:

- a) The proposed Project will not result in a change in topography as the site is relatively flat and has previously been graded. Compliance with Riverside County Ordinance No. 457 is required regardless of the Project’s proposed changes to topography. Ordinance No. 457 will assure cut or fill slopes are constructed appropriately. Compliance with Ordinance No. 457, the UBC, and with **MM GEO 1** requiring on-site evaluation in compliance with recommendations contained in the *Geotechnical Investigation Report* will reduce potential impacts to **less than significant with mitigation**.
- b) The Proposed Project has no cut or fill slopes greater than 2:1 or higher than 10 feet. Therefore, **no impact** will occur.
- c) The Project does not propose or require a subsurface sewage disposal system. Additionally, there are no known active subsurface disposal systems located on the Project site. In the event there is an inactive subsurface disposal system, such system will be removed in accordance with all applicable federal, state, and County regulations. Therefore, construction of the proposed Project would not affect or negate a subsurface sewage disposal system and thus, **no impact** will occur.

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

None required.

Monitoring:

Riverside County Department of Engineering, County Department of Building and Safety

18. Soils

a) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: Site Visit, Project Description; C.H.J.; USDA Soil Survey

Findings of Fact:

- a) Construction of the proposed Project could result in soil erosion and/or the loss of topsoil. As required by the Clean Water Act, this proposed Project will adhere to and comply with the Santa Ana Municipal Separate Storm Sewer (MS4) NPDES General Construction Permit and implement an effective SWPPP during construction. Additionally, the Project site is relatively level and therefore is not subject to significant erosion by water through surface drainage during construction. Once construction is complete, the Project site will be landscaped and incorporate drainage features and BMPs as identified in the WQMP, so as to minimize runoff and erosion. With implementation of a SWPPP that incorporates sediment control and erosion control BMPs, impacts from soil erosion and topsoil loss during construction is considered to be **less than significant**.
- b) Expansive soils are generally considered a threat because of the pressure that may be induced upon structures. In general, these types of soils include characteristics that may result in expansion or contraction when exposed to water. The extent of contraction (shrink) or expansion (swell) may be influenced by the amount and type of clay in the soil. According to the *Soil Survey of Western Riverside Area*, the predominant soil type located on the Project site is Greenfield Sandy Loam, 2 to 8 percent slopes, eroded (GyC2). This type of soil is classified as having a low shrink-swell potential. Additionally, the results of the expansion index test performed as part of the Geotechnical Investigation Report indicate that the expansive potential of the soils on the Project site is very low to low. With the incorporation of structural design elements as identified in the Geotechnical Investigation Report, potential risks to life or property associated with expansive soils are considered **less than significant**.

Mitigation:

None required.

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

None required.

c) Have soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Sources: Project Description

Findings of Fact:

- c) No septic tanks or alternative wastewater disposal systems are proposed to be constructed as a part of this Project. Therefore, **no impacts** will occur.

Mitigation:

None required.

Monitoring:

None required.

19. Erosion

a) Change deposition, siltation or erosion that may modify the channel of a river or stream or the bed of a lake?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in any increase in water erosion either on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: COR Ordinance No. 754; Project Description

Findings of Fact:

- a) The proposed Project will not directly modify a river, streambed or lake. Erosion from the site could be conveyed in the existing storm drain system to the Santa Ana River. However, with implementation of appropriate erosion and sediment control BMPs identified in the WQMP and SWPPP and adherence to applicable provisions of County Ordinance No. 754 (Stormwater/Urban Runoff Management and Discharge Controls) and NPDES Order No. R8-2010-033, potential impacts to the modification of the channel of a river, stream, or lake bed are considered **less than significant**.
- b) During site construction, the potential exists for an increase in erosion. However, with implementation of appropriate erosion and sediment control BMPs identified in the Project's SWPPP (during construction) and the WQMP (for post construction), and adherence to applicable provisions of County Ordinance No. 754 (Stormwater/Urban Runoff Management and Discharge Controls), potential impacts associated with erosion are considered **less than significant**.

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

None required.

Monitoring:

None required.

20. Wind Erosion and Blowsand from project either on or off site.

- a) Be impacted by or result in an increase in wind erosion and blowsand, either on or off site?

Sources: COR GP Figure S-8, "Wind Erosion Susceptibility Map"; COR Ordinance No. 460 Sec. 14.2; COR Ordinance No. 484

Findings of Fact:

- a) The Project site is in an area susceptible to high wind erosion. Wind in the Project area generally blows from the northeast to the southwest during Santa Ana wind events which occur in the late fall and winter. The Santa Ana wind events are influenced by development of a ridge of high pressure over the great basin. During the construction phase, South Coast Air Quality Management District (SCAQMD) Rule 403 will be implemented to reduce the potential for wind erosion and the release of airborne particulate matter into the air throughout the site. Rule 403 requires, among other measures, that exposed soils be treated at least twice per day with water or chemical stabilizers, restricted vehicle speeds on un-paved roads, vegetative covers on inactive areas of exposed earthwork, as well as the cessation of grading work when wind speeds exceed 25 miles per hour. Compliance with Rule 403 as well as Ordinance 484 will reduce impacts to less than significant during the grading and construction phases of the Project. During long-term operation of the Project, maintained landscaping and hardscaping will reduce potential impacts associated with blowing sand during wind events to **less than significant** levels.

Mitigation:

None required.

Monitoring:

None required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Greenhouse Gas Emissions

Would the Project:

21. Greenhouse Gas Emissions

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: AB 32; CARB Scoping Plan; COR GHG SOP; WEBB 2011(a)

Findings of Fact:

a) The Project’s greenhouse gas (GHG) emissions are estimated to generate approximately 12,153 metric tonnes of carbon dioxide equivalents (MTCO₂E) per year as indicated in the *Air Quality and Greenhouse Gas Impact Analysis* in Appendix A. In May of 2010, the County of Riverside Transportation and Land Management Agency Planning Department issued a Draft Standard Operating Procedure regarding Greenhouse Gases and CEQA Compliance (COR GHG SOP). The intent of the COR GHG SOP was to provide guidance to County staff on how to evaluate applications for discretionary projects to determine what level of analysis is appropriate regarding the proposed Project’s potential impact, if any, on global climate change in accordance with CEQA. Current County requirements include the use of the screening thresholds recommended by SCAQMD and indicate that a residential, commercial, or mixed use project will have a less than significant impact on GHG and climate change if it emits no more than 3,000 MTCO₂E per year. The Project’s GHG emissions exceed the SCAQMD screening threshold for mixed use projects of 3,000 MTCO₂E/year.

According to the COR GHG SOP, demonstrating that the Project’s GHG emissions have been reduced by approximately 30 percent or more below the Business-As-Usual (BAU) scenario demonstrates the Project has less than significant impacts. This approach is consistent with the State *CEQA Guidelines* that support the use of a performance-based significance threshold, such as Assembly Bill 32, the Global Warming Solutions Act of 2006 (AB 32), against which to evaluate cumulative GHG impacts from a project (Section 15064.4(a)(2)).

The level of emissions estimated above (12,153 MTCO₂E/year) reflects the level of emissions associated with BAU because it does not consider emission reductions from compliance with local, state, and national programs enacted since AB 32 was signed into law or Project-specific reduction measures.

Since AB 32 was enacted, statewide measures have been adopted to reduce GHG emissions across multiple sectors within the state, including GHG emissions associated with the proposed Project.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Mandatory compliance with these statewide measures summarized in WEBB 2011(a) reduces Project-specific GHG emissions by approximately 25.34 percent. Implementation of mitigation measures **MM GHG 1** through **MM GHG 3**, provided below reduce the Project-specific GHG emissions by approximately 4.67 percent by reducing electricity consumption and water usage.

The total GHG reductions indicate that, with mandatory compliance with statewide measures and implementation of mitigation measures, Project-specific GHG emissions would be reduced by 30.01 percent.

Additionally, it is important to note that GHG emission reductions were not quantified for all existing or proposed regulations, project design features or mitigation measures where quantification was not readily available. Thus, the 30 percent reduction from BAU is a conservative estimate.

The 30 percent reduction from BAU is consistent with the AB 32 goal of reducing GHG emissions from BAU by 28.3 percent. Thus, the Project will not generate a significant amount of GHG emissions, directly or indirectly and the impact is **less than significant with mitigation**.

- b) The County does not currently have an adopted plan (e.g., Climate Action Plan or GHG reduction plan) for the purposes of reducing GHG emissions; therefore, compliance with the California Air Resources Board, *Climate Change Scoping Plan* (CARB Scoping Plan), is used in this analysis.

The CARB Scoping Plan calls for a reduction in California’s GHG emissions of approximately 30 percent from BAU emission levels projected for 2020.

Project consistency with the measures in the Scoping Plan is shown in Table 15 of the Air Quality and Greenhouse Gas Impact Analysis (Appendix A). Most of the reduction measures are not applicable to the Project and were not listed. The Project is consistent with the feasible measures. Therefore, the Project will not conflict with any plan, policy, or regulation adopted for the purpose of reducing GHG emissions. **No impacts** are anticipated.

