

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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(i.e., LOS "D" or better) without the Project and the addition of Project traffic (as measured by 50 or more peak hour trips) is expected to cause the intersection to operate at an unacceptable level of service (i.e., LOS "E" or "F"), the impact is considered a significant direct impact.

- A significant cumulative impact is identified when an intersection is projected to operate below an acceptable LOS (i.e., LOS "E" or "F") with the addition of future traffic and Project-related traffic (as measured by 50 or more peak hour trips). Cumulative traffic impacts are created as a result of a combination of the proposed Project together with other future developments contributing to the overall traffic impacts requiring additional improvements to maintain acceptable LOS operations with or without the Project.

Several of the Project's study area intersections are located in the City of Riverside. The City has established an acceptable LOS standard of LOS "D" or better (Urban Crossroads, 2014c, p. 14). As such, the above-listed thresholds are used to evaluate the significance of potential impacts to intersections within the City of Riverside in accordance with the City's established LOS standards.

Under existing conditions, the Project site is undeveloped and does not generate traffic. Existing traffic counts in the study area were collected in January 2014. Those days were representative of typical weekday peak hour traffic conditions in the study area, as no observations were made in the field by Urban Crossroads that would indicate atypical traffic conditions on this date (Urban Crossroads, 2014c, p. 17). Based on those traffic counts, all existing intersections in the study area operate at acceptable LOS (Urban Crossroads, 2014c, p. 27). Refer to Appendix K for more information about existing traffic conditions.

Project Trip Generation and Distribution

Trip generation represents the amount of traffic that is attracted to and produced by a development project. Determining traffic generation for a specific project is based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses proposed for a given development. The Project is estimated to produce an estimated 1,628 daily vehicle trips, including 128 trips during the AM Peak Hour and 171 trips during the PM Peak Hour (Urban Crossroads, 2014c, p. 31). For more information about trip generation, refer to Appendix K.

Trip distribution is the process of identifying the probable destinations, directions, or traffic routes that would be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered, to identify the routes where Project traffic would distribute. The trip distribution for the proposed Project was developed based on anticipated passenger car travel patterns to-and-from the Project site. The total volume on each roadway was divided by the Project's total traffic generation to indicate the percentage of Project traffic that would use each component of the regional roadway system in each relevant direction. The Project's trip distribution pattern is graphically depicted on Figure 1, *Project Trip Distribution*. (Urban Crossroads, 2014c, p. 32)

The assignment of traffic from the Project area to the adjoining roadway system is based on the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of Project development. Based on the identified Project traffic generation and trip distribution patterns, Project average daily traffic (ADT) volumes for the weekday are shown on Figure 2, *Project Average Daily Traffic*. (Urban Crossroads, 2014c, p. 32)





**LEGEND:**

**10 = PERCENT TO/FROM PROJECT**

Source: Urban Crossroads (08-21-2014)

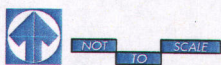
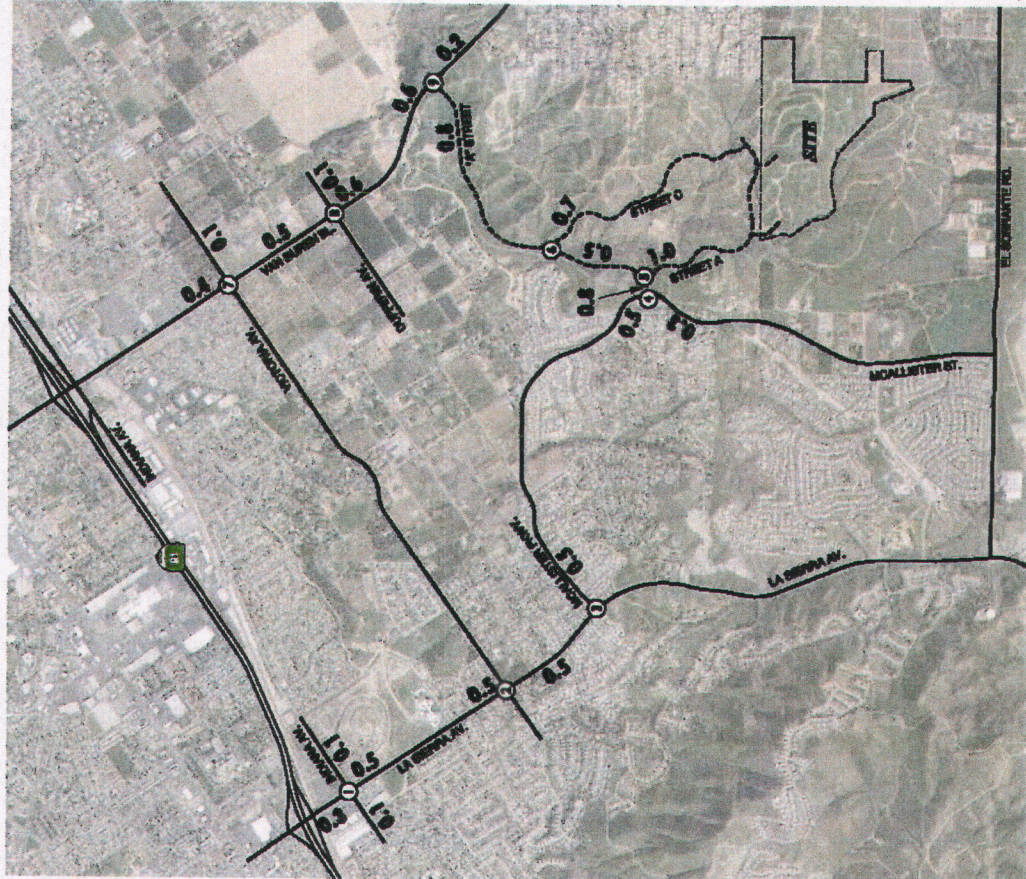


Figure 1  
PROJECT TRIP DISTRIBUTION





1 La Sierra Av. & Indiana Av.	2 La Sierra Av. & Victoria Av.	3 La Sierra Av. & McCallister Hwy.
4 McCallister St. & Van Buren Bl.	5 Van Buren Bl. & Victoria Av.	6 Van Buren Bl. & Durheim Av.
7 Van Buren Bl. & Victoria Av.	8 Van Buren Bl. & Durheim Av.	9 Van Buren Bl. & Van Buren Bl. & Van Buren Bl.

**LEGEND:**  
 10.0 = VEHICLES PER DAY (0000'S)  
 10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES



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Analysis Scenarios

For the purpose of the proposed Project's traffic impact analysis, potential impacts to traffic and circulation are assessed for each of the conditions listed below.

- Near-Term Construction conditions (1 scenario)
- Existing (2014) plus Project conditions (1 scenario)
- Opening Year (2016) with Project and Opening Year (2016) with Project and cumulative development projects (2 scenarios)
- Horizon Year (2035) without Project and Horizon Year (2035) with Project (2 scenarios)

The Near-Term Construction conditions analysis determines the potential for Project construction-related traffic to result in an adverse effect to the local roadway system. Types of traffic anticipated during construction include employees traveling to/from the Project site as well as deliveries of construction materials to the Project site.

The Existing (2014) plus Project (E+P) analysis determines direct Project-related traffic impacts that would occur on the existing roadway system in the theoretical scenario of the Project being placed upon existing conditions. Existing conditions (2014) represents the baseline traffic conditions as they existing at the time the Project's applications were deemed complete by the County of Riverside. Because the Project is not expected to be fully built and occupied until at least 2016, the E+P scenario is presented to disclose direct impacts as required by CEQA.

The Opening Year (2016) analysis includes an evaluation the Existing plus Ambient Growth plus Project (E+A+P) traffic conditions. The E+A+P analysis is intended to identify the direct impacts associated solely with the development of the proposed Project based on the expected background growth within the study area. The Opening Year (2016) analysis also includes an evaluation of Existing plus Ambient Growth plus Project plus Cumulative Development (E+A+P+C) conditions to identify the Project's potential cumulative contribution to traffic impacts within the study area.

The Horizon Year (2035) conditions analysis is utilized to determine if improvements funded through local and regional transportation mitigation fee programs such as the TUMF program, Riverside County DIF program, or other approved funding mechanism (Community Facilities District, etc.) can accommodate the cumulative traffic at the target level of service (LOS) identified in the County General Plan. If the "funded" improvements can provide the target LOS, then the Project's payment into the TUMF and DIF is considered adequate cumulative mitigation as imposed through Conditions of Approval applied to the Project by the County. If other improvements are needed beyond the "funded" improvements (such as localized improvements to non-TUMF or non-DIF facilities), they are identified as such.

Refer to Appendix K for a detailed discussion of the methodologies and assumptions for each analysis scenario, and a list of cumulative development projects considered in the analysis.

Impact Analysis for Near-Term Construction Traffic Conditions

During the construction phase of the Project, traffic to-and-from the subject property would be generated by activities such as construction employee trips, delivery of construction materials, and use of heavy equipment. Vehicular traffic associated with construction employees would be minimal, much less than



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daily and peak hour traffic volumes generated during Project operational activities, and is not expected to result in a substantial adverse effect to the local roadway system. Deliveries of construction materials to the Project site would also have a nominal effect to the local roadway network; construction materials would be delivered to the site throughout the construction phase based on need and would not occur on an everyday basis. Heavy equipment would be utilized on the Project site during the construction phase. As most heavy equipment is not authorized to be driven on a public roadway, most equipment would be delivered and removed from the site via flatbed trucks. As with the delivery of construction materials, the delivery of heavy equipment to the Project site would not occur on a daily basis, but would occur periodically throughout the construction phase based on need. As previously described, all existing intersections in the Project's study area operate at acceptable LOS under Existing (2014) conditions. The addition of temporary, Project-related construction traffic to these transportation facilities would not degrade LOS to a deficient level. Accordingly, traffic generated by the Project's construction phase would not result in a conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. Impacts during the Project's construction phase would be less than significant.

