

Impact Category	Mitigation Measure	Implementation Timing	Responsible Party	Monitoring / Reporting Method	Completion Confirmation/Date
Noise	MM Noise 1: Ground-floor outdoor active use areas along and fronting Hansen Avenue require a barrier with a minimum height of 6 feet aboveground. This barrier can consist of earthen berm, concrete block, or Plexiglas along the property line or along the perimeter of each individual backyard.	Prior to issuance of building permits for parcels fronting Hansen Avenue.	Building & Safety Department	Building plans shall be submitted for approval.	
	MM Noise 2: Building facade enhancements that reduce the interior noise level to meet the County standard of 45 dBA Leq are required for bedrooms associated with frontline residential dwelling units along and fronting Hansen Avenue.	Prior to issuance of residential building permits for parcels fronting Hansen Avenue.	Building & Safety Department	Building plans shall be submitted for approval.	
	MM Noise 3: All frontline bedrooms/living rooms/family rooms along Hansen Avenue shall be equipped with a mechanical ventilation system such as air-conditioning.	Prior to issuance of residential building permits for parcels fronting Hansen Avenue.	Building & Safety Department	Building plans shall be submitted for approval.	
	MM Noise 4: Roadway segments within the project boundary shall be required to have a 6-foot sound wall, mechanical ventilation, and/or building facade enhancements that reduce the interior noise level to meet the County standard of 45 dBA Leq for bedrooms associated with frontline residential dwelling units in the locations specified in the Noise Impact Analysis (Noise, pp. 3 and 40).	Prior to issuance of residential building permits for specified locations.	Building & Safety Department	Building plans shall be submitted for approval.	
	MM Noise 5: Ground-floor outdoor active use areas in locations specified in the Noise Impact Analysis require a barrier with a minimum height of 8 feet aboveground (Noise, pp. 3 and 41). This barrier can consist of earthen berm, concrete block, or Plexiglas along the property line or along the perimeter of each individual backyard.	Prior to issuance of building permits for specified locations.	Building & Safety Department	Building plans shall be submitted for approval.	
	MM Noise 6: Building facade enhancements that reduce the interior noise level to meet the County standard of 45 dBA Leq are required for bedrooms in units along and fronting the areas specified in the Noise Impact Analysis (Noise, pp. 3 and 41).	Prior to issuance of building permits for specified locations.	Building & Safety Department	Building plans shall be submitted for approval.	
	MM Noise 7: All frontline bedrooms (i.e., bedrooms with windows facing the street) in the locations specified in the Noise Impact Analysis (Noise, pp. 4 and 41) require a mechanical ventilation system, such as air-conditioning.	Prior to issuance of residential building permits for specified locations.	Building & Safety Department	Building plans shall be submitted for approval.	
	MM Noise 8: A public park and a K-8 school are required to have an 8-foot high sound wall along the property line as specified in the Noise Impact Analysis (Noise, pp. 4 and 41), subject to the detailed design of the outdoor open space areas for these facilities.	School and park design plans shall be submitted to the County prior to site grading.	Building & Safety Department and Nuview Union School District	Site plans showing location of outdoor open space areas and wall location shall be submitted for approval.	
	MM Noise 9: As specified in the Noise Impact Analysis, sound walls of 6 feet to 14 feet in height are required to ensure that noise levels for future residences or other sensitive receptors would not exceed acceptable levels under County standards. (Noise, pp. 4 and 41) The final location and height of the sound wall required shall be approved by the County Department of Environmental Health once the grading information for the frontline lots along Ramona Expressway is available. To accommodate phasing, an acoustical impact analysis shall be submitted with the required acoustical review application form and fees to the County Department of Environmental Health for each implementing development project (i.e., tentative tract maps, site plans) that will have residential lots fronting Ramona Expressway. Each analysis shall include a determination of the location, height, and materials of the sound walls needed for that specific implementing development project to ensure that the 65 dBA exterior standard for sensitive receptors is met. The sound walls for each implementing development project shall be constructed prior to the issuance of the first certificate of occupancy within each implementing development project with residential lots fronting Ramona Expressway.	Acoustical impact analysis prior to approval of Tentative Tract Map or site plan for each implementing development project with residential lots fronting Ramona Expressway.	Environmental Health Department and Planning Department	Acoustical impact analysis shall be submitted to Environmental Health Department for approval, and sound walls shall be constructed prior to issuance of the final certificate of occupancy/Final inspection within each development project with residential lots fronting Ramona Expressway.	
	MM Noise 10: To inform future residents of The Villages of Lakeview that hunting is allowed in the San Jacinto Wildlife Area, and of their proximity to said hunting, which may cause loud intermittent noises from gunshots, a disclosure statement shall be provided to prospective buyers prior to the purchase of homes within the proposed project. A copy of the California Department of Consumer Affairs' Bureau of Real Estate White Report shall be given to Riverside County Planning Department that the sales staff/escrow officers for each housing area being sold include such notification prior to final inspection.	Prior to issuance of final inspection.	Planning Department	Submission of disclosure to the Planning Department.	
	MM Noise 11: The project contractor shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards.	During construction.	Building & Safety Department and Project construction managers/contractors	On-site verification.	

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Public Services	MM Noise 12: The project contractor shall place all stationary construction equipment so that emitted noise is directed away from existing off-site residences to the west of the site.	During construction.	Building & Safety Department and Project construction managers/contractors	On-site verification.	
	MM Noise 13: The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise-sensitive receptors to the west of the site during all project construction.	During construction.	Building & Safety Department and Project construction managers/contractors	On-site verification.	
	MM Noise 14: To reduce noise impacts associated with temporary diesel- or gasoline-powered generators, and where a portable diesel- or gas-powered generator is necessary, such generator shall have maximum noise muffling capacity and be located as far as technically feasible from noise-sensitive uses.	During construction.	Building & Safety Department and Project construction managers/contractors	On-site verification.	
	MM Noise 15: To minimize noise from idling engines, all vehicles and construction equipment shall be prohibited from idling in excess of three (3) minutes when not in use.	During construction.	Building & Safety Department and Project construction managers/contractors	On-site verification.	
	MM Noise 16: Provide portable barriers for high-noise activities (e.g., dumping of ballast materials) taking place adjacent to existing sensitive receptors. The barriers should be placed near the mass-producing equipment, between the noise source and the receptors. These barriers may be constructed on site from 4 feet by 8 feet sheets of marine plywood (minimum 1-inch thick) or 1 1/8 inch tongue-in-groove subfloor, backed with 3.5-inch-thick R-11 fiberglass insulation for sound absorption. Several such panels may be hinged together in order to be self-supporting and to provide a continuous barrier.	During construction.	Building & Safety Department	On-site verification.	
	MM Noise 17: The developer shall notify neighboring residents within 0.25 mile of any areas that will require blasting regarding the timing and duration of any potential blasting activities associated with the proposed project. Notification shall take place a minimum of five (5) working days prior to anticipated blasting activities.	Notifications shall take place a minimum of five (5) working days prior to anticipated blasting activities.	Planning Department	Planning Department shall be notified at the same time residents are notified.	
	MM Fire 1: The project shall pay all applicable fire and emergency service-related development impact fees or other fees as may be determined by agreement with the County and RCFD to ensure that the RCFD will maintain sufficient capacity to serve the project area.	Prior to issuance of building permits.	Fire Department	Payment of fees.	
	MM Fire 2: All project-area water mains and fire hydrants shall be constructed in accordance with the applicable provisions of the Riverside County Zoning Ordinance, Land Use Ordinance and Ordinance No. 787, subject to review and approval by the RCFD.	Prior to approval of water service plans.	Fire Department	Water service plans shall be submitted to the Fire Department for approval.	
	MM Trans 1: All future improvements in the project area shall be consistent with design standards set forth by Riverside County's General Plan, or as approved by the Riverside County Transportation Department, or THE VILLAGES OF LAKEVIEW Specific Plan. All designs, including site access points, sight distances, signing plans, and striping plans, shall be reviewed to determine that designs are consistent with appropriate design standards.	Ongoing	Transportation Department	Approval of street improvement plans.	

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	<p>MM Trans 2: The project proponent shall prepare a supplemental traffic impact study for each "village" of development within the SP. The Village-level traffic analysis will be a refinement of the Specific Plan's Traffic Impact Study. Traffic studies for subsequent project entitlements may be required within the boundaries of Specific Plan No. 342, at the discretion of the Transportation Department. Traffic studies for such subsequent entitlements, if needed, shall identify the following:</p> <ul style="list-style-type: none"> • Parking assessment • Site access and on-site circulation assessment • Interaction of driveways with adjacent intersections (if appropriate) • Impact assessment of local intersection to assist with implementation of identified mitigation measures • Impacts to pedestrian, transit, and bicycle facilities <p>Caltrans and the Cities of Hemet, Menifee, Moreno Valley, Perris, Riverside, and San Jacinto shall be given the opportunity to participate in the review of the subsequent traffic study required for each village within the project.</p> <p>Impacts identified in the traffic studies for implementing projects shall be mitigated.</p>	<p>Concurrently with the first implementing map in each Village, or as required by the Transportation Department.</p>	<p>Transportation Department</p>	<p>Approval of traffic study.</p>	
	<p>MM Trans 3: Roadways internal to the project shall be constructed as needed for development; as determined on the basis of Village-level traffic studies.</p>	<p>Pursuant to Conditions of Approval for each implementing map.</p>	<p>Transportation Department</p>	<p>Traffic study.</p>	
	<p>MM Trans 4 – Alt 7: At approximately 75 percent build out of Alternative 7 (i.e. maximum number of average daily trips for total authorized residential and commercial uses) and if the Mid County Parkway has not been constructed, the project proponent or subsequent developer shall widen Hansen Avenue from 10th Street to Contour Avenue from 2 lanes to 4 lanes.</p>	<p>Approximately 75 percent build-out of the project's average daily trips, if Mid County Parkway has not been constructed.</p>	<p>Transportation Department</p>	<p>Approval of street improvement plans.</p>	
	<p>MM Trans 5 – Alt 7: At approximately 70 percent build out of Alternative 7 and if the Mid County Parkway has not been constructed, the project proponent or subsequent developer shall widen Lakeview Avenue from 10th Street to North Drive from 2 lanes to 4 lanes.</p>	<p>Approximately 70 percent build-out of the project's average daily trips, if Mid County Parkway has not been constructed.</p>	<p>Transportation Department</p>	<p>Approval of street improvement plans.</p>	
	<p>MM Trans 9 – Alt 7: At approximately 50 percent build out of Alternative 7 and if the Mid County Parkway has not been constructed, the project proponent or subsequent developer shall widen Nuevo Road from Menifee Road to Lakeview Avenue from 2 lanes to 4 lanes.</p>	<p>Approximately 50 percent build-out of the project's average daily trips, if Mid County Parkway has not been constructed.</p>	<p>Transportation Department</p>	<p>Approval of street improvement plans.</p>	
	<p>MM Trans 10 – Alt 7: At approximately 15 percent build out of Alternative 7 and if the Mid County Parkway has not been constructed, the project proponent or subsequent developer shall widen Ramona Expressway from Rider Street to Lakeview Avenue from 2 lanes to a 4-lane expressway.</p>	<p>Approximately 15 percent build-out of the project's average daily trips, if Mid County Parkway has not been constructed.</p>	<p>Transportation Department</p>	<p>Approval of street improvement plans.</p>	
	<p>MM Trans 11 – Alt 7: At approximately 25 percent build out of Alternative 7 and if the Mid County Parkway has not been constructed, the project proponent or subsequent developer shall widen Ramona Expressway from Lakeview Avenue to Hansen Avenue from 2 lanes to a 4-lane arterial.</p>	<p>Approximately 25 percent build-out of the project's average daily trips, if Mid County Parkway has not been constructed.</p>	<p>Transportation Department</p>	<p>Approval of street improvement plans.</p>	
	<p>MM Trans 12 – Alt 7: At approximately 40 percent build out of Alternative 7 and if the Mid County Parkway has not been constructed, the project proponent or subsequent developer shall widen Ramona Expressway from Hansen Avenue to 5th Street from 2 lanes to a 4-lane arterial.</p>	<p>Approximately 40 percent build-out of the project's average daily trips, if Mid County Parkway has not been constructed.</p>	<p>Transportation Department</p>	<p>Approval of street improvement plans.</p>	
	<p>MM Trans 13 – Alt 7: At approximately 20 percent build out of Alternative 7 and if the Mid County Parkway has not been constructed, the project proponent or subsequent developer shall widen Ramona Expressway from 3rd Street to Bridge Street from 2 lanes to a 4-lane arterial.</p>	<p>Approximately 20 percent build-out of the project's average daily trips, if Mid County Parkway has not been constructed.</p>	<p>Transportation Department</p>	<p>Approval of street improvement plans.</p>	
	<p>MM Trans 14 – Alt 7: At approximately 25 percent build out of Alternative 7 and if the Mid County Parkway has not been constructed, the project proponent or subsequent developer shall widen Ramona Expressway from Bridge Street to Warren Road from 2 lanes to a 4-lane arterial.</p>	<p>Approximately 25 percent build-out of the project's average daily trips, if Mid County Parkway has not been constructed.</p>	<p>Transportation Department</p>	<p>Approval of street improvement plans.</p>	

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	<p>MM Trans 15 – Alt 7: At approximately 70 percent build out of Alternative 7, the project proponent or subsequent developer shall coordinate with the County to optimize cycle length and signal timing splits for the intersection of Hansen Avenue and Ramona Expressway.</p> <p>MM Trans 16 – Alt 7: At approximately 60 percent build out of Alternative 7, the project proponent or subsequent developer shall make the following improvements to the intersection of Hansen Avenue and Lakeview Avenue:</p> <ul style="list-style-type: none"> • Modify the intersection control to an all-way stop; and • Southbound approach: One shared left-through lane and one shared through/right lane <p>MM Trans 17 – Alt 7: At approximately 70 percent build out of Alternative 7, the project proponent or subsequent developer shall make the following improvements to the intersection of Lakeview Avenue and 10th Street:</p> <ul style="list-style-type: none"> • Signalize the intersection with permissive phases in each direction • Add left-turn pockets to all approaches • <p>MM Trans 19 – Alt 7: At approximately 50 percent build out of Alternative 7 and if the Mid County Parkway has not been constructed, the project proponent or subsequent developer shall make the following improvements to the intersection of Hansen Avenue and Wolfskill Avenue:</p> <ul style="list-style-type: none"> • Signalize the intersection with protected phases in the east-westbound directions and permissive phases in the north-southbound direction • Widen the northbound approach to 4 lanes, consistent with the roadway segment mitigation • Northbound approach: one left-turn lane, one through lane and two right-turn lanes with a right-turn overlap phase • Add a left turn pocket at all approaches • Add a through lane to the westbound approach <p>MM Trans 20 – Alt 7: At approximately 90 percent build out of Alternative 7, the project proponent or subsequent developer shall make the following improvements to the intersection of North Drive and Lakeview Avenue:</p> <ul style="list-style-type: none"> • Widen the westbound approach consistent with the roadway segment mitigation <p>MM Trans 21 – Alt 7: At approximately 30 percent build out of Alternative 7 and if the Mid County Parkway has not been constructed, the project proponent or subsequent developer shall make the following improvements to the intersection of Hansen Avenue and Contour Avenue:</p> <ul style="list-style-type: none"> • Signalize the intersection with permissive phases in each direction • Widen the southbound approach consistent with the roadway segment mitigation • Westbound Approach: One left-turn lane, one through lane and one right-turn lane • Add left turn pockets to all approaches <p>MM Trans 21a – Alt 7: At approximately 10 percent build out of Alternative 7, the project proponent or subsequent developer shall make the following improvements to the intersection of Bridge Street and Gilman Springs Road:</p> <ul style="list-style-type: none"> • Signalize the intersection with a protected left-turn phase in the westbound direction • Widen the eastbound approach on Gilman Springs Road consistent with the roadway segment mitigation 	<p>Approximately 70 percent build-out of the project's average daily trips.</p> <p>Approximately 60 percent build-out of the project's average daily trips.</p> <p>Approximately 70 percent build-out of the project's average daily trips.</p> <p>Approximately 50 percent build-out of the project's average daily trips, if Mid County Parkway has not been constructed.</p> <p>Approximately 90 percent build-out of the project's average daily trips.</p> <p>Approximately 30 percent build-out of the project's average daily trips, if Mid County Parkway has not been constructed.</p> <p>Approximately 10 percent build-out of the project's average daily trips.</p>	<p>Transportation Department</p> <p>Transportation Department</p> <p>Transportation Department</p> <p>Transportation Department</p> <p>Transportation Department</p> <p>Transportation Department</p> <p>Transportation Department</p>	<p>Submittal of timing plans for approval.</p> <p>Approval of street improvement plans.</p> <p>Approval of street improvement plans.</p> <p>Approval of street improvement plans.</p> <p>Approval of street improvement plans.</p> <p>Approval of street improvement plans.</p> <p>Approval of street improvement plans.</p>	