Mitigation:

MM GHG 1: In order to reduce energy consumption from the proposed Project development, construction of all proposed uses shall exceed the 2008 California Energy Code – Title 24, Part 6 energy efficiency standards by 20 percent. Submission of a Title 24 worksheet with building plans shall be required by the Department of Building and Safety in order to obtain a building permit. The worksheet shall include both the calculations showing the minimum Title 24 compliance requirements and calculations demonstrating that the Project will increase energy efficiency 20 percent beyond Title 24. Compliance is determined by comparing the energy efficiency of the proposed development to a minimally Title 24-compliant development. The calculations must be from an energy analysis computer program approved by the California Energy Commission in accordance with Title 24, Part 1, Article 1, Section 10-109. These approved programs include, as of April 2011, CALRES 2008, EnergyPro 5.1, and Micropas 8.1, for residential buildings and EnergyPro 5.0 and 5.1 and Perform 2008, for non-residential buildings.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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MM GHG 2: In order to reduce energy consumption from proposed Project development, applicable plans (e.g., electrical plans, improvement maps) submitted to the County shall include the installation of energy-efficient street lighting throughout the Project site. These plans shall be reviewed and approved by the applicable Department (e.g., Department of Building and Safety or Department of Transportation) prior to conveyance of applicable streets.

MM GHG 3: In order to reduce water consumption and associated energy use from the proposed Project development, indoor water use shall be reduced by 20 percent, prior to issuance of any building permits. All requirements will be documented through a checklist to be submitted with building plans and calculations.

Monitoring:

Redevelopment Agency for the County of Riverside

Hazards and Hazardous Materials

Would the Project:

22. Hazards and Hazardous Materials

a) Create a significant hazard to the public or the environment through the routine transport, use or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Sources: Chapter 6.95, DEH, URS 2008, URS 2010a, URS 2010b, URS 2010c, URS 2010d, URS

Findings of Fact:

- a) Current business activities at the Project site include a dental clinic, restaurant, laundromat, swap meet, "A & J 99-cent store" and may use, store, or sell items considered to be hazardous materials such as paint and paint thinners, bleaches, household cleaning substances, pesticides, materials and chemicals

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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used for dental x-rays, and restaurant grease. The proposed Project would involve the transport of fuels, lubricants, and various other liquids needed for operation of construction equipment at the site and would be transported to the construction site on an as-needed basis by equipment service trucks. In addition, workers would commute to the Project site via private vehicles, and would operate construction vehicles/equipment on both public and private streets. Materials hazardous to humans, wildlife, and sensitive environments would be present during Project construction. These materials include diesel fuel, gasoline, equipment fluids, concrete, cleaning solutions and solvents, lubricant oils, adhesives, human waste, and chemical toilets. The potential exists for direct impacts to human health and environment from accidental spills of small amounts of hazardous materials from construction equipment during construction of the buildings.

A variety of state and federal laws govern the transport, generation, treating, and disposal of hazardous wastes. The County of Riverside has the authority to inspect on-site uses and to enforce state and federal laws governing the storage, use, transport, and disposal of hazardous materials and wastes. In addition, the County currently requires an annual inventory of hazardous materials in use on site and a business emergency plan to be submitted for an annual review, as required by Chapter 6.95 of the California Health and Safety Code. Chapter 6.95 of the California Health and Safety Code requires any business handling or storing in excess of 55 gallons or 500 pounds of a solid or liquid hazardous material, or 200 cubic feet of gas, to submit hazardous materials management business plans (HMBPs). These plans are to provide emergency responders with emergency contact information, site-specific chemical inventories, and maps of the vicinity and facilities. Facilities storing materials that are “acutely” hazardous and in excess of the quantities provided in CCR, Title 19, must submit a more comprehensive risk management plan which includes off-site consequences analysis, maintenance, training programs, and an executive summary. Because compliance with these laws is required, potential impacts associated with the creation of a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials will be **less than significant**.

- b) Construction of the proposed Project may require the temporary use and storage of some hazardous materials, such as paints, oils, solvents, and cleansers. The amount of such materials would be limited to quantities necessary for construction of the proposed Project. 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). Potential impacts associated with the release of asbestos or lead-based paint will be reduced to **less than significant with the implementation of 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 for the potential for asbestos and lead-based paint to be present at 5786 Mission Boulevard (APNs 181-020-030 and 181-020-031), there are hydrocarbons present in the soil at this location due to

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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this site’s previous use as a former gas station, which will be remediated as part of the Project (URS 2010a, 2010b). A Phase II Preliminary Site Investigation (a copy of which is included as Appendix E.3 of this IS/MND) 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.

In January 2011 an *Additional Site Characterization Report* was prepared by URS Corporation (Appendix E.6) in order to provide additional analysis of soil and groundwater samples from below this site and to further define the lateral and vertical extent of hydrocarbon impacted soils. Based on the concentrations observed in the samples analyzed, lead in the soil does not appear to be a concern at 5786 Mission Boulevard. As discussed in the Project Description, the Project will remediate 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). 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 (DEH).

Other than the site at 5786 Mission Boulevard, no soil contamination is expected on other parts of the Project site (URS 2008, URS 2010a, URS 2010c); however, to make sure Project-related grading and site preparation activities does not result in the use of contaminated soil, mitigation measure **MM HAZ 2**, shall be implemented.

Operation of the proposed Project is not anticipated to create significant hazards related to the release of hazardous materials. Potentially hazardous products may be sold at the commercial uses contemplated at the Project site (specifically a grocery or drug store) such as cleaners and paints; however, these do not pose a significant hazard to the public or the environment due to their relatively small quantities and the secure packaging in which the products are sold.

For the reasons discussed above, 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.**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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- c) Access for emergency vehicles will be allowed at all times during the Project’s temporary construction activities and post-construction operational activities. The proposed Project will not impair the implementation of, or physically interfere with, an emergency response plan and/or emergency evacuation plan. Furthermore, the Project provides for street improvements to Mission Boulevard along the frontage of the Project site consisting of paving and a new driveway to the Project site. In addition, two new roads extending between Riverview Drive and the future residential site to the south will provide further access to the Project site; these street improvements could serve to facilitate an emergency response or evacuation plan. Therefore, Project-specific impacts related to the impairment of or physical interference with an adopted emergency response or evacuation plan will be **less than significant**.
- d) The proposed Project will be constructed adjacent to the West Riverside Elementary School located to the west of the Project site. As discussed in response to items 22(a) and (b) above, impacts are considered to be **less than significant with the incorporation of mitigation measures MM HAZ 1 and MM HAZ 2**.
- e) Please refer to the responses to item 22(b) for a discussion of the contamination at 5786 Mission Boulevard. With respect to the Project site, according to the various environmental site assessment reports prepared for the Project (Appendices E.1, E.2, E.3 and E.4), which included a review of the hazardous materials sites lists compiled pursuant to Government Code Section 65962.5, the Project site is not included on such a list. 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 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). Therefore, with regard to being located on a hazardous materials site, the Project will have a **less than significant impact with the incorporation of mitigation measures MM HAZ 1 and MM HAZ 2**.

Mitigation:

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.

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

Monitoring:

Redevelopment Agency for the County of Riverside, Riverside County Department of Building and Safety,
 Riverside County Department of Environmental Health

23. Airports

a) Result in an inconsistency with an Airport Master Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require review by the Airport Land Use Commission?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) For a project within the vicinity of a private airstrip, or heliport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: Project Description; RCLIS; RCALUC; CPUC

Findings of Fact:

- a) The Project site is located within the Flabob Airport Influence Area and is specifically located within Compatibility Zone D of the Flabob Airport Compatibility Map (**Figure 7 – Flabob Airport Compatibility Zones and Safety Zones**). However, no Airport Master Plan has been created for this privately-owned, public-use airport. Therefore, the proposed Project will not result in any inconsistencies with any Airport Master Plan and there will be **no impact**.
- b/c) The proposed Project will require a full commission review by the Riverside County Airport Land Use Commission (ALUC) because it is located within the policy area of the Flabob Airport, and the proposed Project includes a GPA, COZ, and CUP. An application for this Project was submitted to ALUC staff on March 31, 2011 and ALUC is expected to review the proposed Project in April or May of 2011. The Project was heard before the ALUC Commission on May 2, 2011. At the May 2, 2011 ALUC meeting, the Commission found GPA 01108 and COZ 07758 to be consistent with the 2004 Flabob Airport Land Use

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Compatibility Plan, while CUP 03665 was found to be conditionally consistent with the Compatibility Plan⁹ (Appendix I). ALUC will reviewed the Project for conformance with the Riverside County Airport Land Use Compatibility Plan Basic Compatibility Criteria Matrix, for consistency with land use intensity requirements, noise requirements, and height requirements. The requirements that apply to Compatibility Zone D are summarized and discussed with regard to the proposed Project in **Table 4, Compatibility Criteria for Compatibility Zone D.**

Table 4 – Compatibility Criteria for Compatibility Zone D

Applicable Zone Area D Compatibility Criteria	Project Compliance/Impact
<p>A. Land Use Intensity</p> <p>a. Residential dwelling units per acre: Two options are provided for residential densities. Option 1) has a density limit of 0.2 dwelling units per acre. Option 2 requires that the density be greater than 5.0 dwelling units per acre. The choice between the two options is at the discretion of the local land use jurisdiction.</p> <p>b. Average Intensity: Airport Compatibility Zone D limits average intensity to 100 persons per acre.</p>	<p>a. Assuming a 25 percent density bonus for low-to-moderate income housing, the proposed Project includes up to 25 dwelling units per acre. The residential uses and densities proposed by the GPA and COZ are consistent with the Residential dwelling units per acre criteria.</p> <p>b. Average Intensity. With respect to the commercial portion of the Project, average intensity per acre can be calculated two ways. The first method is the retail sales/floor area <u>Building Code method</u>, and the second method is the parking space method.</p> <p><u>Building Code Method: Retail sales/floor area method:</u> An average intensity of 100 persons per acre includes employees and customers. For retail sales facilities, it is assumed that there will be one occupant for every 60 square feet of floor area (i.e., 50 percent of the maximum occupancy permitted pursuant to the Building Code). <u>The “Building Code Method” for calculating intensity utilizes “minimum floor area per</u></p>

⁹ It should be noted that the entitlement applications that were reviewed by the ALUC Commission were modified during the course of the Draft IS/MND 30-day public review period. However, the modifications to the entitlement applications which are described above in the Project Description, reflect changes only to the timing in which the applications have been/will be submitted. The proposed land use changes that were reviewed by the ALUC commission are materially the same.

