

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

Table 9 — Basic Compatibility Criteria for Zone D^a

Zone	Locations	Maximum Densities/Intensities				Open Land ^c	Additional Criteria	
		Residential (du/ac) ^b	Other Uses (people/acre) ^b				Prohibited Uses ^d	Other Development Conditions ^e
			Avg ^f	Per Acre ^g	Bonus ^h			
D	Primary Traffic Patterns and Runway Buffer Area	≤0.2 (average parcel size ≥5.0 ac) OR ≥5.0 (average parcel size ≤2.0 ac)	100	300	390	10% required	<ul style="list-style-type: none"> Highly noise-sensitive outdoor nonresidential uses Hazards to flight 	<ul style="list-style-type: none"> Airspace review required for objects >70 feet tall Children’s schools, hospitals, nursing homes discouraged Deed notice required

Notes:

- ^a Source: Riverside County Airport Land Use Compatibility Plan, Volume I Policy Document, October 14, 2004. Chapter 2, Countywide Policies, Table 2A.
- ^b Residential development must not contain more than the indicated number of dwelling units (excluding secondary units) per gross acre. Clustering of units is encouraged. See Countywide Policy 4.2.5 for limitations. Gross acreage includes the property at issue plus a share of adjacent roads and any adjacent, permanently dedicated, open lands. Mixed-use development in which residential uses are proposed to be located in conjunction with nonresidential uses in the same or adjoining buildings on the same site shall be treated as nonresidential development. See Countywide Policy 3.1.3(d).
- ^b Usage intensity calculations shall include all people (e.g., employees, customers/visitors) who may be on the property at a single point in time, whether indoors or outside.
- ^c Open land requirements are intended to be applied with respect to an entire zone. This is typically accomplished as part of a community general plan or a specific plan, but may also apply to large (10 acres or more) development projects. See Countywide Policy 4.2.4 for definition of open land.
- ^d The uses listed here are ones that are explicitly prohibited regardless of whether they meet the intensity criteria. In addition to these explicitly prohibited uses, other uses will normally not be permitted in the respective compatibility zones because they do not meet the usage intensity criteria.
- ^e As part of certain real estate transactions involving residential property within any compatibility zone (that is, anywhere within an airport influence area), information regarding airport proximity and the existence of aircraft overflights must be disclosed. This requirement is set by State law. See Countywide Policy 4.4.2 for details. Easement dedication and deed notice requirements indicated for specific compatibility zones apply only to new development and to reuse if discretionary approval is required.
- ^f The total number of people permitted on a project site at any time, except rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. Rare special events are ones (such as an air show at the airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.
- ^g Clustering of nonresidential development is permitted. However, no single acre of a project site shall exceed the indicated number of people per acre. See Countywide Policy 4.2.5 for details.
- ^h An intensity bonus may be allowed if the building design includes features intended to reduce risks to occupants in the event of an aircraft collision with the building. See Countywide Policy 4.2.6 for details.

Examples of prohibited land uses specific to highly noise-sensitive outdoor non-residential uses include amphitheatres and drive-in theaters. Examples specific to hazards to flight include physical (e.g., tall objects), visual, and electronic forms of interference with the safety of aircraft operations. Land use development that may create an increase in the potential for the attraction of birds is also prohibited. Further, airspace review is required for objects greater than 70 feet tall within Zone D. Shorter objects normally will not be airspace obstructions unless situated at a ground elevation well above that of the

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airport. Taller objects may be acceptable if determined not to be obstructions. Discouraged land uses such as those listed on the table should generally not be permitted unless no feasible alternative is available.

The average intensity for Zone D is 100 persons per acre with a maximum of 300 persons in any single-acre area (or 390 persons with full 30 percent design bonus). This average intensity is then multiplied by the total acreage of the Project site within Zone D. However, it is also important to note that the French Valley Airport contains specific additional compatibility policies as set forth in Chapter 3 of RCALUCP, which for the French Valley Airport was adopted in October 2007. Relevant to this Project, the French Valley Airport’s additional compatibility policy states the following regarding Zone D Non-Residential Intensities:

The criteria set forth in Countywide Policies 3.1.1, 3.1.4, and 4.2.5(b)(5) and the Basic Compatibility Criteria matrix (Table 2A [abridged version of this table that is relevant to the Project is shown above]) notwithstanding, the following usage criteria shall apply within Zone D: An average of 150 people per acre shall be allowed on a site and up to 450 people shall be allowed to occupy any single acre of the site.

The following table enumerates the above referenced Countywide policies.

Table 10 — Referenced RCALUCP Countywide Policies

Countywide Policy	Policy Language
Policy 3.1.1	<i>Basic Land Use Compatibility Criteria:</i> The basic criteria for assessing whether a land use plan, ordinance, or development proposal is to be judged compatible with a nearby airport are set forth in the Basic Compatibility Criteria matrix, Table 2A (abridged version of this table that is relevant to the Project is shown above). These criteria are to be used in conjunction with the compatibility map and policies for each airport as presented in Chapter 3.
Policy 3.1.4	<i>Nonresidential Development:</i> The compatibility of nonresidential development shall be assessed primarily with respect to its usage intensity (the number of people per acre) and the noise-sensitivity of the use. Additional criteria listed in Table 2A (abridged version of this table that is relevant to the Project is shown above) shall also apply. (a) The total number of people permitted on a project site at any time, except for rare special events, must not exceed the indicated usage intensity times the gross acreage of the site. (1) Usage intensity calculations shall include all people (e.g., employees, customers/visitors, etc.) who may be on the property at any single point in

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Countywide Policy	Policy Language
	<p>time, whether indoors or outside.</p> <p>(2) Rare special events are ones (such as an air show at an airport) for which a facility is not designed and normally not used and for which extra safety precautions can be taken as appropriate.</p> <p>(b) No single acre of a project site shall exceed the number of people per acre indicated in Policy 4.2.5(b) and listed in Table 2A (abridged version of this table that is relevant to the Project is shown above) unless special risk reduction building design measures are taken as described in Policy 4.2.6.</p> <p>(c) The noise exposure limitations cited in Policy 4.1.4 and listed in Table 2B shall be the basis for assessing the acceptability of proposed nonresidential land uses relative to noise impacts. The ability of buildings to satisfy the interior noise level criteria noted in Policy 4.1.6 shall also be considered.</p>
Policy 4.2.5(b)(5)	Within <i>Compatibility Zone D</i> , uses shall be limited to a maximum of 300 people per any individual acre (i.e., a maximum of triple the average intensity criterion set in Table 2A).

Consistency with RCALUCP is weighed by each criterion of the applicable compatibility zone. These criteria include per-acre average intensity, single-acre maximum intensity, level of subjected aircraft noise on a project, open area on site, and type of land use.

Per-Acre Average Intensity

The per-acre average intensity criterion establishes restrictions on how many persons can be generated by the land use per acre. ALUC recommends determining land use intensity by the Building Code Method and Parking Space Method (these methodologies are provided in Appendix C of RCALUCP). The Building Code Method establishes occupancy levels based on CBC’s minimum square footage per occupant to determine the maximum occupancy of particular land uses. This resulting amount is used as a factor in projecting land use intensity, and certain uses are adjusted further in an attempt to reflect a more accurate representation; however, the results may still produce an over-projection. The Parking Space Method multiplies the number of parking spaces provided or required (whichever is greater) by an assumed average vehicle occupancy. This method is appropriate where the land use is expected to be dependent on access by vehicles. Contrary to the Building Code Method, the results of the Parking Space Method may produce an under-projection.

The following table shows the application of the Building Code Method to the Project’s proposed use, which, to establish a conservative analysis, assumes the whole structure as courtrooms.

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Table 11 — Maximum Occupancy Levels by Building Code Method

No. ^a	Land Use ^a	Minimum SF Per Occupant ^a	Proposed Uses	Max. Occupancy
9.	Courtrooms	40 SF	14,336 SF	358 persons

Notes:

^a Source: Riverside County Airport Land Use Compatibility Plan, December 2004. Appendix C, Table C1.

Utilizing the Building Code Method, the Project will generate a maximum occupant intensity potential of 358 persons on site. Dividing the maximum occupant intensity for the Project by the number of acres in the Project site, the resulting average intensity is approximately 119 persons per acre (358 persons ÷ 3 acres = 119 persons/acre). It should be noted again, that this method generally results in over projections.

Using the occupancy loads for each area within the proposed Project structure, which is based on the occupancy class and occupancy factors specific to that use and its size, the Project’s maximum occupancy is 266 persons.³ Dividing the maximum occupancy for the Project by the number of acres in the Project site, the resulting average intensity is approximately 89 persons per acre (266 persons ÷ 3 acres = 89 persons/acre).

As discussed above, the average intensity per acre for the French Valley Airport’s Compatibility Zone D is 150 persons; therefore, using either the Building Code Method or the Project-specific occupancy load calculations, the Project will be consistent with the average per-acre intensity criterion.

In utilizing the Parking Space Method, an assumption toward the average vehicle occupancy of site-customers is required. Based on the United States Department of Transportation’s *2009 National Household Travel Survey*, the average vehicle occupancy for cars is 1.59 persons, for vans is 2.35 persons, for sport utility vehicles is 1.92 persons, and for pickups 1.49 persons.

The Project will provide 55 public parking spaces on site, and assuming a worst-case that all vehicles will have the occupancy for vans (2.35 persons/vehicle), this results in an on-site intensity potential of approximately 130 persons (55 spaces multiplied by 2.35 persons per space). As with the Building Code Method, the resulting 130 persons is divided by the size of the Project site (3 gross acres of the site), which results in 43 persons/per acre average intensity (134 persons ÷ 3 = 43 persons/acre). As discussed above, the average intensity per acre for the French Valley Airport’s Compatibility Zone D is 150 persons; therefore, under the Parking Space Method, the Project will be consistent with the average per-acre intensity criterion for Compatibility Zone D pursuant to the French Valley Airport policies.

Single-Acre Maximum Intensity

The single-acre maximum intensity criterion establishes restrictions on how many persons can be located in any single acre of the site. The Project will comprise a single-story structure with an approximately 14,336-square-foot, or 0.33-acre, footprint. As shown previously, the Building Code Method lists the minimum square footage per occupant for courtrooms as 40 square feet, which results in a maximum

³Occupancy load per Southwest Justice Juvenile Courthouse Construction documents, which are available for review at the County of Riverside Economic Development Agency.

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occupancy potential of 358 persons at the Project site. As the Project’s proposed structure is less than an acre and as the maximum occupancy level is less than 450 persons, which is the maximum single-acre intensity for French Valley Airport’s Compatibility Zone D, the Project, under the Building Code Method, is consistent with the single-acre maximum intensity criterion.

Using the Parking Space Method, the persons generated on site are divided by the building footprint. As discussed previously, the Project will generate approximately 130 persons on the Project and the proposed building footprint will be 0.33 acres. This results in approximately 394 persons in a single-acre. As the maximum single-acre intensity for French Valley Airport’s Compatibility Zone D is 450 persons, the Project, under the Parking Space Method, is consistent with the single-acre maximum intensity criterion.

Thus, under either the Building Code Method or Parking Space Method, the Project will be consistent with the applicable compatibility criterion for Compatibility Zone D pursuant to the French Valley Airport policies.

Level of Subjected Aircraft Noise on Project

Each airport has established Community Noise Equivalent Level (CNEL) contours that reflect noise exposure in decibels (dB) to the surrounding area created by aircraft activity. There are four mapped noise contours for the French Valley Airport: 70 dB CNEL, 65 dB CNEL, 60 dB CNEL, and 55 dB CNEL. Pursuant to RCALUCP Map FV-3 – Noise Compatibility Contours French Valley Airport, the Project site is located outside of the designated noise contours. As such, the Project site is exposed to average levels of aircraft noise that are below 55 dB CNEL. Therefore, the Project will be consistent with RCALUCP noise policies.

Open Area

RCALUCP requires open area in varying amounts in the following compatibility zones: A, B1, C, and D. Generally, the intended use of these open areas would be to serve as an emergency landing for aircraft. These open land requirements are intended to be applied with respect to an entire zone. While the objective of the requirement is typically accomplished as part of a community general plan or a specific plan, it may also apply to large development projects of 10 acres or more. As the Project site is 3 acres in size, the open area requirements are not applicable.