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	<p>MM Trans 23 – Alt 7: At approximately 10 percent build out of Alternative 7, the project proponent or subsequent developer shall make the following improvements to the intersection of Menifee Road and Nuevo Road:</p> <ul style="list-style-type: none"> • Signalize the intersection with a left-turn phase in the westbound direction • Widen the westbound approach of Nuevo Road to four lanes, consistent with roadway segment mitigation • Northbound Approach: One left-turn lane and two right-turn lanes with a right-turn overlap phase • Eastbound Approach: One additional through lane • Westbound Approach: One left turn lane and two through lanes 	<p>Approximately 10 percent build-out of the project's average daily trips.</p>	<p>Transportation Department</p>	<p>Approval of street improvement plans.</p>	
	<p>MM Trans 24 – Alt 7: At approximately 30 percent build out of Alternative 7, the project proponent or subsequent developer shall make the following improvements to the intersection of Lakeview Avenue and Nuevo Road:</p> <ul style="list-style-type: none"> • Signalize the intersection with a protected left-turn phase in the eastbound direction • Widen the eastbound approach of Nuevo Road consistent with roadway segment mitigation • Southbound Approach: One left-turn lane and two right-turn lanes • Eastbound Approach: One left-turn lane and two through lanes 	<p>Approximately 30 percent build-out of the project's average daily trips.</p>	<p>Transportation Department</p>	<p>Approval of street improvement plans.</p>	
	<p>MM Trans 25 – Alt 7: At approximately 90 percent build out of Alternative 7, the project proponent or subsequent developer shall make the following improvements to the intersection of Menifee Road and San Jacinto Avenue:</p> <ul style="list-style-type: none"> • Signalizing the intersection with permissive phases in each direction • New left turn pocket in the northbound direction 	<p>Approximately 90 percent build-out of the project's average daily trips.</p>	<p>Transportation Department</p>	<p>Approval of street improvement plans.</p>	
	<p>MM Trans 26 – Alt 7: At approximately 70 percent build out of Alternative 7, the project proponent or subsequent developer shall make the following improvements to the intersection of Menifee Road and Ellis Avenue:</p> <ul style="list-style-type: none"> • Modify intersection control to an all-way stop 	<p>Approximately 70 percent build-out of the project's average daily trips.</p>	<p>Transportation Department</p>	<p>Approval of street improvement plans.</p>	
	<p>MM Trans 27 – Alt 7: At approximately 10 percent build out of Alternative 7, the project proponent or subsequent developer shall make the following improvements to the intersection of Menifee Road and Mapes Road:</p> <ul style="list-style-type: none"> • Signalize the intersection with permissive phases in each direction • Add left-turn pockets at the east- and westbound approaches 	<p>Approximately 10 percent build-out of the project's average daily trips.</p>	<p>Transportation Department</p>	<p>Approval of street improvement plans.</p>	

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	<p>MM Trans 28 – Alt 7: For Caltrans facilities, the project proponent or subsequent developer and County shall coordinate with Caltrans to optimize operations of existing signals, and the capacity of existing onramps and related facilities ("signal optimization"), by coordinating the cycle length and signal timing splits for the following four intersections, as indicated:</p> <ul style="list-style-type: none"> For State Street (SR-79) and Ramona Expressway, complete the signal optimization within 2 years of issuance of the first certificate of occupancy; For Beaumont Avenue (SR-79) and 1st Street, complete the signal optimization at approximately 80 percent build out. For Beaumont Avenue (SR-79) and California Avenue, complete the signal optimization at approximately 10 percent build-out. <p>Because these improvements are within the jurisdiction and control of Caltrans, there is no assurance that these improvements will be completed on this schedule. The project proponent or subsequent developer and County shall use commercially reasonable efforts to work with Caltrans to assure timely completion of these improvements.</p>	<ul style="list-style-type: none"> State Street (SR-79) and Ramona Expressway: Within two (2) years from issuance of first certificate of occupancy. Beaumont Avenue (SR-79) and 1st Street: Approximately 80 percent build-out. Beaumont Avenue (SR-79) and California Avenue: Approximately 10 percent build-out. 	Transportation Department	Documentation of coordination with Transportation Department and Caltrans.	
	<p>MM Trans 29 – Alt 7: The project proponent or implementing developer and County shall coordinate with the City of Perris to optimize cycle length and signal timing splits for the intersection of Perris Boulevard and Nuevo Road at approximately 90 percent build out.</p> <p>Because this improvement is within the jurisdiction and control of the City of Perris, there is no assurance that this improvement will be completed on this schedule. The project proponent or subsequent developer and County shall use commercially reasonable efforts to work with the City of Perris to assure timely completion of this improvement.</p>	<p>Approximately 90 percent build-out of the project's average daily trips.</p>	Transportation Department	Documentation of coordination with Transportation Department and City of Perris.	
	<p>MM Trans 32: Participate in the phased construction of off-site traffic signals through payment of traffic signal mitigation fees (Riverside County Traffic Signal Systems Fee Program).</p>	Prior to issuance of building permits.	Transportation Department	Payment of fees.	
	<p>MM Trans 33: The project proponent shall be required to pay the Transportation Uniform Mitigation Fee (TUMF) in accordance with the fee schedule in effect at the time of issuance of a building permit, pursuant to Ordinance No. 824.</p> <p>These fees shall be collected and utilized as needed by Riverside County to construct the improvements listed below. Table 5.14-P, TUMF Projects List Summary shows specific numbers of lanes for which TUMF will be used on various roadway segments. In addition, key bridges are funded through TUMF including Ramona Expressway at the San Jacinto River and the Perris Valley Storm Drain, Nuevo Road at the San Jacinto River and Perris Valley Storm Drain, Evans Road at the San Jacinto River, and Placentia Avenue at Perris Valley Storm Drain. Please note that this is not an exhaustive list of improvements in this area, but represents the TUMF funded projects to which the project is anticipated to add traffic.</p> <p>In addition to the established fee programs described above, the project will also be required to implement project improvements and will be responsible for a fair-share contribution toward cumulative improvements to intersection and roadway segments within the County of Riverside area for mitigation measure that are outside of the identified fee program areas.</p>	Prior to issuance of building permits.	Transportation Department	Payment of fees.	
	<p>MM Trans 34: Prior to issuance of building permits, the project proponent or subsequent developer shall pay a fair share contribution to the following improvements to the intersection of Menifee Road and Ellis Avenue.</p> <ul style="list-style-type: none"> Signalize the intersection with permissive phases in each direction; and Add left-turn pockets at all approaches. 	Prior to issuance of building permits.	Transportation Department	Payment of fair share contribution.	

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	<p>MM Trans 36: Prior to the issuance of building permits for any implementing project for SP 342, each subsequent entitlement within any phase of SP 342 shall make a fair share contribution to the County for cumulative impacts in the study area based on the Traffic Impact Study Report needed to mitigate its proportional share of cumulative impacts, or as approved by the Transportation Department. This could be accomplished through a direct fair-share contribution, contribution toward a fee program created for the area, or other mechanism that will ensure implementation of the identified mitigation measures.</p>	<p>Prior to issuance of building permits.</p>	<p>Transportation Department</p>	<p>Payment of fair share contribution.</p>	
	<p>MM Trans 37: Proposed project-level mitigation measures shall be coordinated with the identified fee programs such that they are in conformance with the ultimate improvements planned by those fee programs. The applicant shall be eligible to receive proportional credits for construction of project level mitigation included in any identified fee program. Additionally the applicant/owner shall meet and confirm infrastructure improvements with the County and other applicable agencies with jurisdiction to ensure that the correct size and location of project improvements are consistent with what other entities might be proposing.</p>	<p>Prior to building permit issuance.</p>	<p>Transportation Department</p>	<p>Fee Credit Agreement approved by Board of Supervisors.</p>	
	<p>MM Trans 38 – Alt 7: Prior to issuance of last building permit for Alternative 7, the project proponent or subsequent developer shall make the following improvements of Lakeview Avenue and Ramona Expressway:</p> <ul style="list-style-type: none"> • Add northbound left-turn lane. 	<p>Prior to building permit issuance.</p>	<p>Transportation Department</p>	<p>Approval of street improvement plans.</p>	
	<p>MM Trans 39 – Alt 7: At approximately 90 percent build out of Alternative 7, the project proponent or subsequent developer shall make the following improvements to the intersection of Lakeview Avenue and 9th Street:</p> <ul style="list-style-type: none"> • Southbound approach: One shared left-through lane and one shared through/right lane 	<p>Approximately 90 percent build-out of the project's average daily trips.</p>	<p>Transportation Department</p>	<p>Approval of street improvement plans.</p>	
	<p>MM Trans 40 – Alt 7: At approximately 90 percent build out of Alternative 7, the project proponent or subsequent developer shall make the following improvements to the intersection of Hansen Avenue and Yucca Avenue:</p> <ul style="list-style-type: none"> • Modify intersection control to an all-way stop 	<p>Approximately 90 percent build-out of the project's average daily trips.</p>	<p>Transportation Department</p>	<p>Approval of street improvement plans.</p>	
<p>Utilities</p>	<p>MM Util 1: The project shall implement reasonable and feasible measures that maintain access to all existing on-site water conveyance and related facilities owned and operated by the Metropolitan Water District of Southern California (MWD) or the Eastern Municipal Water District (EMWD) for facility or right-of-way maintenance or repair purposes. The project shall submit preliminary engineering design drawings or plans to MWD or EMWD, as applicable, for review and comment prior to constructing any project improvement, including but not limited to recreational facilities and storm drain plans, located within the right-of-way for any existing on-site water conveyance or related facility owned or operated by either agency. All submittals to either agency shall clearly identify the applicable water facilities and rights-of-way and the proposed construction within the rights-of-way. No construction within an existing on-site MWD or EMWD water facility right-of-way shall proceed until agency review and approval from the MWD's Board of Directors has been received by the project. The project shall incorporate comments received from MWD or EMWD regarding a proposed project activity within an existing water facility right-of-way to the maximum extent feasible.</p>	<p>Prior to approval for any implementing map located in MWD or EMWD on-site right-of-way or water conveyance facilities owned by either agency.</p>	<p>Planning Department and MWD and/or EMWD</p>	<p>Submission of preliminary engineering design or plans to MWD and/or EMWD and documentation of correspondence.</p>	
	<p>MM Util 2: The applicant shall construct stormwater drainage conveyance infrastructure under Ramona Expressway at the time this segment of the Ramona Expressway is widened from two to four lanes as required by MM Trans 12. A traffic control plan for the construction of roadway improvements and stormwater facility shall be submitted for approval to the Riverside County Flood Control and Water Conservation District and the Riverside County Transportation Department with the applicable construction plans for the drainage conveyance that are subject to Riverside County Flood Control and Water Conservation District and Riverside County Transportation Department review.</p>	<p>Concurrent with widening of Ramona Expressway required by MM Trans 12.</p>	<p>Flood Control and Water Conservation District & Transportation Department</p>	<p>Traffic control plan for construction of roadway improvements and stormwater facility shall be submitted to Flood Control and Water Conservation District and the Transportation Department for approval.</p>	

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Greenhouse Gas Emissions	MM Utfl 3: Prior to recordation of a final map for a parcel located within the Specific Plan area by the County, the applicant seeking the final map approval shall construct, or enter into an agreement and post security, in a form and amount acceptable to the Building and Safety Department, guaranteeing the undergrounding of proposed utility distribution lines in conformance with applicable County and SCE standards and the County's Capital Improvement Policy.	Prior to the recordation of the Final Map.	Building & Safety Department	Posting of bonds.	
	MM Utfl 4: Tentative tract maps for parcels within the Specific Plan area shall be conditioned to require that all electrical service lines (excluding transmission lines) serving development within the project will be installed underground.	Prior to approval of Tentative Tract Map.	Planning Department	Approval of Tentative Tract Map and/or utility plan.	
	MM Utfl 5: The contractor shall temporarily relocate existing overhead electrical distribution facilities, as necessary to maintain service to existing electrical users, while grading and installing any underground electrical systems within the Specific Plan area that require the temporary relocation of existing overhead electrical distribution facilities, subject to the approval, if necessary, of all applicable local, regional and utility companies.	Prior to issuance of grading permit.	Building & Safety Department	Grading plans shall indicate existing and temporary overhead lines necessary to maintain service.	
	MM Utfl 6: The project shall implement reasonable and feasible measures to ensure that gas service remains available to all existing customers that could be affected by project construction of new or replacement gas lines within the Specific Plan area.	Prior to issuance of grading permit.	Building & Safety Department	Grading plans shall indicate existing gas lines.	
	MM Utfl 7: A chain link fence (or other facility as approved by the Riverside County Planning Department) shall be installed around the existing Southern California Gas Company natural gas pressure control facility located on Davis Road to protect the facility during project construction. The project shall implement reasonable and feasible measures to ensure that Southern California Gas Company maintains access to the facility and to the existing 36-inch gas line that connects with the pressure control facility for ordinary and customary maintenance, repair and other services. Prior to the commencement of grading within the existing 36-inch gas pipeline easement in the Specific Plan area, the project shall obtain a "permission to grade" letter or functionally similar written permission from Southern California Gas Company confirming that the grading activity will not adversely affect the pipeline.	Prior to issuance of grading permits in the area around the natural gas pressure control facility.	Project proponent, Planning Department, Transportation Department, and Building & Safety Department	Project proponent to provide "permission to grade" letter from Southern California Gas Company to County indicating all requirements of this mitigation measure are satisfied.	
	MM Utfl 8: The project shall recycle, reuse, and reduce the amount of construction and demolition waste materials (i.e., concrete, asphalt, wood, etc.) subject to landfill disposal to the extent feasible and in compliance with applicable County requirements. The project shall submit Waste Recycling Plan for approval by the Riverside County Waste Resources Department and the Riverside County Department of Building and Safety prior to the issuance of building permits. The plan reporting procedures must be approved by the Riverside County Waste Resources Department, and reports submitted to the Riverside County Building and Safety Department prior to the issuance of a certificate of occupancy for an applicable structure.	Submit plan prior to issuance of building permits, and report approval prior to issuance of certificate of occupancy.	Building & Safety Department and Waste Resources Department	Verification of programs shall be submitted.	
	MM Utfl 9: The Homeowners Association established for the proposed development shall establish green waste recycling through its yard maintenance or waste hauling contracts. Green waste recycling includes such things as grass recycling (where lawn clippings from a mulching-type mower are left on the lawn) and on- or off-site composting. This measure shall be implemented to reduce green waste going to landfills. If such services are not available through the yard maintenance or waste haulers in the area, the HOA shall provide individual homeowners with information about ways to recycle green waste individually and collectively. Homeowners shall be notified of such in the CC&Bs.	Prior to recordation of Final Map.	Homeowners Association, Planning Department, and County Counsel	Verification of programs shall be submitted to the Planning Department.	
	MM Utfl 10: Prior to issuance of a building permit for any multi-unit (five or more units) residential, commercial, or industrial facility, the project shall obtain written confirmation from the Riverside County Waste Resources Department that sufficient recycling collection and loading facilities as required by state and local laws and regulations have been incorporated into the design of each facility.	Prior to issuance of building permits.	Waste Resources Department	Verification of installation of recycling areas.	
	MM GHG 1: The County shall verify before issuance of all single family residential building permits that three trees are planted per single family residence (i.e. one more tree than required).	Prior to issuance of residential building permits.	Planning Department and Building & Safety Department	Submission of approved landscape plans.	
	MM GHG 2: The County shall verify before issuance of all residential building permits that where appliances are installed by residential project developers, Energy Star-rated appliances (or other equivalent technology) for clothes washers, dish washers, refrigerators, and fans shall be installed in the residences.	Prior to issuance of Final Inspection.	Building & Safety Department	Building plans shall identify Energy Star-rated appliances.	