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

Applicable Zone Area D Compatibility Criteria	Project Compliance/Impact
	<p><u>occupant” criteria from the Building Code as a factor in projecting intensity. Pursuant to Appendix C, Table C-1, of the Riverside County Airport Land Use Compatibility Plan, the intensity of retail sales areas has been determined to be one person per 30 square feet, the intensity of restaurant serving area has been determined to be one person per 15 square feet, the intensity of commercial kitchen areas has been determined to be one person per 200 square feet, the intensity of office areas has been determined to be one person per 100 square feet, and the intensity of storage areas has been determined to be one person per 300 square feet.</u> Based on this assumption, there would be a potential peak population of 2,491 2,198 persons at a 149,455-square-foot shopping center. including 2,128 in the new buildings. The proposed Project includes 15.23 acres of Commercial Retail which would translate into an average intensity of 164 128 persons per acre; which is inconsistent with the Average Intensity criteria.</p> <p>Parking space method: However, another intensity criterion that is used by Airport Land Use Compatibility Plan to determine the average intensity is the “Parking Space Method.” With a total parking requirement of 773-855 spaces, <u>and assuming an additional 10% use by public transportation, the total occupancy would be estimated at 1,411 persons (assuming 1.5 persons per vehicle) which would translate as 82 persons per acre.</u> and assuming average vehicle occupancy of 1.5 persons per vehicle, this would result in a total occupancy of 1,160 <u>1,411 persons or arriving by private vehicle.</u> Assuming that this represents 90 percent of the customer population, with 10 percent arriving by bus or walking, the total customer population would be 1,289, which would translate as 85 persons per acre. Based upon the parking space method, the Project is consistent with the Average Intensity.</p>

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

Applicable Zone Area D Compatibility Criteria	Project Compliance/Impact
<p>c. Single Acre Intensity: Airport Compatibility Zone D limits single-acre intensity to a maximum of 300 persons (up to 390 with risk-reduction design bonuses)</p>	<p>c. Single Acre Intensity. The most intense single-acre area on the Project site is an acre that includes the bulk of the 50,000 square foot supermarket as shown on CUP 03665. This 210 square foot area includes approximately 42,524 SF of floor area. Use of the Building Code Method for evaluation, including the 50 percent reduction for all retail, serving area, and office uses, indicates that single-acre intensities within areas including buildings “Shops 2,” “Retail 1,” “Market,” and “Retail 2” on the site plan range between 420 to 563 people per single acre. Utilizing the alternate occupancy assumption of 229 persons in the market, these same buildings would range between 192 and 420 per single acre. Limiting occupancy to 200 and 175 persons in “Retail 1” and “Retail 2,” respectively, would reduce the maximum single-acre intensity to less than 300 people, which would be consistent with the single-acre intensity criteria. With implementation of mitigation measures MM HAZ 4 through MM HAZ 7, the Project would be consistent with the single acre intensity. If this area is entirely retail space, at an intensity of one occupant per 60 square feet, this would result in single-acre occupancy of 709 persons. However, because supermarkets and retail uses have store rooms and other locations in which people do not gather, 709 persons is a conservatively high estimate. Nonetheless, The proposed commercial component of the Project is inconsistent with the Single Acre Intensity criteria of 300 persons (up to 390 with risk reduction design bonuses). Therefore, the Project was found conditionally consistent with the single-acre intensity.</p>

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

Applicable Zone Area D Compatibility Criteria	Project Compliance/Impact
<p>B. Open Land: According to Compatibility Zone D the Project is required to have 10 percent open land.</p>	<p>B. Open Land. According to Policy 4.2.4 of the <i>Riverside County Airport Land Use Compatibility Plan Policy Document</i> (adopted October 2004), open land area should be: 1) free of most structures and other major obstacles such as walls, large trees or poles (greater than 4 inches in diameter, measured 4 feet above the ground), and overhead wires, and 2) have minimum dimensions of approximately 75 feet by 300 feet. Roads and automobile parking lots are acceptable as open land areas if they meet the above criteria.</p> <p>The proposed Project includes commercial and residential development on approximately 29.02 acres; thus to meet the Open Land compatibility criteria, the Project must have at least 2.9 acres of open land. The residential component of the proposed Project will include an approximately one acre community park; the commercial component of the Project proposes approximately 19 percent building coverage, 23 percent landscape coverage, with the remaining portion of the commercial site being a large parking lot that will provide 616 parking spaces. These areas are greater than the 2.9 acres of open land required; therefore, the Project is consistent with the Open Land criteria.</p>
<p>C. Noise: Compatibility Zone D prohibits highly noise sensitive outdoor nonresidential uses.</p>	<p>C. Noise: The Project site is outside of the 55 db CNEL noise contour and would not conflict with compatibility criteria for Airport Compatibility Zone D. The commercial component of the Project is not considered a noise sensitive use. The Project is consistent with the Noise Compatibility criteria.</p>
<p>D. Height and Airspace Obstruction: Compatibility Zone D requires review for objects greater than 100 feet tall.</p>	<p>D. Height and Airspace Obstruction: The Project site is located approximately 2,824 feet north of the Flabob Airport runway (Figure 7). The runway elevation at Flabob Airport is 750.3 feet above mean sea level (AMSL) at its westerly terminus and 766.8 feet AMSL at</p>

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

Applicable Zone Area D Compatibility Criteria	Project Compliance/Impact
	<p>its easterly terminus. The closest point of the runway to the Project site is slightly northeasterly of the midpoint of the runway. Interpolating between the two elevations, the closest point of the runway would have an elevation of approximately 760.1 feet AMSL. At this distance, any structure with an elevation (at top point) exceeding 816.5 feet AMSL would require FAA review. The highest proposed finished floor elevation for the commercial component is 780 feet AMSL. The residential portion of the Project has not been designed. In the event the top of any residential structure will exceed 816.5 AMSL, FAA review will be required. Therefore, the Project is consistent with the Height and Airspace Obstruction criteria.</p>
<p>E. Discouraged Uses: The following uses are discouraged for Compatibility Zone D: children’s schools, hospitals, nursing homes</p>	<p>E. Discouraged Uses: The proposed Project does not include children’s schools, hospitals or nursing homes and is consistent with the Discouraged Uses criteria. The Project proposed redevelopment of an existing shopping center, which does not constitute a change in use for the commercial site. The proposed residential development is consistent with existing residential uses located east of the Project site.</p>
<p>F. Deed Notice Required</p>	<p>F. Deed notices are a form of buyer awareness measure that are put in place to ensure that prospective buyers of airport area property, particularly residential property, are informed about the airport’s impact on the property. Unlike easements, deed notices do not convey property rights from the property owner to the airport and do not restrict the height of objects. A deed notice only documents the existence of certain conditions which affect the property—such as the proximity of the airport and common occurrence of aircraft overflights at or below the airport traffic pattern altitude. In order to ensure compliance with this requirement MM HAZ 3 will require RDA to provide</p>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Applicable Zone Area D Compatibility Criteria	Project Compliance/Impact
	notice of potential nuisance noise to the Commercial Developer(s) and any commercial tenants at the time leases are executed, Residential Developer(s) will be required to provide notice of potential aircraft noise to potential residents at time of execution of a rental agreement or lease. In the event the RDA sells or otherwise transfers ownership of any portion of the Project site is another party, a deed notice shall be provided to the potential buyer. With implementation of mitigation measure MM HAZ 3 , the Project will meet the Deed Notice criteria.

As shown in **Table 4 – Compatibility Criteria for Compatibility Zone D**, the Project is inconsistent with the average intensity requirements based upon the ~~retail sales/floor area~~ Building Code method of analysis, but is consistent with the average intensity requirements based upon the parking space method of analysis. The Project is also ~~inconsistent~~ conditionally consistent with the single-acre intensity requirements. On May 2, 2011, the ALUC Commission found GPA 01108 and COZ 07758 to be consistent with the 2004 Flabob Airport Land Use Compatibility Plan, while CUP 03665 was found to be conditionally consistent with the Compatibility Plan (Appendix I). The applicable conditions of approval from the May 2, 2011 ALUC Commission hearing have been included as mitigation measures **MM HAZ 4** through **MM HAZ 7**.