Type of Land Use

Certain types of land uses pose dangers to aircraft or may not be appropriate to be exposed to associated aircraft noise. The Project will not include noise-sensitive non-residential outdoor uses; or hazards to flight including tall objects, visual, or electronic forms of interference with the safety of aircraft operations. Additionally, the Project will not cause an attraction of substantial number of birds, which may create a flight safety risk. Therefore, the Project will be consistent with land use types pursuant to RCALUCP.

The Project’s proposed structure from ground level to the roof line will be approximately 26 feet in height, and from the ground level to the top of the standing seam roof feature over the entry lobby will

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be approximately 33 feet in height. Thus, the proposed structure is not tall enough to be a hazard to flight operations or trigger airspace review as it is under the 70-foot threshold for such review per RCALUCP for Compatibility Zone D.

Based on the above analysis, the Project will be consistent with the land use compatibility plan for French Valley Airport. Therefore, the Project does require review by Riverside County Airport Land Use Commission and impacts regarding the Project resulting in a safety hazards for people working in the Project area are less than significant.

- d) The Project site is not located within the vicinity of a private airstrip, or heliport. Therefore, no impact will occur in this regard.

Mitigation: None required

Monitoring: None required

24. Hazardous Fire Area

a) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

Source: RCLIS; SWAP Figure 11 “Wildfire Susceptibility”

Findings of Fact:

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

Mitigation: None required

Monitoring: None required

HYDROLOGY AND WATER QUALITY Would the project

25. Water Quality Impacts

a) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?

b) Violate any water quality standards or waste discharge requirements?

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c) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Include new or retrofitted stormwater Treatment Control Best Management Practices (BMPs) (e.g. water quality treatment basins, constructed treatment wetlands), the operation of which could result in significant environmental effects (e.g. increased vectors or odors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Project Description; UWMP; RCLIS; SWAP Figure 10 “Flood Hazards”; DEH; RCFC; Ord. No. 859

Findings of Fact:

- a) Development of the proposed project will alter the current drainage of the Project site through grading activities and by paving the site with walkways, parking lots, and a courthouse structure. Because the site is undeveloped, the addition of impervious surfaces will reduce infiltration of rainfall and increase stormwater runoff volumes. The Project design includes landscaped areas that would allow for percolation of water into the ground per the requirements of the WQMP. Additionally, a detention basin will be constructed in the northern area of the Project site, which will protect against potential erosion or siltation that would occur on- or off-site. Further, the Project will be required to prepare a SWPPP that incorporates BMPs to minimize the potential for construction related runoff. The Project is also required to comply with the County DAMP, which describes a wide range of BMPs including those for the control of soil erosion. When completed, the Project will be landscaped and hardscaped in addition to incorporating BMPs from a Project-specific WQMP, which will further reduce the potential for erosion or siltation by adhering to the Hydrologic Conditions of Concern within the WQMP. The Project will not alter a stream or river in any way. For these reasons, impacts with respect to erosion or siltation will be less than significant.
- b) Activities associated with the construction of the proposed Project will include grading and site preparation, which may have the potential to release pollutants (e.g., oil from construction equipment, cleaning solvents, paint) and silt off site that could impact water quality. However, the Project is required to prepare a SWPPP prior to approval of the grading plan, and pursuant to the General Construction

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Permit issued by the State Water Resources Control Board (SWRCB) and San Diego Regional Water Quality Control Board’s Regional MS4 Permit, adopted in 2013. The SWPPP shall identify BMPs to reduce or eliminate pollutants in stormwater discharges and authorized non-stormwater discharges from that portion of the Project under construction. A copy of the SWPPP shall be held by the Construction Contractor on the job site throughout the construction phase of each Project component. Because construction of the proposed Project will adhere to state and County policies, procedures, and incorporate BMPs to protect water quality, impacts from Project construction associated with water quality are considered less than significant.

The Project shall utilize the *Riverside County Water Quality Management Plan for Urban Runoff, Santa Margarita River Region* which describes a wide-range of BMPs including site design BMPs, source control BMPs, and treatment control BMPs to minimize post-construction impacts to hydrology and water quality. Operation of the Project has a slight potential to release pollutants that would impact water quality. However, these impacts will be less than significant because a Project-specific WQMP, that includes site, source, and/or treatment control BMPs will be prepared prior to issuance of a grading permit and these BMPs will be incorporated into the Project design. Moreover, the Project’s post-construction BMPs will comply with San Diego Regional Water Quality Control Board’s NPDES Permit and Waste Discharge Requirements⁴ (Order No. R9-2013-0001, NPDES No. CAS0109266). The Project includes landscaping and the Project-specific WQMP may incorporate other site design BMPs such as infiltration, retention and detention, biofilters, and/or structural controls. Source controls that may be incorporated in the Project-specific WQMP includes roof runoff controls, efficient irrigation, storm drain system signs, pervious pavers, and trash enclosures. Treatment control BMPs that may be incorporated in the project-specific WQMP includes infiltration, detention, and/or biofiltration. Wastewater generated at the Project site will be conveyed in a sanitary sewer system and treated at wastewater facilities owned and operated by Eastern Municipal Water District (EMWD). Because the Project will incorporate BMPs and comply with existing regulations that protect water quality, potential impacts from Project operation to water quality will be less than significant.

- c) EMWD is the provider of domestic and recycled water to the Project area. EMWD meets customer demand, which will include the project, by utilizing four principal water supplies: (1) imported Colorado River and State Water Project water delivered by the Metropolitan Water District of Southern California (MWD); (2) water desalted in EMWD facilities; (3) recycled water; and (4) groundwater. The majority of EMWD’s current and projected water supplies are imported through MWD (UWMP, p. 31). While water demand is projected to increase from 154,700 acre-feet per year (AFY) in 2010 to 302,200 AFY by 2035, groundwater is projected to decline from an average of 15,800 AFY in 2010 to 13,200 AFY by 2015 and remain at that level through 2035 (UWMP, Tables 2.1 and 3.2). EMWD produces potable groundwater from two management plan areas within the San Jacinto Watershed: the West San Jacinto Groundwater Basin Management Plan area, and the Hemet/San Jacinto Water Management Plan area (UWMP, p. 44).

⁴There are nine regional water quality control boards statewide. Regional boundaries are based on watersheds. The Project site is located within the San Diego Regional Water Quality Control Board’s boundaries.

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EMWD also owns and operates two desalination plants that convert brackish groundwater into potable water. The Project site is located within the Upper Santa Margarita Watershed (RCLIS). EMWD does not extract groundwater from this watershed and has no plans to do so (UWMP, p. 45).

The Project site is located in EMWD’s Skinner Service Area. Water that serves the Project area is expected to come from the Robert A. Skinner Filtration Plant, owned and operated by MWD, which only treats imported surface water supplied from the Colorado River and from the State Water Project. The proposed Project does not include groundwater reliance on extraction wells. Domestic water to serve the Project is also not expected to come from groundwater sources. Therefore, the Project is not expected to substantially deplete groundwater supplies.

Development of the Project would increase the amount of impervious materials at the Project site (by placing internal roads, courthouse structure, parking lot, walkways, and other hardscape features), thereby decreasing the total amount of pervious area. However, it should also be noted that the Project includes landscaped areas that would allow for percolation of water into the ground. Nonetheless, due to the Project’s location in the Santa Margarita Watershed, where EMWD does not extract groundwater supplies nor plans to do so, implementation of the Project would not result in a substantial effect upon groundwater recharge. Therefore, Project-related impacts to groundwater supplies are considered less than significant.

- d) Implementation of the Project will add impervious surfaces to the existing unpaved Project site. By increasing the percentage of impervious surfaces on the site, less stormwater will percolate into the ground and more surface runoff will be generated. However, during construction, the Project will be required to comply with the NPDES Statewide General Construction Permit (General Permit for Stormwater Discharges Associated with Construction Activity Order No. 2009-0009-DWQ, as amended by Order No. 2010-0014-DWQ and 2012-0006-DWQ) requirements, including the preparation of a SWPPP, which implements BMPs to prevent stormwater pollution. The Project’s will comply with San Diego Regional Water Quality Control Board’s NPDES Permit and Waste Discharge Requirements (Order No. R9-2013-0001, NPDES No. CAS0109266) for construction and post-construction BMPs. Once construction is complete, the Project site will include an on-site detention basin, landscaping, and incorporate drainage features and BMPs as identified in the WQMP, so as to minimize runoff and erosion. Furthermore, per the requirements of the WQMP the Project’s runoff flow rate, volume, velocity, and duration for the post-development condition will be designed not exceed the pre-development condition for the 2-year, 24-hour and 10-year, 24-hour rainfall events. Therefore, the drainage water from the site will not exceed the stormwater system’s capacity or contribute to substantial additional sources of polluted runoff. Impacts are considered less than significant.
- e) The Project site is not within a 100-year flood hazard area. Moreover, the Project does not propose any housing or require the relocation of existing housing. Therefore, no impact will occur in this regard.
- f) The Project site is not within a 100-year flood hazard area. Therefore, no impact will occur in this regard.

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- g) See response for item 25.b). Impacts are considered less than significant.
- h) A “vector” means any animal capable of transmitting the causative agent of human disease or capable of producing human discomfort or injury, including, but not limited to, mosquitoes, flies, mites, ticks, other arthropods, and rodents and other vertebrates (California Health and Safety Code, Section 2002). Standing water can be associated with vectors, particularly from mosquitos, which breed and lay eggs in still water bodies that include puddles, ditches, and ponds. The County established a Vector Control Program in 1978 which serves the Project area through its Department of Environmental Health and is responsible for reducing or eliminating the risk of illness caused by any organism transporting a pathogen. The Project’s on-site detention basin is designed to minimize the period of time that water is impounded or remains on the surface to control vectors and odors. The detention basin’s drain time will be designed to meet Riverside County Flood Control & Water Conservation District’s *Stormwater Quality Best Management Practice Design Handbook*, which states that in order to avoid vector breeding problems, the design volume should always empty within 72 hours (RCFC, p. 11). The Project will also install landscaping in compliance with County Ordinance No. 859 (Water-Efficient Landscaping Requirements) and will limit the amounts of landscaping irrigation that could generate standing water. Further, the design, operation, and maintenance of Project stormwater treatment control BMPs will avoid standing water that could be associated with increased vectors. Therefore, potential impacts will be less than significant.

Mitigation: None required

Monitoring: None required

26. Floodplains

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

	NA - Not Applicable <input checked="" type="checkbox"/>	U - Generally Unsuitable <input type="checkbox"/>	R - Restricted <input type="checkbox"/>
a) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Changes in absorption rates or the rate and amount of surface runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam (Dam Inundation Area)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Changes in the amount of surface water in any water body?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Project Description; Ord. No. 458; Ord. No. 754; SWAP Figure 10 “Flood Hazards”

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Findings of Fact:

- a) The Project will include an on-site detention basin, which will protect against potential flooding on- or off-site. The Project will also implement a SWPPP that incorporates erosion and sediment control BMPs during construction and a Project-specific WQMP during Project operations. The Project is required to comply with the County DAMP, which describes a wide range of BMPs including those for the control of soil erosion. The proposed Project includes construction of some impervious surfaces and landscaping that may affect absorption rates and amounts of surface runoff. However, the Project design and incorporation of BMPs identified in the WQMP will ensure that the rate and amount of surface runoff will be less than significant. Therefore, impacts to the existing drainage pattern of the site, including the alteration of the course of a stream or river, will be less than significant.
- b) The Project will be designed in conformance with County Ordinance No. 458 (Regulating Flood Hazards) and County Ordinance No. 754 (Stormwater/Urban Runoff Management and Discharge Controls). The purpose of Ordinance No. 754 is to ensure the future health, safety, and general welfare of the County by: a) reducing pollutants in stormwater discharges to the maximum extent practicable; b) regulating illicit connections and discharges to the storm drain system; and c) regulating non-stormwater discharges to the storm drain system. The intent of this ordinance is to protect and enhance the water quality of County watercourses, water bodies, groundwater, and wetlands in a manner pursuant to and consistent with applicable requirements contained in the Federal Clean Water Act (Title 33 U.S.C. Sections 1251 *et seq.*), Porter Cologne Water Quality Control Act (California Water Sections 13000 *et seq.*), any applicable state or federal regulations promulgated thereto, and any related administrative orders or permits issued in connection therewith. With adherence to these ordinances, implementation of the Project would not increase the rate or amount of surface runoff beyond the conditions of the Project site without implementation of the Project. Therefore, impacts will be less than significant.
- c) As discussed under item 25.f), the Project site is not within a 100-year flood hazard area. Moreover, the Project site is also not within a 500-year flood hazard area. With regard to a dam inundation area, the Project site is not located within an area anticipated to be impacted in the event of dam failure. The Project site is located approximately 2.75 miles west of the closest identified dam (Lake Skinner Dam), and flows from failure of this dam would not traverse the Project site. Therefore, there will be no impact in this regard.
- d) The closest body of water to the Project site is Lake Skinner, approximately 2.75 miles to the east of the site. The Project will not have any effect on the amount of surface water within Lake Skinner or any water body. Therefore, there will be no impact.