Impact Analysis for Existing (2014) plus Project Traffic Conditions

For purposes of information disclosure, this subsection presents an analysis of existing traffic volumes plus traffic generated by the proposed Project (Existing plus Project, or E+P). The reason this particular analysis scenario is provided is to disclose the potential for direct impacts to the existing environment as required by CEQA. The E+P scenario rarely materializes as an actual scenario in the real world. The time period between the environmental baseline date and the date project buildout occurs can often be a period of several years or more. In the case of the proposed Project, the time period estimated between existing conditions (2014) and estimated Project buildout (2016) is two (2) years. During this time period, conditions are not static. Other projects are being constructed, the transportation network is evolving, and traffic patterns are changing. Therefore the E+P scenario is very unlikely to materialize in real world conditions and thus does not accurately describe the environment that exists when a particular project is constructed and becomes operational. Regardless, the E+P scenario is evaluated to satisfy CEQA requirements to identify the Project's impacts to the existing environment.

Intersection levels of service for E+P conditions are summarized in Table 8, *Existing (2014) plus Project Conditions Intersection Analysis*. As shown in Table 8, under E+P traffic conditions, all Project study area intersections would operate at acceptable LOS during peak hours. Accordingly, the Project would result in a less-than-significant impact to the local roadway network under E+P traffic conditions.

Impact Analysis for Opening Year (2016) Traffic Conditions

The Opening Year (2016) conditions analysis identifies the specific impacts associated solely with the development of the proposed Project based on the expected background growth within the study area (Existing plus Ambient Growth plus Project, or E+A+P). Cumulative development projects within the Project study area are not included within the E+A+P evaluation. As shown in Table 9, *Opening Year (2016) Intersection Analysis*, all intersection in the Project study area are projected to operate at acceptable LOS during the AM and PM peak hours under E+A+P traffic conditions. Therefore, implementation of the proposed Project would result in less-than-significant impacts to study area intersections under E+A+P conditions.



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**Table 8 Existing (2014) plus Project Conditions Intersection Analysis**

#	Intersection	Traffic Control <sup>3</sup>	Intersection Approach Lanes <sup>1</sup>												Delay <sup>2</sup> (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM
			L	T	R	L	T	R	L	T	R	L	T	R				
1	La Sierra Avenue / Indiana Avenue	TS	2	3	1	2	3	1	2	2	1	2	2	d	38.1	37.3	D	D
2	La Sierra Avenue / Victoria Avenue	TS	1	2	d	1	2	d	2	1	1	1	1	1	25.9	38.2	C	D
3	La Sierra Avenue / McAllister Parkway	TS	0	2	1	1	2	0	0	0	0	1	0	1	18.6	15.5	B	B
4	McAllister Street / "A" Street	CSS	0	1	0	0	1	0	0	0	0	0	1	0	9.5	9.2	A	A
5	Street A / "A" Street	CSS	0	1	0	0	0	0	0	1	0	0	1	0	8.8	9.0	A	A
6	Street C / "A" Street	CSS	0	1	0	0	0	0	0	1	0	0	1	0	8.6	8.7	A	A
7	Van Buren Boulevard / Victoria Avenue	TS	1	2	1	1	2	1	1	1	1>	1	1	1	43.9	43.2	D	D
8	Van Buren Boulevard / Dufferin Avenue	TS	1	2	1	1	2	0	0	1	0	0	1	0	14.5	22.3	B	C
9	Van Buren Boulevard / "A" Street	TS	1	2	0	0	2	1	1	0	1	0	0	0	24.6	20.3	C	C

<sup>1</sup> When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. L = Left; T = Through; R = Right; d= Defacto Right Turn Lane; > = Right Turn Overlap Phasing; 1 = Improvement

<sup>2</sup> Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

<sup>3</sup> CSS = Cross-street Stop; TS = Traffic Signal

Source: Urban Crossroads, 2014c, Table 5-1

**Table 9 Opening Year (2016) Intersection Analysis**

#	Intersection	Traffic Control <sup>3</sup>	Intersection Approach Lanes <sup>1</sup>												Existing (2014)		EAP (2016)					
			Northbound			Southbound			Eastbound			Westbound			Delay <sup>2</sup> (secs.)		Level of Service		Delay <sup>2</sup> (secs.)		Level of Service	
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM	AM	PM	AM	PM
1	La Sierra Avenue / Indiana Avenue	TS	2	3	1	2	3	1	2	2	1	2	2	d	37.9	37.1	D	D	39.6	39.4	D	D
2	La Sierra Avenue / Victoria Avenue	TS	1	2	d	1	2	d	2	1	1	1	1	1	25.8	37.4	C	D	26.9	44.8	C	D
3	La Sierra Avenue / McAllister Parkway	TS	0	2	1	1	2	0	0	0	0	1	0	1	17.2	15.3	B	B	19.4	16.7	B	B
4	McAllister Street / "A" Street	CSS	0	1	0	0	1	0	0	0	0	0	1	0	-	-	-	-	11.4	11.1	B	B
5	Street A / "A" Street	CSS	0	1	0	0	0	0	0	1	0	0	1	0	-	-	-	-	9.9	10.8	A	B
6	Street C / "A" Street	CSS	0	1	0	0	0	0	0	1	0	0	1	0	-	-	-	-	9.4	9.7	A	A
7	Van Buren Boulevard / Victoria Avenue	TS	1	2	1	1	2	1	1	1	1>	1	1	1	42.0	41.4	D	D	54.6	53.9	D	D
8	Van Buren Boulevard / Dufferin Avenue	TS	1	2	1	1	2	0	0	1	0	0	1	0	14.4	21.9	B	C	15.5	25.0	B	C
9	Van Buren Boulevard / "A" Street	TS	1	2	0	0	2	1	1	0	1	0	0	0	-	-	-	-	30.3	24.7	C	C

<sup>1</sup> When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d= Defacto Right Turn Lane; > = Right Turn Overlap Phasing; 1 = Improvement

<sup>2</sup> Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

<sup>3</sup> CSS = Cross-street Stop; TS = Traffic Signal

**BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

Source: Urban Crossroads, 2014c, Table 6-1

Under E+A+P traffic conditions, the intersection of Street "A" and Van Buren Boulevard warrants a traffic signal under anticipated traffic volumes (Urban Crossroads, 2014c, p. 49). A traffic signal is to be constructed at this intersection by the County of Riverside as part of Capital Project Work Order No. C1-0641. This Capital Project, which is fully funded, includes construction of Street "A" between McAllister Street and Van Buren Boulevard, a traffic signal at the Street "A"/Van Buren Boulevard intersection, and dry and wet utility improvements. Environmental impacts associated with construction of a traffic signal at the intersection of Street "A" and Van Buren Boulevard were previously evaluated as part of Addendum No. 1 to Environmental Impact Report 433 (Environmental Assessment 42510), which was approved by the Riverside County Board of Supervisors in September 2013. Accordingly, the construction of the traffic signal at the Street "A"/Van Buren Boulevard intersection would not be the responsibility of the Project.



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**Impact Analysis for Opening Year (2016) plus Cumulative Conditions**

Traffic within the Project study area from development projects that are approved and not yet constructed, along with developments that are currently in the process of entitlement, have been added to the Opening Year (2016, E+A+P) traffic volumes to represent Existing plus Ambient Growth plus Project plus Cumulative Development conditions (E+A+P+C). The purpose of this analysis is to determine if the Project in conjunction with nearby development projects has the potential to result in traffic impacts that are individually less than significant but considerable on a cumulative basis. Intersection levels of service for the Opening Year (2016) plus Cumulative Project conditions are summarized in Table 10, *Opening Year (2016) plus Cumulative Conditions Intersection Analysis*.

As summarized in Table 10, under Opening Year (2016) Plus Cumulative traffic conditions (E+A+P+C), the following study area intersections are projected to operate at an unacceptable LOS during peak hours. These two intersections are located within the City of Riverside:

- La Sierra Avenue/Indiana Avenue in the PM peak hour; and
- Van Buren Boulevard/Victoria Avenue in the AM and PM peak hours.

**Table 10 Opening Year (2016) plus Cumulative Conditions Intersection Analysis**

#	Intersection	Traffic Control <sup>3</sup>	Intersection Approach Lanes <sup>1</sup>												Delay <sup>2</sup> (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM
			L	T	R	L	T	R	L	T	R	L	T	R				
1	La Sierra Avenue / Indiana Avenue	TS	2	3	1	2	3	1	2	2	1	2	2	d	41.1	59.2	D	F <sup>4</sup>
2	La Sierra Avenue / Victoria Avenue	TS	1	2	d	1	2	d	2	1	1	1	1	1	28.8	52.7	C	D
3	La Sierra Avenue / McAllister Parkway	TS	0	2	1	1	2	0	0	0	0	1	0	1	20.7	19.7	C	B
4	McAllister Street / "A" Street	CSS	0	1	0	0	1	0	0	0	0	0	1	0	11.7	11.3	B	B
5	Street A / "A" Street	CSS	0	1	0	0	0	0	0	1	0	0	1	0	10.0	10.9	A	B
6	Street C / "A" Street	CSS	0	1	0	0	0	0	0	1	0	0	1	0	9.5	9.8	A	A
7	Van Buren Boulevard / Victoria Avenue	TS	1	2	1	1	2	1	1	1	1	1	1	1	62.6	62.3	E	E
8	Van Buren Boulevard / Dufferin Avenue	TS	1	2	1	1	2	0	0	1	0	0	1	0	16.2	26.3	B	C
9	Van Buren Boulevard / "A" Street	TS	1	2	0	0	2	1	1	0	1	0	0	0	33.4	29.7	C	C

<sup>1</sup> When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d= Defacto Right Turn Lane; > = Right Turn Overlap Phasing; 1 = Improvement

<sup>2</sup> Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

<sup>3</sup> CSS = Cross-street Stop; TS = Traffic Signal

**BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

<sup>4</sup> Volume-to-Capacity Ratio > 1.0, LOS "F".