~~As described above, the Project will be addressed was heard before ALUC, at which time ALUC has had three choices of action:~~

- ~~a) Find the Project consistent with the Compatibility Plan,~~
- ~~b) Find the Project consistent with the Compatibility Plan, subject to compliance with such conditions as the Commission may specify. Any such conditions should be limited in scope and described in a manner that allows compliance to be clearly assessed (e.g., height of a structure), or~~
- ~~c) Find the Project inconsistent with the Compatibility Plan. In making a finding of inconsistency, the Commission shall note the specific conflicts upon which the determination is based.~~

~~Should ALUC find the Project inconsistent with the Compatibility Plan, Public Utilities Code Section 21675.1. (d), provides the means by which the County Board of Supervisors (or any local decision-making body) may overrule an ALUC action, or regulation “by a two-thirds vote of its governing body, if it makes specific findings that the proposed action is consistent with the purposes of... [Public Utilities Code, Section 21650].~~

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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— The findings must demonstrate that the proposed action “is consistent with the purposes...” of the statutes as set forth in Public Utilities Code Section 21670. An Examination of Public Utilities Code Section 21670(a) indicates that five separate purposes for the legislation are stated, as shown in **Table 5 – Project Consistency with Applicable Legislation As Set Forth in Public Utilities Code Section 21670.**

Table 5 – Project Consistency with Applicable Legislation as Set Forth in Public Utilities Code Section 21670

Applicable Legislation as Set Forth in Public Utilities Code Section 21670	Project Compliance/Impact
“...to provide for the orderly development of each public use airport in this state...”	The Project is consistent with purposes of this statute because the Project does not include an expansion or development of airport nor is it being developed in an area suitable for the expansion of an airport.
“...to provide for the orderly development of...the area surrounding these airports so as to promote the overall goals and objectives of the California airport noise standards...”	The Project is consistent with the purposes of this statute because the Project site is outside of the 55 db CNEL noise contour and would not conflict with compatibility criteria for Airport Compatibility Zone D.
“...to provide for the orderly development of...the area surrounding these airports so as...to prevent the creation of new noise and safety problems.”	The Project is consistent with the purposes of this statute because: (i) the Project is outside of the 55 db CNEL noise contour and will not conflict with noise compatibility criteria for Airport Compatibility Zone D; (ii) the Project is outside of the Flabob Airport Safety Zone (Figure 7); and (iii) the Project proposes the redevelopment of an existing shopping center with commercial retail uses and residential uses adjacent to existing residential uses and as such does not introduce new and incompatible uses in proximity to Flabob Airport. For these reasons, Project implementation will not create or contribute to airport safety problems.
“...to protect the public health, safety, and welfare by ensuring the orderly expansion of airports...”	The Project is consistent with purposes of the statute because the Project does not include an expansion or development of airport nor will the Project be constructed in a location that will preclude the orderly expansion of an airport.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Applicable Legislation as Set Forth in Public Utilities Code Section 21670	Project Compliance/Impact
<p>“...to protect the public health, safety, and welfare by...the adoption of land use measures that minimize the public’s exposure to excessive noise and safety hazards within areas around public airports to the extent that these areas are not already devoted to incompatible uses.”</p>	<p>ALUC adopted the first Airport Land Use Consistency Plan for the Flabob Airport in 1974. The Project site, as with the surrounding area, was developed prior to 1974. Projects developed prior to 1974, would not have been subject to ALUC review, and could be considered an incompatible use. However, the proposed Project will not create or contribute to excessive noise and safety hazards because: (i) the Project is located outside of the 55-db CNEL noise contour; and (ii) the Project is not located in a safety zone. For these reasons, the proposed Project is consistent with the purposes of this statute.</p>

—The fundamental purpose of ALUC is to carry out the statutory responsibilities required by Sections 21670 et seq. of the California Public Utilities Code (RCALUC p 2-1); therefore, should ALUC find the Project as proposed to be inconsistent with the Compatibility Plan, the County Board of Supervisors could, by a two-thirds majority vote, overrule ALUC’s decision pursuant to Public Utilities Code Section 21675.1. (d). In making a determination to overrule ALUC’s decision, the Board of Supervisors would make the decision, subject to the above findings, that the proposed Project will not result in public exposure to excessive noise and safety hazards. Therefore, although the proposed Project is not consistent with all of the Compatibility Criteria for Zone D, the Project site is not within any safety zone for Flabob Airport and as such will not expose people to or result in excessive noise and safety hazards. Therefore, potential impacts with implementation of **MM HAZ 3** through **MM HAZ 7** with respect to review by ALUC and creating of a safety hazard are considered **less than significant**.

- d) The Project site is not located within the vicinity of a private airstrip, or heliport; therefore, **no impact** will occur.

Mitigation:

MM HAZ 3: Prior to the execution of any lease or sales agreement between the Redevelopment Agency for the County of Riverside and any other party, a deed notice or some other form of notice shall be provided to indicate the proximity of the Project site to Flabob Airport and then provide notice of potential aircraft noise to the Commercial Developer(s) and Residential Developer(s). If the Commercial Developer(s) lease or sublease any portion of the Project to another party, the Commercial Developer(s) shall provide a deed notice to inform the potential commercial tenant(s) of the proximity of the Project site to Flabob Airport. Prior to the execution of any rental or lease agreement between the Residential Developer(s) and future tenants, the Residential Developer shall provide notice of potential aircraft noise to future tenants.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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MM HAZ 4: The following uses shall be prohibited:

(a) Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light, visual approach slope indicator, or such red light obstruction marking as may be permitted by the Federal Aviation Administration.

(b) Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.

(c) Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area, including landscaping utilizing water features, trash transfer stations that are open on one or more sides, recycling centers containing putrescible wastes, construction and demolition debris facilities, and incinerators.

(d) Any use which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.

MM HAZ 5: The following occupancy and use area limits are applicable to the buildings shown on the site plan reviewed by the Airport Land Use Commission, dated 3/28/11:

- (a) Retail 1 shall have a posted maximum occupancy of 200 people.
- (b) Retail 2 shall have a posted maximum occupancy of 175 people.
- (c) Pad 1 shall have a maximum serving area of 1,900 square feet.
- (d) Pad 2 shall have a maximum serving area of 3,000 square feet.

MM HAZ 6: The following uses shall require additional review by the Airport Land use Commission prior to being established in any of the new buildings constructed pursuant to this Conditional Use Permit, other than the buildings on the sites labeled as “Pad 1” and “Pad 2” on the site plan dated 3/28/11:

Restaurant serving area (dining areas and areas open to public use, other than corridors and restrooms) exceeding 300 square feet in area, conference rooms, drinking establishments, exhibit rooms, gymnasiums, lounges, stages, classrooms, skating rinks, swimming pools, and other uses that would be considered to have an occupancy level greater than one person per 30 square feet, but not greater than one person per 15 square feet, pursuant to the California Building Code (1998) Table 10-A (Table C-1 of Appendix C of the Riverside County Airport Land Use Compatibility Plan).

MM HAZ 7: Any new retention basins on the site shall be designed so as to provide for a maximum 48-hour detention period following the conclusion of the storm event for the design storm (may be less, but not more),

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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and to remain totally dry between rainfalls. Vegetation in and around the retention basin(s) that would provide food or cover for bird species that would be incompatible with airport operations shall not be utilized in project landscaping.

Monitoring:

Redevelopment Agency for the County of Riverside

24. Hazardous Fire Area

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|

Sources: COR JURUP Figure 9, "Wildfire Susceptibility"; RCLIS

Findings of Fact:

- a) The Project site is located in an area with a wildfire susceptibility rating of "none." Thus, with regard to potential hazards related to wildfires, **no impact** will occur.

Mitigation:

None required.

Monitoring:

None required.

Hydrology and Water Quality

Would the Project:

25. Water Quality Impacts

- | | | | | |
|--|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on or off site? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) Violate any water quality standards or waste discharge requirements? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

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

Sources: FEMA; COR JURUP Figure 8, "Flood Hazards"; RCLIS; COR ESA

Findings of Fact:

- a) Construction of the Project may alter the existing drainage pattern of the Project site. As previously mentioned, the Project site has been previously graded and consists of a commercial shopping center and related parking spaces as well as vacant land. However, the alterations to existing drainage patterns are not considered substantial and will not alter the course of a stream or river or result in substantial erosion or siltation on or off site. Additionally, the Project will be required to prepare a SWPPP that incorporates BMPs to minimize the potential for construction related runoff. When completed, the Project site will be landscaped or hardscaped in addition to incorporating BMPs from a Project-specific WQMP, which will further reduce the potential for erosion or siltation. For these reasons, impacts with respect to erosion or siltation are considered **less than significant**.
- b) Construction of the Project has the potential to result in discharges from soil disturbance. However, the Project will be required to comply with the NPDES Statewide General Construction Permit ("General Permit for Stormwater Discharges Associated with Construction Activity – Order No. 2009-0009-DWQ") requirements, including the preparation of a SWPPP, which implements Best Management Practices

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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(BMPs) to prevent storm water pollution. Through compliance with the regulatory requirements of the NPDES Statewide General Construction Permit and on-site drainage facilities, the Project is not expected to violate any water quality standards or waste discharge requirements during construction.