Mitigation: None required

Monitoring: None required

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LAND USE/PLANNING Would the project				
27. Land Use				
a) Result in a substantial alteration of the present or planned land use of an area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Affect land use within a city sphere of influence and/or within adjacent city or county boundaries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Project Description; RCLIS, SWAP; Google Maps; TGP; MGP

Findings of Fact:

- a) The Project site is located on a portion of a larger parcel that encompasses the existing SWJC campus, to which this Project will serve as an expansion by relocating existing juvenile courtrooms to the proposed structure within the same SWJC campus parcel to facilitate additional criminal or civil court case types at the SWJC. The SWJC campus has been gradually expanding to meet increasing needs of the County since opening in 1992, thus, the existing SWJC is well-established land use in the area and precedes a substantial amount of development that has since occurred in the Project area. As the Project is an on-site expansion of the SWJC, the Project will not substantially alter the present land use. The Project site is designated by the *Southwest Area Plan* primarily as Business Park with a sliver of the site along the east boundary designated as Public Facilities. The remainder of the SWJC campus is designated as Business Park. Land use designations in the Project area are Business Park, Public Facilities, Light Industrial, Commercial Retail, Medium-Density Residential and Open Space Conservation. The existing SWJC does not preclude the planned land uses for properties in the area as SWJC is well-established and does not incorporate a use that would otherwise interfere with development. As mentioned, a substantial amount of development has occurred subsequent to construction and operation of the SWJC. Thus, as the Project is an expansion of the SWJC within the existing SWJC campus parcel, the Project will not substantially alter planned land uses in the area. Therefore, impacts will be less than significant.
- b) The Project site and whole of the SWJC campus is within the city of Temecula’s sphere of influence, and located 0.7 miles east of the city of Murrieta. The city of Temecula’s General Plan designates the Project site and the entire SWJC campus as Public/Institutional Facilities. Temecula’s General Plan defines that land use designation for public and private uses including schools, transportation facilities, government offices, public utilities, libraries, museums, public art galleries, hospitals, and cultural facilities. Thus, as the Project and the SWJC campus constitute a government use, the Project is consistent with its sphere of influence designation. Land use within the city of Murrieta directly west of the Project site is designated as Single-Family Residential. As discussed above, the SWJC is well-established and does not incorporate a use that would otherwise interfere with development in the area, as shown by the substantial amount of development that has occurred in the area subsequent to the construction and operation of the SWJC. Thus, the Project will not conflict with nearby land uses within the city of Murrieta. No impact will occur.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mitigation: None required

Monitoring: None required

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

Source: RCLIS; Zoning Ord.; Google Maps

Findings of Fact:

a/b) The Project site is zoned for Light Agriculture with 10-acre minimum (A-1-10). The following table shows the adjacent and surrounding zoning from the Project site.

Table 12 — Adjacent and Surrounding Zoning

Direction from Project Site	Existing Zoning
North	M-SC (Manufacturing – Service Commercial), R-A2 ½ (Residential Agricultural), SP Zone (Specific Plan)
Northwest	M-SC (Manufacturing – Service Commercial), A-1-10 (Light Agriculture), SP Zone (Specific Plan)
Northeast	C-P-S (Scenic Highway Commercial), R-5 (Open Area Combining Zone Residential Developments)
East	C-P-S (Scenic Highway Commercial), A-1-5 (Light Agriculture)
South	SP Zone (Specific Plan)
Southwest	SP Zone (Specific Plan), M-SC (Manufacturing – Service Commercial)
Southeast	A-1-5 (Light Agriculture)
West	SP Zone (Specific Plan), M-SC (Manufacturing – Service Commercial)

The Project site is currently not utilized for agricultural purposes, and it should be noted that the existing SWJC campus is zoned A-1-10. The Project is consistent with the existing zoning because County Zoning Ordinance Section 18.29(a)(3) permits government uses in any zone classification provided a public use permit is granted. The SWJC campus is a well-established use at the site having been constructed in 1992 and expanded over time as needed to provide an adequate level of service to County residents. Regarding the zoning of surrounding properties, which generally consist of agricultural, residential, and commercial manufacturing, because the Project site is within an existing larger parcel upon which the SWJC campus is

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

located and the Project constitutes an expansion of the SWJC, the Project will not result in an incompatible use with the zoning of surrounding properties. Further, the implementation of the Project would not hinder existing or future development of the properties in accordance with their existing zoning. For these reasons impacts will be less than significant.

c/d) The Project site is part of a larger parcel that includes the SWJC campus. The Project constitutes an expansion of the SWJC by relocating existing juvenile courtrooms to the proposed structure on the same parcel. Thus, the Project will be compatible with the existing land uses within the existing parcel, and in this same sense will be compatible with existing surrounding land uses. The Project site is primarily designated by the County General Plan as Business Park (BP) with a small sliver of the eastern side of the site designated Public Facilities (PF). The following table shows the adjacent and surrounding area plans, foundation components, land use designations, policy areas, and overlays from the Project site.

Table 13 — Adjacent and Surrounding Land Use Plan, Components, Designations, and Policy Areas

Item	Direction	Designation
Area Plans	North	Southwest Area Plan
	East	Southwest Area Plan
	South	Southwest Area Plan
	West	Southwest Area Plan
Foundation Components	North	Community Development
	East	Community Development
	South	Community Development
	West	Community Development
Existing Land Use Designations	North	PF (Public Facilities) and BP (Business Park)
	Northwest	PF (Public Facilities), LI (Light Industrial), and BP (Business Park)
	Northeast	CR (Commercial Retail) and OS-C (Open Space Conservation)
	East	CO (Commercial Office), BP (Business Park), and MDR (Medium Density Residential)
	South	LI (Light Industrial) and OS-C (Open Space Conservation)
	Southwest	LI (Light Industrial) and PF (Public Facilities)
	Southeast	BP (Business Park) and MDR (Medium Density Residential)
Policy Areas	North	Highway 79 Policy Area
	East	Highway 79 Policy Area
	South	Highway 79 Policy Area
	West	Highway 79 Policy Area
Overlays	There are no overlays in the vicinity of the Project site.	

The Project site is consistent with the current County General Plan land use designation in the same sense that the existing SWJC campus, to which the Project site is a part. The Project does not conflict with the

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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purpose of the Highway 79 Policy Area, which addresses transportation infrastructure capacity within the policy area (SWAP, p. 29). Regarding surrounding land uses, the existing SWJC does not preclude the planned land uses for properties in the area as SWJC is well-established and does not incorporate a use that would otherwise interfere with development off site. As mentioned above for item 27.a), a substantial amount of development has occurred in the area despite the presence of the SWJC. Thus, as the Project is an expansion of the SWJC within the existing SWJC campus parcel, the Project is consistent with existing and surrounding land uses and General Plan designations and policies. Therefore, impacts will be less than significant.

- e) The Project site is located within the larger SWJC campus parcel and proposes uses that support the existing uses of the SWJC, as such, the Project will not disrupt or divide the physical arrangement of an established community, including low-income and minority communities. No impacts will occur in this regard.

Mitigation: None required

Monitoring: None required

MINERAL RESOURCES Would the project

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

Source: RCGP Figure OS-5 “Mineral Resources”; RCGP

Findings of Fact:

- a) The State Mining and Geology Board has established Mineral Resources Zones (MRZ) using the following classifications (RCGP, p. OS-26):

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

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

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

- a) The Project site is located approximately 0.4 mile east of the French Valley Airport, but is outside an established airport noise contour, as previously discussed under item 23. While aircraft noise will be audible at the Project site, it will not contribute to significant noise levels or an exceedance of applicable standards. Thus, persons at the Project site will not be exposed to excessive noise from the French Valley Airport. Moreover, the Project’s exterior walls will consist of masonry block, which will attenuate sound transmissions from the exterior to the interior uses. Therefore, with regard to airport-related noise, impacts will be less than significant.
- b) The Project site is not located within the vicinity of a private airstrip. Therefore, Project implementation will not expose a significant number of people to noise from a private airstrip and there will be no impact in this regard.

Mitigation: None required

Monitoring: None required

31. Railroad Noise

NA A B C D

Source: SWAP Figure 7 “Circulation”

Findings of Fact:

The Project site is not located anywhere near existing railroad tracks. Thus, railroad noise will not contribute to significant noise levels or an exceedance of applicable noise standards. Therefore, no impact will occur in this regard.

Mitigation: None required

Monitoring: None required

					Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	
32. Highway Noise					<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
NA	<input type="checkbox"/>	A	<input checked="" type="checkbox"/>	B	<input type="checkbox"/>	C	<input type="checkbox"/>	D	<input type="checkbox"/>

Source: RCGP Table N-1 “Land Use Compatibility for Community Noise Exposure”; Project Description; SWAP Figure 7 “Circulation”; EIR 521

Findings of Fact:

County General Plan Noise Element’s Table N-1 (Land Use Compatibility for Community Noise Exposure) does not specifically indicate the applicable noise standard for a courthouse use; however, the noise standard for Office Buildings, Businesses, Commercial, and Professional will be utilized in this analysis as it is the most comparable land use category. Accordingly, noise levels up to 70 dBA Ldn or CNEL is “normally acceptable.” The Project site is generally bounded by Auld Road to the north and Leon Road to the east, and the existing SWJC campus uses to the south and west. Auld Road and Leon Road (south of Auld Road) are classified as Secondary roadways with 100-foot right-of-way. It should be noted that in its existing condition, Leon Road is an unpaved, dirt roadway. The proposed courthouse structure will be setback approximately 380 feet from Auld Road and 250 feet from Leon Road. The 70 dBA noise contour associated with a Secondary roadway, under at-capacity traffic volume conditions, extends approximately 50 feet outward from the roadway’s centerline, and the 60 dBA noise contour extends approximately 299 feet outward from the roadway’s centerline (EIR 521, Figure 4.15.41). Thus, roadway noise from Auld Road and Leon Road will not substantially impact the Project due to the setback of the proposed courthouse structure from these roadways. Moreover, the Project’s exterior walls will consist of masonry block, which will attenuate sound transmissions from the exterior to the interior uses. Therefore, with regard to highway noise, impacts will be less than significant.

Mitigation: None required

Monitoring: None required

33. Other Noise					<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
NA	<input type="checkbox"/>	A	<input checked="" type="checkbox"/>	B	<input type="checkbox"/>	C	<input type="checkbox"/>	D	<input type="checkbox"/>

Source: Google Maps; Project Description

Findings of Fact:

The Project site is located within the larger SWJC campus parcel, which consists of improvements and buildings which are currently occupied by the Riverside County Division of the Superior Courts of California; Riverside County Departments of County Counsel, District Attorney, Economic Development Agency, Public Defender, Public Social Services, Probation, Purchasing/Fleet Services, and Sheriff; and the city of Murrieta Police

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Department. Other than the potential for sirens from police vehicles responding from the SWJC campus to an emergency call, the area surrounding the Project site does not include substantial noise-generating sources which could be considered adverse or significant that are not already discussed under other topics in this Initial Study. Therefore, with regard to other noise sources, impacts will be less than significant.