Source: Urban Crossroads, 2014c, Table 7-1

The proposed Project would contribute to, but would not directly cause, LOS deficiencies at these intersections. Accordingly, the intersections would experience significant cumulative impacts under Opening Year (2016) plus Cumulative traffic conditions (E+A+P+C) and the Project's contribution to the impacts at these two intersections would be cumulatively considerable, because the Project would contribute more than 50 peak hour trips. Mitigation is required (refer to Mitigation Measures M-TR-1 and M-TR-2).

No traffic signals are required under Opening Year (2016) plus Cumulative traffic conditions (E+A+P+C), beyond the signal required at the Street "A"/Van Buren Boulevard intersection (which is required under Opening Year traffic conditions, as previously described)..



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Pursuant to Mitigation Measures M-TR-1 and M-TR-2, the Project Proponent would be required to participate in the Western Riverside County Transportation Uniform Mitigation Fee (TUMF) program, and to pay a fee to the City of Riverside to fund improvements at cumulatively impacted study area intersections within the City's jurisdiction (the La Sierra Avenue/Indiana Avenue intersection and the Van Buren Boulevard/Victoria Avenue intersection). Participation in TUMF and payment of a fee to the City of Riverside that the City would apply to the construction of needed improvements at the cumulatively impacted intersections would mitigate the Project's cumulative traffic impacts in Opening Year 2016 to less-than-significant levels.

Impact Analysis for Horizon Year (2035) Conditions

The Horizon Year (2035) conditions analysis is utilized to determine if improvements anticipated in long-term planning documents such as the County General Plan are adequate to accommodate long-term cumulative traffic conditions at the target LOS, or if additional mitigation is necessary. Intersection levels of service for the Horizon Year scenario are summarized in Table 11, *Horizon Year (2035) Intersection Analysis*.

**Table 11 Horizon Year (2035) Intersection Analysis**

#	Intersection	Traffic Control <sup>3</sup>	Intersection Approach Lanes <sup>1</sup>								Without Project				With Project							
			Northbound			Southbound			Eastbound		Westbound			Delay <sup>2</sup> (secs.)		Level of Service		Delay <sup>2</sup> (secs.)		Level of Service		
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM	AM	PM	AM	PM
1	La Sierra Avenue / Indiana Avenue	TS	2	3	1	2	3	1	2	2	1	2	2	d	47.5	108.3	D	F	47.8	110.8	D	F
2	La Sierra Avenue / Victoria Avenue	TS	1	2	d	1	2	d	2	1	1	1	1	1	97.1	143.5	F	F	99.6	143.5	F	F
3	La Sierra Avenue / McAllister Parkway	TS	0	2	1	1	2	0	0	0	0	1	0	1	34.1	28.8	C	C	39.5	32.9	D	D
4	McAllister Street / "A" Street	CSS	0	1	0	0	1	0	0	0	0	0	1	0	16.7	35.9	C	E	19.5	66.0	C	F
5	Street A / "A" Street	CSS	0	1	0	0	0	0	0	1	0	0	1	0	16.3	18.6	C	C	20.0	24.5	C	C
6	Street C / "A" Street	CSS	0	1	0	0	0	0	0	1	0	0	1	0	14.0	13.8	B	B	15.6	15.3	C	C
7	Van Buren Boulevard / Victoria Avenue	TS	1	2	1	1	2	1	1	1	1	>	1	1	177.9	136.4	F	F	180.6	140.2	F	F
8	Van Buren Boulevard / Dufferin Avenue	TS	1	2	1	1	2	0	0	1	0	0	1	0	44.4	81.9	D	F	47.4	85.2	D	F
9	Van Buren Boulevard / "A" Street	TS	1	2	0	0	2	1	1	0	1	0	0	0	142.5	103.1	F	F	148.8	105.6	F	F

<sup>1</sup> When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. L = Left; T = Through; R = Right; d = Defacto Right Turn Lane; > = Overlap Phasing  
<sup>2</sup> Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with a traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.  
<sup>3</sup> CSS = Cross-street Stop; TS = Traffic Signal  
**BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).  
Source: Urban Crossroads, 2014c, Table 8-1

As shown in Table 11, under Horizon Year (2035) with Project traffic conditions, the following study area intersections are projected to operate at an unacceptable LOS during peak hours (intersections located within the City of Riverside are marked with an asterisk, \*):

- \*La Sierra Avenue/Indiana Avenue in the PM peak hour;
- \*La Sierra Avenue/Victoria Avenue in the AM and PM peak hour;
- McAllister Street/ "A" Street in the PM peak hour;
- \*Van Buren Boulevard/Victoria Avenue in the AM and PM peak hour;
- \*Van Buren Boulevard/Dufferin Avenue in the PM peak hour; and
- \*Van Buren Boulevard/"A" Street in the AM and PM peak hour.



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The proposed Project would contribute to, but would not directly cause, LOS deficiencies at these intersections. Accordingly, the intersections would experience significant cumulative impacts to the above-listed intersections and the Project's contribution to the impacts at these intersections would be cumulatively considerable under Horizon Year (2035) traffic conditions because the Project would contribute more than 50 peak hour trips. Mitigation is required (refer to Mitigation Measures M-TR-1 through M-TR-4).

No traffic signals are required under Horizon Year (2035) traffic conditions, beyond the signal required at the Street "A"/Van Buren Boulevard intersection (which is required under Opening Year traffic conditions, as previously described).

Pursuant to Mitigation Measures M-TR-1 and M-TR-2, the Project Proponent would be required to participate in the Western Riverside County TUMF program, and to pay a fee to the City of Riverside that the City would apply to construct improvements at impacted study area intersections within the City's jurisdiction. The Project also would be required to participate in the County's DIF program pursuant to Ordinance No. 659. Participation in TUMF and DIF and payment of a fee to the City of Riverside that the City would apply to the construction of needed improvements at the cumulatively impacted intersections would mitigate the Project's cumulative traffic impacts in Buildout Year 2035 to less-than-significant levels.

b) The Riverside County Congestion Management Plan (CMP) prepared by the Riverside County Transportation Commission (RCTC) is applicable to the Project because two roadways in the vicinity of the Project site – SR-91 and Van Buren Boulevard – are designated as part of the CMP Roadway System. The Project would generate fewer than 100 two-way peak hour trips to SR-91 (a maximum of 26 two-way peak hour trips), which would not exceed Caltrans' screening threshold for requiring an analysis of potential impacts to freeway mainline segments (Urban Crossroads, 2014c). According, implementation of the Project would not contribute substantial traffic to SR-91 and impacts would be less than significant. As described above under the response to Issue 43(a), implementation of the proposed Project would result in significant cumulative impacts to Van Buren Boulevard; however, these impacts would be reduced to less-than-significant levels with implementation of required mitigation measure M-TR-1. Accordingly, implementation of the Project would not conflict with the applicable CMP, including LOS standards, and impacts would be less than significant with mitigation.

c & d) The Project site is not in the vicinity of any public or active private airfield and the Project does not include an air travel component (e.g., runway, helipad, etc.). Structures proposed by the Project site would be less than 40 feet in height as required by the Riverside County Zoning Ordinance NO. 348 for single-family residential structures, and would not interfere with air travel. Accordingly, the Project would not have the potential to affect air traffic patterns, including an increase in traffic levels or a change in flight path location that results in substantial safety risks. In addition, the Project site is not located near a railroad or navigable waterway and does not contain any rail or water components. Accordingly, the Project would not alter rail or waterborne traffic. No impact would occur.

e) The residential land uses proposed Project would be compatible with existing development in the surrounding area (refer to analysis under Issue Area 28, *Planning*, above); therefore, implementation of the Project would not create a transportation hazard as a result of an incompatible use. All roadway improvements planned as part of the Project would be in conformance with applicable Riverside County standards, and would not result in any hazards due to a design feature. Accordingly, impacts would be less than significant.



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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f) Implementation of the proposed Project would result in the establishment of several new roadways within the Project site that would require maintenance. Maintenance of the Project's roadways would not result in any significant impacts to the environment. Impacts associated with the physical construction of these roadways already are evaluated in appropriate sections of this Initial Study, and any identified significant impacts have been mitigated to the maximum feasible extent. The Project would contribute traffic to off-site public roadways; however, public roads require periodic maintenance as part of their inherent operational activities, and such maintenance would not result in substantial impacts to the environment. Public roadway maintenance would be funded through the Project developer's payment of Development Impact Fees (DIF) and future Project residents' payment of property taxes. Maintenance of roadways would not result in any new impacts to the environment beyond that which is already disclosed and mitigated by this Initial Study, and impacts would therefore be less than significant.

g) The proposed Project would not adversely and physically affect any existing roadways in the vicinity of the site during construction. The Project would construct two connections to the roadway network of the approved Citrus Heights development to the north, and all construction traffic would enter the Project site via the Citrus Heights development. Surrounding roadways, including planned roadways within the Citrus Heights development, would have sufficient capacity to accommodate construction vehicle traffic traveling to and from the site as discussed in detail in the response to Item 43(a), above. Impacts would be less than significant.

h) The proposed Project would be required to comply with Riverside County Ordinance Nos. 460 & 461, which regulate access road provisions. The requirement to provide adequate paved access to the Project site would be required as a condition of Project approval. Additionally, the proposed Project would not affect any roadways that provide emergency access under existing conditions. With required adherence to County requirements for emergency access, impacts would be less than significant.

i) The Riverside County General Plan does not identify the Project site for any public transit facilities, bikeways, or pedestrian facilities. There are no components of the proposed Project that would substantially decrease the performance or safety of such facilities. Accordingly, no impact would occur.

Mitigation:

M-TR-1 (Condition of Approval 80. Trans 004) The Project Applicant shall use all reasonable efforts to enter into an agreement with the City of Riverside to pay standard the traffic signal mitigation fee of \$190 per detached, single-family residential unit and a traffic impact fee of \$525 per detached, single-family residential unit to offset impacts to intersections within the City limits. Prior to the issuance of building permits, the Project Applicant shall provide the Riverside County Building and Safety Department with evidence of the agreement entered into with the City of Riverside.