Operation of the Project has a slight potential to release pollutants that would impact water quality. However, these impacts will be less than significant because a Project-specific WQMP, that includes site, source, and/or treatment control BMPs will be prepared and these BMPs will be incorporated into the Project design. Wastewater generated at the Project site will be conveyed in a sanitary sewer system and treated at wastewater facilities owned and operated by RCSD. Because the Project will incorporate BMPs and comply with existing regulations that protect water quality, potential impacts to water quality will be **less than significant**.

- c) The Project includes the replacement of an existing 6-inch diameter waterline with a 12-inch diameter waterline along Tilton Avenue. The water line is owned and operated by the RCSD. RCSD will supply water to the Project. RCSD’s water supply is obtained entirely from groundwater. All municipal water entities that exceed their safe yield pay a pump tax, which is used by the Water Master to recharge the ground water basin with State Water Project water. The County of Riverside General Plan Existing Settings Report states that the RCSD has the current capacity to meet demand and adequate capability to expand to meet projected demand. In the case of the RCSD, they have outfitted and sized their facilities to meet the future development needs. The RCSD’s current water supply exceeds the projected maximum daily demand projected for at least the next five years and water supply is not considered to be an issue. The RCSD continues to develop additional supply resources which are currently budgeted. The Project is not expected to substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Therefore, impacts are will be **less than significant**.
- d) See response to items 25(b) and 26(a). Implementation of the proposed Project will add impervious surfaces to the existing site. By increasing the percentage of impervious surface on the site, less storm water will percolate into the ground and more surface runoff will be generated. However, during construction the Project will be required to comply with the NPDES Statewide General Construction Permit (“General Permit for Stormwater Discharges Associated with Construction Activity – Order No. 2009-0009-DWQ”) requirements, including the preparation of a SWPPP, which implements Best Management Practices (BMPs) to prevent storm water pollution. In addition, a sand-filtration basin (Figure 4) located at the rear of the proposed Market and Retail shops: 1 and 2 is proposed to help mitigate the increased runoff that will be generated by the increase in impervious surfaces. This sand-filtration basin will treat pollutants and will also aid in mitigating excess runoff yielded from the additional impervious areas. Filtration consists of passing the water through sand and gravel or some other filter. The floc and impurities get stuck in the sand while the water passes through. The water quality filtration basin will be sized to completely contain and treat the 2-year, 24-hour storm event, and would reduce the volume of water being conveyed downstream for 10- and 100-year storm events. Any and all overflow will leave the

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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water quality filtration basin through over flow standpipes and enter a proposed on-site underground storm drain system that connects to the existing storm drain system near the intersection of Briggs Street and Tilton Avenue. The Project site is located in an urbanized area with adequate capacity in area storm drains. Therefore, the drainage water from the site will not exceed the stormwater system’s capacity. Therefore, impacts are considered **less than significant**.

- e/f) According to FEMA Flood Insurance Rate Map No. 06065C0706G, the Project site is not located within a mapped 100-year flood plain. However, the Project site is listed as being within a “flood area of 0.2% annual chance of flood; areas of one percent annual chance flood with average depths of less than one foot or with drainage areas less than one square mile; and areas protected by levees from 1% annual chance flood.” As described in the Project Description, development of the proposed Project will include new housing. However, the proposed Project does not include the development of housing within a 100-year flood hazard zone. Therefore, impacts are considered **less than significant**.
- g) The Project is required to prepare a SWPPP, thus, appropriate BMPs will be implemented during Project construction to minimize potential erosion. Additionally, the Project is required to prepare a Project-specific WQMP in accordance with Santa Ana Regional Water Quality Control Board Order No. R8-2010-0033; so the design of the Project will incorporate appropriate site design features to address runoff produced by the Project after construction. Through the implementation of BMPs during construction and Project design features, impacts to water quality are considered **less than significant**.
- h) As discussed in the response to item 25(a), appropriate pre-construction and post-construction BMPs will be designed, installed, and maintained to reduce the impact of vectors and odors, and are not expected to cause significant environmental effects. Impacts are will be **less than significant**.

Mitigation:

None required.

Monitoring:

None required.

26. Floodplains

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

NA - Not Applicable U - Generally Unsuitable R - Restricted

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
a) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Changes in absorption rates or the rate and amount of surface runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam (Dam Inundation Area)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Changes in the amount of surface water in any water body?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: COR GP Figure S-9 “100- and 500-Year Flood Hazard Zones,” Figure S-10 “Dam Failure Inundation Zone”; COR JURUP Figure 8, “Flood Hazards”; RCLIS

Findings of Fact:

- a) No streams or rivers traverse the site; therefore, no direct impacts to the course of a river or stream will result. However, implementation of the proposed Project will add impervious surfaces to the existing site. By increasing the percentage of impervious surface on the site, less storm water will percolate into the ground and more surface runoff will be generated. However, during construction the Project will be required to comply with the NPDES Statewide General Construction Permit (“General Permit for Stormwater Discharges Associated with Construction Activity – Order No. 2009-0009-DWQ”) requirements, including the preparation of a SWPPP, which implements Best Management Practices (BMPs) to prevent storm water pollution including erosion which could cause siltation of a downstream water (Santa Ana River Reach 3). In addition, a sand-filtration basin is proposed to help mitigate the increased runoff that will be generated by the increase in impervious surfaces. A sand-filtration basin is proposed along the southern boundary of the property, which will treat pollutants and will also aid in mitigating runoff yielded from the commercial portion of the Project site. The water quality filtration basin will be sized to completely contain and treat a 2-year, 24-hour storm event, and will cut down on the volume of water being conveyed downstream by a 10- and 100-year storm event Any and all overflow will leave the water quality filtration basin through over flow standpipes and enter a proposed on-site underground storm drain system that connects to the existing storm drain system near the intersection of Briggs Street and Tilton Avenue. Therefore, implementation of the Project would not result in substantial erosion or siltation on or off site, and impacts are considered **less than significant**.
- b) The proposed Project will add impervious surfaces to the existing site as well as landscaping that may affect absorption rates and amounts of surface runoff. The commercial portion of the Project includes a sand-filtration basin to accommodate additional surface runoff from that portion of the Project. Drainage

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Prior to development of the residential portion of the Project, the Residential Developer(s) must secure approval of a plot plan that identifies, among other things, the drainage facilities to accommodate additional runoff associated with the residential development. Mitigation measure **MM HYD 1** requires the Residential Developer(s), as part of the final design of the residential portion of the Project, to prepare a drainage plan to mitigate for any increased runoff associated with the residential development. Through Project design, incorporation of BMPs identified in the WQMPs, and implementation of mitigation measure **MM HYD 1**, this will ensure that the rate and amount of surface runoff will be less than significant. Therefore, impacts are considered **less than significant with mitigation**.

- c) There are no dams or levees in the proximity of the Project area, nor would development of the Project site result in adverse conditions that could weaken or damage flood-control structures. The Project site is not located in a Dam Inundation Area. Therefore, there will be **no impact**.
- d) The closest body of water to the Project site is the Santa Ana River located approximately one mile to the southeast of the Project site. With the implementation of BMPs identified in the SWPPP and Project-specific WQMP, construction and operation of the Project will not result in any substantial increase in runoff or change in the amount of surface waters; thus, there will be **no impacts** in this regard.

Mitigation:

MM HYD 1: As part of the final design of the residential portion of the Project, the Residential Developer(s) shall prepare and submit for review to the Redevelopment Agency for the County of Riverside and the Riverside County Flood Control and Water Conservation District, a drainage plan for the residential portion of the Project. The drainage plan shall identify on-site or off-site drainage facilities with sufficient capacity to accommodate any increased runoff resulting from the residential development. The Residential Developer(s) shall be responsible for the construction and maintenance of such drainage facilities unless other arrangements are made with the Redevelopment Agency for the County of Riverside or the Riverside County Flood Control and Water Conservation District.

Monitoring:

Redevelopment Agency for the County of Riverside, Riverside County Flood Control and Water Conservation District

Land Use Planning

Would the Project:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
27. Land Use				
a) Result in a substantial alteration of the present or planned land use of an area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Affect land use within a city sphere of influence and/or within adjacent city or county boundaries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: COR JURUP; RCLIS; Project Description

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

- a) The proposed Project includes a General Plan Amendment (GPA) to accommodate the proposed commercial Project, along with the future residential housing to the south of the commercial site. The current General Plan Land Use designation for the entire Project site is Commercial Retail (CR) and High Density Residential (HDR). A General Plan Amendment is proposed to change 0.39 acres from HDR to CR, 1.76 acres from CR to Very High Density Residential (VHDR) and 11.9556 acres from HDR to VHDR, as shown in **Figure 5a – General Plan Amendment**. In addition, a Change of Zone (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 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) 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). As shown in Figure 6 – 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). Lastly, a Lot Line Adjustment and Parcel Merger will be submitted as part of the formal application that reflects the boundary of the Plot Plan and future parcels.

In its current condition, portions of the Project site have zoning designations that are inconsistent with the General Plan Land Use designation. For instance, the northern portion of the Project site has a General Plan Land Use designation of CR and a zoning designation of R-VC, West. The commercial General Plan Land Use designation is not consistent with the residential zoning designation. Therefore, the proposed GPA and COZ would allow for consistency between the General Plan Land Use designation and the appropriate zoning designation. Furthermore, the proposed GPA and COZ is a discretionary action that must be approved by the Board of Supervisors. Approval of the GPA and COZ is subject to findings that the proposed land uses are consistent with the surrounding land uses and that the proposed Project would not be in conflict with the existing or planned residential uses within the area. Therefore, with regard to an alteration of present or planned land uses in the Project’s vicinity, impacts will be **less than significant**.