Mitigation: None required

Monitoring: None required

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

Source: Project Description; Ord. No. 847; RCGP EIR; DEIR 521, Google Maps

Findings of Fact:

- a) Ambient noise levels are anticipated to increase incrementally in the Project area as French Valley develops with or without implementation of the proposed Project. Noise resulting from Project implementation will come from three sources: temporary construction noise, noise from daily activities taking place at the courthouse, and vehicle traffic generated by the courthouse uses. Traffic noise is discussed in the response to item 32, above. Construction noise is discussed in the response to item 34.b/d), below. Noise from activities at the Project site includes noise common to parking lot areas and noise associated with use of a courthouse, including a number of persons arriving and departing throughout the day. Parking lot noise will be masked to an extent by existing noise associated with the SWJC. Project-related noise is not anticipated when the proposed courthouse is closed. The courthouse’s hours of operation are anticipated to be 7:30 a.m. – 4:00 p.m. Monday through Friday; hours during which human sensitivity is reduced when compared to nighttime hours. Additionally, the courthouse will be closed during most holidays. Therefore, with regard to a substantial permanent increase in ambient noise levels, the Project’s impacts are considered less than significant.
- b/d) Project construction is expected to require the use of earthmoving equipment. Typical noise levels range up to 91 dBA L_{max} at 50 feet during the noisiest construction phases, which tend to occur as part of the site preparation activities (RCGP EIR, Section 4.13.3). Typical operating cycles for earthmoving equipment, such as excavators, graders, and bulldozers, may involve one or two minutes of full power

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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operation followed by three to four minutes at lower power settings (RCGP EIR, Section 4.13.3). Moreover, once construction activities are completed and the Project is operational, it will not include any component that would expose persons to or generate excessive ground-borne vibration or ground-borne noise levels.

The nearest off-site noise-sensitive receptor is a single-family residence approximately 538 feet east of the Project site. Assuming a construction noise level of 91 dBA L_{max} , soft site conditions, and no barriers or intervening structures between the Project site and the residence, the maximum construction noise at this receptor would be approximately 65 dBA L_{max} . This is the maximum noise level assuming all construction equipment is operating simultaneously in one fixed location. Because construction noise is usually generated in short bursts and the heavy equipment used during site preparation moves around the construction site; this maximum noise level is not likely to occur for sustained periods of time.

Noise impacts could be considered significant if they caused a violation of any adopted standards or created a substantial noise increase at a noise-sensitive receptor. With regard to noise impacts to the existing SWJC campus, according to Section 4 of County Ordinance No. 847 (the County’s ordinance regulating noise) the maximum allowable sound level for Public Facilities is 65 decibels. With regard to noise impacts from the proposed Project, there are no specific performance standards in County Ordinance No. 847 that apply to construction; however, construction noise impacts can be minimized by limiting construction hours and limiting the use of gasoline or diesel powered equipment as required by Mitigation Measures **MM NOISE 1** through **MM NOISE 4**. For the reasons discussed above, potential impacts with respect to a substantial or periodic increase in noise levels and exposure of people to excessive ground-borne vibration or ground-borne noise levels will be less than significant with mitigation.

- c) The greatest existing, and likely future, noise-generating source in the Project’s vicinity is vehicular noise from Auld Road and Leon Road. Impacts related to vehicular-sourced noise are discussed under item 32 of this Initial Study and were found to be less than significant. As discussed under item 33, there are no other known noise sources in the Project area that could expose persons to noise levels in excess of applicable standards and regulations. Further, as discussed under item 34.a), long-term Project operations will not result in noise in excess of established standards. Therefore, with regard to the exposure of persons to or generation of noise levels in excess of established standards or standards of other agencies, impacts will be less than significant.

Mitigation:

MM NOISE 1: To prevent construction-related noise from disturbing sensitive receivers within proximity to the Project site during evening hours no Project-related construction activities shall be undertaken between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September and between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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MM NOISE 2: To minimize noise impacts resulting from poorly tuned or improperly modified vehicles and construction equipment, all vehicles and construction equipment shall maintain equipment engines in good condition and in proper tune per manufacturer’s specifications and to the satisfaction of the Riverside County Economic Development Agency. All stationary construction equipment shall be placed so that emitted noise is directed away from noise sensitive receptors nearest to the Project site. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction. Compliance with this measure shall be subject to periodic inspections by the Riverside County Economic Development Agency.

MM NOISE 3: To reduce noise impacts associated with temporary diesel- or gasoline-powered generators, electricity from power poles shall be used whenever feasible instead of temporary diesel- or gasoline-powered generators, as determined by Riverside County Economic Development Agency prior to issuance of a grading permit.

MM NOISE 4: To minimize or eliminate diesel combustion or gasoline combustion motor-derived noise from construction equipment, contractors shall utilize construction equipment that is either low-emission propane powered or electric (i.e., forklifts), where practical and feasible.

Monitoring:

EDA, Construction Contractor

POPULATION AND HOUSING Would the project

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

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source: Google Maps; Project Description; EDA

Findings of Fact:

- a/c) The Project site is currently vacant and not in use. There is no housing that will be removed and there are no people that will be displaced. Therefore, no impact will occur in this regard.
- b) The Project proposes juvenile courtrooms at the existing SWJC campus that will serve the needs of the County and surrounding area as it develops per the General Plan and the *Southwest Area Plan*. The Project will not generate a substantial number of jobs, induce growth, or otherwise create a demand for additional housing. Therefore, impacts will be less than significant.
- d) The Project site is not located within a County Redevelopment Area. The Project is near the French Valley Airport Redevelopment Area. Riverside County Economic Development Agency’s objective with this area is to encourage development opportunities by promoting development in accordance with the *Southwest Area Plan* and applicable French Valley Airport Master Plan. As the Project is a relocation of existing juvenile courtrooms from the SWJC courthouse to the proposed courthouse, the Project will not conflict or negatively affect the French Valley Airport Redevelopment Area. Moreover, it should be noted that redevelopment agencies were officially dissolved as of February 1, 2012, and operations of redevelopment areas as they previously existed are no longer applicable. Therefore, impacts will be less than significant.
- e/f) The Project does not include any component that will directly affect population (e.g., new houses or businesses). Any indirect effects on population will not be substantial enough to affect region-wide or even local population projections. Therefore, impacts related to exceeding population projections or inducing growth will be less than significant.

Mitigation: None required

Monitoring: None required

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

36. Fire Services

Source: Google Maps; RCFD

Findings of Fact:

Riverside County Fire Department provides fire protection services to the Project site. The nearest station is the French Valley Station, located at 37500 Sky Canyon Road, approximately 0.75 mile southwest of the Project

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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site. Due to the size and nature of the proposed use, the Project will not require new or physically altered fire service facilities in order for the French Valley Station to maintain its existing service ratios and response times. Therefore, impacts related to fire services will be less than significant.

Mitigation: None required

Monitoring: None required

37. Sheriff Services

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Project Description; RCSD

Findings of Fact:

Riverside County Sheriff’s Department provides law enforcement services to the Project site. The nearest station is the Southwest Station, located within the same SWJC parcel as the Project. The Sheriff’s Department and private security personnel will provide on-site protection services at the proposed courthouse during its hours of operation. As discussed in the Project Description, the proposed courthouse will incorporate enhanced security features for its sallyport area, in-custody detainee holding area, detainee access corridors, and public screening area. Due to these security features, the Project will not substantially degrade existing Southwest Station service ratios, response times, or other performance objectives. Therefore, impacts are anticipated to be less than significant.

Mitigation: None required

Monitoring: None required

38. Schools

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source: TVUSD; Project Description

Findings of Fact:

The Project site is within the Temecula Valley Unified School District. The Project is a courthouse at the existing SWJC campus, which will not contribute to population growth or to the number of school-age children. Consequently, there will be no need for the construction or expansion of school facilities. Therefore, no impact will occur in this regard.

Mitigation: None required

Monitoring: None required

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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39. Libraries	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source: Project Description; RCLS

Findings of Fact:

The Project site is served by the Riverside County Library System. The Project is a courthouse at the existing SWJC campus, which will not contribute to population growth or additional demand for library services. Consequently, there will be no need for the construction or expansion of library facilities. Therefore, no impact will occur in this regard.

Mitigation: None required

Monitoring: None required

40. Health Services	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Google Maps; Project Description

Findings of Fact:

The nearest hospital to the Project site is Loma Linda University Medical Center – Murrieta, located at 28062 Baxter Road in the city of Murrieta, approximately 3.5 miles to the northwest. The Project proposes a courthouse at the existing SWJC campus. Courthouses are not generally the source of inordinate numbers of injuries or sickness that can burden local hospitals. It is anticipated that most visitors, staff, and others with matters at the courthouse will be from the community that already utilize the existing medical facilities. The Project will not result in a population increase or an increase in the demand for health services. Therefore, with regard to resulting in adverse physical impacts associated with a need for new or expanded health services, impacts will be less than significant.

Mitigation: None required

Monitoring: None required

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

Source: Project Description; RCLIS

Findings of Fact:

- a/b) The Project proposes a courthouse at the existing SWJC campus. The Project does not include, have a need for, or require specific recreational facilities. Additionally, the Project will not introduce new residents to the County that could burden local existing recreational facilities. Therefore, with regard to recreational facilities and parks, impacts will be less than significant.
- c) The Project site is not located within a Community Service Area. Additionally, since the Project is a public facility, it is not subject to Quimby Fees. Therefore, because the Project will not directly or indirectly increase population, impacts to parks and recreation will be less than significant.

Mitigation: None required

Monitoring: None required

42. Recreational Trails	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: SWAP Figure 8 “Trails and Bikeway System”; Project Description

Findings of Fact:

Within the Project site’s vicinity, the County is planning a Class I Bike Path generally along Leon Road. The Project proposes a courthouse at the existing SWJC campus and will not directly or indirectly increase population that utilizes or requires community amenities such as recreational trails. It is not anticipated that users of the courthouse will access the site via the planned Class I Bike Path. The Project is not anticipated to result in substantial adverse physical impacts to the recreational trails or a need for new or expanded trails. Therefore, in this regard, impacts will be less than significant.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mitigation: None required

Monitoring: None required

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

Source: ITE; Project Description; SWAP Figure 7 "Circulation"; RCTC; Google Maps; RTA

Findings of Fact:

a/b) Implementation of the Project will result in the generation of vehicular traffic resulting from users of the courthouse. As the Project constitutes a relocation of existing juvenile courtrooms from the existing SWJC courthouse to the proposed structure within the same SWJC campus parcel to provide for additional criminal or civil court case types at the current SWJC courthouse, for the sake of this analysis, it is presumed the Project will generate new trips to the SWJC campus. The Institute of Transportation Engineers (ITE) develops trip generation rates for different types of land uses, including government office

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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buildings (ITE Land Use 730). ITE describes “government office building” as an individual building containing either the entire function or simply one agency of a city, county, state, federal, or other governmental unit (ITE, p. 1,303). The proposed Project meets the ITE definition of a government office building, and thus, the trip generation rate for a government office building will be used in this analysis. According to ITE, a government office building will generate a total of 68.93 average daily (weekday) trips (ADT) per thousand square feet of gross floor area and 1.02 AM peak hour trips per employee. Applying these factors to the Project’s proposed 14,336 square feet of building space and 19 new employees results in approximately 988 ADT (68.93 ADT multiplied by 14.336 thousand square feet) and 19.4 AM peak hour trips (1.02 AM peak hour trips multiplied by 19 new employees), respectively.

Vehicles will primarily access the Project site from internal SWJC campus roadways that are accessed from Auld Road, which is classified as a Secondary roadway with 100-foot right-of-way. Leon Road north of Auld Road does not currently exist as a roadway, and Leon Road south of Auld Road is an unpaved, dirt roadway, and thus, the Project is not anticipated to impact Leon Road in its current condition. The *Southwest Area Plan* classifies Leon Road south of Auld Road as a Secondary roadway with 100-foot right-of-way and north of Auld Road as Major roadway with 118-foot right-of-way.

Highway 79/Winchester Road, which is located approximately 0.73 mile west of the Project site and would likely provide regional access to the Project site via Auld Road, is identified in the Riverside County Congestion Management Program (CMP) as a CMP system (RCTC, Exhibit 2-1). This CMP system is identified in the CMP as operating as Level of Service C, and thus, the roadway is not currently operating deficiently. The *Southwest Area Plan* classifies this roadway as an Expressway with a 184-foot to 220-foot right-of-way.

The Riverside County Transportation Department has determined projects that contribute less than 50 new trips during the AM peak hour will not substantially affect traffic or impair implementation of any traffic control plan or congestion management program. Because the Project is anticipated to generate less than 20 AM peak hour trips; impacts are considered less than significant.