M-TR-2 (Conditions of Approval 10.Planning 014 & 90. Trans 004) Prior to building permit final inspection, the Project Applicant shall make required per-unit fee payments associated with the Western Riverside County Transportation Uniform Mitigation Fees (TUMF, Ordinance No. 824), and the County of Riverside Development Impact Fee (DIF, Ordinance No. 659).



	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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M-TR-3 (Condition of Approval 50.Trans 003) Prior to the first building permit final inspection, the Project Applicant shall work with Riverside County to assure implementation of the following improvements to the La Sierra Avenue/McAllister Parkway intersection. The improvement shall be in place prior to the Project's first building permit final inspection.

- Modify traffic signal to implement overlap phasing on the westbound right turn lane.

M-TR-4 (Condition of Approval 50.Trans 003) Prior to the first building permit final inspection, the Project Applicant shall work with Riverside County to assure construction of the following improvement to the Street "A"/McAllister Street intersection. The improvement shall be in place prior to the Project's first building permit final inspection.

- Install signage prohibiting on-street parking.

**Monitoring:**

M-TR-1 Prior to issuance of the first building permit, the Project Applicant shall provide evidence to the Riverside County Building and Safety Department that an agreement has been entered into with the City of Riverside to pay traffic signal and standard traffic impact fees.

M-TR-2 Prior to issuance of the first building permit final inspection, the Project Applicant shall provide evidence to the Riverside County Building and Safety Department that appropriate Western Riverside County Transportation Uniform Mitigation Fees (TUMF) and the County of Riverside Development Impact Fee (DIF) fees have been paid.

M-TR-3 Prior to the issuance of the first building permit final inspection, the Project Applicant shall provide evidence to the Riverside County Building and Safety Department that appropriate fees have been paid or bonding for construction has been posted.

M-TR-4 Prior to the issuance of the first building permit final inspection, the Project Applicant shall provide evidence to the Riverside County Building and Safety Department that appropriate fees have been paid or bonding for construction has been posted.

**44. Bike Trails**

Source: County of Riverside, 2003a; LMWAP; Project Application Materials

Findings of Fact: According to the LMWAP, there are no bike trails or facilities planned within the Project vicinity. No bike trails are proposed as part of the Project, although public streets to be constructed as part of the Project would afford access to bicycles. Impacts associated with the construction of roadways by the Project have been evaluated throughout this Initial Study, and where necessary mitigation measures have been identified to reduce impacts to less-than-significant levels. Accordingly, impacts due to the construction of bike trails would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.



	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>UTILITY AND SERVICE SYSTEMS</b> Would the project				
<b>45. Water</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>

Source: WMWD, 2010; Project Application Materials

Findings of Fact:

a) The proposed Project would construct an on-site network of water pipes. The installation of water lines as proposed by the Project would result in physical impacts to the surface and subsurface of infrastructure alignments. These impacts are considered to be part of the Project's construction phase and are evaluated throughout this Initial Study accordingly. In instances where significant impacts have been identified for the Project's construction phase, mitigation measures are recommended in each applicable subsection of this Initial Study to reduce impacts to less-than-significant levels. The construction of water lines as necessary to serve the proposed Project would not result in any significant physical effects on the environment that are not already identified and disclosed as part of this Initial Study. Accordingly, additional mitigation measures beyond those identified throughout this Initial Study would not be required.

b) The Project is located within the service area of the Western Municipal Water District (WMWD), within the WMWD's Riverside Service Area. WMWD has prepared an Urban Water Management Plan (UWMP) dated June 2011, which provides a detailed account of current and projected WMWD water supplies and demands under a variety of climactic conditions. The UWMP is herein incorporated by reference and available for review at WMWD headquarters located at 14205 Meridian Parkway Riverside, CA 92518, or online at <http://www.wmwd.com/DocumentCenter/Home/View/437>.

Based on information presented in the UWMP, WMWD is projected to have sufficient water supplies to meet demand within its service area during all climactic conditions (normal year, single-dry year, and multiple-dry years) until at least 2035. (The year 2035 is the horizon year for the UWMP, meaning the he UWMP's analysis does not extend beyond 2035.) WMWD also is projected to have a water surplus during all climactic conditions until at least 2035. (WMWD, 2010, pp.5.-2 - 5-3)

The supply and demand projections in the UWMP are based, on build-out of the Riverside County General Plan (WMWD, 2010, p.1-6). As previously described, if the Project site were developed in accordance with its existing General Plan land use designations 157 single-family dwelling units could be developed on the subject property. However, the Project proposes to develop the subject property with 171 single-family dwelling units, or 14 more than allowed by current General Plan land use designations. As such, implementation of the Project would result in demand for water that was unanticipated by WMWD in its UWMP.

In 2010, the WMWD distributed 15,114 acre-feet of water among 19,152 single-family accounts within the Riverside Service Area (the Project's service area), which averages to approximately 0.79 acre-feet of water per year for each residential connection (WMWD, 2010, p, 2-3). As described above, the



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Project would construct 14 dwelling units that were not previously anticipated by WMWD, which correlates to an additional, unanticipated demand of approximately 11.1 acre-feet of water per year. Under all climactic conditions through 2035, the WMWD expects to have at least 52,000 acre-feet per year of excess capacity (WMWD, 2010, pp.5.-2 - 5-3). The Project's additional, unexpected yearly demand of 11.1 acre-feet of water would represent a maximum 0.02% of WMWD's projected annual surplus supply. Accordingly, the WMWD is projected to have sufficient water supplies available to serve the Project from existing entitlements and resources, and no new or expanded entitlement are needed to serve the Project's and WMWD's existing obligations. Impacts would be less than significant.

**Mitigation:** No mitigation is required.

**Monitoring:** No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>46. Sewer</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to 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"/>

**Source:** WMWD, 2014c; WMWD, 2014d; WMWD, 2011; Project applications materials

**Findings of Fact:**

a) The proposed Project would construct an on-site network of sewer pipes. The installation of water lines as proposed by the Project would result in physical impacts to the surface and subsurface of infrastructure alignments. These impacts are considered to be part of the Project's construction phase and are evaluated throughout this Initial Study accordingly. In instances where significant impacts have been identified for the Project's construction phase, mitigation measures are recommended in each applicable subsection of this Initial Study to reduce impacts to less-than-significant levels. The construction of water lines as necessary to serve the proposed Project would not result in any significant physical effects on the environment that are not already identified and disclosed as part of this Initial Study. Accordingly, additional mitigation measures beyond those identified throughout this Initial Study would not be required.

b) Sewer service to the Project site would be provided by WMWD. All wastewater flows from the Project site would be conveyed to the Western Riverside County Regional Wastewater Authority (WRCRWA) Wastewater Treatment Plant (WTP) for treatment. The WRCRWA WTP currently accepts approximately 6.5 million gallons per day (mgd) for treatment with a total capacity of 8.0 mgd. The WRCRWA WTP is currently under construction to expand its total treatment capacity to 14.0 mgd. (WMWD, 2014c; WMWD, 2014d)

The Project is estimated to generate 56,430 gallons of wastewater per day, based on WMWD's generation rate of 330 gallons per day for single-family dwelling units (WMWD, 2011). As described above, the facility that would treat the Project's wastewater flows, the WRCRWA WTP, has an excess



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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treatment capacity of approximately 1.5 mgd and an expansion project to add an additional 6.0 mgd of treatment capacity is under construction. Implementation of the Project would utilize approximately 3.7 percent of the available, excess treatment capacity at the WRCRWA WTP. Accordingly, the WRCRWA WTP would have sufficient capacity to treat wastewater generated by the Project in addition to existing commitments. With the exception of new on-site sewer conveyance lines (as discussed above under the response to Issue 46(b)), the Project would not create the need for any new or expanded wastewater facility (such as conveyance lines, treatment facilities, or lift stations). Because there is adequate capacity at existing treatment facilities to serve the Project's projected sewer demand, impacts would be less than significant.

**Mitigation:** No mitigation is required.

**Monitoring:** No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>47. Solid Waste</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>

**Source:** County of Riverside, 2003b; RCWMD, 2014a; EPA, 2009.

**Findings of Fact:**

a) Construction and operation of the proposed Project would result in the generation of solid waste, requiring disposal at a landfill. Solid waste generated by the Project could be disposed at one of three landfill facilities in the County: Badlands, Lamb Canyon, and/or El Sobrante. Therefore, the analysis below evaluates the Project's potential to result in adverse impacts to these landfill facilities.

The Badlands Landfill has a permitted disposal capacity of 4,000 tons per day. The Badlands Landfill is estimated to reach capacity, at the earliest time, in the year 2024; however, future landfill expansion opportunities exist at this site. During the first quarter of 2014, which is the most recent time period for which reporting data is available, the Badlands Landfill accepted approximately 179,491.69 tons of waste (approximately 1,994.4 tons per day), which corresponds to approximately 50-percent of its permitted daily disposal volume (RCWMD, 2014a).

The Lamb Canyon Landfill has a permitted disposal capacity of 5,000 tons per day. The landfill is estimated to reach capacity, at the earliest, in the year 2021; however, future landfill expansion opportunities exist at this site. During the first quarter of 2014, the Lamb Canyon Landfill accepted approximately 147,092.02 tons of waste (approximately 1,634.4 tons per day), which corresponds to approximately 33-percent of its permitted daily disposal volume (RCWMD, 2014a).

The El Sobrante Landfill is has a permitted disposal capacity of 70,000 tons per week. The El Sobrante Landfill is estimated to reach capacity, at the earliest time, in the year 2045; however, future landfill expansion opportunities exist at this site. During the first quarter of 2014, the El Sobrante Landfill accepted approximately 550,371.56 tons of waste (approximately 42,336.3 tons per week), which corresponds to approximately 60-percent of its permitted daily disposal volume (RCWMD, 2014a).