- b) The Project site is located in the unincorporated community of Rubidoux until July 1, 2011, which is the effective date of incorporation for city of Jurupa Valley. The Project includes a GPA and COZ; however, the land uses proposed by GPA 01108, and COZ 00758, and the future change of zone, are not substantially different than the existing general plan and zoning designations. Upon incorporation Jurupa Valley will adopt the Riverside County General Plan until such time Jurupa Valley can prepare and adopt a new general plan. Because the Project does not propose a radical change in land uses from what is currently present, Project implementation will not affect Jurupa Valley. In fact, redevelopment of the aging Mission

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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Plaza shopping center and the construction of new retail uses will provide a beneficial impact to Jurupa Valley by improving the appearance of the Project site and introducing a new source of sales tax revenue to the new city. The proposed Project site is not located within a city sphere of influence or adjacent to any city or other county boundaries. Therefore, **less than significant impacts** will occur with respect to land use.

Mitigation:

None required.

Monitoring:

None required.

28. Planning

a) Be consistent with the site’s existing or proposed zoning?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Be compatible with existing surrounding zoning?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Be compatible with existing and planned surrounding land uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be consistent with the land use designations and policies of the Comprehensive General Plan (including those of any applicable Specific Plan)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: COR GP Land Use Element; RCLIS; Project Description

Findings of Fact:

a/b/c) See response to 27. a), above. The proposed Project includes a GPA and COZ to accommodate the proposed redevelopment of the Mission Plaza shopping center, along with the future residential units proposed to the south of the commercial site. In its current condition, portions of the Project site have zoning designations that are inconsistent with the General Plan Land Use designations. For instance, the northern portion of the Project site has a General Plan Land Use designation of CR and a zoning designation of R-VC, West. The commercial General Plan Land Use designation is not consistent with the residential zoning designation. Therefore, the proposed GPA and COZ would allow for consistency between the General Plan Land Use designation and the appropriate zoning designation. Furthermore, the proposed GPA and COZ is a discretionary action that must be approved by the Board of Supervisors. Approval of the GPA and COZ is subject to findings that the proposed land uses are consistent with the surrounding properties and compatible with the surrounding zoning. As a result the proposed GPA and COZ will actually allow for greater consistency between the two land uses and the Project will be

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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compatible with the surrounding land uses and surrounding area’s zoning requirements. Therefore, impacts are considered **less than significant**.

- d) See response to 27. a), above. The proposed Project includes a GPA to accommodate the proposed commercial Project, along with the future residential housing to the south of the commercial site. The current General Plan Land Use designation for the entire Project site is Commercial Retail (CR) and High Density Residential (HDR). A General Plan Amendment is proposed to change 0.39 acres from HDR to CR, 1.76 acres from CR to Very High Density Residential (VHDR) and 11.9556 acres from HDR to VHDR , as shown in **Figure 5a – General Plan Amendment**. Furthermore, the proposed GPA is a discretionary action that must be approved by the Board of Supervisors. Approval of the GPA is subject to findings that the proposed Project is consistent with the Land Use designations and policies of the Comprehensive General Plan. Therefore, in order for the discretionary actions to be approved, the Project would not be allowed to be in direct conflict with the surrounding existing residential uses or allowed future land uses. Additionally, the Project site is not located within a specific plan. Therefore, impacts will be **less than significant**.
- e) See response to item 27(a), above. The Project includes a GPA and COZ which are discretionary actions that must be approved by the Board of Supervisors. Approval of the GPA and COZ are subject to findings that the proposed land uses are consistent with the surrounding properties and compatible with the surrounding zoning. Implementation of the Project will not disrupt or divide the physical arrangement of an established community. Therefore, **no impacts** are anticipated to occur.

Mitigation:

None required.

Monitoring:

None required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Mineral Resources				
Would the Project:				
29. Mineral Resources				
a) Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be an incompatible land use located adjacent to a state classified or designated area or existing surface mine?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or property to hazards from proposed, existing, or abandoned quarries or mines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: COR GP Figure OS-5, "Mineral Resources"

Findings of Fact:

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

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

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

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

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

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

The Project site is located within an area designated as MRZ-3 and therefore may contain mineral resources. However, given the disturbed nature of the Project site, and the presence of existing development on and in the vicinity of the Project site, it is highly unlikely that any surface mining or mineral recovery operation could feasibly take place on or adjacent to the Project site. Therefore, the potential Project impact to mineral resources of value to the region or to residents will be **less than significant**.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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b/c/d) The proposed Project site is not located on or near to a locally-important mineral resource recovery site, existing surface mine, or abandoned quarries or mines. Thus, **no impacts** to people or property from proposed, existing, or abandoned quarries or mines will occur.

Mitigation:

None required.

Monitoring:

None required.

Noise

Definitions for Noise Acceptability Ratings

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

- NA - Not Applicable A - Generally Acceptable B - Conditionally Acceptable
- C - Generally Unacceptable D - Land Use Discouraged

30. Airport Noise

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

NA A B C D

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

NA A B C D

Sources: COR GP Figure S-19 "Airport Locations"; RCALUC; RCLIS; WEBB 2011 (b)

Findings of Fact:

- a) The Project site is located approximately 3,000 feet northwest of the Flabob Airport (**Figure 7**); however, at this distance, the Project site is not located within any of the airport’s identified noise contours. While high-altitude aircraft noise could be audible at this distance, it will not contribute to significant noise levels or an exceedance of applicable standards. Therefore, with regard to airport-related noise, impacts will be **less than significant**.
- b) The Project site is not located within the vicinity of a private airstrip and therefore, would not expose people residing or working in the Project area to excessive noise levels from a private airstrip. Therefore, **no impacts** are anticipated.

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

None required.

Monitoring:

None required.

Definitions for Noise Acceptability Ratings

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

NA - Not Applicable A - Generally Acceptable B - Conditionally Acceptable
 C - Generally Unacceptable D - Land Use Discouraged

31. Railroad Noise

NA A B C D

Sources: COR GP Figure C-1 "Circulation Plan"; RCLIS; WEBB 2011 (b); on-site inspection

Findings of Fact:

The Project does not propose the construction of new or a modification of existing rail lines. The nearest railroad tracks are located approximately 4 miles away near the Interstate 215 and Interstate 60 interchange. The Project site is not located within the vicinity of a rail line. Therefore, **no** adverse railroad-related noise **impacts** will occur.

Mitigation:

None Required.

Monitoring:

None Required.

Definitions for Noise Acceptability Ratings

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

NA - Not Applicable A - Generally Acceptable B - Conditionally Acceptable
 C - Generally Unacceptable D - Land Use Discouraged

32. Highway Noise

NA A B C D

Sources: COR GP Table N-1, "Land Use compatibility for Community Noise Exposure"; Project Description; WEBB 2011 (b)

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

The Project site is bounded to the north by Mission Boulevard and Riverview Road toward the western portion of the Project site. The Project is also located adjacent to Mayfair Avenue/Briggs Street and Tilton Avenue; however, these roads, classified as collectors, are not a significant source of traffic-related noise, and as such, were not included in the *Acoustical Impact Analysis* (Appendix F). Noise impacts to the Project from these roadways were analyzed in detail in Acoustical Impact Analysis.

The Acoustical Impact Analysis found that the proposed Project is compatible with the site with regard to impacts to the Project from off-site-generated noise. Mission Boulevard and Riverview Drive are the site’s greatest traffic generating noise contributors. As indicated in **Figure 3 – Land Use Map**, the Project proposes the development of high density residential structures on the southern portion of the Project site and commercial structures on the northern portion of the Project site. Noise generated by traffic along Mission Boulevard and Riverview Drive has the potential to impact the commercial portion of the Project site. However, there are no exterior habitable spaces proposed within the commercial-portion of the Project site; therefore, noise levels at the facades of commercial uses closest to the aforementioned roadways (Pad 2 and the Drug Store as shown on **Figure 4 – Commercial Site Plan**) were analyzed to determine the potential for interior noise impact.

As shown in **Table 6 – Unmitigated Exterior Noise Levels**, impacts to the commercial portions of the Project site are greater than 70 dBA; however, as there are no exterior uses, such as patios or play areas, associated with the commercial uses, the 70 dBA compatibility standard does not apply, although it may seem noisy outside of the buildings.

Table 6 – Unmitigated Exterior Noise Levels

Noise Source	Projected to:	Distance from Noise Source (feet)	Calculated Noise Level (dBA CNEL)
Mission Boulevard	Façade of Pad 2	95	74.1
Riverview Drive	Façade of Drug Store	130	72.5

Due to both the distance of residential land uses from the roadways and the fact that collector road capacity does not generate significant levels of traffic noise, impacts to proposed residential land uses on the southern portion of the Project site from traffic noise are **not anticipated**.