- c/d) Although the Project site is located approximately 0.4 mile east of French Valley Airport (within that airport’s influence area), the Project does not propose an action that could result in a change in air traffic patterns, including an increase in air traffic levels. There are no navigable bodies of water or waterways that support waterborne traffic in proximity to the Project site. There are no rail facilities in the vicinity of the Project site. There is no action proposed by the Project that would alter waterborne, rail or air traffic; therefore, no impact will occur.
- e) The Project does not propose any improvement to public roadways. Internal roadways from the existing SWJC parking lots and drive aisles will provide access to the Project site. Construction traffic, including material deliveries and construction workers’ vehicles, will use existing roads to access the Project site. The roadways on site will not involve sharp curves or other dangerous design elements. The curved roadway to access the vehicular sallyport will adequately convey transport vehicles to and from the location. Further, the Project does not propose an incompatible use that would subject area roadways to

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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hazards. Therefore, with regard to an increase in hazards due to a design feature or incompatible use, impacts will be less than significant.

- f) The Project will be served by area roadways that are currently in service and already maintained by the County. This includes Auld Road, which provides direct access to the SWJC campus. The Project’s traffic impact will not be significant and the roadway in its current condition is adequate for conveying traffic to and from the SWJC campus. Thus, the Project will not result in new or altered maintenance of roads. Therefore, potential impacts related maintenance of public roads will be less than significant.
- g) The Project site is setback from Auld Road and does not propose off-site improvements to the roadway. Construction of the Project will not impact existing public roadways, such as Auld Road, with lane or street closures. There will be no soil import or export and only worker trips will impact the roadway. Thus, although construction equipment and workers will access the job site via Auld Road, they will not do so to such a degree so as to constitute a significant impact to the existing performance of the roadway. Once the earthmoving equipment arrives at the Project site, it will remain onsite until site preparation is completed, that is, the equipment will not travel to and from the site each day. Therefore, during the Project’s construction period, impacts to circulation will be less than significant.
- h) The Project site is currently vacant and within the larger SWJC campus parcel. No existing access in the Project area will be altered or compromised as a result of Project implementation, either during construction or operation. No work is required on local roadways due to the Project and construction of the Project would not interfere with ongoing access or use of the surrounding roadways. Therefore, with regards to the adequacy of emergency access, the Project will have less than significant impacts.
- i) Currently, there are two Riverside Transit Agency (RTA) bus routes in the Project area. RTA Route 217, which is a Commuter Link Express bus, providing service along Highway 79/Winchester Road; and RTA Route 79, which provides direct service to SWJC with a bus stop at the campus. The Project will not impact the existing performance or safety of RTA’s service to SWJC, and users of the proposed courthouse will be able to access the site from this existing bus service. Additionally, short-term and long-term bicycle parking will be provided on site in compliance with Sections 5.106.4.1 and 5.106.4.2 of the California Green Building Standards Code. Therefore, with regard to alternative transportation, the Project will have less than significant impacts.

Mitigation: None required

Monitoring: None required

44. Bike Trails	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source: SWAP Figure 8 “Trails and Bikeway System”; Project Description

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

Within the Project site’s vicinity, the County is planning a Class I Bike Path generally along Leon Road. There are no identified trails in the vicinity of the Project site. The Project proposes a courthouse at the existing SWJC campus and will not directly or indirectly increase population that utilizes or requires community amenities such as recreational trails. It is not anticipated that users of the courthouse will access the site via the planned Class I Bike Path. Moreover, as the Project is a relocation of existing juvenile courtrooms at the SWJC to the proposed structure within the same SWJC campus parcel, implementation of the Project would not otherwise interfere or preclude the County from developing the planned Class I Bike Path. Therefore, no impact will occur in this regard.

Mitigation: None required

Monitoring: None required

UTILITY AND SERVICE SYSTEMS Would the project

45. Water

a) Require or result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: EMWD(a); UWMP

Findings of Fact:

- a) Water treatment facilities and potable water service will be provided to the proposed Project by EMWD. Due to the size and nature of the proposed courthouse, the proposed Project will not induce population growth that will require the construction or expansion of existing water treatment facilities. Therefore, impacts will be less than significant.
- b) The Project is within the service area of EMWD. For purposes of projecting water usage, the Project is considered “Institutional” for which EMWD applies a factor of 3,000 gallons per day per gross acre (EMWD(a), p. 4). The Project site encompasses approximately 3 acres and is thus projected to use approximately 9,000 gallons of water per day (or 10.1 acre-feet per year). This usage is the equivalent of approximately 4.5 residential units (EMWD uses a usage factor of 2,000 gallons per day for residential development). This quantity of water use is consistent with the usage evaluated in EMWD’s 2010 Urban Water Management Plan. EMWD’s Urban Water Management Plan demonstrates their ability to meet projected demand in their service area through 2035 (urban water management plans analyze water demand and supply projecting out 25 years), during normal, dry, and multiple dry years (UWMP, Tables

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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3.2, 3.3, and 3.4). Due to the size and nature of the proposed courthouse, the proposed Project will not induce growth; thus there will be no indirect impacts to water supplies. Therefore, impacts to water supplies will be less than significant.

Mitigation: None required

Monitoring: None required

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

Source: EMWD(b); EMWD(c)

Findings of Fact:

a/b) The Project site is within the wastewater treatment service area of EMWD. Wastewater generated by the proposed Project will be treated at EMWD's Temecula Valley Regional Water Reclamation Facility (TVRWRF) located in the city of Temecula, which treats wastewater to tertiary levels. Currently, TVRWRF has a capacity for 18 million gallons per day (MGD) and receives typical daily flow of 14 MGD. This treatment plant also has an expansion capacity of 23 MGD and an ultimate capacity of 28 MGD. For purposes of projecting wastewater generation, the Project is considered "Institutional" for which EMWD applies a factor of 1,000 gallons per day per acre (EMWD(c), p. 4). The Project site encompasses approximately 3 acres and is thus projected to generate approximately 3,000 gallons of wastewater per day (or 0.003 MGD). Because, the Project is projected to generate a quantity of wastewater that is within the treatment capacity of the TVRWRF, impacts are considered less than significant.

Mitigation: None required

Monitoring: None required

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
47. Solid Waste				
a) Is the project served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Does the project comply with federal, state, and local statutes	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?

Source: RCGP EIR; CalRecycle(a); CalRecycle(b); CalRecycle(c); EPA; CalRecycle(d)

Findings of Fact:

- a) Municipal solid waste in the County is disposed of at Class III landfills, which primarily accept nonhazardous residential, commercial, and industrial waste and have adequate separation between nonhazardous solid wastes and surface and subsurface waters. Landfills in western Riverside County include Lamb Canyon Sanitary Landfill, Badlands Sanitary Landfill, and El Sobrante Landfill. The Robert A. Nelson Transfer Station is used by waste haulers in the region to reduce the loads and distances necessary to transport waste to sanitary landfills.

Lamb Canyon Sanitary Landfill is located between the cities of Beaumont and San Jacinto at 16411 Lamb Canyon Road. The permitted area of the landfill is 580.5 acres in size, of which 144.6 acres are permitted for waste disposal at a rate of 5,000 tons of refuse per day (CalRecycle(a)). During 2010, the landfill accepted 529,744 tons of waste with an average daily intake of 1,703 tons. The landfill is anticipated to reach its currently permitted capacity in 2021, and additional capacity could be permitted within the facility.

Badlands Sanitary Landfill is located northeast of the city of Moreno Valley at 31125 Ironwood Avenue. The permitted area of the landfill is 278 acres in size, of which 150 acres are permitted for waste disposal at a rate of 4,000 tons of refuse per day (CalRecycle(b)). During 2010, the landfill accepted 516,676 tons of waste with an average daily intake of 1,667 tons. The landfill is anticipated to reach its currently permitted capacity in 2024, and additional capacity could be permitted within the facility.

El Sobrante Landfill is located to the south of the city of Corona at 10910 Dawson Canyon Road. The permitted area of the landfill is 1,322 acres in size, of which 468 acres are permitted for waste disposal at a rate of 16,054 tons of refuse per day (CalRecycle(c)). During 2010, the landfill accepted 680,086 tons of waste with an average daily intake of 2,201 tons. The landfill is anticipated to reach its currently permitted capacity in 2045, assuming that the facility will accept waste loads currently disposed in the Lamb Canyon and Badlands landfills after these two facilities close in 2021 and 2024.

The construction-related solid waste generation factor for the Project is 3.89 pounds per square foot (EPA, Table 4). Thus, the Project will generate approximately 52,328.28 pounds total (26.2 tons total), or 124.59 pounds per day (0.06 tons per day) amortized over the course of the Project’s 14-month construction schedule. The operation-related solid waste generation factor for the Project is 0.007 pounds per square foot per day (CalRecycle(d), public/institutional). Thus, the Project will generate approximately 94 pounds per day, or 0.047 tons per day, of operation-related solid waste. Moreover, municipalities are mandated by state law to divert at least 50 percent of solid waste from landfills, which would result in the Project generating 26,164.14 pounds total (13.1 tons total), or 62.3 pounds per day (0.03 tons per day)

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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amortized over the course of the Project’s 14-month construction schedule. Operation-related solid waste with this 50 percent diversion rate will be 47 pounds per day (0.02 tons per day). Operation-related solid waste will be further reduce by state Assembly Bill 341, which requires municipalities to achieve a 75 percent landfill diversion rate by 2020. Riverside County Waste Management Department is responsible for implementing these state law objectives.

Thus, the Project’s construction- and operation-related solid waste generation will not significantly impact the above-identified landfills, as each have sufficient capacity to serve the Project and the region currently and over the long term. Therefore, impacts will be less than significant.

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

Mitigation: None required

Monitoring: None required

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 type="checkbox"/>	<input checked="" type="checkbox"/>
f) Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: RCGP; Project Description

Findings of Fact:

- a) The Project will utilize existing electrical service provided to the area by Southern California Edison. Since electrical service is already available in the Project and surrounding area and due to the size and nature of the proposed Project, potential impacts related to extending electrical service into the Project site will be less than significant.
- b) The Project will utilize existing natural gas service provided to the area by Southern California Gas Company. Since natural gas service is already available in the Project and surrounding area and due to the size and nature of the proposed Project, potential impacts related to extending gas service into the Project site will be less than significant.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- c) The Project will utilize existing communications service provided to the area by Verizon Communications. Since communication service is already available in the Project and surrounding area and due to the size and nature of the proposed Project, potential impacts related to extending communication services into the Project site will be less than significant.
- d) The Project-specific WQMP identifies appropriate BMPs to treat runoff from the Project site which includes landscaping and an on-site detention basin. Therefore, no new or expanded storm drains are expected and impacts to drainage facilities are anticipated to be less than significant. Refer to response to Item 25, Water Quality Impacts, for more information.
- e) Currently, there are street lights along Auld Road along the frontage of the SWJC campus. The Project will not require additional public street lighting, no impact will occur.
- f) The Project will be served by area roadways that are currently in service and already maintained by the County, including Auld Road, which is adjacent to the north side of the Project site. The Project will not require any modifications to Auld Road as the site will be directly accessed from within the existing SWJC campus, and users of the proposed uses will access SWJC campus from existing driveways along Auld Road. Auld Road in its current condition will adequately convey Project-generated trips arriving and departing the site, and the need for maintenance of the roadway will not be significantly increased by the Project. Therefore, potential impacts related to maintenance of public facilities will be less than significant.
- g) The Project is a government facility that will provide juvenile judicial services, which is a beneficial impact. The Project will not directly or indirectly induce population growth and will not require or create a demand for other governmental services; thus, there will be no impact in this regard.

Mitigation: None required

Monitoring: None required

49. Energy Conservation

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

Source: Project Description

Findings of Fact:

- a) The Project will meet all requirements of *Title 24 California Code of Regulations* and *2013 California Green Building Standards Code* as well as be constructed to meet the requirements of LEED certified building standards, which will result in energy efficiency and savings. There is no energy conservation plan

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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associated with the *Southwest Area Plan* which would affect the Project site. Therefore, impacts are considered less than significant.

Mitigation: None required

Monitoring: None required

OTHER

50. Other:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source: Project Description

Findings of Fact:

There are no other areas for potential environmental impact that are not otherwise discussed already in this Initial Study for the Project. Therefore, no impact will occur in this regard.

Mitigation: None required

Monitoring: None required

MANDATORY FINDINGS OF SIGNIFICANCE

51. 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Source: Above checklist and referenced sources

Findings of Fact:

The Project will not substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife populations to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. Implementation of Mitigation Measures **MM BIO 1** and **MM BIO 2** will reduce potential impacts to burrowing owls and protected migratory birds to less-than-significant levels. Mitigation Measures **MM CR 1** through **MM**

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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CR 6 will reduce potential impacts to major periods of California history or prehistory to less-than-significant levels. Therefore, impacts will be less than significant with mitigation.