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Impact Analysis for Construction Solid Waste

Waste would be generated during the construction process, primarily consisting of discarded materials and packaging. According to construction waste generation factors formulated by the U.S. Environmental Protection Agency (EPA), 4.34 pounds of waste would be generated for every square foot of residential construction (EPA, 2009). Based on a conservative assumption of a 10,339 square foot average house size on the Project site<sup>1</sup>, approximately 22 tons of waste would be generated during the construction of each home, for a total of 3,836 tons of waste Project-wide. Additional waste would be expected from the construction of streets, common areas, infrastructure installation, and other Project-related construction activities. Construction waste would be disturbed across the Project's approximately 17-month construction schedule.

Construction waste generated by the Project would be disposed at the Badlands, Lamb Canyon and/or El Sobrante landfills. These landfills receive well below their maximum permitted daily disposal volume and demolition and construction waste generated by the Project is not anticipated to cause these landfills to exceed their maximum permitted daily disposal volume. Furthermore, none of these regional landfill facilities are expected to reach their total maximum permitted disposal capacities during the Project's construction period. Because the Project would generate a relatively small amount of solid waste, as compared to the permitted disposal capacities for the Badlands, Lamb Canyon and El Sobrante landfills, these regional landfill facilities would have sufficient disposal capacity to accept solid waste generated by the Project. Impacts would be less than significant.

Impact Analysis for Long-Term Operational Solid Waste

Based on a waste generation factor of 0.41 tons per home per year as documented in the Riverside County General Plan EIR, the Project's proposed 171 homes would generate approximately 70.1 tons of waste per year, or approximately 0.2 tons per day (Riverside County, 2003b, Table 4.15.C).

Solid waste generated during long-term operation of the Project would be disposed at the Badlands, Lamb Canyon, and/or El Sobrante landfills. During long-term operation, the Project's solid waste would represent less than 0.01-percent of the daily permitted disposal capacity at the Badlands, Lamb Canyon, and El Sobrante landfills. These landfills receive well below their maximum permitted daily disposal volume and solid waste generated by the Project is not anticipated to cause these landfills to exceed their maximum permitted daily disposal volume. Because the Project would generate a relatively small amount of solid waste per day, as compared to the permitted daily capacities for the Badlands, Lamb Canyon, and El Sobrante landfills, these regional landfill facilities would have sufficient daily capacity to accept solid waste generated by the Project. Impacts would be less than significant.

Conclusion

Based on the analysis presented above, the proposed Project would be served by landfills with adequate capacity to accommodate the Project's solid waste needs during both construction and long-term operation. Although the Project would likely contribute to the ultimate need for landfill expansion as needed to accommodate future growth within Riverside County, such potential landfill expansions would not be the direct result of the proposed Project. Furthermore, any environmental impacts that

<sup>1</sup> In the proposed R-1 zone, the maximum building coverage is 50-percent of the lot area. The average lot size on proposed TR 36475 is 20,678 square feet. Applying the 50-percent coverage standard to a 20,678 square foot lot would result in a 10,339 square foot house.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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could result from such landfill expansions cannot be determined at this time, as the environmental impacts would be evaluated as part of a future CEQA document prepared in support of future landfill expansion efforts. Accordingly, environmental impacts that may result from future landfill expansions are herein evaluated as speculative in nature (CEQA Guidelines §15145).

b) The California Integrated Waste Management Act (Assembly Bill, AB, 939), signed into law in 1989, established an integrated waste management system that focused on source reduction, recycling, composting, and land disposal of waste. In addition, the bill established a 50% waste reduction requirement for cities and counties by the year 2000, along with a process to ensure environmentally safe disposal of waste that could not be diverted. Per the requirements of the Integrated Waste Management Act, the Riverside County Board of Supervisors adopted the Riverside Countywide Integrated Waste Management Plan (CIWMP), which outlines the goals, policies, and programs the County and its cities will implement to create an integrated and cost effective waste management system that complies with the provisions of AB 939 and its diversion mandates.

In order to assist the County of Riverside in achieving the mandated goals of the Integrated Waste Management Act, the Project Proponent would be required to work with future refuse haulers to develop and implement feasible waste reduction programs, including source reduction, recycling, and composting. Additionally, in accordance with the California Solid Waste Reuse and Recycling Act of 1991 (Cal Pub Res. Code §42911), the Project would provide adequate areas for collecting and loading recyclable materials where solid waste is collected. The collection areas are required to be shown on construction drawings and be in place before occupancy permits are issued. The implementation of these programs would reduce the amount of solid waste generated by the Project and diverted to landfills, which in turn would aid in the extension of the life of affected disposal sites. The Project would comply with all applicable solid waste statutes and regulations; as such, impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is 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 type="checkbox"/>	<input checked="" type="checkbox"/>
g) Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: County of Riverside, 2003a; Project Application Materials

Findings of Fact:

a through g) Implementation of the proposed Project would require the construction of numerous facilities as necessary to provide services to the site, including electrical facilities, natural gas lines,



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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communication systems (telephone/cable), storm water drainage facilities, and street lighting. In addition, the project would introduce new public roads on-site that would require maintenance by Riverside County. Impacts associated with the provision of utility service to the site are discussed below for each type of utility.

Electricity, Natural Gas, and Communications Systems

Electrical service is currently available in the Project area and would be provided by Southern California Edison (SCE). Natural gas would be provided by Southern California Gas Company (SCGC) and communication systems would be provided by Verizon Communications (telephone) and Adelphia Cable (cable service). Electrical, natural gas, and communication systems facilities would be constructed in conjunction with implementation of the proposed Project, impacts for which are evaluated throughout this Initial Study. Where necessary, mitigation measures have been identified to reduce identified impacts to a level below significance. Accordingly, impacts due to the construction of new electrical facilities, natural gas lines, and communication systems as necessary to serve the Project are evaluated as less than significant.

Storm Water Drainage

The proposed Project would construct an on-site network of storm drains and water quality/detention basins to convey storm water flows. The proposed Project would not require the expansion of any off-site existing storm water drainage facilities.

The construction of storm drain lines and detention/water quality basins as proposed by the Project would result in physical impacts to the surface and subsurface of the Project site. These impacts are considered to be part of the Project's construction phase and are evaluated throughout this Initial Study accordingly. In instances where significant impacts have been identified for the Project's construction phase, mitigation measures are recommended in each applicable subsection of this Initial Study to reduce impacts to less-than-significant levels. The construction of storm drain infrastructure on-site as necessary to serve the proposed Project would not result in any significant physical effects on the environment that are not already identified and disclosed as part of this Initial Study. Accordingly, additional mitigation measures beyond those identified throughout this Initial Study would not be required.

Street Lighting

In accordance with Riverside County requirements, street lights would be provided along all roadways planned for improvement by the Project. Impacts associated with the construction of street lights have been evaluated in association with the physical impact of on- and off-site roadway construction throughout this Initial Study. Where necessary, mitigation measures have been identified to reduce identified impacts to a level below significance. Accordingly, impacts due to the construction of street lights are evaluated as less than significant.

Public Facilities Maintenance

The only public facilities proposed by the Project that would require maintenance include public roadways. Public roadways would be maintained by Riverside County. There would be no impacts to the environment resulting from routine maintenance of public roads, the water quality/detention basin, or the park site. Accordingly, no impact would occur and mitigation is not required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Other Governmental Services

There are no other governmental services or utilities needed to serve the proposed Project beyond what is evaluated and disclosed above and throughout the remaining sections of this Initial Study. Accordingly, no impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**49. Energy Conservation**

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

Source: Urban Crossroads, 2014b; Project Application Materials

Findings of Fact:

Project implementation would result in the conversion of the subject site from its existing, undeveloped condition to a residential community that would feature 171 single-family dwelling units, park sites, and open space. This land use transition would increase the site's demand for energy. Specifically, the proposed Project would increase consumption of energy for space and water heating, air conditioning, lighting, and operation of miscellaneous equipment and appliances.

As summarized in the Project's Greenhouse Gas Assessment (Appendix H to this Initial Study), the Project is estimated to require approximately 1,372,544 kilowatt-hours of electricity per year and approximately 5,464,960 kilo-British Thermal Units of natural gas per year (Urban Crossroads, 2014b). Planning efforts by energy resource providers take into account planned land uses to ensure the long-term availability of energy resources necessary to service anticipated growth. Energy demands associated with the proposed Project are addressed through long-range planning by energy purveyors and can be accommodated as they occur. Therefore, Project implementation is not anticipated to result in the need for the construction or expansion of existing energy generation facilities, the construction of which could cause significant environmental effects.

Furthermore, the State of California regulates energy consumption under Title 24 of the California Code of Regulations. The Title 24 Building Energy Efficiency Standards were developed by the CEC and apply to energy consumed for heating, cooling, ventilation, water heating, and lighting in new residential and non-residential buildings. Adherence to these efficiency standards would result in a "maximum feasible" reduction in unnecessary energy consumption. As such, the development and operation of the proposed Project would not conflict with applicable energy conservation plans, and impacts would be less than significant.

Electricity and natural gas transmission and distribution lines are located in the Project site vicinity and all new service lines to the property and Project's buildings would be installed as part of the Project's construction phase. Environmental impacts associated with construction of energy transmission and distribution infrastructure have been addressed throughout this Initial Study, and mitigation has been provided in each applicable section for all potential short-term impacts. Therefore, a significant impact due to the construction of energy transmission and distribution infrastructure as necessary to serve the



Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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proposed Project would not occur, or would be mitigated to below a level of significance with application of mitigation measures provided throughout this Initial Study.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

**MANDATORY FINDINGS OF SIGNIFICANCE**

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

Source: Staff review, Project Application Materials

Findings of Fact:

All impacts to the environment, including impacts to habitat for fish and wildlife species, fish and wildlife populations, plant and animal communities, rare and endangered plants and animals, and historical and pre-historical resources were evaluated as part of this Initial Study. Throughout this Initial Study, where impacts were determined to be potentially significant, mitigation measures have been imposed to reduce those impacts to less-than-significant levels. Accordingly, with incorporation of the mitigation measures imposed throughout this Initial Study, the Project would not substantially degrade the quality of the environment and impacts would be less than significant.