Impact Category	Mitigation Measure	Implementation Timing	Responsible Party	Monitoring / Reporting Method	Completion Confirmation/Date
	<p>MM GHG 3: The County shall verify before issuance of all residential and non-residential building permits that all in-unit fixtures installed in residential and non-residential buildings will be high efficacy. High efficacy lighting includes compact fluorescent lamps (CFLs), light emitting diodes (LED), and other light bulbs that provide an energy efficiency of at least 40 lumens/watt for 15 watt or less fixtures, 50 lumens/watt for 15-40 watt fixtures, 60 lumens/watt for fixtures >40watt.</p> <p>MM GHG 4: Transportation Demand Management – Neighborhood Site Enhancements, including:</p> <ul style="list-style-type: none"> The County shall verify before issuance of non-residential building permits that the project provides bicycle parking in recreation, commercial, and public use areas; and The County shall verify before issuance of all building permits that the project includes pedestrian access system integrated into the design of the community to encourage pedestrian travel as an alternative to automobile travel. 	<p>Prior to issuance of Final Inspection.</p> <p>Prior to issuance of building permits.</p>	<p>Building & Safety Department</p> <p>Planning Department and Building & Safety Department</p>	<p>Building plans shall identify high efficiency lighting.</p> <p>Building plans shall identify EV charging stations.</p>	
	<p>MM GHG 5: The project developers will include program(s) that will promote carpooling on the project site. Programs may include programs with the following Characteristics:</p> <ul style="list-style-type: none"> A ride matching assistance program provided by the Home Owner Association (HOA) or other organization that will include ride matching through its website and/or social media site and/or advertisements in community common areas A school trip matching via the HOA, Parent Teacher Association (PTA), or other organization and the schools to match local students together for potential carpools through the HOA, PTA, and school website and/or social media site and/or promotion at the local schools A work commute trip reduction program for on-site employment that may include employer carpooling promotion, employer ride-matching assistance, preferential carpool parking on-site, promotion of employer flexible work schedule, employer vanpool assistance, and on-site bicycle end-trip facilities including bicycle parking. 	<p>Prior to issuance of residential and school building permits.</p>	<p>Planning Department and Building & Safety Department</p>	<p>Submission of commute trip reduction program.</p>	
	<p>MM GHG 6: Electric Vehicle (EV) Charging Stations. The County shall verify before issuance of all residential and non-residential building permits that:</p> <ul style="list-style-type: none"> Garages in single family detached homes will be wired with a 240 KV outlet suitable for future electric car charging devices or service; One Level 2 electric vehicle charging station is installed for every 15 single-family attached and multi-family dwelling units; Commercial uses to have electric vehicle charging stations for at least 2% of all parking spaces; and One 240 KV outlet is installed in the vicinity of every loading dock. 	<p>Prior to issuance of building permits.</p>	<p>Planning Department and Building & Safety Department</p>	<p>Building plans shall identify EV charging stations.</p>	
	<p>MM GHG 7: To the extent feasible, project developers shall landscape to preserve natural vegetation and maintain watershed integrity.</p>	<p>Prior to issuance of building permits</p>	<p>Planning Department and Building & Safety Department</p>	<p>Landscape plan shall be submitted to Building & Safety Department for approval.</p>	
	<p>MM GHG 8: The County shall verify before issuance of building permits that buildings comply with Title 24 Building Energy Efficiency Standards, which includes energy-efficient design practices such as high-performance glazing, Energy Star compliant systems, radiant heat roof barriers (including but not limited to high-albedo white thermoplastic polyolefin roof membrane), high-efficient HVAC with hot-gas reheat, insulation on all pipes, programmable thermostats, solar access, shading of HVAC systems from direct sunlight, use of formaldehyde-free insulation, use of recycled-content gypsum board, sealed ducts, orientation of building and incorporation of landscaping to maximize passive solar (heating during cool seasons, and minimize heat gain during hot season), and designs that take advantage of prevailing winds.</p>	<p>Prior to issuance of building permits</p>	<p>Planning Department and Building & Safety Department</p>	<p>Building plans shall be submitted to Building & Safety Department for approval.</p>	
	<p>MM GHG 9: The County shall verify before issuance of commercial building permits that chlorofluorocarbon refrigerants are not used in commercial buildings.</p>	<p>Prior to issuance of commercial building permits</p>	<p>Planning Department and Building & Safety Department</p>	<p>Building Plans shall be submitted to Building & Safety Department for approval.</p>	

Impact Category	Mitigation Measure	Implementation Timing	Responsible Party	Monitoring / Reporting Method	Completion Confirmation/Date
MM GHG 10:	The project developers shall site and design buildings to take advantage of daylight where feasible and consistent with building purpose.	Prior to issuance of building permit	Planning Department and Building & Safety Department	Building Plans shall be submitted to Building & Safety Department for approval.	
MM GHG 11:	The project developers shall encourage service fleet vehicles to be powered with alternative fuel technology where readily available and economically comparable to conventional fuel, as determined by the individual project developers.	Prior to occupancy	Project developers	Documentation shall be provided that demonstrates how this measure was encouraged.	
MM GHG 12:	The project developers shall designate at least two hubs in the village centers on both sides of the Ramona Expressway, or the Mid County Parkway, that would be accessible by local and regional transit routes and community multi-modal paths and trails. These hubs will include with pedestrian, bicycle, and parking facilities for off-site transit connection service and will be sized based on a demand study conducted by the project developer. Details of these centers shall be provided at a time of development and take into consideration surrounding uses and parking spaces determined by a parking study.	Prior to development approval within villages adjacent to Ramona Expressway	Planning Department and Transportation Department	Building plans shall identify proposed hubs.	
MM GHG 13:	The project developers shall provide multiple travel options for residents, workers, and visitors through a comprehensive multi-modal network including, but not limited to, transit, paths, trails, and connections integrated into the overall circulation network.	Concurrently with the first implementing map in each Village, or as required by the Transportation Department.	Transportation Department	Approval of traffic study.	
MM GHG 14:	The project developers shall ensure that higher density residential (14 dwelling unit per acre and above), commercial and offices and other high-demand uses provide connection through the Transportation Management Association measures to transit hubs.	Prior to issuance of building permits for higher density residential, commercial, office and other high-demand uses	Planning Department and Building & Safety Department	Circulation plans shall identify transit hub connections.	
MM GHG 15:	The project developers will establish a Transit Management Association, such as through a homeowners association, to promote, manage, and monitor transit and mobility services and infrastructure, such as through distributing information to homeowners on transit options or through posters to inform the public.	Prior to issuance of residential and school building permits.	Planning Department and Building & Safety Department	Submission of commute trip reduction program.	
MM GHG 16:	The project developers shall promote alternative fuels for transit system, if available, such as by asking that transit providers use alternative fuels.	Prior to occupancy	Planning Department	Submission of documentation promoting alternative fuels for transit systems.	
MM GHG 17:	The project developers shall encourage use of best feasible alternative fuel technology to be used in homeowners association, refuse fleet, and other community service vehicles, such as through making preferential parking available.	Prior to occupancy	Planning Department	Submission of documentation encouraging alternative fuels in service vehicles.	
MM GHG 18:	The project developers shall provide a framework, such as by studying and supplying the amount of parking generated for expected uses, for a community-wide parking plan that is based on parking demand and need.	Concurrently with the first implementing map in each Village, or as required by the Transportation Department.	Transportation Department	Submission of community-wide parking plan for review and approval	
MM GHG 19:	Non-residential project developers shall provide preferential parking for carpool, shared, and alternatively fueled vehicles (e.g., electric, and hydrogen). Non-residential uses to have at least one preferred parking spot for every 100,000 square feet of gross-leaseable areas.	Prior to issuance of building permit	Planning Department and Building & Safety Department	Building plans shall identify preferential parking options	
MM GHG 20:	The project developers shall install broadband infrastructure or other communication technologies that encourage telecommuting and working from home.	Prior to issuance of building permit	Planning Department and Building & Safety Department	Building plans shall identify telecommuting infrastructure.	
MM GHG 21:	The project developers shall integrate traffic calming measures into the community-wide circulation network to promote reduced speeds and encourage pedestrian and bicycle trips.	Concurrently with the first implementing map in each Village, or as required by the Transportation Department.	Transportation Department	Approval of traffic study.	
MM GHG 22:	The project developers shall provide as part of the Specific Plan standard, and consistent with County requirements and limitations, sidewalks and crosswalks at all streets (along with general pedestrian connectivity throughout project) to encourage pedestrian traffic and offer an alternative to vehicle trips.	Prior to issuance of building permit	Planning Department and Building & Safety Department	Building plans shall identify pedestrian connectivity	

Impact Category	Mitigation Measure	Implementation Timing	Responsible Party	Monitoring / Reporting Method	Completion Confirmation/Date
	MM GHG 23: The project developers shall construct a multi-purpose internal trail system that includes off-road bikeways within the street right-of-way (paseos) and within a greenway system per the Specific Plan Exhibit B.8-18B – Trails Plan.	Prior to issuance of building permit	Planning Department and Building & Safety Department	Building plans shall identify pedestrian connectivity	
	MM GHG 24: The Transit Management Association shall work with automotive dealers to help promote CNG electric and hybrid electric vehicles, such as requesting that dealers offer incentive programs to residents and employees of the project.	Prior to occupancy	Planning Department	Proof of compliance shall be provided	
	MM GHG 25: The project developers shall offer natural gas or propane hookups, electrical outlets on patios, and prohibit wood-burning fireplaces.	Prior to issuance of building permit	Planning Department and Building & Safety Department	Building plans shall identify fireplace and hookups provided.	
	MM GHG 26: The project developers shall produce or cause to be produced renewable electricity, or secure GHG offsets or credits recognized or validated by the California Air Resources Board or the South Coast Air Quality Management District, that is equivalent to the installation of one photovoltaic (i.e., solar) power system no smaller than a 2-kilowatt (kW) solar panel installation for every single-family detached residence, and for every 1,600 square feet of non-residential roof area available for solar panels, on the project site. Offsets will be used as a backup for solar up to the equivalent of 2.0kW if the single-family residence is not build with a solar power system. This shall not apply to single-family attached and multi-family residences.	Prior to issuance of building permits for single-family residence	Planning Department and Building & Safety Department	Building plans shall identify compliance renewable energy requirements.	
	MM GHG 27: The project developers shall provide all single-family homebuyers with the option to include a photovoltaic array system as a home design feature.	Prior to issuance of building permit	Planning Department	Documentation shall be provided to Planning Department	
	MM GHG 28: The project developers shall equip a minimum of 70 percent of public and community pools and spas with active solar water heating systems where heating is necessary or desired.	Prior to building permit for community pools and spas	Building & Safety Department	Building plans shall identify and demonstrate compliance with percentage of pools and spas with active solar water heating systems.	
	MM GHG 29: The project developers shall encourage use of removal covers for pools and spas through public awareness information regarding accidental drownings or other injuries provided by homeowners associations. ("Automatic" covers may result in accidental drownings or other injuries; efficient pumps and motors for pools and spas are already required under applicable Building Energy Efficiency Standards (Cal. Code Regs., Title 24, Part 5 §§ 110.3, 110.4, 110.5) and Title 20 Standards (Cal. Code Regs., Title 20 §§ 1605.1(b), 1605.3(g)).	Prior to issuance of building permit	Planning Department	Documentation shall be provided to Planning Department	
	MM GHG 30: The project shall use recycled water for irrigation of 50 percent of commercial landscape areas, if available.	Prior to issuance of building permit	Planning Department and Building & Safety Department	Landscape plans shall include irrigation plans.	
	MM GHG 31: The project shall use, as part of the Specific Plan standard, native species and drought tolerant species for a minimum of 50 percent of the ornamental plant palette in non-turf areas for all commercial, industrial, common, and public areas, and residential front-yard landscaping to minimize water demand.	Prior to issuance of building permit	Planning Department and Building & Safety Department	Landscape plans shall identify plant palette meets requirements	
	MM GHG 32: The project developers shall encourage use of electric landscape maintenance equipment for public common areas maintained by the homeowner's association (HOA).	Prior to occupancy	Planning Department	Proof of compliance shall be provided to Planning Department	
	MM GHG 33: The project shall include in street design proposals for County review technically feasible (given expected future uses) and legally feasible (given applicable ordinances and other requirements) street designs that include groundcovers or other measures to reduce use of concrete and asphalt.	Prior to issuance of grading permit	Transportation Department	Approval of Street Improvement Plans	
	MM GHG 34: The project developers shall install cool pavements if approved by Caltrans and County Roads to roadway uses, provided that road installation and maintenance durability and costs are comparable to existing approved roadway materials.	Prior to grading permit	Transportation Department	Documentation of feasibility shall be submitted with Street Improvement Plans for approval.	

Impact Category	Mitigation Measure	Implementation Timing	Responsible Party	Monitoring / Reporting Method	Completion Confirmation/Date
	<p>MM GHG 35: The project applicant or its successors or the HOA shall maintain a Villages of Lakeview Community website that includes, but is not limited to, information about greenhouse gas (GHG) reduction opportunities to help educate project residents, as well as schools, other agencies, and businesses with facilities on the project site.</p>	<p>Prior to occupancy</p>	<p>Planning Department</p>	<p>Documentation shall be provided that establishes website maintenance responsibility.</p>	
	<p>MM GHG 36: The project applicant or its successors or the HOA shall include on the Villages of Lakeview Community website information about rebates and low-interest loans to residents that make energy-saving improvements to their homes.</p>	<p>Prior to occupancy</p>	<p>Planning Department</p>	<p>Documentation shall be provided that establishes requirements for website information.</p>	
	<p>MM GHG 37: The project applicant or its successors or the HOA shall include on the Villages of Lakeview Community website information about the air quality and greenhouse gas benefits of electric landscape maintenance equipment.</p>	<p>Prior to occupancy</p>	<p>Planning Department</p>	<p>Documentation shall be provided that establishes requirements for website information.</p>	
	<p>MM GHG 38: The project applicant or its successors or the HOA shall include on the Villages of Lakeview Community website educational information on energy and water conservation and efficiency for project residents, customers, tenants, and large energy users.</p>	<p>Prior to occupancy</p>	<p>Planning Department</p>	<p>Documentation shall be provided that establishes requirements for website information.</p>	
	<p>MM GHG 39: The project applicant or its successors or the HOA shall include in the Villages of Lakeview Community website information about energy conservation and financial incentive programs, and about potential energy technology systems that may be suitable for larger commercial and institutional users such as combined heat and power systems.</p>	<p>Prior to occupancy</p>	<p>Planning Department</p>	<p>Documentation shall be provided that establishes requirements for website information.</p>	

**RESOLUTION NO. 2017-239
AMENDING THE RIVERSIDE COUNTY
GENERAL PLAN
(Fourth Cycle General Plan Amendments for 2017)**

WHEREAS, pursuant to the provisions of Government Code Section 65350 et seq., notice was given and public hearings were held before the Riverside County Board of Supervisors and the Riverside County Planning Commission in Riverside, California to consider proposed amendments to the Lakeview/Nuevo and Temescal Canyon Area Plans of the Riverside County General Plan; and,


WHEREAS, all provisions of the California Environmental Quality Act ("CEQA") and Riverside County CEQA implementing procedures have been satisfied; and,

WHEREAS, the proposed general plan amendments were discussed fully with testimony and documentation presented by the public and affected government agencies; and,

WHEREAS, the proposed general plan amendments are hereby declared to be severable and if any proposed amendment is adjudged unconstitutional or otherwise invalid, the remaining proposed amendments shall not be affected thereby; now, therefore,

BE IT RESOLVED, FOUND, DETERMINED AND ORDERED by the Board of Supervisors of the County of Riverside in regular session assembled on December 12, 2017 that:

- A. **General Plan Amendment (GPA) No. 720 (Land Use)** is a proposal to amend the Lakeview/Nuevo Area Plan as shown on Exhibit 6 titled "CZ07055 GPA00720 GPA00721 SP00342 DA00073" attached hereto and incorporated by reference, and consistent with the land use plan for Specific Plan No. 342. The project site for GPA No. 720 is located within the Lakeview/Nuevo Area Plan in the Fifth Supervisorial District, the overall project is specifically located on either side of Ramona Expressway, generally east of Martin Street, west of Princess Ann Road, south of Marvin Road, and generally north of Brown Avenue. GPA No. 720 will result in changing the underlying Foundation Components from Agriculture, Rural, Rural Community, and Open Space to Community Development.