52. 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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Above checklist and referenced sources

Findings of Fact:

The Project does not have impacts which are individually limited, but cumulatively considerable. The purpose of the proposed Project is to facilitate the relocation of courtrooms from the city of Indio to the SWJC in order to better serve the County overall. The Project is not considered growth-inducing, as defined by *State CEQA Guidelines*.

As discussed in item 21 Greenhouse Gas Emissions, the Project will result in emissions of the GHG CO₂ as a byproduct of combustion of gasoline and diesel fuel in construction equipment, construction worker commute trips, in addition to an increase of CO₂ emissions associated with the production of electricity to serve the Project. The estimated amount of emissions from Project construction and operational emissions shows the proposed Project is well under the lowest draft SCAQMD threshold for of 1,400 MTCO₂E per year (which is for commercial projects) and as such, will not generate a significant amount of GHG emissions. Therefore, impacts with respect GHG are considered less than significant. Additionally, the Project will be LEED certified and will not conflict with any plan, policy, or regulation adopted for the purpose of reducing GHG emissions. Therefore, the Project’s contribution to global climate change is not considered cumulatively considerable.

As discussed in item 43, Circulation, the Project will generate approximately 927 ADT; which represents approximately 4.8 percent of the capacity of Auld Road and 3.0 percent of the capacity of Highway 79/Winchester Road. New development within the Project area will generate additional trips, some of which will use Auld Road and Highway 79/Winchester Road. The Project will contribute incrementally to the total number of trips on these roads. The Project is consistent with the *Riverside County General Plan* and, Auld Road and Highway 79/Winchester Road are expected to continue operating at acceptable levels of service during Project construction and operation; thus, the Project will not contribute to cumulatively considerable impacts with respect to circulation.

Therefore, with regard to cumulatively considerable impacts, impacts will be less than significant.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
53. 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"/>

Source: Above checklist and referenced sources; Project Description

Findings of Fact:

The incorporation of design measures as discussed in the Project Construction and Design Features, adherence to existing codes, ordinances, regulations, standards, and guidelines, combined with the implementation of mitigation measures identified in this Initial Study will reduce the Project’s potential environmental effects to less than significant. For these reasons there will be no substantial direct or indirect adverse effects on human beings.

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VI. EARLIER ANALYSES

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

Earlier Analyses Used, if any:

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

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

The *County General Plan Final Program EIR* is available for review at the Riverside County Planning Department, located at 4080 Lemon Street, 12th Floor, Riverside, CA and online at:
<http://planning.rctlma.org/Portals/0/genplan/content/eir/volume1.html>.

VII. AUTHORITIES CITED

Authorities cited: Public Resources Code Sections 21083 and 21083.05; References: California Government Code Section 65088.4; Public Resources Code Sections 21080(c), 21080.1, 21080.3, 21082.1, 21083, 21083.05, 21083.3, 21093, 21094, 21095 and 21151; *Sundstrom v. County of Mendocino* (1988) 202 Cal.App.3d 296; *Leonoff v. Monterey Board of Supervisors* (1990) 222 Cal.App.3d 1337; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

VIII. REFERENCES

Cited As:	Source
AAG(a)	Archaeological Advisory Group, <i>An Archaeological Assessment of the 50-Acre Southwest County Justice Center Property, Riverside County, California</i> , September 1989. (Available at the Riverside County Economic Development Agency Office.)
AAG(b)	Archaeological Advisory Group, <i>Report on Archaeological Monitoring of the 50-Acre Southwest Justice Center Property, Riverside County, California</i> , December 1990. (Available at the Riverside County Economic Development Agency Office.)
AAG(c)	Archaeological Advisory Group, <i>Report on Archaeological Monitoring for the Jail Expansion Project, Southwest County Justice Center, near Murrieta, California</i> , May 1999. (Available at the Riverside County Economic Development Agency Office.)
AE	Applied Earthworks, Inc., <i>Cultural Resource Literature and Records Search for the Southwest Justice Center Juvenile Courts Relocation Project, Riverside County, California</i> , November 2015. (Available at the Riverside County Economic Development Agency Office.)

Cited As:	Source
AMEC(a)	AMEC Environment & Infrastructure, <i>Southwest Justice Center Juvenile Hall Courts Relocation Project, Biological Habitat Assessment Report</i> , March 2014. (Included as Appendix B.)
AMEC(b)	AMEC Environment & Infrastructure, <i>Southwest Justice Center Juvenile Hall Courts Relocation Project Narrow Endemic and Criteria Area Plant Species Survey</i> , June 4, 2014. (Included as Appendix B.)
AQMP	South Coast Air Quality Management District, <i>Final 2012 Air Quality Management Plan</i> , February 2013. (Available at http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/final-2012-air-quality-management-plan , accessed on December 8, 2014.)
CalRecycle(a)	California Department of Resources Recycling and Recovery, Facility/Site Summary Details: Lamb Canyon Sanitary Landfill (33-AA-0007). (Available at http://www.calrecycle.ca.gov/SWFacilities/Directory/33-AA-0007/Detail/ , accessed December 1, 2014.)
CalRecycle(b)	California Department of Resources Recycling and Recovery, Facility/Site Summary Details: Badlands Sanitary Landfill (33-AA-0006). (Available at http://www.calrecycle.ca.gov/SWFacilities/Directory/33-AA-0006/Detail/ , accessed December 1, 2014.)
CalRecycle(c)	California Department of Resources Recycling and Recovery, Facility/Site Summary Details: El Sobrante Landfill (33-AA-0217). (Available at http://www.calrecycle.ca.gov/SWFacilities/Directory/33-AA-0217/Detail/ , accessed December 1, 2014.)
CalRecycle(d)	California Department of Resources Recycling and Recovery, Waste Characterization, Public Sector and Institutions: Estimated Solid Waste Generation Rates, last updated January 14, 2013. (Available at http://www.calrecycle.ca.gov/wastechar/wastegenrates/Institution.htm , accessed December 1, 2014.)
Cortese List	California Department of Toxic Substances Control, Mandated Reports, Hazardous Waste and Substance Site List (Cortese). (Available at http://www.envirostor.dtsc.ca.gov/public/mandated_reports.asp , accessed December 1, 2014.)
DEH	Riverside County Department of Environmental Health, Vector Control. Program. (Available at http://www.rivcoeh.org/Programs/vector , accessed December 1, 2014.)
EDA	Riverside County Economic Development Agency, French Valley Redevelopment Area. (Available at http://www.rivcoeda.org/AirportProjectAreasNavOnly/AirportsProjectAreas/FrenchValley/tabid/757/Default.aspx , accessed December 1, 2014.)
EMWD(a)	Eastern Municipal Water District, <i>Water System Planning & Design Principle Guidelines Criteria</i> , updated February 2006, revised July 2, 2007. (Available at http://www.emwd.org/home/showdocument?id=742 , accessed December 1, 2014.)
EMWD(b)	Eastern Municipal Water District, Temecula Valley Regional Water Reclamation Facility. (Available at http://www.emwd.org/home/showdocument?id=1426 , accessed December 1, 2014.)
EMWD(c)	Eastern Municipal Water District, <i>Sanitary Sewer System Planning & Design Principle Guidelines Criteria</i> , updated February 9, 1993, revised September 1, 2006. (Available at http://www.emwd.org/home/showdocument?id=744 , accessed December 1, 2014.)

Cited As:	Source
EnviroStor	California Department of Toxic Substances Control, EnviroStor database. (Available at http://www.envirostor.dtsc.ca.gov/public/ , accessed December 1, 2014.)
EPA	United States Environmental Protection Agency, <i>Characterization of Building-Related Construction and Demolition Debris in the United States</i> , June 2008. (Available at http://www.epa.gov/osw/hazard/generation/sqg/cd-rpt.pdf , accessed December 1, 2014.)
EPD	Riverside County Transportation & Land Management Agency, Environmental Programs Divisions, <i>Results of Burrowing Owl Focused Survey at SWJC</i> , September 4, 2014. (Included as Appendix B.)
FAA	Federal Aviation Administration, <i>Technical Guidance for Evaluating Selected Solar Technologies on Airports</i> , 2010. (Available at https://www.faa.gov/airports/environmental/policy_guidance/media/airport-solar-guide-print.pdf , accessed November 6, 2015.)
FVAMP	Riverside County, <i>Airport Master Plan for French Valley Airport, Riverside County, California</i> , April 2009. (Available at http://www.rcfva.com/Portals/0/French%20Valley%20MP%20Draft%20Final.pdf , accessed December 1, 2014.)
GeoTracker	California State Water Resources Control Board, GeoTracker database. (Available at http://geotracker.waterboards.ca.gov/ , accessed December 1, 2014.)
Google Maps	Google Maps. (Available at https://www.google.com/maps , accessed December 1, 2014.)
ITE	Institute of Transportation Engineers, <i>Trip Generation Manual, 9th Edition</i> . September 2012. (Available at http://www.ite.org/)
JPR 09-06-04-01	Western Riverside County, <i>Joint Project Review 09-06-04-01</i> , June 17, 2009. (Included as Appendix B.)
Leighton	Leighton Consulting, Inc., <i>Geotechnical Exploration, Southwest Justice Center (SWJC) Juvenile Courthouse Relocation, 30755 Auld Road, Riverside County, California</i> , April 22, 2014. (Appendix C.)
MGP	City of Murrieta, <i>Murrieta General Plan 2035</i> , adopted July 19, 2011. (Available at http://www.murrieta.org/cityhall/cd/planning/general.asp , accessed December 1, 2014.)
MSHCP	Riverside County Transportation & Land Management Agency, Western Riverside County Multiple Species Habitat Conservation Plan. (Available at http://rctlma.org/Portals/0/mshcp/index.html , accessed December 1, 2014.)
Ord. No. 457	Riverside County, <i>Ordinance No. 457</i> . (Available at http://www.clerkoftheboard.co.riverside.ca.us/ords/400/457.pdf , accessed on December 1, 2014.)
Ord. No. 458	Riverside County, <i>Ordinance No. 458</i> . (Available at http://rcflood.org/downloads/Planning/BMP%20Handbook%20%28draft%20%29.pdf , accessed December 1, 2014.)
Ord. No. 484	Riverside County, <i>Ordinance No. 484</i> . (Available at http://www.rivcocob.org/ords/400/484.2.pdf , accessed December 1, 2014.)
Ord. No. 625	Riverside County, <i>Ordinance No. 625</i> . (Available at http://www.rivcocob.org/ords/600/625.1.pdf , accessed December 1, 2014.)

Cited As:	Source
Ord. No. 655	Riverside County, <i>Ordinance No. 655</i> . (Available at http://www.clerkoftheboard.co.riverside.ca.us/ords/600/655.htm , accessed December 1, 2014.)
Ord. No. 754	Riverside County, <i>Ordinance No. 754</i> . (Available at http://www.rivcocob.org/ords/700/754.2.pdf , accessed December 1, 2014.)
Ord. No. 847	Riverside County, <i>Ordinance No. 847</i> . (Available at http://www.rivcocob.org/ords/800/847.pdf , accessed December 1, 2014.)
Ord. No. 859	Riverside County, <i>Ordinance No. 859</i> . (Available at http://rcflood.org/downloads/Planning/BMP%20Handbook%20%28draft%20%29.pdf , accessed December 1, 2014.)
PRC	California Public Resources Code. (Available at http://www.leginfo.ca.gov/.html/prc_table_of_contents.html , accessed December 1, 2014.)
RCALUCP	Riverside County Airport Land Use Commission, <i>Riverside County Airport Land Use Compatibility Plan</i> , October 2004. (Available at http://www.rcaluc.org/plan_new.asp , accessed December 1, 2014.)
RCFC	Riverside County Flood Control & Water Conservation District, <i>Stormwater Quality Best Management Practice Design Handbook</i> , July 21, 2006. (Available at http://rcflood.org/downloads/Planning/BMP%20Handbook%20%28draft%20%29.pdf , accessed December 1, 2014.)
RCFD	Riverside County Fire Department, Fire Stations. (Available at http://www.rvcfire.org/stationsandfunctions/firestations/Pages/default.aspx , accessed December 1, 2014.)
RCGP	Riverside County, <i>General Plan</i> , adopted October 7, 2003, as amended through March 11, 2014. (Available at http://planning.rctlma.org/ZoningInformation/GeneralPlan.aspx , accessed December 1, 2014.)
RCGP EIR	Riverside County Transportation & Land Management Agency, Planning Department, <i>Riverside County Integrated Project, General Plan Final Program Environmental Impact Report</i> , certified 2003. (Available at http://planning.rctlma.org/Portals/0/genplan/content/eir/volume1.html , accessed December 1, 2014.)
RCLIS	Riverside County Transportation & Land Management Agency, Riverside County Land Information System. (Available at http://tlmabld5.agency.tlma.co.riverside.ca.us/website/rclis/ , accessed December 1, 2014.)
RCSD	Riverside County Sheriff's Department, Southwest Sheriff's Station. (Available at http://www.riversidesheriff.org/stations/southwest.asp , accessed December 1, 2014.)
RCTC	Riverside County Transportation Commission, <i>2011 Riverside County Congestion Management Program</i> , December 14, 2011. (Available at http://www.rctc.org/uploads/media_items/congestionmanagementprogram.original.pdf , accessed December 1, 2014.)
RTA	Riverside Transit Agency, System Map, September 14, 2014. (Available at http://riversidetransit.com/home/images/stories/DOWNLOADS/PUBLICATIONS/SYSTEM_MAPS/2014%20Sept%20System%20Map%20v.2.pdf , accessed December 1, 2014.)