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 projects, other current projects and probable future projects)?

Source: Staff review, Project Application Materials

Findings of Fact:

As discussed throughout this Initial Study, implementation of the proposed Project has the potential to result in effects to the environment that are individually limited, but cumulatively considerable, including impacts to Air Quality, Biological Resources, and Transportation/Traffic. In all instances where the Project has the potential to contribute to a cumulatively considerable impact to the environment, mitigation measures have been imposed to reduce potential effects to less-than-significant levels. As such, with incorporation of the mitigation measures imposed throughout this Initial Study, the Project would not contribute to environmental effects that are individually limited, but cumulatively considerable, and impacts would be less than significant.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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52. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Source: Staff review; Project Application Materials

Findings of Fact:

The Project's potential to result in environmental effects that could adversely affect human beings, either directly or indirectly, has been discussed throughout this Initial Study. In instances where the Project has potential to result in direct or indirect adverse effects to human beings, including Air Quality and Noise, mitigation measures have been applied to ensure impacts to not rise above a level of significance. With required implementation of mitigation measures identified in this Initial Study, construction and operation of the proposed Project would not involve any activities that would result in environmental effects which would cause substantial adverse effects on human beings, either directly or indirectly.

**VI. EARLIER ANALYSES**

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

Earlier Analyses Used, if any: None

Location Where Earlier Analyses, if used, are available for review: N/A



## VII. REFERENCES

Cited as:	Source:
Alta 2013	<i>Preliminary Geotechnical Investigation, Citrus Heights II Project, Tentative Tract 36475, County of Riverside, California.</i> Alta California Geotechnical Inc. June 28, 2013 (Appendix E)
BFSA 2014	<i>A Phase I and Phase II Cultural Resource Assessment for the Citrus Heights II Project, TTM 36475, Riverside County, California.</i> Brian F. Smith and Associates, prepared August 26, 2013 and revised March 13, 2014.
CA Energy Commission 2011	<i>Energy Aware Planning Guide (2011 Edition).</i> California Energy Commission. Available on-line at: <a href="http://www.energy.ca.gov/2009publications/CEC-600-2009-013/CEC-600-2009-013.PDF">http://www.energy.ca.gov/2009publications/CEC-600-2009-013/CEC-600-2009-013.PDF</a>
California DOT 2002	<i>Guide for the Preparation of Traffic Impact Studies.</i> Caltrans. December 2002. Available online at: <a href="http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf">http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf</a>
CalRecycle 2014	<i>Solid Waste Information System for Riverside County.</i> Cal Recycle. Online: <a href="http://www.calrecycle.ca.gov/SWFacilities/Directory/SearchList/List?COUNTY=Riverside">http://www.calrecycle.ca.gov/SWFacilities/Directory/SearchList/List?COUNTY=Riverside</a> (Accessed August 28, 2014)
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## **5.0 MITIGATION MONITORING AND REPORTING PROGRAM**

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Mitigation Monitoring and Reporting Program

Impact	Level of Significance	Mitigation Measures	Responsible Party / Monitoring Party	Implementation Stage
<p>6. <b>Air Quality</b></p> <p>d) The Project would not expose sensitive receptors to substantial localized air pollutant emissions during construction; however, mitigation is recommended to ensure that Project-related construction activities would remain below applicable South Coast Air Quality Management District thresholds.</p>	<p>Less-than-Significant Impact</p>	<p>M-AQ-1 (Condition of Approval 70.Planning 003) Prior to grading permit issuance, the County shall verify that the following note is included on the grading plan. Project contractors shall be required to ensure compliance with the note and permit periodic inspection of the construction site by County of Riverside staff or its designee to confirm compliance. The note also shall be specified in bid documents issued to prospective construction contractors.</p> <p>a. Mass grading activities shall be limited to no more than 4.0 acres of active ground disturbance per day. The construction contractor shall maintain a written log or map of daily mass grading activities, which shall be available for County of Riverside inspection upon request.</p>	<p>Project Applicant and Contractor / Riverside County Building and Safety Department</p>	<p>Prior to grading final inspection.</p>
<p>7. <b>Biological Resources</b></p> <p>a) The Project would impact approximately 0.53-acre of MSHCP riparian communities, including approximately 0.34-acre on-site and approximately 0.19-acre off-site. The Project also would impact 0.16-acre of MSHCP riverine areas.</p> <p>Although the Project would not impact any MSHCP riparian or riverine areas mapped outside the Project's development footprint, impacts have the potential to occur during construction and grading activities if such activities encroach into adjacent riparian/riverine areas.</p>	<p>Less-than-Significant Impact after Mitigation</p>	<p>M-BI-1 (Condition of Approval 60. EPD 004) Prior to the issuance of a grading permit, a biologist who holds an MOU with the County of Riverside shall submit documentation that the appropriate acres of mitigation credits have been purchased (2.25 acres) from an approved mitigation bank/in-lieu fee program within the Santa Ana River Watershed as described in the <i>Determination of Biologically Equivalent or Superior Preservation for Impacts to MSHCP Riparian/Riverine Areas Kraemer Ranch (Tract 36475) Project</i>, dated July 17, 2014, updated February 26, 2015 (prepared by Glenn Lukos Associates, Inc).</p> <p>M-BI-2 (Condition of Approval 50. EPD 001) Prior to final map recordation, "MSHCP Riparian" and "MSHCP Riverine" areas that are located outside of the Project's "Development Footprint/Fuel Modification Zone," as mapped on Exhibit 8 of the <i>Determination of Biologically Equivalent or Superior Preservation for Impacts to MSHCP Riparian/Riverine Areas Kraemer Ranch (Tract 36475) Project</i> dated July 17, 2014, updated February 26, 2015 (prepared by Glenn Lukos Associates, Inc.), shall be delineated and labeled as "Delineated</p>	<p>Project Applicant / Riverside County Environmental Programs Department</p> <p>Project Applicant / Riverside County Environmental Programs Department</p>	<p>Prior to grading final inspection.</p> <p>Prior to recordation of the final map</p>

Impact	Level of Significance	Mitigation Measures	Responsible Party / Monitoring Party	Implementation Stage
		<p>Constraint Area (MSHCP Riparian/Riverine)" on the Environmental Constraints Sheet to the satisfaction of the Environmental Programs Division. The Environmental Constraints Sheet map must be stamped by the Riverside County Surveyor with the following notes:</p> <ul style="list-style-type: none"> <li>• "No disturbances may occur within the boundaries of the Delineated Constraint Area."</li> <li>• "Brush management to reduce fuel loads to protect urban uses (fuel modification zones) will not encroach into the Delineated Constraint Area."</li> <li>• "Night lighting shall be directed away from the Delineated Constraint Area. Shielding shall be incorporated in project designs to ensure ambient lighting in the Delineated Constraint Area is not increased."</li> <li>• "The Delineated Constraint Area shall be permanently fenced. The fencing shall provide a physical barrier to minimize unauthorized public access, domestic animal predation, illegal trespass or dumping in the Delineated Constraint Area. The fence shall have a minimum height of three feet at its shortest point. Fence posts shall be no more than five feet apart. The fence design shall be such that a sphere with a diameter of three inches cannot pass through the plane of the fence at any point below the minimum height."</li> </ul>	<p>Project Applicant / Riverside County Environmental Programs Department</p>	<p>Prior to grading permit issuance.</p>

M-BI-3 (Condition of Approval 60. EPD 007) Prior to issuance of a grading permit, "MSHCP Riparian" and "MSHCP Riverine" areas that are located outside of the Project's "Development Footprint/Fuel Modification Zone," as mapped on Exhibit 8 of the *Determination of Biologically Equivalent or Superior Preservation for Impacts to MSHCP Riparian/Riverine Areas Kraemer Ranch (Tract 36475) Project* dated July 17, 2014, updated February 26, 2015 (prepared by Glenn Lukos Associates, Inc.), shall be delineated and labeled as "Delineated Constraint Area (MSHCP Riparian/Riverine)" on all applicable grading plan sheets to the satisfaction of the Environmental Programs Division.



Impact	Level of Significance	Mitigation Measures	Responsible Party / Monitoring Party	Implementation Stage
		<p>M-BI-4 (Condition of Approval 60.EPD 006) Prior to the issuance of a grading permit, "MSHCP Riparian" and "MSHCP Riverine" areas that are located outside of the Project's "Development Footprint/Fuel Modification Zone," as mapped on Exhibit 8 of the <i>Determination of Biologically Equivalent or Superior Preservation for Impacts to MSHCP Riparian/Riverine Areas Kraemer Ranch (Tract 36475)</i> Project dated July 17, 2014, updated February 26, 2015 (prepared by Glenn Lukos Associates, Inc.), shall be temporarily fenced to avoid impacts during grading and construction. Temporary signs must be posted to clearly indicate that no impacts shall occur within the fenced areas. A report shall be submitted to the Environmental Programs Division by a biologist who has a MOU with the County of Riverside, documenting that the fencing has been completed and encompasses the entirety of the MSHCP Riparian and Riverine areas. The only areas of the MSHCP Riparian and Riverine areas that will not be fenced are those that have been proposed and accounted for in Section 5 "Quantification of Unavoidable Impacts" of the <i>Determination of Biologically Equivalent or Superior Preservation for Impacts to MSHCP Riparian/Riverine Areas Kraemer Ranch (Tract 36475)</i> Project dated July 17, 2014, updated February 26, 2015 (prepared by Glenn Lukos Associates, Inc.).</p> <p>M-BI-5 (Condition of Approval 60.EPD 005 and 80.EPD 001) Prior to the issuance of a grading permit, a permanent fencing plan shall be submitted to the Environmental Programs Division that provides for the permanent protection of all "MSHCP Riparian" and "MSHCP Riverine" areas that are located outside of the Project's "Development Footprint/Fuel Modification Zone," as mapped on Exhibit 8 of the <i>Determination of Biologically Equivalent or Superior Preservation for Impacts to MSHCP Riparian/Riverine Areas Kraemer Ranch (Tract 36475)</i> Project dated July 17, 2014, updated February 26, 2015 (prepared by Glenn Lukos Associates, Inc.). The permanent fencing shall provide a physical barrier to minimize unauthorized public access, domestic animal predation, illegal trespass, or dumping in the delineated riparian area. The fence shall have a minimum height of three feet at its shortest point. Fence posts shall be no</p>	<p>Project Applicant / Riverside County Environmental Programs Department</p> <p>Project Applicant / Riverside County Environmental Programs Department</p>	<p>Prior to grading permit issuance.</p> <p>Prior to grading permit issuance.</p>