FORM APPROVED COUNTY COUNSEL
BY: 
DATE: 11/30/17
MICHELLE CLACK

- 1 1. GPA No. 720 is associated with General Plan Amendment No. 721, Specific Plan
2 No. 342, Change of Zone No. 7055, Development Agreement No. 73, and
3 Environmental Impact Report No. 471, which were considered concurrently with this
4 amendment at the public hearings before the Planning Commission and Board of
5 Supervisors. On October 18, 2017, the Planning Commission recommended the
6 Board of Supervisors to tentatively approve GPA No. 720. The Board of Supervisors
7 tentatively approved General Plan Amendment No. 720 on December 5, 2017.

8 **BE IT FURTHER RESOLVED** by the Board of Supervisors, based on the evidence presented on
9 this matter, both written and oral, including Environmental Impact Report No. 471, that:

- 10 1. The site is located within the Lakeview/Nuevo Area Plan.
11 2. The Lakeview/Nuevo Area Plan Land Use Map establishes the extent, intensity, and
12 location of land uses within the Southwest area.
13 3. The project site has existing General Plan land use designation of Rural: Rural
14 Mountainous (R:RM)[10 Acre Minimum], Rural: Rural Residential (R:RR)[5 Acre
15 Minimum], Rural Community: Very Low Density Residential (RC:VLDR)[1 Acre
16 Minimum], Agriculture (A:AG)[10 Acre Minimum], Open Space: Conservation
17 (OS:C), Community Development: Very Low Density Residential (CD:VLDR)[1
18 Acre Minimum], Community Development: Low Density Residential
19 (CD:LDR)[0.5 Acre Minimum], Community Development: Commercial Retail
20 (CD:CR)[0.25 - 0.35 FAR], Community Development: Light Industrial
21 (CD:LI)[0.25 - 0.60 FAR], and Community Development: Highest Density
22 Residential (CD:HHDR)[20+ Dwelling Units per Acre].
23 4. The project site is generally surrounded by properties having General Plan land use
24 designations of Open Space: Conservation Habitat (OS:CH) and Agriculture (AG)
25 to the north; Agriculture: Agriculture (AG) to the east; Rural: Rural Mountainous
26 (R:RM), Rural: Rural Residential (R:RR), Rural Community: Very Low Density
27 Residential (RC:VLDR), and Rural Community: Low Density Residential
28 (RC:LDR) to the south; and Community Development: Very Low Density

1 Residential (CD:VLDR), Community Development: Low Density Residential
2 (CD:LDR), Community Development: Medium Density Residential (CD:MDR),
3 Community Development: Highest Density Residential (CD:HHDR), Community
4 Development: Commercial Retail (CD:CR), and Community Development: Light
5 Industrial (CD:LI) to the west.

6 5. The project site has existing zoning classifications of Light Agriculture – 10 Acres
7 Minimum (A-1-10), Heavy Agriculture – 10 Acres Minimum (A-2-10), Light
8 Agriculture with Poultry (A-P), Scenic Highway Commercial (C-P-S), Rural
9 Commercial (C-R), Manufacturing – Service Commercial (M-SC), Residential
10 Agricultural (R-A), Residential Agricultural – 1 Acre Minimum (R-A-1), Residential
11 Agricultural – 10 Acres Minimum (R-A-10), Residential Agricultural – 2 ½ Acres
12 Minimum (R-A-2½), Rural Residential (R-R), One-Family Dwellings (R-1), Highest
13 Density Residential (R-7), and Natural Assets – 640 Acre Minimum (N-A-640),
14 which are proposed to change to Specific Plan (SP) zoning with the approval of
15 Change of Zone No. 7055 and adoption of the associated zoning ordinance by the
16 Board of Supervisors.

17 6. The project site is generally surrounded by properties having zoning classifications
18 of Natural Assets – 640 Acres Minimum (N-A-640), Light Agriculture – 10 Acres
19 Minimum (A-1-10), and Heavy Agriculture – 10 Acres Minimum (A-2-10) to the
20 north; Controlled Development Areas (W-2) to the east; Residential Agricultural (R-
21 A), Residential Agricultural – 1 Acre Minimum (R-A-1), Residential Agricultural –
22 2 ½ Acres Minimum (R-A-2 ½), and Residential Agricultural – 10 Acres Minimum
23 (R-A-10) to the south; Residential Agricultural (R-A), Highest Density Residential
24 (R-7), and One Family Dwelling (R-1) to the west.

25 7. The project site is surrounded by City of Jan Jacinto to the east, existing large lot
26 single family residential to the west, the Lakeview Mountains to the south, and the
27 San Jacinto Wildlife Area and existing dairies to the north.
28

- 1 8. GPA No. 720 includes the following types of General Plan amendments: Technical
2 Amendment, Entitlement/Policy Amendment, Extraordinary Foundation Component
3 Amendment, and Agricultural Foundation Component Amendment.
- 4 9. In accordance with the General Plan's Administration Element and Section 2.4.f. of
5 Ordinance No. 348, a Technical Amendment may be approved if the amendment
6 does not change any policy direction or intent of the General Plan, an error or
7 omission needs to be corrected or a land use designation was based on inaccurate or
8 misleading information and should be changed to properly reflect the intent of the
9 General Plan.
- 10 10. GPA No. 720 does not change any policy direction or intent of the General Plan. This
11 amendment will correct the boundary of the Rural Mountainous land use designation,
12 which applies to areas of at least 10 acres where a minimum of 70% of the area has
13 slopes of 25% or greater, pursuant to the Land Use Element, Table LU-4. The
14 boundary will reflect the existing topography and toe of slope to be consistent with
15 the policy direction and intent of the General Plan for this land use designation. Thus,
16 GPA No. 720 will provide for correct information and supports the intent of the
17 General Plan.
- 18 11. GPA No. 720 will also correct a land use designation that was based on inaccurate
19 or misleading information. The data used to determine the toe-of-slope in the General
20 Plan was hand drawn using USGS 10-foot contours; whereas, the updated toe-of-
21 slope line was obtained from a field survey and recently-flown aerial topography
22 using 1-foot contours, which is more accurate. The updated, more accurate
23 information indicates that the existing boundaries of the General Plan land use
24 designations do not accurately reflect actual topography. The information generally
25 results in the location of the toe of slope being moved outwards, thus reducing the
26 amount of area designated as mountainous and increasing the amount of area
27 designated as non-mountainous. With this, the land use designations following the
28 base of the Lakeview Mountains are more accurately reflected.

- 1 12. GPA No. 720 makes a minor change of boundary that will more accurately reflect
2 geological or topographic features. The land use boundaries between the residential
3 land uses and Lakeview Mountains were intended to be located at the toe-of-slope
4 line as this was the distinction between mountainous and non-mountainous area.
5 GPA No. 720 will rectify errors related to mapping of mountainous and non-
6 mountainous land uses because the actual toe-of-slope does not match the underlying
7 land use designations. Updated data for the toe-of-slope line was obtained from a
8 field survey and recently-flown aerial topography using 1-foot contours. This
9 technical correction will provide an accurate representation of the topographic
10 features in the Lakeview/Nuevo Area Plan and provide correct General Plan land use
11 designations.
- 12 13. In accordance with Section 2.6.f. of Ordinance No. 348, an Extraordinary Foundation
13 Component Amendment may be approved when new conditions or circumstances
14 justify modifying the General Plan, the modifications do not conflict with the
15 Riverside County Vision, the modifications do not create an internal inconsistency
16 among the General Plan Elements, a condition exists or an event has occurred that is
17 unusually compelling and can only be rectified by making changes in the current
18 Foundation Component, and the Foundation Component change is necessary to
19 facilitate implementation of open space or transportation corridor designations
20 arising from the adopted Multiple Species Habitat Conservation Plan (MSHCP) or
21 the Community Environmental Transportation Acceptability Process (CETAP)
22 programs that could not be accomplished by a lesser change in the General Plan.
- 23 14. The new condition or circumstance to support the Extraordinary Foundation
24 Component Amendment that was disclosed during the review process is the
25 opportunity that is presented by having 2,883 acres under the control of one entity
26 that wants to pursue a comprehensive master plan to address not only the land uses
27 but the infrastructure and open space needs, which in doing so will assist the County
28 in compliance with the MSHCP and furthering the objectives of the General Plan.

1 Without such an extensive ownership and ability to comprehensively plan for the
2 area, which balances out the needs for open space conservation with areas with
3 increased intensity, as well as ability to provide for necessary infrastructure to serve
4 this intensity, such land use designations would not be as practically applied on their
5 own.

6 15. Additionally, the Environmental Impact Report for the Mid-County Parkway was
7 acted on by the Riverside County Transportation Commission on April 8, 2015 and
8 the Environmental Impact Statement was approved by the Federal Highway
9 Administration on April 24, 2015 and a Record of Decision was issued on August
10 26, 2015. This updated status of the Mid-County Parkway is a substantial threshold
11 crossed which brings it closer to being implemented. While the project already exists
12 on a major transportation corridor of Ramona Expressway, the updated status of Mid-
13 County Parkway represents a new condition or circumstance to further support the
14 development of a master planned community that would both be served by this
15 transportation corridor and to develop higher densities around the corridor as is
16 proposed by the project.

17 16. There are no provisions or statements within the Riverside County Vision that GPA
18 No. 720 is inconsistent with as discussed in the Entitlement/Policy Findings below.
19 Therefore, General Plan Amendment No. 720 would not conflict with the Riverside
20 County Vision.

21 17. GPA No. 720 changes the Foundation Component from a mix of Rural, Rural
22 Community, and Open Space to Community Development, which does not conflict
23 with other elements of the General Plan or create internal consistency amongst
24 elements or policies of the General Plan, as provided in Environmental Impact
25 Report No. 471 and detailed in Environmental Impact Report Appendix N,
26 incorporated herein by reference. Also, there will be consistency between the GPA
27 No. 720 and the Circulation Element and Lakeview/Nuevo Area Plan with adoption
28 of the associated GPA No. 721.

- 1 18. The condition or event that is unusually compelling is the opportunity to have 2,883
2 acres developed in a comprehensive master plan that addresses not only the land uses,
3 but the infrastructure and open space needs as well. In order to implement the
4 comprehensive master plan, the project site's Foundation Components need to be
5 changed to Community Development. The project leverages the unusually large size
6 of the property under single ownership and compact building design to provide over
7 50% open space (conservation, parks, trails, earthen drainage channels, landscape
8 setbacks, terrace slopes and open space). Specifically, the project includes
9 approximately 1,050 acres of conservation habitat.
- 10 19. The conservation of a contiguous 900 acre portion of the Lakeview Mountains
11 facilitates the implementation of the MSHCP and avoidance of sensitive
12 species/habitats and significant cultural resources. This opportunity allows a more
13 comprehensive analysis of biological resources and comprehensive approach to
14 conserving open space consistent with the MSCHP. Smaller individual projects may
15 result in a piecemeal approach when designating specific open space areas for
16 conservation. Additionally, the project does not include JJ Street, and therefore,
17 eliminates the need to extend the length of the undercrossing that is part of the
18 Riverside County Transportation Commission's Mid-County Parkway project, in
19 order to accommodate JJ Street and to facilitate wildlife movement. As such, the
20 project reduces impacts to wildlife movement at the undercrossing by limiting the
21 distance for wildlife to cross under the roadway.
- 22 20. Additionally, the opportunity to have a comprehensive master plan to develop this
23 area will facilitate implementation of transportation corridors. Given the
24 infrastructure needs and resulting costs, smaller developments may not be at a scale
25 to offset the costs of this infrastructure, which would be delayed and frustrate the
26 implementation of the CETAP. The project provides the ability to offset the costs
27 of providing right-of-way for the Mid-County Parkway. Without this provision,
28

1 such right-of-way would have to be obtained through purchase of the right-of-way,
2 which could be costly and could delay the Mid-County Parkway's construction.

3 21. In accordance with Sections 2.7.b. and h. of Ordinance No. 348, n Agriculture
4 Foundation Component Amendment may be approved if the amendment meets the
5 acreage conversion requirement and would either contribute to the achievement of
6 the purposes of the General Plan or, at a minimum, would not be detrimental to them.

7 22. A maximum of 7% of the Agricultural Foundation acreage shall be generally
8 authorized for conversion from the Agriculture Foundation Component to any other
9 Foundation Component within a 2 ½ year period. The proposed amendment to the
10 Agricultural Foundation Component would be within the July 1, 2016 to December
11 31, 2018 2 ½ year cycle. At the start of the current 2 ½ year cycle, the total acreage
12 within Area C of Riverside County (consisting of western Riverside County which
13 excludes the Western Coachella Valley, Eastern Coachella Valley, Desert Center,
14 and Palo Verde Valley Area Plans) was 29,498.94 acres. Within this time period, no
15 other changes to the Agricultural Foundation Component have already occurred. The
16 current change to convert 826 acres from Agricultural Foundation to Community
17 Development represent a 2.8% change to the total acreage of the Agricultural
18 Foundation Component. Additionally, prior cycles have resulted in changes to the
19 Agricultural Foundation Component that have been below the 7% maximum per
20 cycle to convert to another Foundation Component, which is allowed to roll over to
21 subsequent cycles as unutilized conversion. Therefore, the proposed change to the
22 Agricultural Foundation Component Amendment would not result in a greater than
23 7% conversion of Agricultural Foundation Component designated area to another
24 Foundation Component.

25 23. GPA No. 720 would either contribute to the achievement of the purposes of the
26 General Plan or, at a minimum, not be detrimental to them as discussed in the
27 Entitlement/Policy Findings below.
28

1 24. An Entitlement/Policy Amendment may be approved if the change does not involve
2 a change in or conflict with the Riverside County Vision, any General Planning
3 Principle set forth in General Plan Appendix B, any Foundation Component
4 Designation in the General Plan, the change either contributes to the purposes of the
5 General Plan or, at a minimum, would not be detrimental to them, and special
6 circumstances or conditions have emerged that were unanticipated when preparing
7 the General Plan.

8 25. The Riverside County Vision, in its discussion on Population Growth, specifically
9 provides, “New growth patterns no longer reflect a pattern of random sprawl. Rather,
10 they follow a framework of transportation and open space corridors, with
11 concentrations of development that fit into that framework. In other words,
12 important open space and transportation corridors define growth areas.” While the
13 project is not currently located adjacent to similar type or intensity of development,
14 the project is located on what is currently a major transportation corridor, Ramona
15 Expressway. Beyond the existing transportation corridor, the project is located
16 adjacent to what is anticipated to expand to an even greater transportation corridor,
17 the Mid County Parkway, which although not fully approved and certain, is
18 anticipated to be developed and may be considered in its current status for this project
19 with an approved Environmental Impact Report/Environmental Impact Statement
20 from 2015. Additionally, the project is providing for conservation areas which help
21 serve to further secure lands as open space corridors.

22 26. Additionally, according to the Riverside County Vision, the focus on growth is on
23 quality development, not on halting growth. The project with its land use plan and
24 other provisions will require the development of a well-designed, quality community.
25 In addition, the project is designed to support a variety of transportation choices
26 including walking, hiking, biking, mass transit and the automobile. The project will
27 also coordinate transportation with local and regional agencies where possible in
28

1 order to maximize integration of the project with local transportation planning and
2 implementation efforts.