Cited As:	Source
SWAP	County of Riverside, <i>General Plan, Southwest Area Plan</i> , adopted October 2003. (Available at http://planning.rctlma.org/Portals/0/genplan/general_plan_2013/2%20Area%20Plan%20Volume%201/Southwest%20AP.pdf , accessed December 1, 2014.)
SWRCB	State Water Resources Control Board National Pollutant Discharge Elimination System (NPDES), <i>General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities, Order No. 2009-0009-DWQ amended by 2010-0014-DWQ & 2012-0006-DWQ</i> . (Available at http://www.waterboards.ca.gov/water_issues/programs/stormwater/docs/constpermits/wqo_2009_0009_complete.pdf , accessed December 1, 2014.)
TGP	City of Temecula, <i>Temecula General Plan</i> , adopted 2005. (Available at http://www.cityoftemecula.org/Temecula/Government/CommDev/Planning/zoningdocuments/generalplan.htm , accessed December 1, 2014.)
TVUSD	Temecula Valley Unified School District, Attendance Boundaries Map 2014/2015. (Available at http://www.tvusd.k12.ca.us/boundarymaps , accessed December 1, 2014.)
USDOT	United States Department of Transportation, Federal Highway Administration, National Household Travel Survey. (Available at http://nhts.ornl.gov , accessed December 3, 2014.)
UWMP	Eastern Municipal Water District, <i>2010 Urban Water Management Plan</i> , June 2011. (Available at http://www.emwd.org/home/showdocument?id=1506 , accessed December 1, 2014.)
WEBB	Albert A. Webb Associates, Air Quality/Greenhouse Gas Analysis for Southwest Justice Center Juvenile Courts Relocation Project, Riverside County, California, December 5, 2014. (included as Appendix A.)
Zoning Ord.	Riverside County, <i>Ordinance No. 348</i> . (Available at http://planning.rctlma.org/Portals/0/zoning/ordnance/Ord.%20348.4773_clean_version.pdf , accessed December 1, 2014.)

Section 2

RESPONSES TO COMMENTS

**Regarding Initial Study/Mitigated Negative Declaration
For the
Southwest Justice Center Juvenile Courts Relocation Project
Environmental Assessment No. 2016011**

Prepared by:



3403 10th Street, Suite 500
Riverside, CA 92501

Assisted by:



3788 McCray Street
Riverside, CA 92506

February 2016

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I. INTRODUCTION

In January 2016, an Initial Study/Mitigated Declaration (IS/MND) was prepared to determine if there is potential for any significant environmental effects associated with the Southwest Justice Center Juvenile Courts Relocation Project (Project). The Project entails the construction and operation of a building and execution of necessary agreements facilitating the addition of two additional juvenile courts and ancillary office space as well as additional surface parking areas, access roads, and walkways at the Southwest Justice Center (SWJC) campus in the unincorporated French Valley area of Riverside County.

The Project site, which encompasses approximately 3 acres, is located entirely within the approximately 48-acre parcel of the SWJC campus. The proposed Project will be located in the northeast area of the existing parcel, which is currently disturbed undeveloped land. The location of the proposed Project was chosen for its sufficient area, adjacency to the Juvenile Detention Center, and the existing northern parking lot.

The Project will provide an on-site public parking area with 55 parking spaces, which will directly connect with an existing parking area to the east of the Juvenile Detention Center. Access to the Project site will be provided from existing internal driveways and will not be accessible from Auld Road or Leon Road. Therefore, since adequate infrastructure exists and all impacts will be mitigated to less than significant, no off-site improvements are required for the Project.

The Project will also include an on-site detention basin to which Project stormwater runoff will be conveyed via storm drains. The detention basin is located north of the proposed on-site driveway, generally in the northwestern area of the Project site. The Project also includes landscaped areas consisting of ground cover, shrubs, trees, and three bioretention areas.

Project construction is anticipated to take approximately 14 months to complete.

Pursuant to Section 15073(a) of the State *CEQA Guidelines*, the IS/MND was circulated for a 20-day period between January 23 and February 11, 2016, to Responsible Agencies and interested parties for review and comment. No new, unavoidable significant effects were identified during the public comment period and, pursuant to Section 15073.5 of the State *CEQA Guidelines*, there is no requirement to re-circulate the environmental documents for the Project.

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

Comments Received

The following comment letters were received regarding the IS/MND

Letter No.	Date of Letter / Comments	Commenter	Agency
A	February 3, 2016	Elena Navarre	Eastern Municipal Water District
B	February 11, 2016	Joseph Ontiveros	Soboba Band of Luiseño Indians

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

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

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

Organization of the Responses to Comments Document

This Response to Comments document is organized as follows:

Section I – Introduction, which provides a summary of the project description, the context for the review along with applicable citation pursuant to CEQA and the State *CEQA Guidelines*, and a table summarizing the date of the comment letter, name of commenters, and commenting agencies.

Section II – Responses to Comments, contains copies of the comment letters and provides EDA’s responses.

II. RESPONSES TO COMMENTS

EDA has prepared these Responses to Comments to address environmental comments received during the CEQA public review period. Each comment letter is provided in the report and numbered. The responses are provided following each letter. All written comments have been made a part of the public record and have been forwarded to the Riverside County Board of Supervisors for consideration.

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Comment Letter A – Eastern Municipal Water District



February 3, 2016

Board of Directors

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Randy A. Record

Vice President

David J. Slawson

Directors

Joseph J. Kuebler, CPA
Philip E. Paule
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General Manager

Paul D. Jones II, P.E.

Treasurer

Joseph J. Kuebler, CPA

**Chairman of the Board,
The Metropolitan Water
District of So. Calif.**

Randy A. Record

Legal Counsel

Lemieux & O'Neil

Mr. Mike Sullivan
County of Riverside EDA
3403 Tenth Street, 4th Floor
Riverside, CA 92501

RE: SWJC Courts Relocation Project
Project Description: Construction and operation of 14,333 s.f. bldg
Project Location: 30755 Auld Road

Thank you for the opportunity to review the above-referenced project. The subject project requires water, recycled water and sewer service from EMWD. The detail of the proposed development requires a submittal to EMWD by the project proponent. Upon receipt of submittal, EMWD will review further and provide requirements for obtaining service(s) which include but not limited to:

1. Discuss potential candidacy for recycled water service
2. Review of the project within the context of existing infrastructure
3. Evaluation of the project's preliminary design and points of connections
4. Formal Application for Service detailing applicable fees and deposits to proceed with EMWD approved service connections.

To begin the submittal process the project proponent may contact EMWD's New Development Department at:

Eastern Municipal Water District
New Business Development
2270 Trumble Rd
Perris CA 92570
(951) 928-3777 Extension 2081

Again, EMWD appreciates the opportunity to comment on this project.

Sincerely,

Elena Navarre
Administrative Assistant
New Business Development
Engineering Department

Mailing Address: Post Office Box 8300 Perris, CA 92572-8300 Telephone: (951) 928-3777 Fax: (951) 928-6177
Location: 2270 Trumble Road Perris, CA 92570 Internet: www.emwd.org

Response to Comment Letter A – Eastern Municipal Water District

In response to the statement that the project requires water, sewer and recycled water from EMWD, the first sentence of the discussion under threshold c, has been revised as follows:

- c) EMWD is the provider of domestic and recycled water to the Project area. EMWD meets customer demand, which will include the project, by utilizing four principal water supplies: (1) imported Colorado River and State Water Project water delivered by the Metropolitan Water District of Southern California (MWD); (2) water desalted in EMWD facilities; (3) recycled water; and (4) groundwater.

Identifying that EMWD provides recycled water service to the Project area does not constitute a substantial revision or modification to the IS/MND; thus, recirculation of the IS/MND is not required.

The comment letter from Eastern Municipal Water District does not raise any environmental issues. No other revisions to the IS/MND are required.

Comment Letter B – Soboba Band of Luiseño Indians

February 11, 2016

Attn: Mike Sullivan
County of Riverside
Economic Development Agency
3403 Tenth Street, 4th Floor
Riverside, CA 92501



RE: Southwest Justice Center (SWJC) Courts Relocation Project

The Soboba Band of Luiseño Indians appreciates your observance of Tribal Cultural Resources and their preservation in your project. Below you will find additional language that we are requesting to be included into MM CR 5:

- If more than one Native American Group is involved with the project and cannot come to an agreement as to the disposition of cultural materials, they shall be curated at the Western Science Center by default.

Sincerely,

A handwritten signature in black ink, appearing to read "Joe", with a long horizontal line extending to the right.

Joseph Ontiveros
Cultural Resource Director
Soboba Band of Luiseño Indians
P.O. Box 487
San Jacinto, CA 92581
Phone (951) 654-5544 ext. 4137
Cell (951) 663-5279
jontiveros@soboba-nsn.gov

Confidentiality: The entirety of the contents of this letter shall remain confidential between Soboba and the Riverside County Economic Development Agency. No part of the contents of this letter may be shared, copied, or utilized in any way with any other individual, entity, municipality, or tribe, whatsoever, without the expressed written permission of the Soboba Band of Luiseño Indians.

Response to Comment Letter B – Soboba Band of Luiseño Indians

In response to the request made by the Soboba Band of Luiseño Indians, mitigation measure **MM CR 5**, has been revised in the Final IS/MND as follows:

MM CR 5: All cultural materials that are collected during the grading monitoring program with the exception of sacred items, burial goods and human remains which will be addressed in the Treatment Agreement required in **MM CR 2**, shall be professionally curated according to current professional repository standards. The collections and associated records shall be transferred, including title, to a qualified Riverside County curation facility which meets the standards set forth in 36 CRF Part 79 for federal repositories. All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible. The Pechanga Tribe does have a curation facility that meets and exceeds Federal standards. However, if more than one Native American Group is involved with the project and cannot come to an agreement as to the disposition of cultural materials, they shall be curated at the Western Science Center by default.

The addition of this language does not constitute a substantial revision or modification to the IS/MND; thus, recirculation of the IS/MND is not required. No other revisions to the IS/MND are required.

Section 3

MITIGATION MONITORING AND REPORTING PLAN (MMRP)

**Southwest Justice Center Juvenile Courts Relocation
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
EA # 201601I**



Riverside County, CA

Prepared By:

**Economic Development Agency for the
County of Riverside**

3403 10th Street, 5th Floor

Riverside, CA 92501

Contact Mike Sullivan

951.955.8009

MITIGATION MONITORING & REPORTING PROGRAM

The proposed Southwest Justice Center (SWJC) Juvenile Courts Relocation Project entails the construction and operation of a building and execution of necessary agreements facilitating the addition of two juvenile courts and ancillary office space as well as additional surface parking areas, access roads, and walkways at the SWJC in the unincorporated French Valley area of Riverside County. The Project includes construction and operation of:

- two additional juvenile courts and ancillary office space encompassing approximately 14,336 square feet on approximately 3 acres within the 48-acre parcel of the existing SWJC campus;
- additional surface parking areas, access roads, and walkways as needed;
- on-site detention basin and bioretention areas

hereinafter collectively referred to as the “Project.”