MITIGATION MONITORING AND REPORTING PROGRAM

Impact	Level of Significance	Mitigation Measures	Responsible Party / Monitoring Party	Implementation Stage
<p>The Project has the potential to introduce invasive plant species adjacent to natural biological habitats.</p>	<p>Less-than-Significant Impact after Mitigation</p>	<p>more than five feet apart. The fence design shall be such that a sphere with a diameter of three inches cannot pass through the plane of the fence at any point below the minimum height. The permanent fencing shall not be installed prior to Environmental Programs Division review and approval of the permanent fencing plan and must be in place prior to issuance of the first building permit.</p> <p>M-BI-6 (Condition of Approval 60, EPD 003 and 80, EPD 002) The Project Applicant shall retain a qualified biological monitor to observe grading activities and shall provide the biological monitor with a copy of the grading plan. Prior to the issuance of a grading permit, the biological monitor shall prepare and submit a biological monitoring work plan to the Environmental Programs Division for approval. The biological monitoring work plan shall specify, but not be limited to, proposed Best Management Practices (BMPs), fencing of sensitive areas, and monitoring reports. The biological monitor must maintain a copy of the grading plans and the grading permit at all times while on the Project site. Prior to issuance of the first building permit, the biological monitor shall provide a final grading monitoring report to the Environmental Programs Division, which may require additional documentation to confirm compliance.</p>	<p>Project Applicant / Riverside County Environmental Programs Department</p>	<p>Prior to grading permit issuance and prior to issuance of building permits.</p>
		<p>M-BI-7 (Condition of Approval 80, EPD 003) Prior to issuance of building permits or approval of improvement plans, the Riverside County Building and Safety Department and/or Riverside County Transportation Department shall review all proposed landscaping elements to verify that none of the prohibited plant species as identified in Table 6-2 of the MSHCP (Section 6.1.4) are included in the plant palette.</p> <p>M-BI-8 (Condition of Approval 50, Planning 035) The Project's homeowner association covenants, codes, and restrictions (CC&amp;Rs) shall prohibit the planting of the invasive, non-native plant species listed in Table 6-2 of the MSHCP (Section 6.1.4). A copy of the CC&amp;Rs shall be provided to County of Riverside Planning Department staff or its designee</p>	<p>Project Applicant / Riverside County Building and Safety Department, Riverside County Transportation Department</p> <p>Project Applicant / Riverside County Planning Department</p>	<p>Prior to grading / improvement permit issuance.</p> <p>Prior to first building permit final inspection.</p>

MITIGATION MONITORING AND REPORTING PROGRAM

Impact	Level of Significance	Mitigation Measures	Responsible Party / Monitoring Party	Implementation Stage
<p>Although the burrowing owl was not observed on the Project site, the species has the potential to inhabit the Project site prior to construction.</p>	<p>Less-than-Significant Impact after Mitigation</p>	<p>to ensure that the provision is included. The homeowners association shall be required to enforce the CC&amp;Rs.</p> <p>M-BI-9 (Condition of Approval 60, EPD 001) Within 30 days prior to grading, a qualified biologist shall conduct a survey of the Project's proposed grading footprint and make a determination regarding the presence or absence of the burrowing owl. The determination shall be documented in a report and shall be submitted, reviewed, and accepted by the County of Riverside Environmental Programs Department prior to the issuance of a grading permit and subject to the following provisions:</p> <p>a. In the event that the pre-construction survey identifies no burrowing owls in the impact area, a grading permit may be issued without restriction.</p> <p>b. In the event that the pre-construction survey identifies the presence of at least one individual but less than three (3) mating pairs of burrowing owl, then prior to the issuance of a grading permit and prior to the commencement of ground-disturbing activities on the property, the qualified biologist shall passively or actively relocate any burrowing owls. The County Biologist shall be consulted to determine appropriate type of relocation (active or passive) and translocation sites. Passive relocation, including the required use of one-way doors to exclude owls from the site and the collapsing of burrows, will occur if the biologist determines that the proximity and availability of alternate habitat is suitable for successful passive relocation. Passive relocation shall follow CDFW relocation protocol. Active/ passive relocation shall only occur outside of the nesting season (March 1 through August 31). If proximate alternate habitat is not present as determined by the biologist, active relocation shall follow CDFW relocation protocol. The biologist shall confirm in writing that the species has fledged the site or been relocated prior to the issuance of a grading permit.</p> <p>c. In the event that the pre-construction survey identifies the presence of three (3) or more mating pairs of burrowing owl,</p>	<p>Project Applicant / Riverside County Environmental Programs Department</p>	<p>Prior to grading permit issuance.</p>



Impact	Level of Significance	Mitigation Measures	Responsible Party / Monitoring Party	Implementation Stage
<p>b &amp; c) Although the least Bell's vireo was not observed on the Project site, there is the potential for the species to utilize the Project site. The Project also has the potential to impact nesting migratory birds and/or the burrowing owl.</p>	<p>Less-than-Significant Impact after Mitigation</p>	<p>the requirements of MSHCP Species-Specific Conservation Objectives 5 for the burrowing owl shall be followed. Objective 5 states that if the site (including adjacent areas) supports three (3) or more pairs of burrowing owls and supports greater than 35 acres of suitable Habitat, at least 90 percent of the area with long-term conservation value and burrowing owl pairs will be conserved onsite until it is demonstrated that MSHCP Species-Specific Conservation Objectives 1-4 have been met. Objectives 1-4 are listed in the MSHCP, Volume I, Appendix E. A grading permit shall only be issued, either:</p> <ul style="list-style-type: none"> <li>i. upon approval and implementation of a property-specific Determination of Biologically Superior Preservation (DBESP) report for the western burrowing owl by the CDFW; or</li> <li>ii. a determination by the biologist that the site is part of an area supporting less than 35 acres of suitable Habitat, and upon passive or active relocation of the species following accepted CDFW protocols.</li> </ul>	<p>Project Applicant / Riverside County Environmental Programs Department</p>	<p>Prior to grading permit issuance.</p>
		<p>M-BI-10 (Condition of Approval 60. EPD 002) Vegetation clearing and ground disturbance shall be prohibited during the bird nesting season (February 1 through August 31), unless a bird nesting survey is completed in accordance with the following requirements:</p> <ul style="list-style-type: none"> <li>a. A nesting bird survey of the Project's grading footprint shall be conducted by a qualified biologist no more than 30 days prior to initiating vegetation clearing or ground disturbance. If ground disturbance does not begin within 30 days of the report date, a second survey must be conducted.</li> <li>b. A copy of the nesting bird survey results report shall be provided to the County of Riverside Environmental Programs Department. If the survey identifies the presence of active nests, then the qualified biologist shall provide the Environmental Programs Department with a copy of maps showing the location of all nests and an appropriate buffer zone around each nest sufficient to protect the nest from direct and</li> </ul>		

Impact	Level of Significance	Mitigation Measures	Responsible Party / Monitoring Party	Implementation Stage
		<p>indirect impact. The size and location of all buffer zones, if required, shall be subject to review and approval by the Environmental Programs Department and shall be no less than a 200-foot radius around the nest for non-raptors and a 500-foot radius around the nest for raptors. The nests and buffer zones shall be field checked weekly by a qualified biological monitor. The approved buffer zone shall be marked in the field with construction fencing, within which no vegetation clearing or ground disturbance shall commence until the qualified biologist and Planning Department verify that the nests are no longer occupied and the juvenile birds can survive independently from the nests.</p> <p>Mitigation Measure M-BI-9 shall apply.</p>	<p>Refer to Mitigation Measure M-BI-49</p>	<p>Refer to Mitigation Measure M-BI-9.</p>
<p>e) The Project would impact 0.01-acre of mule fat scrub, 0.19-acre of willow riparian, and 0.33-acre of disturbed riparian habitat.</p>	<p>Less-than-Significant Impact After Mitigation</p>	<p>Mitigation Measure M-BI-1 shall apply.</p>	<p>Refer to Mitigation Measure M-BI-49</p>	<p>Refer to Mitigation Measure M-BI-9.</p>
<p>f) The Project would impact result in direct, permanent impacts to approximately 0.21-acre of areas under U.S. Army Corps of Engineers (Corps) and Regional Water Quality Control Board (RWQCB) jurisdiction. Additionally, the Project would impact 4,451 linear feet of Corps and RWQCB streambed.</p> <p>The Project also would result in direct, permanent impacts to 0.66-acre of California Department of Fish and Wildlife (CDFW) jurisdiction, of which 0.50-acre consists of vegetated riparian habitat. Additionally, the Project would impact 4,451 linear feet of CDFW streambed</p>	<p>Less-than-Significant Impact After Mitigation</p>	<p>M-BI-11 (Condition of Approval 10 Flood RI 016) Prior to the disturbance of areas subject to the jurisdiction of the ACOE, CDFW, and the RWQCB, and prior to the disturbance of any riparian/riverine areas as so defined in the MSHCP, the Project Applicant shall obtain the necessary authorizations from applicable state and federal regulatory agencies for proposed impacts to jurisdictional waters and riparian/riverine habitats, or the Project Applicant shall provide documentation satisfactory to the Riverside County Environmental Programs Department that no clearances or authorizations are required. If authorizations are required, they would include a Section 404 Permit from the ACOE, Section 1602 Streambed Alteration Agreement from the CDFW, and a Section 401 Water Quality Certification/ Waste Discharge Requirement from the RWQCB.</p> <p>Mitigation Measures M-BI-1 shall apply.</p>	<p>Project Applicant / Riverside County Environmental Programs Department</p>	<p>Prior to grading permit issuance.</p>
			<p>Refer to Mitigation Measure M-BI-1.</p>	<p>Refer to Mitigation Measure M-BI-1.</p>