3 27. On the topic of Our Communities and Their Neighborhoods, the Riverside County
4 Vision provides, "The planning process continues to refine acceptable densities as a
5 means of accommodating additional growth so that the extensive permanent open
6 space that now exists can be sustained." The project is an example of that with its
7 relatively higher densities to accommodate for growth across all income groups via
8 a variety of allowed densities while also preserving open space areas as reflected in
9 the Specific Plan Land Use Plan. The project site utilizes the existing natural setting
10 by incorporating a reduced development footprint that will avoid high value habitat
11 and conserves nearly 1,000 acres of various habitats.

12 28. On the topic of Healthy Communities, the Riverside County Vision provides,
13 "Communities are developed so that they support and encourage residents to be more
14 physically active; achieved by increasing the number of and access to active parks
15 and trails, creating new passive open spaces, working with schools to open up school
16 yards as parks, and promoting well balanced transportation networks with an equity
17 between vehicle, public transit, bicycling and walking networks." The project,
18 through its designation and distribution of active park areas, connecting trails and
19 sidewalks, and dedication of natural open space specifically meets this provision of
20 the Riverside County Vision. Specifically, the project would provide 94 acres of
21 public parkland onsite (not counting the small Neighborhood Parks around 1/3-acre
22 in size). Furthermore, the project provides approximately 15.5 acres of on-site trails
23 and approximately 5 acres of off-site multi-purpose trails.

24 29. Also within Healthy Communities, the Riverside County Vision provides,
25 "Throughout Riverside County there are hubs of complete, compact and transit-
26 oriented communities, with a mix of housing, jobs, retail, and community facilities.
27 These types of communities flourish because it brings housing, jobs and shopping
28 opportunities close together to create cohesive and beautiful communities that

1 provide for the daily needs of residents within easy walking distance of homes and
2 workplaces.” The project with its diverse land uses, both in its diversity of residential
3 densities and the provision for retail and office uses is intended to develop such a
4 community to meet the daily needs of residents. The mixed-use Town Center Village
5 will be designed to discourage the use of cars and the 32-mile network of bicycle
6 lanes, trails, and paseos leads to destinations such as the library, schools, parks, open
7 space, and bus stops.

8 30. On the topic of Conservation and Open Space Resource System, the Riverside
9 County vision provides, “Conserved multi-purpose open space is viewed as a critical
10 part of Riverside County’s system of public facilities and services required to
11 improve the existing quality of life and accommodate new development.” The
12 project with its large area to be designated as open space helps secure a great deal of
13 open space, while allowing the remaining balance of the site to be developed. The
14 project includes approximately 1,030 acres of open space and approximately 82 acres
15 of parks.

16 On the topic of Agricultural Lands, the Riverside County Vision provides, “Many
17 agricultural properties remain as economically productive businesses, whereas
18 others are phasing into development through a carefully managed transition
19 program designed to stage the transition from farming to clearly designated urban
20 and suburban uses.” The project is an example of such a transition which will
21 continue to allow for agricultural uses on the property until development occurs as
22 well as retaining areas within the project designated as Agricultural. Of the
23 approximately 2,883-acre project site, approximately 145 acres (5 percent) would
24 be designated for agricultural use. Moreover, it should be noted that some of the
25 designated open space may be used for agricultural purposes.

26 31. Therefore, based on the above, General Plan Amendment No. 720 would not conflict
27 with the Riverside County Vision.
28

- 1 32. GPA No. 720 will not change or conflict with any principle set forth in General Plan
2 Appendix B. Specifically, GPA No. 720 is consistent with the following principles:
- 3 a. This GPA implements the Principle for Maturing Communities for every
4 community to mature in its own way, at its own pace and within its own
5 context. This Principle highlights that communities are not fixed in their
6 development patterns, but that over time may transition, in particular to more
7 urban intensities, while still respecting the existing communities where they
8 meet by transitioning densities and providing buffers where appropriate.
 - 9 b. GPA No. 720 implements the Principle for Efficient Land Use, which
10 encourages compact development and increased densities.
 - 11 c. GPA No. 720 implements the Principle for Environmentally Sensitive
12 Design, which aims to preserve significant environmental features where
13 possible through the project's inclusion of large areas of conserved open
14 space.
 - 15 d. Similarly, GPA 720 implements the Principle for Habitat Preservation, which
16 seeks preservation of natural systems through the project's inclusion of large
17 areas or conserved open space.
 - 18 e. GPA No. 720 implements the Principle for Community Open Space with its
19 provision of a number of designated park areas that would provide a variety
20 of amenities and facilities.
 - 21 f. GPA No. 720 meets the General Plan Principle of encouraging a wide range
22 of housing opportunities for residents in a wider range of economic
23 circumstances.
- 24 33. GPA No. 720 will contribute to the purposes of the General Plan and the
25 Lakeview/Nuevo Area Plan or, at a minimum, would not be detrimental to them. As
26 provided in the General Plan's introduction, the General Plan sets the direction for
27 land use and development in strategic locations, development of the economic base,
28 establishes a framework of the transportation system, and the preservation of

1 extremely valuable natural and cultural resources it contains. Specifically, the overall
2 project is contributing to the achievement of this purposes with the expansion and
3 construction of Ramona Expressway and the Mid-County Parkway and the
4 dedication of approximately 984.5 acres to the Riverside County Multi-Species
5 Habitat Conservation Plan.

6 34. A special condition has emerged that was unanticipated in preparing the Riverside
7 County General Plan that supports GPA No. 720. The special condition is the
8 opportunity that is presented by having 2,883 acres under the control of one entity
9 that wants to pursue a comprehensive master plan to address not only the land uses
10 but the infrastructure and open space needs as well, which in doing so will assist the
11 County in compliance with the MSHCP and furthering the objectives of the General
12 Plan. Without such an extensive ownership and ability to comprehensively plan for
13 the area, which balances out the needs for open space conservation with areas with
14 increased intensity, as well as ability to provide for necessary infrastructure to serve
15 this intensity, such land use designations would not be as practically applied on their
16 own. Additionally, the Environmental Impact Report for the Mid-County Parkway
17 was acted on by the Riverside County Transportation Commission on April 8, 2015
18 and the Environmental Impact Statement was approved by the Federal Highway
19 Administration on April 24, 2015 and a Record of Decision was issued on August
20 26, 2015. This updated status of the Mid-County Parkway is a substantial threshold
21 crossed which brings it closer to being implemented. While the project already exists
22 on a major transportation corridor of Ramona Expressway, the updated status of Mid-
23 County Parkway represents a new condition or circumstance to further support the
24 development of a master planned community that would both be served by this
25 transportation corridor and to develop higher densities around the corridor as is
26 proposed by the project.

- 1 35. General Plan Amendment No. 720, along with adoption of the associated General
2 Plan Amendment No. 721, does not create an internal inconsistency among any of
3 the General Plan Elements.
- 4 36. Based on the above, General Plan Amendment No. 720 will not be detrimental to the
5 public health, safety, or welfare.
- 6 37. General Plan Amendment No. 720 will have a significant effect on the environment,
7 but most of the potential significant effects will be avoided or substantially lessened
8 (reduced to a level of insignificance) by the mitigation measures listed in Board of
9 Supervisors' Resolution No. 2017-246 Certifying Environmental Impact Report
10 (EIR) No. 471, which is incorporated herein in its entirety.
- 11 38. EIR No. 471 also addresses potential impacts on Aesthetics, Agriculture and Forestry
12 Resources, Air Quality, Cultural Resources, Noise, Population/Housing,
13 Transportation/Traffic, Utilities, and Greenhouse Gas Emissions, which will be only
14 partially avoided or lessened by the mitigation measures listed in Resolution No.
15 2017-246 Accordingly, findings and a statement of overriding considerations were
16 included in Resolution No. 2017-246

17 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it **CERTIFIES**
18 **ENVIRONMENTAL IMPACT REPORT NO. 471**, based on the findings and conclusions set forth in
19 EIR No. 471 and Resolution No. 2017-246 incorporated herein by reference, and **ADOPTS** General Plan
20 Amendment No. 720, as described herein and as shown on the Specific Plan Land Use Plan and Exhibit 6
21 titled "CZ07055 GPA00720 GPA00721 SP00342 DA00073," incorporated herein by reference.

22 **B. General Plan Amendment (GPA) No. 721 (Circulation)** is associated with General Plan
23 Amendment No. 720, Specific Plan No. 342, Change of Zone No. 7055 and Development
24 Agreement No. 73. GPA No. 721 amends the Circulation Element of the General Plan,
25 which includes upgrades and downgrades to numerous existing and proposed roadway
26 classifications and trails shown on the current Circulation Element and the Lakeview/Nuevo
27 Area Plan to incorporate the circulation plan for Specific Plan No. 342. GPA No. 721 also
28

1 updates the applicable tables and figures within the Circulation Element to be consistent with
2 the upgrades and downgrades to the roadway classifications.

3 1. In particular, GPA No. 721 includes the following:

- 4 a. Elimination of 9th Street/Yucca Avenue as a through street from the project
5 boundary easterly;
- 6 b. Rerouting 10th Street/Wolfskill Avenue as a Secondary roadway east of
7 Hansen Avenue;
- 8 c. Elimination of Bridge Street, 3rd Street, 5th Street, and 6th Street within the
9 Specific Plan boundaries and will not have direct access to Ramona
10 Expressway as access to Ramona Expressway will be shifted to Town Center
11 and Park Center Boulevards;
- 12 d. Additional detailed modifications to standard County roadway cross sections
13 for roads within the Specific Plan;
- 14 e. Modify the current trail alignments within the Specific Plan area and propose
15 a 10-12 foot Multi-Purpose Community Trail that would allow for horses
16 along the north side of the project and connect to the Combination trail along
17 the San Jacinto River and to Ramona Expressway;
- 18 f. Implement a portion of a Community Trail (restricted use) above the portion
19 of the California Aqueduct that extends east to west through the Specific Plan
20 area. The area for the trail above the aqueduct is owned and operated by the
21 Metropolitan Water District and any use of the easement area above the
22 aqueduct for trails would be subordinate to the MWD water conveyance use.

23 2. The standards and specifications for street classifications provided in Table C-1 of
24 the General Plan includes an approximate number of required lanes for the various
25 classifications. The project's widening of Lakeview Avenue, Nuevo Road and
26 Hansen Avenue in specific segments to four lanes is consistent with the approximate
27 number of required lanes because Table C-1 requires two lanes, and the project is
28 providing four lanes.

1 3. GPA No. 721 also amends General Plan Circulation Element Policy C 2.1 to confirm
2 the County's authority to accept Level of Service (LOS) D in certain Area Plans.
3 The Board of Supervisors may, on occasion, approve a project that fails to meet the
4 General Plan LOS targets in order to balance congestion management considerations
5 in relation to benefits, environmental impacts and costs, provided an Environmental
6 Impact Report, or equivalent, has been completed to fully evaluate the impacts of
7 such approval. This is the same language that exists in the General Plan as currently
8 adopted and amended as part of the County's 2015 General Plan. However, the
9 County's approval of GPA No. 960 is currently being challenged. Since the outcome
10 of the litigation related to GPA No. 960 is unknown, General Plan Amendment No.
11 721 restates this policy language so it will be part of the County's General Plan
12 regardless of the litigation outcome. With the inclusion of Policy C 2.1, the project
13 is consistent with the General Plan's Circulation Element.

14 4. General Plan Amendment No. 721 is an Entitlement/Policy Amendment.

15 5. An Entitlement/Policy Amendment may be approved if the change does not involve
16 a change in or conflict with the Riverside County Vision, any General Planning
17 Principle set forth in General Plan Appendix B, any Foundation Component
18 Designation in the General Plan, the change either contributes to the purposes of the
19 General Plan or, at a minimum, would not be detrimental to them, and special
20 circumstances or conditions have emerged that were unanticipated when preparing
21 the General Plan.

22 6. The Riverside County Vision provides, "Investment in, and expansion of, the
23 existing freeway and arterial street networks continue to be a critical part of our
24 comprehensive transportation system development." The project would further
25 refine this system and provide for implementation of not just the roadways, but also
26 area trails. General Plan Amendment No. 721 incorporates the circulation plan for
27 Specific Plan No. 342 into Figure 7 the Lakeview/Nuevo Area Plan Circulation and
28 Figure 8 the Lakeview/Nuevo Plan relative to the specific location of roads and trails.

1 The project will be implementing the Vision through a more comprehensive plan of
2 trails for the area and through improvements to roads as shown and required in the
3 Specific Plan.

4 7. Therefore, based on the above, the proposed General Plan Amendment would not
5 conflict with the Riverside County Vision.

6 8. General Plan Amendment No. 721 does not change or conflict with any principle set
7 forth in General Plan Appendix B. Specifically, GPA No. 721 is consistent with the
8 following principles:

9 a. GPA No. 721 implements the Principle for Transportation Corridors III.B.1;
10 specifically, the need for new transportation corridors with a mix of modes
11 of transportation. GPA No. 721, with its modified locations of roads and
12 trails and the related Specific Plan, implements this by accommodating
13 further development of Ramona Expressway and providing for area trails and
14 mass transit opportunities with the clustered areas of development around the
15 Town Center area of the project.

16 b. The Principle for Street Standards, which notes that local street standards
17 warrant a review to allow alternative designs and allow for creative street
18 design, while allowing for public safety. This is specifically implemented by
19 the GPA No. 721 through its revised alignments and street standards.

20 9. GPA No. 721 does not change a Foundation Component.

21 10. GPA No. 721 will contribute to the purposes of the General Plan and the
22 Lakeview/Nuevo Area Plan or, at a minimum, would not be detrimental to them. As
23 provided in the General Plan's introduction, the General Plan sets the direction for
24 land use and development in strategic locations, development of the economic base,
25 establishes a framework of the transportation system, and the preservation of
26 extremely valuable natural and cultural resources it contains. Specifically, the overall
27 project, which includes GPA No. 721, is contributing to the achievement of this
28 purposes with the expansion and construction of Ramona Expressway and the Mid-

1 County Parkway and the dedication of approximately 984.5 acres to the Riverside
2 County Multi-Species Habitat Conservation Plan.

3 11. A special conditions has emerged that was unanticipated in preparing the Riverside
4 County General Plan that supports GPA No. 721. The special condition is the
5 opportunity that is presented by having 2,883 acres under the control of one entity
6 that wants to pursue a comprehensive master plan to address not only the land uses
7 but the infrastructure and open space needs as well, which in doing so will assist the
8 County in compliance with the MSHCP and furthering the objectives of the General
9 Plan. Without such an extensive ownership and ability to comprehensively plan for
10 the area, which balances out the needs for open space conservation with areas with
11 increased intensity, as well as ability to provide for necessary infrastructure to serve
12 this intensity, such land use designations would not be as practically applied on their
13 own.

14 12. Additionally, the Environmental Impact Report for the Mid-County Parkway was
15 acted on by the Riverside County Transportation Commission on April 8, 2015 and
16 the Environmental Impact Statement was approved by the Federal Highway
17 Administration on April 24, 2015 and a Record of Decision was issued on August
18 26, 2015. This updated status of the Mid-County Parkway is a substantial threshold
19 crossed which brings it closer to being implemented. While the project already exists
20 on a major transportation corridor of Ramona Expressway, the updated status of Mid-
21 County Parkway represents a new condition or circumstance to further support the
22 development of a master planned community that would both be served by this
23 transportation corridor and to develop higher densities around the corridor as is
24 proposed by the project.

25 13. General Plan Amendment No. 721 does not create an internal inconsistency among
26 any of the General Plan Elements.

27 14. General Plan Amendment No. 721 will not be detrimental to the public health, safety,
28 or welfare.

1 15. General Plan Amendment No. 721 will have a significant effect on the
2 environment, but most of the potential significant effects will be avoided or
3 substantially lessened (reduced to a level of insignificance) by the mitigation
4 measures listed in Board of Supervisors' Resolution No. 2017-246 Certifying
5 Environmental Impact Report (EIR) No. 471, which is incorporated herein in its
6 entirety.