Traffic noise from Mission Boulevard and Riverview Road can also affect interior noise levels. Interior noise levels are determined by reducing the level of noise impacting a building’s facade by the attenuation properties provided by that building’s construction materials. Because detailed architectural plans were not available for analysis at the time, the *Acoustical Impact Analysis* was prepared using the distance to the proposed buildings’ façades (as shown on CUP No. 03665) as an approximate location, and applying standard assumptions in compliance with the County of Riverside’s acoustical analysis requirements. The typical

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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structural attenuation of commercial buildings is at least 30 dBA, and it is not uncommon to find that commercial buildings are capable of greater attenuation once architectural plans are reviewed and modeled. Commercial buildings (such as drug stores or supermarkets) typically do not have the ability to open their windows; therefore, a higher level of noise attenuation is achieved. Using these assumptions, the resulting worst-case interior noise levels are provided in **Table 7 – Unmitigated Interior Noise Levels**, below.

Table 7 – Unmitigated Interior Noise Levels

Noise Source	Calculated Interior Noise Level (dBA CNEL)
Mission Boulevard	44.1
Riverview Drive	42.5

Based upon this analysis, the Project’s commercial uses will meet interior noise standard of 50 dBA CNEL. Thus, the users of the building will not be exposed to roadway noise that is generally acceptable with the proposed use. Therefore, impacts to the Project from highway noise are considered **less than significant**.

Mitigation:

None required.

Monitoring:

None required.

Definitions for Noise Acceptability Ratings

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

- NA - Not Applicable A - Generally Acceptable B - Conditionally Acceptable
- C - Generally Unacceptable D - Land Use Discouraged

33. Other Noise

NA A B C D

Sources: COR JURUP; RCLIS; Thomas Guide; site visit; WEBB 2011 (b)

Findings of Fact:

The Project site and the surrounding area does not include substantial noise-generation sources, considered adverse or significant, that are not already discussed under other topics in this IS/MND and found to be less than significant or to have no impact. Therefore, with regard to other noise sources, **no impact** will occur.

Mitigation:

None required.

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

None required.

34. Noise Effects on or by the Project

a) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: WEBB 2011 (b)

Findings of Fact:

- a) Project-sourced noise is regulated by County standards, as it impacts another land use’s property line. Noise levels will increase in the Project vicinity during temporary construction activities as discussed in Item 34(b) below. Once the Project is operational, potentially long-term or permanent noise increases will occur on the site as a result of Project operations.

The Project proposes a development consisting of commercial and residential land uses; all specific occupancies were not established at the time the Acoustical Impact Analysis was prepared. Of the buildings without specific occupancies, three are labeled as Pad (Pad 2, Pad 3, and Pad 4), one as Drug Store, one as Shops 1, one as Market, and two as Retail (Retail 1 and Retail 2) as shown in **Figure 4 – Commercial Site Plan**. On-site noise from commercial operations related to these types of uses could be derived from loading bay activities, trash compactors, and air conditioning units.

Trash compactors are typically included in commercial retail projects, however, no trash compactors are planned within the Project. There are multiple trash enclosures, but these will only house non-mechanized trash bins.

Air conditioners for the proposed commercial uses closest to both the existing and proposed residential uses will be located on the roofs of the commercial uses with the line-of-site blocked by a parapet. Therefore, noise generated by the air conditioning units will be attenuated by both the distance to sensitive receivers (over 100 feet) and the parapet acting as a noise barrier.

Loading bay areas can be the source of short-term noise impacts generated from trucks backing, rolling doors, and materials handling. This type of operational noise is not considered a source of significant

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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impacts when topography or a barrier (e.g., a wall or berm) shields the visibility of the loading bay activity. However, even with shielding, if truck loading/unloading occurs at night and in close proximity to residential uses, the low frequency thumps can be intrusive and sleep-disturbing, particularly if adjacent residences have open bedroom windows.

Buildings within the Project that are planned to include loading bays are Retail 1, Market, Retail 2, and Drug Store (**Figure 4**). Noise impacts relating to operational activities from the commercial portion of the Project may be projected onto the residential portion of the Project. However, **with implementation of mitigation measures MM NOISE 1 and MM NOISE 2**, permanent noise impacts projected onto residential uses from the commercial portion of the Project are considered to be within acceptable levels. Therefore, with implementation of **MM NOISE 1 and MM NOISE 2**, Project operations will not create a substantial permanent increase in ambient noise levels and **impacts will be less than significant with mitigation.**

- b) Existing sensitive receptors are located adjacent to the Project site at varying distances; however, the uses to the west are separated from the Project site by a vacant lot. The residential land uses to the east of the Project site are separated from the Project site by a 5-foot block wall. Project construction will be implemented in two phases with Phase 1 being completed by 2014 and Phase II being completed by 2016.

Noise impacts could be considered significant if they caused a violation of any adopted standards. There are no specific performance standards in the County Code that apply to construction; however, construction noise impacts can be minimized by employing time restrictions on grading permits, in the presence of noise-sensitive receptors. Time constraints on construction involving heavy equipment use are already established by the Riverside County Ordinance No. 457.

Furthermore, the General Plan Noise Element requires all construction equipment to utilize noise reduction features (e.g., mufflers, engine shrouds) that are no less effective than those originally installed by the manufacturer (COR GP, Policy N 12.4)

Noise impacts related to construction activities are considered temporary in nature and are regulated by Riverside County Ordinance No. 457. However, construction noise from the development of the proposed Project could impact existing residential uses. **With implementation of mitigation measures MM NOISE 3 through MM NOISE 10, noise impacts from construction are considered within acceptable levels and impacts will be less than significant.**

- c) The greatest existing, and likely future, noise-generating source in the Project’s vicinity is vehicular noise from Mission Boulevard and Riverview Road. Impacts related to vehicular-sourced noise is discussed under item 32 and was found to be less than significant. As discussed under item 33, there are no other known noise sources in the Project’s area that could expose persons to noise levels in excess of applicable standards and regulations. Furthermore, as discussed under item 34(a), long-term Project operations from the commercial portion of the Project may be projected onto the residential portion of

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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the Project. With implementation of mitigation measures **MM NOISE 1** and **MM NOISE 2**, noise impacts projected onto residential uses from the commercial portion of the Project are considered within acceptable levels. Furthermore, as discussed in item 34(b) noise impacts related to construction activities are considered temporary in nature and are regulated by Riverside County Ordinance No. 457. However, construction noise from the development of the proposed Project could impact existing residential uses. With implementation of mitigation measures **MM NOISE 3** through **MM NOISE 10**, noise impacts from construction are considered within acceptable levels. Therefore, with regard to the exposure of persons to or generation of noise levels in excess of established standards or standards of other agencies, impacts will be **less than significant with mitigation**.

- d) There are no existing sources located within the Project area that would expose people to excessive groundborne vibrations or noise, such as trains. Groundborne vibrations may be generated infrequently by the use of heavy construction machinery during the grading and preparation of the site. However, this type of noise would be temporary and infrequent, and is considered a **less than significant** impact.

Mitigation:

MM NOISE 1: The boundary of the backyard (or other exterior, usable space) of the proposed residential land uses shall be positioned at least 100 feet from the loading bays detailed in the commercial portion of the Project. Additionally, a freestanding wall shall be designed per County Design Guidelines and constructed between the loading bays and the proposed residential uses, breaking the line-of-site between the loading dock when a truck is present and the residential uses.

MM NOISE 2: Once precise grading and architectural plans are made available, and prior to building permit issuance, a final acoustical impact analysis shall be performed to confirm the findings of the preliminary Acoustical Impact Analysis and to determine building- and/or unit-specific interior noise levels and potential mitigation measures necessary for the Project.

MM NOISE 3: To prevent construction-related noise from disturbing sensitive receivers during the evening hours, the following restrictions shall be observed:

- a) Weekdays. No person, while engaged in construction, remodeling, digging, grading, demolition, or any other related building activity, shall operate any tool, equipment, or machine in a manner that produces a loud noise that disturbs a person of normal sensitivity who works or resides in the vicinity, or a peace office, on any weekday except between the hours of 7:30 a.m. and 6:00 p.m.; and
- b) Weekends and Holidays. No person, while engaged in construction, remodeling, digging, grading, demolition or any other related building activity, shall operate any tool, equipment or machine in a manner that produces loud noise that disturbs a person of normal sensitivity who works or resides in the vicinity, or a peace office, on any weekend day or any federal holiday.

MM NOISE 4: To minimize noise impacts resulting from poorly tuned or improperly modified vehicles and construction equipment, all vehicles and construction equipment shall maintain equipment engines in good

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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condition and in proper tune per manufacturer’s specifications, to the satisfaction of the Riverside County. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction. Maintenance records shall be submitted monthly to Riverside County. Compliance with this measure shall be subject to periodic inspections by Riverside County Building and Safety Department.

MM NOISE 5: To inform potential sensitive receivers of the pending Project construction, the Redevelopment Agency for the County of Riverside, the Commercial Developer(s), and Residential Developer(s) shall:

- a) give written notification to all landowners, tenants, business operators, and residents immediately adjacent to the Project site, 30 days prior to the start of demolition/construction. The written notification shall include a tentative construction schedule and contact information for use by the public if specific noise issues arise; and
- b) prior to issuance of a grading permit for the Project a sign shall be posted on-site indicating contact information on site for use by the public in the event specific noise issues arise. The contact information sign shall remain in place until construction is complete.

MM NOISE 6: To reduce noise impacts associated with temporary diesel- or gasoline-powered generators, and where a portable diesel- or gas-powered generator is necessary, said generator shall have maximum noise muffling capacity and be located as far as technically feasible from noise-sensitive uses.