Mitigation measures were incorporated into the Project to reduce environmental impacts, identified in the Project’s Initial Study, to below the level of significance. Section 21081.6 of the California Public Resources Code requires a Lead Agency to adopt a *reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment*. Section 15097 of the *State CEQA Guidelines* summarizes the criteria required for mitigation monitoring and/or reporting. This Mitigation Monitoring and Reporting Program (MMRP) has been compiled to verify implementation of adopted mitigation measures.

The County of Riverside Economic Development Agency (County) will have the responsibility for implementing the measures and various public agencies will have the primary responsibility for enforcing, monitoring, and reporting the implementation of the mitigation measures. The required mitigation measures are listed and categorized by impact area, with an accompanying identification of the following:

- Mitigation Measure
- Monitoring Phase – the phase of the Project during which the mitigation measure shall be implemented and monitored:
 - ❖ Pre-Construction, including the design phase
 - ❖ Grading (Including Excavation) and/or Construction
 - ❖ Post-construction and Occupancy
- Enforcement Agency – the agency with the authority to enforce the mitigation measure
- Monitoring Agency – the agency to which reports involving feasibility, compliance, and implementation are made
- Action Indicating Compliance
- Verification of Compliance, which will be used during the reporting/monitoring

This MMRP is set up as a Compliance Report, with space for confirming that mitigation measures have been implemented.

Acronyms Used in the MMRP

The following acronyms are used in the MMRP:

CDFWS	California Department of U.S. Fish & Wildlife Service
County	County of Riverside
EDA	Riverside County Economic Development Agency
EPD	Riverside County Environmental Programs Division
RCA	Western Riverside County Regional Conservation Authority

Impact Category and Mitigation Measures	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance		
					Initials	Date	Remarks
AIR QUALITY							
MM AIR 1: All construction equipment will be properly tuned and maintained in accordance with manufacturer’s specifications and to the satisfaction of the EDA.	Construction	EDA	EDA, Project Construction Manager or Construction Inspector	Proof of maintenance records provided upon request			
BIOLOGICAL RESOURCES							
MM BIO 1: No sooner than 30 days prior to the commencement of any grading, vegetation removal, or site disturbance, a pre-construction survey for resident burrowing owls shall be conducted in accordance with the Burrowing Owl Survey Instructions Western Riverside County Multiple Species Habitat Conservation Plan by a qualified biologist. The pre-construction survey for burrowing owls shall remain valid for 30 days. If such ground-disturbing activities are delayed or suspended for more than 30 days after a pre-construction survey, the Project site shall be subsequently re-surveyed for burrowing owls. If burrowing owls are found at the time of the 30-day clearance, then a Burrowing Owl Relocation and Monitoring Plan shall be	Pre-Construction During Construction if ground-disturbing activities cease for more than 30 days after the pre-construction survey	EDA, RCA	RCA, EPD, EDA, Qualified Biologist (if needed)	Complete Burrowing Owl survey report Completion and approval of Burrowing Owl Relocation and Monitoring Plan (if needed)			

Impact Category and Mitigation Measures	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance		
					Initials	Date	Remarks
created by a qualified biologist with a current Memorandum of Understanding with Riverside County. The Western Riverside County Regional Conservation Authority (RCA) shall be consulted on whether to proceed with active or passive relocation. RCA will also be consulted on proper procedures and protocols for relocations. The Burrowing Owl Relocation and Monitoring Plan shall be submitted to RCA and Riverside County Environmental Programs Department for review and approval.							
MM BIO 2: Potential impacts to nesting habitat from construction activities (i.e., clearing or removal of shrubs, etc.) shall be mitigated by restricting construction activity to occur when birds are less likely to be nesting (i.e., the non-breeding season, approximately September to February). If construction work or vegetation removal cannot be limited to the non-breeding season, a qualified biologist shall check for nesting birds no more than three (3) days prior to such activity. If active nests are found, a buffer of 100 feet to 500 feet shall be	Pre-Construction: three (3) days prior to construction work or vegetation removal between February 1 – August 31. During Construction if ground or vegetation disturbance	CDFW	EDA, Project Construction Manager, Qualified Biologist (if needed)	Completion of nesting bird survey, establishment of buffer zone if birds identified on-site			

Impact Category and Mitigation Measures	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance		
					Initials	Date	Remarks
established depending on the bird species found to be occurring, and no construction activity or construction personnel shall be permitted within the buffer. The buffer shall remain in place until the nest is no longer active and the young have fledged. Establishment and release of the buffer shall be at the discretion of the qualified biologist.	takes place between February 1 – August 31.						
CULTURAL RESOURCES							
MM CR 1: Prior to issuance of a grading permit, the Project Applicant shall retain a Riverside County qualified archaeological monitor in the event that any cultural resources are identified during earthmoving activities. Any newly discovered cultural resource deposits shall be subject to a cultural resources evaluation as outlined in MM CR 3. The Riverside County archaeologist shall also periodically check the grading activities on the project, as needed per terms of the Cultural Resources Treatment and Monitoring Agreement to assist with preparing a final Phase IV Monitoring Report for CEQA purposes.	Pre-construction Grading and Construction	County, EDA	EDA, Tribal Monitor, Qualified Archaeologist (if needed)	Issuance of grading permit Compliance with terms of Cultural Resources Treatment and Monitoring Agreement			

Impact Category and Mitigation Measures	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance		
					Initials	Date	Remarks
<p>MM CR 2: At least 30 days prior to seeking a grading permit, the Project Applicant shall contact the Pechanga and Soboba Tribes to notify the Tribes of grading, excavation and the monitoring program, and to coordinate with the Tribes to develop a Cultural Resources Treatment and Monitoring Agreement. The Agreement shall address the treatment of known cultural resources, the designation, responsibilities, and participation of professional Native American Tribal monitor during grading, excavation and ground disturbing activities; project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site. The agreement shall also address the protocols and stipulations that the Developer, Tribes and Project archaeologist will follow in the event of inadvertent cultural resources discoveries.</p>	<p>Pre-Construction: at least 30 days prior to grading permit issuance</p>	<p>EDA, Pechanga and Soboba Tribes</p>	<p>EDA, Tribal Monitor, Qualified Archaeologist (if needed)</p>	<p>Development and approval of Cultural Resources Treatment and Monitoring Agreement</p> <p>Issuance of grading permit</p>			

Impact Category and Mitigation Measures	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance		
					Initials	Date	Remarks
<p>MM CR 3: In accordance with the agreement required in MM CR 2, the Tribal Monitor shall have the authority to stop and redirect grading in order to identify and preliminary evaluate any cultural resource(s) discovered on the property. If the resource(s) is determined to hold potential significance, a 25 foot buffer shall be established and the project archeologist shall be immediately contacted by the project supervisor to come to the project site. The archeologist shall, in consultation with the Tribes, determine the significance of the resource(s) and whether full time archeological monitoring needs to occur.</p>	Grading	Pechanga or Soboba Tribe	Project Construction Manager, Tribal Monitor, Qualified Archaeologist (if needed)	Evaluation of cultural resource(s) discovered on-site Consultation with tribal monitor			
<p>MM CR 4: If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision</p>	Grading and Construction	Riverside County Coroner Native American Heritage Commission	EDA, Riverside County Coroner, Project Construction Manager and Construction Contractor	Coroner's Report Report prepared by Native American Heritage Commission (if applicable) Compliance with Treatment			

Impact Category and Mitigation Measures	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance		
					Initials	Date	Remarks
as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the “most likely descendant(s)” of receiving notification of the discovery. The most likely descendant(s) shall then make recommendations within 48 hours, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98 and the Treatment Agreement described in MM CR 2 .				Agreement described in MM CR 2			
MM CR 5: All cultural materials that are collected during the grading monitoring program with the exception of sacred items, burial goods and human remains which will be addressed in the Treatment Agreement required in MM CR 2 , shall be professionally curated according to current professional repository standards. The collections and associated records shall be transferred, including title, to a	Grading	EDA	Project Construction Manager, Tribal Monitor, Qualified Archaeologist (if needed)	Compliance with Treatment Agreement described in MM CR 2 Professional curation of cultural materials discovered during grading			

Impact Category and Mitigation Measures	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance		
					Initials	Date	Remarks
<p>qualified Riverside County curation facility which meets the standards set forth in 36 CRF Part 79 for federal repositories. All sacred sites, should they be encountered within the project area, shall be avoided and preserved as the preferred mitigation, if feasible. The Pechanga Tribe does have a curation facility that meets and exceeds federal standards. However, if more than one Native American Group is involved with the project and cannot come to an agreement as to the disposition of cultural materials, they shall be curated at the Western Science Center by default.</p>							
<p>MM CR 6: If inadvertent discoveries of subsurface archaeological/cultural resources are discovered during grading, EDA, the project archaeologist, and the Tribes shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. Pursuant to California Public Resources Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources. If the EDA,</p>	Grading and Construction	EDA, Riverside County Archaeologist	EDA, Project Construction Manager, Tribal Monitor, Qualified Archaeologist (if needed)	Assessment of any discovered resources, agreement on mitigation or preservation strategy			

Impact Category and Mitigation Measures	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance		
					Initials	Date	Remarks
the project archaeologist and the Tribes cannot agree on the significance or the mitigation for such resources, these issues will be presented to the Riverside County Archaeologist. The County Archaeologist shall make the determination based on the provisions of the California Environmental Quality Act with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the Tribes.							
MM CR 7: In the event that any paleontological resources are unintentionally discovered during Project construction, construction activities in the vicinity of the resource shall immediately halt and/or be moved to other parts of the Project site. A Riverside County-qualified paleontologist shall be retained by the County or their designee to determine the significance of the resource, if any. If the find is determined to be significant, avoidance or other appropriate measures including extraction and relocation, as recommended by the paleontologist,	Grading and Construction	EDA	EDA, Project Construction Manager, Qualified Paleontologist (if needed)	Report from paleontologist			

Impact Category and Mitigation Measures	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance		
					Initials	Date	Remarks
shall be implemented.							
GEOLOGY							
MM GEO 1: The Project shall incorporate the recommendations regarding earthwork, foundation design, retaining walls, vapor retarder, soil corrosivity, pavement design, and infiltration rates contained in the Project's 2014 <i>Geotechnical Exploration</i> , or in a subsequent document approved by the County.	Pre-Construction Grading and Construction	EDA	Geotechnician	Issuance of grading permit. Notes on grading plans. Notes on building plans.			
NOISE							
MM NOISE 1: To prevent construction-related noise from disturbing sensitive receivers within proximity to the Project site during evening hours no Project-related construction activities shall be undertaken between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September and between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May.	Grading and Construction	County	EDA, Construction Contractor	Project scheduling			

Impact Category and Mitigation Measures	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance		
					Initials	Date	Remarks
<p>MM NOISE 2: To minimize noise impacts resulting from poorly tuned or improperly modified vehicles and construction equipment, all vehicles and construction equipment shall maintain equipment engines in good condition and in proper tune per manufacturer’s specifications and to the satisfaction of the Riverside County Economic Development Agency. All stationary construction equipment shall be placed so that emitted noise is directed away from noise sensitive receptors nearest to the Project site. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction. Compliance with this measure shall be subject to periodic inspections by the Riverside County Economic Development Agency.</p>	Grading and Construction	EDA	EDA, Construction Contractor	<p>Properly tuned construction equipment during periodic inspections by EDA</p> <p>Equipment maintenance records and equipment design specification data sheets kept on-site</p>			

Impact Category and Mitigation Measures	Monitoring Phase	Enforcement Agency	Monitoring Agency	Action Indicating Compliance	Verification of Compliance		
					Initials	Date	Remarks
MM NOISE 3: To reduce noise impacts associated with temporary diesel- or gasoline-powered generators, electricity from power poles shall be used whenever feasible instead of temporary diesel- or gasoline-powered generators, as determined by Riverside County Economic Development Agency prior to issuance of a grading permit.	Pre-Construction Grading and Construction	EDA	EDA, Construction Contractor	Issuance of a grading permit			
MM NOISE 4: To minimize or eliminate diesel combustion or gasoline combustion motor-derived noise from construction equipment, contractors shall utilize construction equipment that is either low-emission propane powered or electric (i.e., forklifts), where practical and feasible.	During Project construction	EDA	EDA	Use of low-emission propane or electric powered equipment or justification for infeasibility			