7 16. EIR No. 471 also addresses potential impacts on Aesthetics, Agriculture and Forestry
8 Resources, Air Quality, Cultural Resources, Noise, Population/Housing,
9 Transportation/Traffic, Utilities, and Greenhouse Gas Emissions, which will be only
10 partially avoided or lessened by the mitigation measures listed in Resolution No.
11 2017-246. Accordingly, findings and a statement of overriding considerations were
12 included in Resolution No. 2017-246.

13 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it **ADOPTS** General Plan
14 Amendment No. 721, as described herein and as shown on the Specific Plan Land Use Plan and Exhibit 6
15 titled "CZ07055 GPA00720 GPA00721 SP00342 DA00073," incorporated herein by reference.

16 **C. General Plan Amendment No. 1165** amends the current General Plan land use designation
17 of 7.48 acres from Community Development: Light Industrial (CD: LI) [0.25 - 0.60 FAR]
18 to Community Development: Commercial Retail (CD: CR)[0.20 - 0.35 FAR] and Open
19 Space- Conservation (OS-C), as shown on Exhibit 6 titled "CZ07900 GPA01165
20 CUP03739," attached hereto and incorporated herein by reference. The project site is
21 located within the Temescal Canyon Area Plan in the Second Supervisorial District,
22 specifically located northerly of Cajalco Road, easterly of Temescal Canyon Road, and
23 westerly of Eagle Canyon Road. GPA No. 1165 is associated with Change of Zone No.
24 7900, Conditional Use Permit No. 3739, and the Mitigated Negative Declaration for
25 Environmental Assessment (EA) No. 42871, which were considered concurrently with this
26 amendment at the public hearings before the Planning Commission and Board of
27 Supervisors. The Planning Commission recommended the Board of Supervisors to
28

1 tentatively approve GPA No. 1165 on November 15, 2017. The Board of Supervisors
2 tentatively approved General Plan Amendment No. 1165 on December 5, 2017.

3 **BE IT FURTHER RESOLVED** by the Board of Supervisors, based on the evidence presented on
4 this matter, both written and oral, including Environmental Assessment No. 42871, that:

- 5 1. The site is located within the Temescal Canyon Area Plan.
- 6 2. The Temescal Canyon Area Plan Land Use Map establishes the extent, intensity, and
7 location of land uses within the Temescal Canyon area.
- 8 3. General Plan Amendment No. 1165 is an Entitlement/Policy Amendment.
- 9 4. The project site has an existing General Plan land use designation of Community
10 Development: Light Industrial (CD: LI) [0.25 - 0.60 FAR].
- 11 5. General Plan Amendment No. 1165 will result in changing the land use designation
12 to Community Development: Commercial Retail (CD: CR) [0.20 - 0.35 FAR] and
13 Open Space- Conservation (OS-C), as shown on Exhibit 6.
- 14 6. General Plan Amendment No. 1165 is changing a portion of project site to the Open
15 Space Foundation Component from the Community Development Foundation
16 Component, which is deemed and processed as an Entitlement/Policy Amendment,
17 in accordance to the Riverside County General Plan's Administration Element.
- 18 7. The project site is generally surrounded by properties having a General Plan land use
19 designations of Community Development: Light Industrial (CD: LI) and Open
20 Space: Water (OS:W) to the north and Open Space: Mineral Resources (OS:MIN) to
21 the east.
- 22 8. The project site has an existing zoning classification of Manufacturing - Service
23 Commercial (M-SC) and Mineral Resources (M-R), which is proposed to be rezoned
24 to Scenic Highway Commercial (C-P-S) and Watercourse, Watershed and
25 Conservation Areas (W-1) with the final approval of Change of Zone No. 7900 and
26 adoption of the associated zoning ordinance.
- 27
- 28

- 1 9. A portion of the project's site is being changed from Mineral Resources (M-R) to
2 Watercourse, Watershed and Conservation Areas (W-1) to comply with the Multiple
3 Species Habitat Conservation Plan (MSHCP) requirements.
- 4 10. The project site is generally surrounded by properties having a zoning classification
5 of Manufacturing - Service Commercial (M-SC) and Mineral Resources (M-R) to
6 the north; and Natural Assets (N-A) and Mineral Resources (M-R) to the east.
- 7 11. The project site is surrounded by a contractor equipment storage yard to the south;
8 open space to the east; light industrial to the north; and commercial to the west.
- 9 12. An Entitlement/Policy Amendment may be approved if the change does not involve
10 a change in or conflict with the Riverside County Vision, any General Planning
11 Principle set forth in General Plan Appendix B, any Foundation Component
12 Designation in the General Plan, the change either contributes to the purposes of the
13 General Plan or, at a minimum, would not be detrimental to them, and special
14 circumstances or conditions have emerged that were unanticipated when preparing
15 the General Plan.
- 16 13. General Plan Amendment No. 1165 does not change or conflict with the Riverside
17 County Vision in the following ways :
- 18 a. GPA No. 1165 is consistent with the Conservation and Open Space
19 Resource System topic of the Vision Statement because 2.6 acres of the
20 project site will change from Community Development to Open-Space
21 Conservation. This area will be offered as a dedication, in accordance with
22 the Multiple Species Habitat Conservation Plan (MSHCP).
- 23 b. GPA No. 1165 is consistent with the Jobs and Economy topic of the Vision
24 Statement because it contributes to the growth and diversification of the job
25 base and further improves economic development. The project consists of a
26 5,881 square-foot convenience store, 1,262 square-foot car wash facility, and
27 a 6,549 square-foot fuel canopy that will house twenty fuel pumps. This
28 development creates economic growth by providing jobs for local and area-

1 wide residents, providing growth opportunities for new and existing
2 businesses, and facilitating a tax base from which public services are
3 provided.

4 14. General Plan Amendment No. 1165 will not change or conflict with any principle set
5 forth in General Plan Appendix B, as follows:

6 a. GPA No. 1165 supports the Land and Development Activity Principle under
7 the Economic Development category, which provides, "Focus on availability
8 of vacant, developable land that can accommodate a variety of economic
9 enterprises" (Principle VIII.D.1, Appendix B, p14). Currently, the proposed
10 project site is vacant and is designated and zoned for light industrial
11 development. The project scope proposes to amend the current land use
12 designation to that of Commercial Retail and establish a 5,881 square-foot
13 convenience store, a 1,262 square-foot car wash facility, and a 6,549 square-
14 foot fuel canopy area, which will house ten (10) gas dispensers (20 fuel
15 pumps). The proposed use is located directly east of an existing commercial
16 shopping center and RV storage facilities to the north. Therefore, the
17 proposed project will be consistent with the surrounding uses by offering
18 various employment and service opportunities, due to the project site's close
19 proximity to existing nearby commercial and residential. In addition, the
20 project would also contribute to a variety of economic enterprises due to the
21 project proposing an approximately 1.98 acre future development pad that
22 will be utilized for a separate commercial use in addition to the gas station
23 and convenience mart facility. A separate application will be required for the
24 development of this area.

25 15. GPA No. 1165 would not conflict with any Foundation Component of the General
26 because the western portion of the site will remain Community Development, which
27 is identified as an area appropriate for urban or suburban development, including
28 areas for commercial uses, such as the proposed project. Moreover, the change of an

1 eastern portion of the site into the Open Space Foundation Component is deemed and
2 processed as an Entitlement/Policy Amendment, pursuant to the Administration
3 Element. Thus, the proposed amendment is consistent with the Community
4 Development Foundation Component.

5 16. General Plan Amendment No. 1165 will contribute to achievement of the purposes
6 of the General Plan and the Temescal Canyon Area Plan or, at a minimum, would
7 not be detrimental to the them as described below:

8 a. GPA No. 1165 is consistent with the Temescal Canyon Area Plan Policy TCAP
9 19.1, which states, "Protect sensitive biological resources in the Temescal Canyon
10 Area Plan through adherence to policies found in the Multiple Species Habitat
11 Conservation Plans, Environmentally Sensitive Lands, Wetlands, and Floodplain
12 and Riparian Area Management sections General Plan Multipurpose Open Space
13 Element." The project site is within Criteria Cells 24000 and 2402 within Cell
14 Group C of the Temescal Canyon Area Plan and was subject to the Habitat
15 Evaluation and Acquisition Negotiation Strategy (HANS) Process. The project
16 has completed the Joint Project Review (JPR) process on June 2, 2016, which will
17 result in the protection of sensitive biological resources.

18 b. GPA No. 1165 is consistent with Temescal Canyon Area Plan Policy TCAP 1.4,
19 which states "Preserve the existing riparian stream bed in its existing natural
20 state." The project proponent will offer approximately 2.6 acres as dedicated
21 conserved land, in adherence to the Riverside County MSHCP.

22 17. Special Circumstances or conditions have emerged that were unanticipated in
23 preparing the Riverside County General Plan as described below:

24 a. The special circumstance includes the planned and current road widening,
25 including the proposed upgrade of Cajalco Road to an expressway (Ranging
26 from 128' to 220' ROW) and the upgrade of Temescal Canyon Road to an
27 arterial (128' ROW), which created an ideal location for commercial land use
28 designation. Although the construction of the Cajalco Expressway is still in

1 the planning phases, construction and widening of Temescal Canyon road has
2 commenced and has already increased the number of trips, which supports
3 the change of designation.

4 b. The project site is close in proximity to existing and newly constructed
5 commercial centers in the City of Corona; therefore, converting this property
6 to a commercial designation is now logical. The project site could not have a
7 residential designation due to its proximity to the existing 3M mine to the
8 north. However, a commercial designation could achieve the same buffering
9 effect as the industrial designation.

10 18. General Plan Amendment No. 1165 does not create an internal inconsistency among
11 any of the General Plan Elements.

12 19. General Plan Amendment No. 1165 will not be detrimental to the public health,
13 safety, or welfare.

14 20. The findings of Environmental Assessment (EA) No. 42871, a copy of which is
15 attached hereto and incorporated herein by reference, determined that this General
16 Plan Amendment would not have a significant effect on the environment and resulted
17 in the preparation of a Negative Declaration.

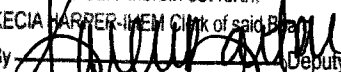
18 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it **ADOPTS** the Negative
19 Declaration for Environmental Assessment No. 42871, based on the findings incorporated in the initial
20 study, and **ADOPTS** General Plan Amendment No. 1165, as described herein and as shown on Exhibit 6,
21 titled "CZ07900 GPA01165 CUP03739," incorporated herein by reference.

22 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the custodians of the documents
23 upon which this decision is based are the Clerk of the Board of Supervisors and the County Planning
24 Department, and that such documents are located at 4080 Lemon Street, Riverside, California.

25 ROLL CALL:

26 Ayes: Jeffries, Tavaglione, Perez and Ashley
27 Nays: None
28 Absent: Washington

The foregoing is certified to be a true copy of a
resolution duly adopted by said Board of Super-
visors on the date therein set forth.

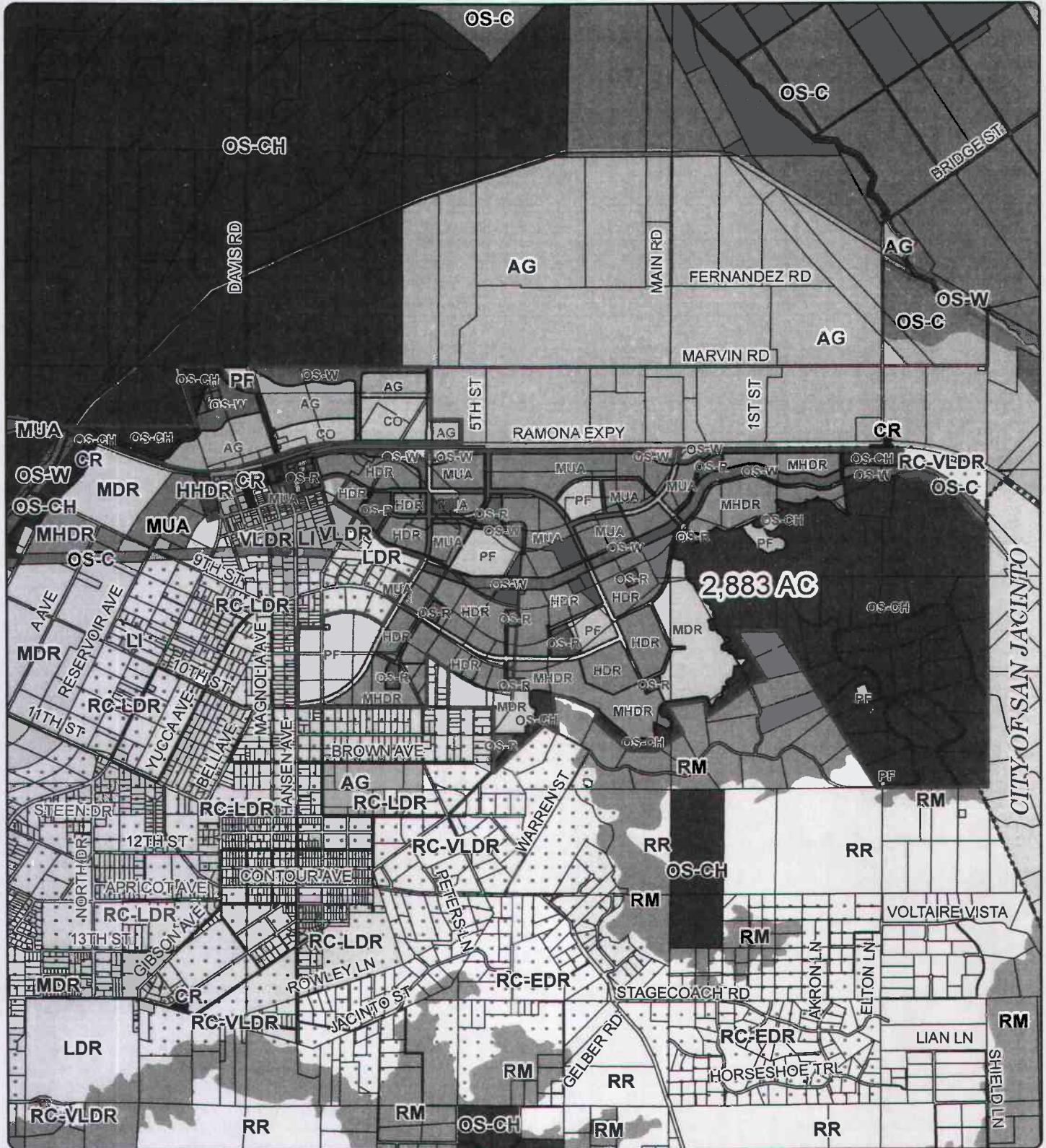
KECIA HARRER-JENEM Clerk of said Board
By  Deputy

RIVERSIDE COUNTY PLANNING DEPARTMENT
 CZ07055 GPA00720 GPA00721 SP00342 DA00073

Supervisor: Ashley
 District 5

PROPOSED GENERAL PLAN

Date Drawn: 08/04/2017
 Exhibit 6



Zoning Area: Lakeview & Hemet/San Jacinto

Author: Vinnie Nguyen



DISCLAIMER: On October 7, 2003, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County parcels. The new General Plan may contain different type of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department offices in Riverside at (951)935-3200 (Western County) or in Palm Desert at (760)863-8277 (Eastern County) or Website <http://planning.rcplma.org>