Impact	Level of Significance	Mitigation Measures	Responsible Party / Monitoring Party	Implementation Stage
<p>9. Archaeological Resources</p> <p>a &amp; b) The Project has the potential to uncover archaeological resources during excavation and/or grading activities on the Project site. If significant resources as defined CEQA Guidelines §15064.5 are unearthed, they could be significantly impacted if not appropriately treated.</p>	<p>Less-than-Significant Impact</p>	<p>M-CR-1 (Condition of Approval 60.Planning 003) Prior to the issuance of grading permits, the Project Applicant shall retain and enter into a monitoring and mitigation service contract with a qualified Archaeologist and provide a fully executed copy of the contract to the Riverside County Planning Department. The contract shall specify that: The Project Archaeologist (Cultural Resource Professional) shall develop a Cultural Resources Monitoring Plan which must be approved by the County Archaeologist prior to issuance of grading permits. The Project Archaeologist shall be included in the pregrade meetings to provide cultural/historical sensitivity training including the establishment of set guidelines for ground disturbance in sensitive areas with the grading contractors and special interest monitors. The Project Archaeologist shall manage and oversee monitoring for all initial ground disturbing activities and excavation of each portion of the Project site including clearing, grubbing, tree removals, grading, trenching, stockpiling of materials, rock crushing, structure demolition, etc. The Project Archaeologist shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with the special interest monitors.</p>	<p>Project Applicant / Riverside County and Riverside County Archaeologist</p>	<p>Prior to grading permit issuance and on-going during construction activities.</p>
		<p>M-CR-2 (Condition of Approval 60. Planning 002) Prior to the issuance of a grading permit, the Project Applicant shall provide evidence to the Riverside County Planning Department and the Riverside County Archaeologist that appropriate Native American representative(s) have been invited to monitor initial ground disturbing activities on the Project site and have received or will receive a minimum of two weeks advance notice of ground disturbing activities in previously undisturbed soils. The Native American monitor shall have the authority to temporarily divert, redirect, or halt ground disturbance activities to allow identification, evaluation, and recovery of potential archaeological resources. If a Native American monitor is not available, work may continue without the monitor. The Project Archaeologist shall include in the monitoring report any concerns or comments that the Native American monitor has regarding the Project and shall include as an appendix any</p>	<p>Project Applicant / Riverside County Planning Department and Riverside County Archaeologist</p>	<p>Prior to grading permit issuance, and on-going during ground-disturbing activities.</p>



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		<p>written correspondence or reports prepared by the monitor. Native American monitoring does not replace any required Cultural Resources monitoring, but rather serves as a supplement for coordination and advisory purposes for all groups' interests only.</p> <p>M-CR-3 (Condition of Approval 10.Planning 005) If suspected archaeological resources are uncovered on the Project site during ground disturbance activities, the following procedures shall be followed. For purposes of this mitigation measure, an "archaeological resource" is defined as three (3) or more artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to its sacred or cultural importance.</p> <p>a) All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted until a meeting is convened between the Project Applicant, the Project Archaeologist, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the Riverside County Planning Director to discuss the significance of the find. Further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate preservation or mitigation measures.</p> <p>b) At the meeting, mitigation of the discovered resource(s) shall be discussed. At a minimum, a treatment plan shall be prepared and implemented by the Project Archaeologist to protect the identified archaeological resource(s) from damage and destruction. The treatment plan shall contain a research design and data recovery program necessary to document the size and content of the discovery such that the resource(s) can be evaluated for significance under CEQA criteria. The research design shall list the sampling procedures appropriate to exhaust the research potential of the archaeological resource(s) in accordance with current professional archaeology standards (typically this sampling level is two (2) to five (5) percent of the</p>	<p>Project Applicant / Riverside County Planning Department and Riverside County Archaeologist</p>	<p>On-going during construction activities.</p>

Impact	Level of Significance	Mitigation Measures	Responsible Party / Monitoring Party	Implementation Stage
		<p>volume of the cultural deposit). The treatment plan shall require monitoring by the appropriate Native American Tribe(s) during data recovery excavations of archaeological resource(s) of prehistoric origin, and shall require that all recovered artifacts undergo laboratory analysis.</p> <p>M-CR-4 (Condition of Approval 60.Planning 001) Prior to the issuance of grading permits, the Project Applicant shall provide evidence to the satisfaction of the Riverside County Archaeologist that all archaeological materials recovered during the archaeological investigations have been curated at a Riverside County Curation facility that meets federal standards per 36 CFR Part 79 and therefore would be professionally curated and made available to other archaeologists/researchers for further study. The collection and associated records shall be transferred to the curation facility, including title, and shall be accompanied by payment of the fees necessary for permanent curation. Evidence of curation shall be in the form of a letter from the curation facility identifying that archaeological materials have been received and that all fees have been paid.</p> <p>M-CR-5 (Condition of Approval 70.Planning 001) Prior to grading permit final inspection, the Project Archaeologist shall submit an Archaeological Monitoring Report that complies with the Riverside County Planning Department's requirements for such reports for all ground disturbing activities associated with this grading permit. The report shall follow the County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scopes of Work. The County Archaeologist shall review the report to determine adequate compliance.</p>	<p>Project Applicant / Riverside County Planning Department and Riverside County Archaeologist</p> <p>Project Applicant / Riverside County Planning Department and Riverside County Archaeologist</p>	<p>Prior to grading permit issuance.</p> <p>Prior to grading permit final inspection</p>
<p><b>34. Noise Effects on or by the Project</b>                      b) Noise resulting from the Project's near-term construction activities would be consistent with the County's Noise Ordinance and, therefore, construction-level impacts would be less than significant. Regardless, Mitigation Measure M-N-1 is recommended to ensure compliance with the County's Noise Ordinance and ensure</p>	<p>Less-than-Significant Impact</p>	<p>M-N-1 (Condition of Approval 60.Planning 026) Prior to grading and building permit issuance, the County shall verify that the following notes are included on grading plans and building plans. Project contractors shall be required to ensure compliance with the notes and permit periodic inspection of the construction site by Riverside County staff or its designee to confirm compliance. These notes also shall be specified in bid documents issued to prospective construction contractors.</p>	<p>Project Applicant / Riverside County Building and Safety Department</p>	<p>Prior to grading permit issuance.</p>

Impact	Level of Significance	Mitigation Measures	Responsible Party / Monitoring Party	Implementation Stage
<p>that additional noise attenuation measures are incorporated into the Project's construction plans to minimize construction noise.</p>		<p>a. All construction activities shall comply with County Ordinance No. 847 (Noise Ordinance).</p> <p>b. Construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards.</p> <p>c. Construction contractors shall place all stationary construction equipment in such a manner so that emitted noise is directed away from the noise sensitive receptors located nearest the Project site (i.e., existing residential uses to the northeast and east; and future residential uses to the north, if constructed and occupied prior to commencement of on-site construction activities).</p> <p>d. Construction contractors shall locate construction equipment staging areas in locations in the southeastern portion of the Project site, or along the site's southern or western boundaries, in order to provide the maximum distance from nearby sensitive receptors (i.e., existing residential uses to the northeast and east; and future residential uses to the north, if constructed and occupied prior to commencement of on-site construction activities).</p>		
<p><b>43. Circulation</b></p> <p>a) The Project would contribute to the need for traffic improvements at two (2) intersections under Opening Year (2016) plus Cumulative traffic conditions and would contribute to the need for traffic improvements at six (6) intersections under the Horizon Year (2035) traffic conditions.</p>	<p>Less-than-Significant Impact after Mitigation</p>	<p>M-TR-1 (Condition of Approval 80, Trans 004) The Project Applicant shall use all reasonable efforts to enter into an agreement with the City of Riverside to pay standard the traffic signal mitigation fee of \$190 per detached, single-family residential unit and a traffic impact fee of \$525 per detached, single-family residential unit to offset impacts to intersections within the City limits. Prior to the issuance of building permits, the Project Applicant shall provide the Riverside County Building and Safety Department with evidence of the agreement entered into with the City of Riverside.</p> <p>M-TR-2 (Conditions of Approval 10, Planning 014 &amp; 90, Trans 004) Prior to building permit final inspection, the Project Applicant shall make required per-unit fee payments associated with the Western Riverside County Transportation Uniform</p>	<p>Project Applicant / Riverside County Building and Safety Department</p> <p>Project Applicant / Riverside County Building and Safety Department</p>	<p>Prior to building permit issuance.</p> <p>Prior to building permit final inspection</p>



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		<p>Mitigation Fees (TUMF, Ordinance No. 824), and the County of Riverside Development Impact Fee (DIF, Ordinance No. 659).</p> <p>M-TR-3 (Condition of Approval 50 Trans 003) Prior to the first building permit final inspection, the Project Applicant shall work with Riverside County to assure implementation of the following improvements to the La Sierra Avenue/McAllister Parkway intersection. The improvement shall be in place prior to the Project's first building permit final inspection.</p> <ul style="list-style-type: none"> <li>• Modify traffic signal to implement overlap phasing on the westbound right turn lane.</li> </ul> <p>M-TR-4 (Condition of Approval 50 Trans 003) Prior to the first building permit final inspection, the Project Applicant shall work with Riverside County to assure construction of the following improvement to the Street "A"/McAllister Street intersection. The improvement shall be in place prior to the Project's first building permit final inspection.</p> <ul style="list-style-type: none"> <li>• Install signage prohibiting on-street parking.</li> </ul>	<p>Project Applicant / Riverside County Building and Safety Department</p> <p>Project Applicant / Riverside County Building and Safety Department</p>	<p>Prior to the first building permit final inspection.</p> <p>Prior to the first building permit final inspection.</p>