MM NOISE 7: To minimize or eliminate motor-derived noise from construction equipment, contractors shall utilize construction equipment that is either propane- or electric-powered, when technically feasible.

MM NOISE 8: To minimize or eliminate noise from portable compressors, generators, and other such equipment shall be covered, to the extent that it is technically feasible, with noise-insulating fabric that does not interfere with the manufacturer’s guidelines for engine or exhaust operation.

MM NOISE 9: To minimize noise from idling engines, all vehicles and construction equipment shall be prohibited from idling in excess of three minutes, when not in use.

MM NOISE 10: Temporary noise control barriers (e.g., plywood walls, noise curtains/blankets) shall be utilized to reduce noise impacts when construction takes place near the existing residential land uses directly adjacent to the eastern portion of the Project site. To be effective the barrier/curtain must be located at the top of the highest point between the noise source and receiver, must physically fit in the available space, must completely break the line-of-sight between the noise source and the receptors, must be free of degrading holes or gaps, and must not be flanked by nearby reflective surfaces. Noise barriers must be sizable enough to cover the entire noise source, and extend length-wise and vertically as far as feasibly possible to be most effective.

Monitoring:

Redevelopment Agency for the County of Riverside, Riverside County Department of Building and Safety, Riverside County Planning Department

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
Population and Housing				
Would the Project				
35. Housing				
a) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Affect a County Redevelopment Project Area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Cumulatively exceed official regional or local population projections?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: Project Description; RCLIS; COR JURUP; COR GP Housing Element

Findings of Fact:

- a/c) The Project site currently contains a mix of commercial uses and vacant land. Implementation of the proposed Project will not require the removal or demolition of existing housing units. The nature of this Project will not necessitate the construction of replacement housing. Furthermore, as discussed in the Project Description above, the proposed Project includes new housing units all of which could be designated as low to moderate income. Therefore, there will be **no impact**.
- b) As discussed in the Project Description above, the proposed Project includes a mix of commercial, residential, and recreational land uses. Specifically the proposed Project includes up to 301 dwelling units, all of which could be designated as affordable housing units. Therefore, there will be **no impact** with regard to the Project creating a demand for additional housing, particularly affordable housing.
- d) The Project site is located within the Jurupa Valley Redevelopment Project Area. The Project itself is a redevelopment Project that utilizes redevelopment funds intended for the area and will help to realize the areas redevelopment goals. Furthermore, the redevelopment of an aging shopping center, construction of new residential units, and the remediation of 5786 Mission Boulevard will be of benefit to the Project Area. Therefore, with regard to affecting a County Redevelopment Project Area, there will be **no impact**.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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e/f) The Project proposes a mix of commercial, residential, and recreational land uses. Specifically, the proposed Project includes up to 301 dwelling units, all of which could be designated as affordable housing. Also, the Project proposes new commercial development including a new supermarket (50,000 SF), drug store (14,500 SF), six retail shops (totaling 59,000 SF), and three existing commercial structures on the site which will remain.

The proposed Project will introduce up to 301 new dwellings to the area. Assuming 3.01 persons per dwelling unit, the proposed Project will add 906 new people to the area. The County of Riverside General Plan Jurupa Area Plan projects General Plan buildout of 37,079 dwelling units and a total of 111,608 dwelling units for the Jurupa Planning Area. Thus the addition of 906 new people from the proposed Project would account for less than one percent of the assumed General Plan Buildout population. As discussed in item 27(a), the Project includes a General Plan Amendment to change 0.39 acres from HDR to CR, 1.76 acres from CR to Very High Density Residential (VHDR) and 11.9556 acres from HDR to VHDR, as shown in **Figure 5a – General Plan Amendment**. In addition, a Change of Zone 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 6 – 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). 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) 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). Given that the Project represents an increase of less than one percent of the assumed General Plan Buildout population, impacts will be **less than significant**.

Mitigation:

None required.

Monitoring: None required.

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

36. Fire Services

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

Sources: COR GP EIR; COR GP Figure S-13, "Inventory of Emergency Response Facilities"; Thomas Guide; COR Ordinance No. 659.7

Findings of Fact:

Currently, the Riverside County Fire Department provides fire protection services to the Project site through Station No. 38, located at 5721 Mission Boulevard, which is located directly across the street from the Project site. Implementation of the proposed Project would incrementally increase demand for fire services, however, given that the station is located less than 0.2 miles from the Project site, an average response time capability of 5–7 minutes is achievable, which is within the acceptable range identified in the Riverside County General Plan Environmental Impact Report (EIR). Additionally, the Project’s Commercial Developer(s) and Residential Developer(s) will pay the County Development Impact Fees (DIF), a portion of which is designated for fire facilities. Therefore, **less than significant impacts** will occur.

Mitigation:

None required.

Monitoring:

None required.

37. Sheriff Services:

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

Sources: COR GP EIR; COR Ordinance No. 659.7; Project Description

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

Sheriff services will be provided by the Riverside County Sheriff’s Department. The level of service for sheriff services is expressed in terms of service ratios, rather than through the use of response times. Construction of the proposed Project will result in the need for law enforcement services. The *County of Riverside General Plan EIR* identifies a goal of meeting and maintaining a level of 1.5 sworn officers per 1,000 residents. The Project will introduce approximately 906 persons (3.01 persons per dwelling unit) into the area. However, the County development review process and building permit plan check process includes review by the County Sheriff’s Department to ensure incorporation of defensible space concepts in site design and construction. Additionally, the Project’s Commercial Developer(s) and Residential Developer(s) will pay the County DIF pursuant to Riverside County Ordinance No. 659.8, a portion of which is designated for the provision of public services facilities. Therefore, impacts will be **less than significant**.

Mitigation:

None required.

Monitoring:

None required.

38. Schools:

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

Sources: Thomas Guide; RCLIS; JUSD

Findings of Fact:

The proposed Project will be constructed adjacent to the West Riverside Elementary School located to the west of the Project site. The proposed Project will add up to 301 new dwelling units to the area and approximately 906 new persons to the area. The increase in population of 906 new persons will increase student enrollment at elementary and secondary schools within the Jurupa Unified School District (JUSD). JUSD is composed of 25 schools including 16 elementary, three middle, three high schools, and three continuation schools. However, to offset impacts to school facilities, the Project’s Commercial Developer(s) and Residential Developer(s) are required to pay appropriate school mitigation fees in accordance with the provisions of state and local laws. Therefore, impacts are will be **less than significant**.

Mitigation:

None required.

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

None required.

39. Libraries:

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

Sources: Project Description; COR Ordinance No. 659.7

Findings of Fact:

The proposed Project will increase population and associated demand for libraries. To offset impacts to library facilities/services, the Project’s Commercial Developer(s) and Residential Developer(s) will be required to pay the County DIF in accordance with Ordinance No. 659.7, a portion of which is designated for library books and facilities, which will assist in reducing impacts to **less than significant**.

Mitigation:

None required.

Monitoring:

None required.

40. Health Services:

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

Sources: Project Description; Thomas Guide

Findings of Fact:

The nearest hospital to the Project site is the Riverside Community Hospital, located at 4445 Magnolia Avenue, approximately two miles to the southeast. The proposed Project will increase population and associated

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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demand for health services. Paramedic services are provided by the Riverside County Fire Department. However, to offset impacts to paramedic and County-provided health services, the Project’s Commercial Developer(s) and Residential Developer(s) will be required to pay the County DIF, a portion of which goes for Public Facilities and Fire Facilities, which will assist in reducing impacts to **less than significant**.

Mitigation:

None required.

Monitoring:

None required.

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the Project include the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Is the project located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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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**.

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

None required.

Monitoring:

None required.

Transportation/Traffic

Would the Project:

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

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

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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controlled movements for the intersection. **Table 9 – LOS for Unsignalized Intersections** shows the criteria used to determine the LOS.

Table 9 – LOS for Unsignalized 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)	<i>Does Not Exist</i>			
10. Riverview Drive (NS) / Mission Boulevard (EW)	Signal	AM PM	26.6 29.5	C C
11. Project Driveway West (NS) / Mission Boulevard (EW)	<i>Does Not Exist</i>			
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)	<i>Does Not Exist</i>			
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
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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
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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:
 - o Northbound: Two through lanes. *One right-turn lane*
 - o Southbound: One left-turn lane. Two through lanes
 - o Eastbound: One shared left-turn. through and right-turn lane
 - o 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:
 - o Northbound: One left-turn lane. Two through lanes
 - o Southbound: One through lane. One shared through and right-turn lane
 - o Eastbound: One shared left-turn and right-turn lane

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less than Significant Impact	No Impact
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- 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 Developer(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
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- 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
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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
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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
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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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: 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
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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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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
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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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Comply with federal, state, and local statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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, <i>Characterization of Building-Related Construction and Demolition Debris in the United States</i> , 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, <i>Characterization of Building-Related Construction and Demolition Debris in the United States</i> , 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
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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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Natural gas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Communications systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Storm water drainage?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Street lighting?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Conflict with adopted energy conservation plans?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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
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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
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None required.

Mandatory Findings of Significance

<p>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?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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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
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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.

<p>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)?</p>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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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
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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
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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.

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|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| <p>52. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?</p> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
|---|--------------------------|--------------------------|--------------------------|-------------------------------------|

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>

VI. REFERENCES/AUTHORITIES CITED

Cited As:	Source
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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