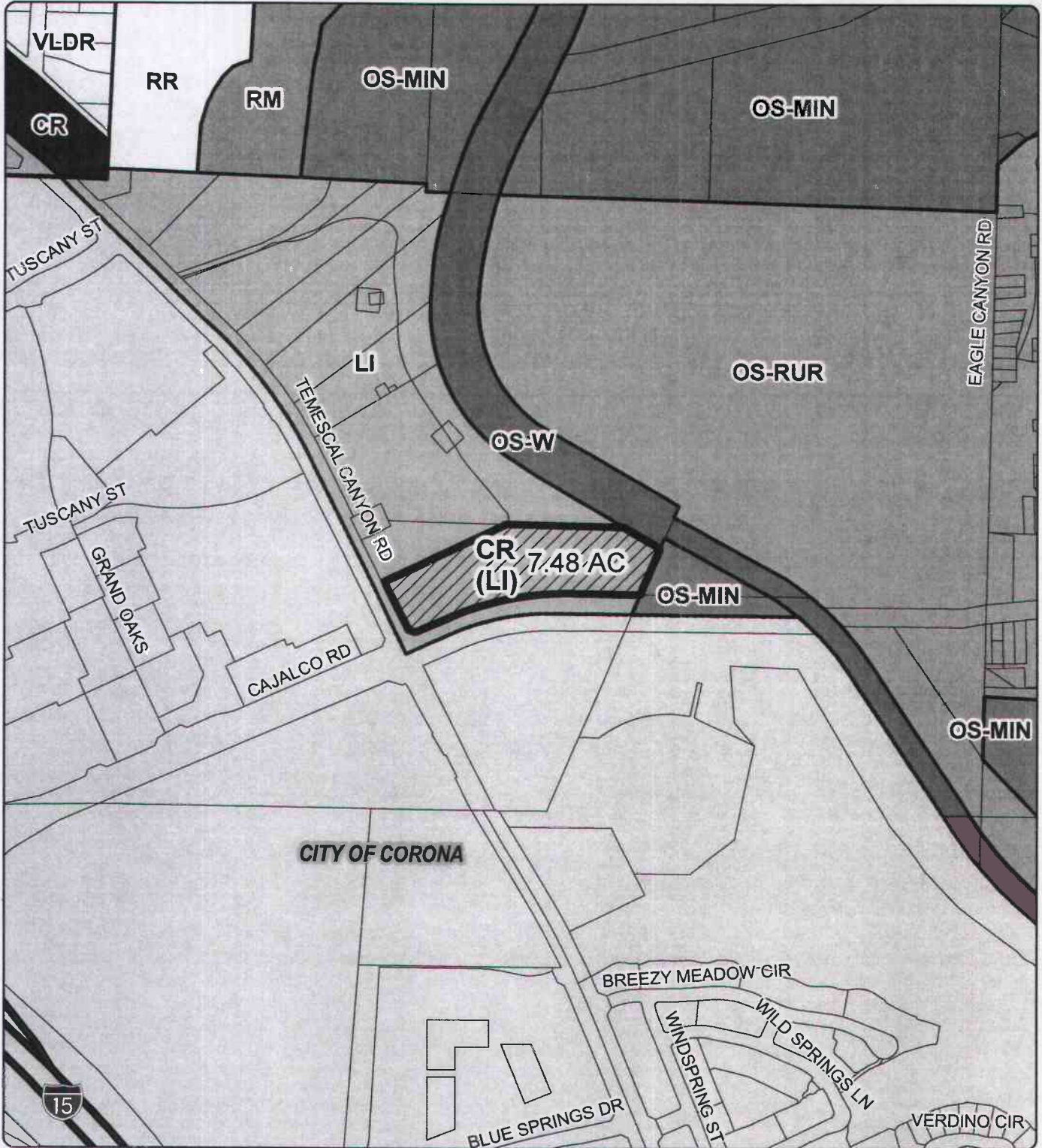
CZ07900 GPA01165 CUP03739

CZ07900 GPA01165 CUP03739

PROPOSED GENERAL PLAN

Supervisor: Tavaglione
District 2

Date Drawn: 05/10/2016
Exhibit 6



Zoning Dist: El Cerrito

Author: Vinnie Nguyen



DISCLAIMER. On October 7, 2003, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County parcels. The new General Plan may contain different type of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department offices in Riverside at (951)955-3200 (Western County) or in Palm Desert at (760)863-8277 (Eastern County) or Website <http://planning.rctdms.org>

COUNTY OF RIVERSIDE

ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY

Environmental Assessment (E.A.) Number: 42871
Project Case Type (s) and Number(s): GPA01165/CZ07900/CUP03739
Lead Agency Name: County of Riverside
Address: P.O. Box 1409, Riverside, CA 92502-1409
Contact Person: Dave Alvarez
Telephone Number: (951) 955-5719
Applicant's Name: Land Development Consultants
Applicant's Address: 11811 N. Tatum Blvd, Suite 1051, Phoenix, AZ 85028

I. PROJECT INFORMATION

Project Description: The proposed Project consists of applications for a General Plan Amendment (GPA01165), a Change of Zone (CZ07900), and a Conditional Use Permit (CUP03739). A summary of the entitlements sought by the Project Applicant associated with the proposed Project is provided below:

General Plan Amendment No. 1165: General Plan Amendment No. 1165 (GPA 1165) proposes to amend the current land use designation from Community Development: Light Industrial (CD: LI) to Community Development: Commercial Retail (CD: CR) and Open Space- Conservation (OS-C).

Change of Zone No. 7900: Change of Zone No. 7900 (CZ 7900) proposes to change the zoning classification of the project site from Manufacturing-Service Commercial (M-SC) and Mineral Resources (M-R) to Scenic Highway Commercial (C-P-S) and Watershed and Conservation Area (W-1).

Conditional Use Permit No. 3739: Conditional Use Permit No. 3739 (CUP 3739) proposes an approximately 5,881 square-foot 24-hour convenience store, 1,262 square-foot car wash facility, and a 6,549 square-foot fuel canopy area that will house twenty (20) fuel pumps, which will be enough for 20 vehicles at a time. The project site will be located within 2.9 acres of the total 7.48 acres. 1.98 acres will be left for future commercial development, but will remain undisturbed until a proposed project is submitted. In addition, 2.6-acres of the site will be offered for dedication in accordance with the Multi Species Habitat Conservation Plan (MSHCP).

A. Type of Project: Site Specific ; Countywide ; Community ; Policy .

B. Total Project Area:

Residential Acres: N/A	Lots: N/A	Units: N/A	Projected No. of Residents: N/A
Commercial Acres: 7.48	Lots: 1	Sq. Ft. of Bldg. Area: 5,881	Est. No. of Employees: 3
Industrial Acres: N/A	Lots: N/A	Sq. Ft. of Bldg. Area: N/A	Est. No. of Employees: N/A
Other: N/A			

C. Assessor's Parcel No(s): 279-231-055

Street References: Northerly of Cajalco Road, easterly of Temescal Canyon Road, and westerly of Eagle Canyon Road.

D. Section, Township & Range Description or reference/attach a Legal Description:
Township 4 South Range 6 West

E. Brief description of the existing environmental setting of the project site and its surroundings:

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

1. **Land Use:** The Project site is located within the Temescal Canyon Area Plan of the Riverside County General Plan. The Project site is currently designated for "Light Industrial (LI)" uses by the General Plan and the Temescal Canyon Area Plan, which allows for industrial and related uses such as warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses with a building intensity range of 0.25-0.60 floor-to-area ratio (FAR). The Project proposes to change the site's land use designation to "Commercial Retail" (CD: CR) (0.20-0.35 FAR) and Open Space-Conservation (OS-C) as part of GPA01165. With approval of GPA01165, the Project would be consistent with the site's General Plan land use designation. The Project site is located within the Temescal Wash Policy Area and the Project would comply with the Temescal Wash Policy Area. The Project site is located within the Sphere of Influence of the City of Corona. The Project would be fully consistent with the City of Corona sphere of influence policies and land use designations for the site. The Project site does not fall within a General Plan Policy Overlay Area.
2. **Circulation:** The Project has adequate circulation facilities and is therefore consistent with the Circulation Element of the General Plan. The proposed Project meets all other applicable circulation policies of the General Plan.
3. **Multipurpose Open Space:** The proposed Project is located in the Temescal Canyon Area Plan of the Western Riverside County Multiple Species Habitat Conservation Plan, Subunit 3, located within the Criteria Cell Group "C", Cells #2400 & #2402. With compliance with all Cell Group and Riverside County Environmental Programs requirements, the proposed Project meets all applicable Multipurpose Open Space policies of the General Plan.
4. **Safety:** The proposed Project allows for sufficient provision of emergency response services to the existing and future users of this Project through the Project's design. The proposed Project meets with all other applicable Safety Element policies.
5. **Noise:** The proposed Project meets all applicable Noise Element policies.
6. **Housing:** The proposed Project is not proposing any residential homes. Accordingly, the Project would not conflict with the General Plan Housing Element policies.
7. **Air Quality:** The proposed Project is conditioned by Riverside County to control any fugitive dust during grading and construction activities. An Air Quality Impact Analysis prepared by RK Engineering Group, Inc. and dated December 17, 2015 determined that the proposed Project would not conflict with the South Coast Air Quality District's (SCAQMD) Air Quality Management Plan (AQMP); would not violate any air quality standard or contribute substantially to an existing or projected air quality violation; would not result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment; would not expose sensitive receptors to substantial pollutant concentrations; and would not create objectionable odors that affect a substantial number of people. The proposed Project meets all applicable Air Quality Element policies.

8. HEALTHY COMMUNITIES: The project is consistent with the policies of the Healthy Communities Element of the General Plan.

B. General Plan Area Plan(s): Temescal Canyon

C. Foundation Component(s): Community Development

D. Land Use Designation(s): Light Industrial

E. Overlay(s), if any: None

F. Policy Area(s), if any: Temescal Wash Policy Area

G. Adjacent and Surrounding:

1. Area Plan(s): Temescal Canyon

2. Foundation Component(s): Community Development to the north; Open Space to the East; City of Corona to the west and south

3. Land Use Designation(s): Community Development: Light Industrial (CD: LI) and Open Space: Water (OS: W) to the north; Open Space to the east; Commercial (City of Corona) to the west; Industrial and Open Space (City of Corona) to the south.

4. Overlay(s), if any: None

5. Policy Area(s), if any: Temescal Wash Policy Area

H. Adopted Specific Plan Information

1. Name and Number of Specific Plan, if any: None

2. Specific Plan Planning Area, and Policies, if any: None

I. Existing Zoning: Manufacturing-Service Commercial (M-SC) and Mineral Resources (M-R)

J. Proposed Zoning, if any: Scenic Highway Commercial (C-P-S) and Watershed and Conservation Areas (W-1)

K. Adjacent and Surrounding Zoning: Manufacturing-Service Commercial (M-SC) and Scenic Highway Commercial (C-P-S) to the north; Commercial (City of Corona) to the west; Industrial and Open Space (City of Corona) to the south.

III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

IV. DETERMINATION

On the basis of this initial evaluation:

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED

I find that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.

I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project, described in this document, have been made or agreed to by the project proponent. **A MITIGATED NEGATIVE DECLARATION** will be prepared.

I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED

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

I find that although all potentially significant effects have been adequately analyzed in an earlier EIR or Negative Declaration pursuant to applicable legal standards, some changes or additions are necessary but none of the conditions described in California Code of Regulations, Section 15162 exist. An **ADDENDUM** to a previously-certified EIR or Negative Declaration has been prepared and will be considered by the approving body or bodies.

I find that at least one of the conditions described in California Code of Regulations, Section 15162 exist, but I further find that only minor additions or changes are necessary to make the previous EIR adequately apply to the project in the changed situation; therefore a **SUPPLEMENT TO THE ENVIRONMENTAL IMPACT REPORT** is required that need only contain the information necessary to make the previous EIR adequate for the project as revised.

I find that at least one of the following conditions described in California Code of Regulations, Section 15162, exist and a **SUBSEQUENT ENVIRONMENTAL IMPACT REPORT** is required: (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; (2) Substantial changes have occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any the following:(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR or negative declaration;(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measures or alternatives; or,(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or negative declaration would substantially reduce one or more significant effects of the project on the environment, but the project proponents decline to adopt the mitigation measures or alternatives.

Signature

Dave Alvarez, Contract Planner

July 14, 2017

Date

For Charissa Leach, P.E., Assistant TLMA
Director

V. ENVIRONMENTAL ISSUES ASSESSMENT

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000-21178.1), this Initial Study has been prepared to analyze the proposed project to determine any potential significant impacts upon the environment that would result from construction and implementation of the project. In accordance with California Code of Regulations, Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency, the County of Riverside, in consultation with other jurisdictional agencies, to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report is required for the proposed project. The purpose of this Initial Study is to inform the decision-makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the proposed project.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
AESTHETICS Would the project				
1. Scenic Resources				
a) Have a substantial effect upon a scenic highway corridor within which it is located?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County General Plan Figure C-9 "Scenic Highways"

Findings of Fact:

a) According to General Plan Figure C-9, *Scenic Highways*, the nearest State Eligible Scenic Highway is Interstate-1 (I-15) located approximately 0.5 miles west of the Project site. There is an existing shopping centers along the eastern side of I-15, which is between I-15 and the project site. The proposed Project would not have a substantial impact on I-15. Accordingly, the proposed Project would not have a substantial effect upon a scenic highway corridor; there would be a less than significant impact.

b) The proposed Project will be located on 2.5 acres of 7.48 acres of undeveloped land. Under existing conditions, the majority of the site is relatively flat and is regularly maintained to prevent overgrowth of vegetation. The proposed Project would not disturb scenic resources.

The proposed Project would not substantially degrade the existing visual character of the site and its surroundings because the proposed Project would be similar in character to an adjacent shopping center to the west of the site.

As indicated above, the Project would not substantially damage scenic resources, including but not limited to, trees, rock outcroppings and unique or landmark features. Additionally, the Project would not obstruct any prominent scenic vista or view open to the public, or result in the creation of an aesthetically offensive site open to the public view. Therefore, impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

2. Mt. Palomar Observatory

a) Interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655?

Source: GIS database, Ord. No. 655 (Regulating Light Pollution)

Findings of Fact:

a) Riverside County Ordinance No. 655 identifies portions of the County that have the potential to adversely affect the Mt. Palomar Observatory. Specifically, Ordinance No. 655 identifies Zone "A" as comprising lands within a 15-mile distance of the observatory, while Zone "B" comprises lands located greater than 15 miles, but less than 45 miles from the observatory. The Project site is located approximately 49.24 miles northwest of the Mt. Palomar Observatory, and is therefore not subject to the provisions of Ordinance No. 655. Therefore there are no impacts.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

3. Other Lighting Issues

a) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

b) Expose residential property to unacceptable light levels?

Source: On-site Inspection, Project Application Description

Findings of Fact:

a-b) All lighting proposed as part of the Project would be required to comply with Riverside County outdoor lighting requirements (Ord. No. 915). Ord No. 915 which regulates outdoor lighting to specifically limit lighting impacts on surrounding uses. Additionally, the amount of exterior lighting anticipated would be similar to existing surrounding exterior lighting on residential parcels. The project would not be any new source of substantial light or glare which would adversely affect day or nighttime views in the area or expose residential property to unacceptable light levels and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

AGRICULTURE & FOREST RESOURCES Would the project

4. Agriculture

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Monitoring Program of the California Resources Agency, to non-agricultural use?				
b) Conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm")?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Riverside County General Plan Figure OS-2 "Agricultural Resources," GIS database, and Project Application Materials.

Findings of Fact:

a) According to "Map My County," the site is designated as "Urban Built-Up Land" and "Grazing Land" and "Farmland of Local Importance". However, the proposed Project would be located entirely within the area designated as "Urban Built-Up Land." Areas surrounding the Project site are designated as "Urban-Built Land," "Grazing Lands," "Farmland of Local Importance," and "Other Lands." No portion of the Project site or immediately surrounding areas contains "Prime Farmland," "Unique Farmland," or "Farmland of Statewide Importance." Accordingly, the Project would not result in the conversion of Farmland to a non-agricultural use, and no impact would occur.

b-c) According to "Map My County," there are no lands on the Project site or in the off-site improvement areas that are located within an agricultural preserve. As such, the Project would have no impacts to any Riverside County Agricultural Preserves. The closest agricultural preserve, Lake Mathews, is located 1.26 miles to the east of the project site.

Additionally, according to mapping information available from the CDC, the Project site is not subject to a Williamson Act Contract. The nearest Williamson Act Contract occurs approximately 5 miles northeast of the Project site. The proposed Project has no potential to conflict with any Williamson Act Contract lands, therefore no impacts are anticipated.

The proposed zoning classification for the Project site is Scenic Highway Commercial (C-P-S). According to "Map My County," zoning classification surrounding the site include Manufacturing-Service Commercial (M-SC) and Scenic Highway Commercial (C-P-S) to the north; Commercial (City of Corona) to the west; Industrial and Open Space (City of Corona) to the south. There are no agriculturally zoned properties within 300-feet of the Project site. Therefore, there would be no impact.

d) Implementation of the proposed Project would replace the site's vacant land with a commercial development. The project has no potential to result in any other direct or indirect impacts to Farmland types beyond what is already evaluated and disclosed above. As such, implementation of the proposed Project would not involve changes in the existing environment, which due to their location or nature, could result in conversion of Farmland to non-agricultural use, and no impact would occur.

Mitigation: No mitigation is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Monitoring: No monitoring is required.

5. Forest

a) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g))?

b) Result in the loss of forest land or conversion of forest land to non-forest use?

c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?

Source: Riverside County General Plan Figure OS-3 "Parks, Forests and Recreation Areas," and Project Application Materials.

Findings of Fact:

a-c) No lands within the Project site are zoned for forest land, timberland, or timberland zoned Timberland production. Therefore, the Project would have no potential to conflict with forest land, timberland, or timberland zoned Timberland Production, nor would the Project result in the loss of forest land or cause other changes in the existing environment which would result in the conversion of forest land to non-forest use. Thus, no impacts would occur and no mitigation is required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

AIR QUALITY Would the project:

6. Air Quality Impacts

a) Conflict with or obstruct implementation of the applicable air quality plan?

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

d) Expose sensitive receptors which are located within 1 mile of the project site to project substantial point source emissions?

e) Involve the construction of a sensitive receptor located within one mile of an existing substantial point source emitter?

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Air Quality and Greenhouse Gases Impact Study County of Riverside, California, prepared by RK Engineering Group, Inc., December 17, 2015

Please refer to Section 1.0 (Executive Summary), and Section 2.0 (Regulatory Framework and Background) of the *AQ/GHG Study*, for additional details utilized for the impact analysis below. These Sections are summarized as follows:

- Section 1.0: Executive Summary
 - 1.1: Purpose of Methods of Analysis
 - 1.2: Project Summary
 - 1.2.1: Site Location
 - 1.2.2: Project Description
 - 1.2.3: Sensitive Receptors
 - 1.3: Summary of Analysis Results
- Section 2.0: Regulatory Framework and Background
 - 2.1: Air Quality Regulatory Setting
 - 2.1.1: National and State
 - 2.1.2: South Coast Air Quality Management District

a) An Air Quality Management Plan (AQMP) describes air pollution control strategies to be taken by a City, County, or Region classified as a nonattainment area. The main purpose of an AQMP is to bring the area into compliance with Federal and State air quality standards. The California Environmental Quality Act (CEQA) requires that certain proposed projects be analyzed for consistency with the AQMP. For a project to be consistent with the AQMP adopted by the South Coast Air Quality Management District (SCAQMD), the pollutants emitted from the Project should not exceed the SCAQMD daily threshold or cause a significant impact on air quality, or the project must already have been included in the AQMP projection. However, if feasible, mitigation measures are implemented and shown to reduce the impact level from significant to less than significant, a project may be deemed consistent with the AQMP. The AQMP uses the assumptions and projections of local planning agencies to determine control strategies for regional compliance status. Since the AQMP is based on the local General Plan, projects that are deemed consistent with the General Plan are found to be consistent with the AQMP.

The proposed Project would accommodate the growth that has been projected for the Project vicinity and sub-region through the construction of needed infrastructure, thus removing an impediment to growth within areas adjacent to the Project area. Emissions projections used to establish SCAQMD attainment objectives reflect adopted regional and local land use plans, in this case, the Riverside County General Plan. Therefore, the emissions associated with the proposed Project are within the amounts already accounted for in the AQMP, and no significant inconsistency with the AQMP would occur. No impacts are anticipated. No mitigation is required.

b) The Project is located in the County of Riverside and is within the South Coast Air Basin (basin). To the west of the basin is the Pacific Ocean. To the north and east of the basin are the San Gabriel, San Bernardino, and San Jacinto mountains, while the southern limit of the basin is the San Diego County line. The basin consists of Orange County, all of Los Angeles County except for the Antelope Valley, the non-desert portion of western San Bernardino County, and the western and Coachella Valley

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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portions of Riverside County. The air quality in the basin is impacted by dominant airflows, topography, atmospheric inversions, location, season, and time of day.

Local Climate and Meteorology

Dominant airflows provide the driving mechanism for transport and dispersion of air pollution. The mountains surrounding the region form natural horizontal barriers to the dispersion of air contaminants. Air pollution created in the coastal areas and around the Los Angeles area is transported inland until it reaches the mountains where the combination of mountains and inversion layers generally prevent further dispersion. This poor ventilation results in a gradual degradation of air quality from the coastal areas to inland areas. Air stagnation may occur during the early evening and early morning periods of transition between day and nighttime flows. The region also experiences periods of hot, dry winds from the desert, known as Santa Ana winds. If the Santa Ana winds are strong, they can surpass the sea breeze, which blows from the ocean to the land, and carry the suspended dust and pollutants out to the ocean. If the winds are weak, they are opposed by the sea breeze and cause stagnation, resulting in high pollution events.

The local dominant wind blows predominantly from the south-southwest with relatively low velocities. The annual average annual wind speed is about 10 mph. Summer wind speeds average slightly higher than winter wind speeds. Low average wind speeds, together with a persistent temperature inversion limit the vertical dispersion of air pollutants throughout the basin.

The annual average temperature varies little throughout much of the basin, ranging from the low to middle 60s, measured in degrees Fahrenheit (°F). With more pronounced oceanic influence, coastal areas show less variability in annual minimum and maximum temperatures than inland areas where the project site is located.

The climatological station closest to the project site is a National Weather Service Cooperative weather station located at Corona. Climatological data from the National Weather Service at this station spanning the period 1908-1988 indicate an annual average temperature of 63.25° Fahrenheit, with January the coldest month (mean minimum daily temperatures of 39.7° Fahrenheit) and July, the warmest month of the year (mean daily maximum temperatures of 92.3° Fahrenheit).

The majority of the annual rainfall in the basin occurs between November and April. Summer rainfall is minimal and is generally limited to scattered thunderstorms in the coastal regions and slightly heavier showers in the eastern portion of the basin along the coastal side of the mountains. The climatological data from the Corona National Weather Service Coop station spanning the period 1908-1988 indicate an annual average precipitation of 12.71 inches. Ninety (90) percent of the annual rainfall occurs during the November to April rain season. The highest monthly average rainfall occurs during February. Year to year patterns in rainfall are unpredictable due to fluctuations in the weather. General meteorological data for the area, as measured at the Corona weather station, are presented in Table 3.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**TABLE 3
Meteorological Summary¹**

Month	Value 1	Value 2	Value 3
January	65.3	39.7	2.61
February	67.7	41.2	2.62
March	70.5	42.8	2.00
April	74.9	45.7	0.98
May	79.3	49.9	0.26
June	85.5	53.7	0.04
July	92.3	57.7	0.02
August	92.2	58.3	0.09
September	89.1	55.6	0.25
October	81.6	50.2	0.55
November	73.5	44.6	1.14
December	66.8	40.4	2.15
Annual Average	78.2	48.3	12.71

Temperature inversions are another important feature that limits the vertical depth through which pollution can be mixed. During the summer, coastal areas are characterized by a sharp discontinuity between the cool marine air at the surface and the warm, sinking air aloft within the high-pressure cell over the ocean to the west. This marine/subsidence inversion allows for good local mixing, but acts like a giant lid over the Basin. The air remains stagnant, as the average wind speed in downtown Los Angeles becomes less than five mph. A second type of inversion forms on clear winter nights when cold air off the mountains to the south sinks to the valley floor while the air aloft over the valley remains warm. This forms radiation inversions. These inversions, in conjunction with calm winds, trap pollutants such as those from automobile exhaust near their source. They lead to air pollution “hotspots” in heavily developed coastal areas of the basin, but onshore breezes often push the pollutants along canyons into the inland valleys. Summers are often periods of hazy visibility and occasionally unhealthy air, while winter air quality impacts tend to be highly localized and can consist of elevated levels of nitrogen dioxide and fine particulate matter.

Local Air Quality

The local air quality can be evaluated by reviewing relevant air pollution concentrations near the project area. For evaluation purposes, the South Coast Air Quality Management District (SCAQMD) has divided the basin into 36 Source Receptor Areas (SRA) within the basin operating monitoring stations in most of the areas. These SRAs are designated to provide a general representation of the local meteorological, terrain, and air quality conditions within the particular geographical area. The Project is within SRA 22, Norco / Corona. This station monitors PM10 pollutant levels. The Metropolitan Riverside County 1 Station, SRA 23, measures CO, O3, PM2.5, NOx, and SO2. The pollutant levels from SRA 22 and 23 were used to comprise a “background” for the Project location.

Table 4 summarizes 2012 through 2014 published monitoring data, which is the most recent 3-year period available. The data shows that during the past few years, the Project area has exceeded the ozone, PM10, and PM2.5 standards.

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

TABLE 4
Air Quality Monitoring Summary

Carbon Monoxide from Metropolitan Riverside County 1 Station	1 Hour	Max 1-Hour (ppm)	-	-	2.0
		Days > State Standard (20 ppm)	-	-	0
		Days > National Standard (35 ppm)	-	-	0
	8 Hour	Max 8 Hour (ppm)	1.6	2.0	1.9
		Days > State Standard (9 ppm)	0	0	0
		Days > National Standard (9 ppm)	0	0	0
Ozone from Metropolitan Riverside County 1 Station	1 Hour	Max 1-Hour (ppm)	0.126	0.123	0.141
		Days > State Standard (0.09 ppm)	27	13	29
		Max 8 Hour (ppm)	0.102	0.103	0.104
	8 Hour	Days > State Standard (0.07 ppm)	70	38	69
		Days > National Standard (0.075 ppm)	47	26	41
		Max 24-Hour ($\mu\text{g}/\text{m}^3$)	52.0	58.0	65.0
Coarse Particles (PM10) from Norco/Corona Station	24 Hour	Days > State Standard (50 $\mu\text{g}/\text{m}^3$)	1	2	3
		Days > National Standard (150 $\mu\text{g}/\text{m}^3$)	0	0	0
		Annual Average ($\mu\text{g}/\text{m}^3$)	26.6	28.3	30.9
	Annual	Exceeded > State Standard (20 $\mu\text{g}/\text{m}^3$)	YES	YES	YES
		Max 24-Hour ($\mu\text{g}/\text{m}^3$)	38.1	60.3	N/A
		Days > National Standard (35 $\mu\text{g}/\text{m}^3$)	7	6	N/A
Fine Particulates (PM2.5) from Metropolitan Riverside County 1 Station	Annual	Annual Average ($\mu\text{g}/\text{m}^3$)	13.51	12.50	N/A
		Exceeded > State Standard (12 $\mu\text{g}/\text{m}^3$)	YES	YES	N/A
		Exceeded > National Standard (15 $\mu\text{g}/\text{m}^3$)	NO	NO	N/A
Nitrogen Dioxide from Metropolitan Riverside County 1 Station	1 Hour	Max 1-Hour (ppm)	0.0617	0.0596	0.0599
		Days > State Standard (0.18 ppm)	0	0	0
		Annual Average (ppm)	0.0155	0.0173	0.0151
	Annual	Exceeded > State Standard (0.030 ppm)	NO	NO	NO
		Exceeded > National Standard (0.053 ppm)	NO	NO	NO
		Max 1 Hour (ppm)	0.0043	0.0081	0.0056
Sulfur Dioxide from Metropolitan Riverside County 1 Station	1 Hour	Days > State Standard (0.04 ppm)	0	0	0
		Days > National Standard (0.14 ppm)	0	0	0

Source: EPA and ARB websites www.epa.gov/air/data.index.html and www.arb.ca.gov/adam/welcome.html
 $\mu\text{g}/\text{m}^3$ = micrograms per cubic meter
 ARB = California Air Resource Board
 EPA = Environmental Protection Agency
 ppm = part per million

Attainment Status

The EPA and the ARB designate air basins where ambient air quality standards are exceeded as "nonattainment" areas. If standards are met, the area is designated as an "attainment" area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered "unclassified." National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards. Each standard has a different definition, or 'form' of what constitutes attainment, based on specific air quality statistics. For example, the Federal 8-hour CO standard is not to be exceeded more than once per year; therefore, an area is in attainment of the CO standard if no more than one 8-hour ambient air monitoring values exceeds the threshold per year. In contrast, the federal annual PM2.5 standard is met if the three-year average of the annual average PM2.5 concentration is less than or equal to the standard. Table 5 lists the attainment status for the criteria pollutants in the Basin.

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

TABLE 5
South Coast Air Basin Attainment Status

	Nonattainment	Nonattainment (Extreme)
Ozone	Nonattainment	Nonattainment (Extreme)
Carbon monoxide	Attainment	Attainment
Nitrogen dioxide (annual)	Attainment	Attainment
Nitrogen dioxide (1-hour)	Attainment	Attainment
Sulfur dioxide	Attainment	Attainment
PM ₁₀	Nonattainment	Attainment
PM _{2.5}	Nonattainment	Nonattainment
Lead	Attainment	Nonattainment (Partial) ¹

¹ Partial Nonattainment designation – Los Angeles County portion of Basin only.
Source: State status from California Air Resources Board. <http://www.arb.ca.gov/design/adm/adm.htm>

Modeling Parameters and Assumptions

a- Construction

Emissions were estimated using the California Emissions Estimator Model Version 2013.2.2 (CalEEMod), which was released October 2, 2013. The analysis reflects convenience store with 20 fueling positions. Construction would start in early 2016 and be complete later in 2016. The project is anticipated to be operational by 2016. The project will export approximately 5,560 net cubic yards of soil. Please see the CalEEMod output in Appendix A for details.

TABLE 7
Construction Equipment Assumptions¹

Equipment	Quantity	Hours per Day	Days per Week	Load Factor	Equivalent Weight (lbs)	
Site Preparation	Graders	1	8	174	0.41	1.5
	Tractors/Loaders/Backhoes	1	7	97	0.37	
	Scrapers	1	8	361	0.48	
Grading of main site	Rubber Tired Dozers	1	8	255	0.40	2
	Tractors/Loaders/Backhoes	2	7	97	0.37	
	Graders	1	8	174	0.41	
Building construction	Generator Sets	1	8	84	0.74	--
	Cranes	1	8	226	0.29	
	Forklifts	2	7	89	0.20	
	Tractors/Loaders/Backhoes	1	6	97	0.37	
	Welders	3	8	46	0.45	
Paving of parking lots and roads, road striping	Cement and Mortar Mixers	1	8	9	0.56	--
	Pavers	1	8	125	0.42	
	Rollers	2	8	80	0.38	
	Tractors/Loaders/Backhoes	1	8	97	0.37	
Architectural Coating	Paving Equipment	1	8	130	0.36	--
	Air Compressors	1	6	78	0.48	

¹ Source: CalEEMod defaults
² Source: Calculation details for CalEEMod Appendix A

Other parameters which are used to estimate construction emissions such as the worker and vendor trips and trip lengths utilize the CalEEMod defaults. The trips assumptions are also available in Appendix A.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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b- Grading

The quantity of fugitive dust estimated by CalEEMod is based on the number of equipment used during grading. Tractors, graders and dozers would impact 2.0 acres per 8-hour day if all were used simultaneously. Therefore, considering the equipment assumed during grading, there would be a worst-case 2 acres disturbed per day on the site.

SCAQMD Rule 403 requires fugitive dust generating activities follow best available control measures to reduce emissions of fugitive dust. These measures are accounted for in CalEEMod as "mitigation" because the model categorizes the measures as "mitigation," even though they are technically not mitigation.

Other parameters which are used to estimate construction emissions such as worker and vendor trips and trip lengths utilize the CalEEMod defaults. The trip assumptions are also available in Appendix A.

c- Operations

Operational or long-term emissions occur over the life of the Project. Both mobile and area sources generate operational emissions. Area source emissions arise from consumer product usage, heaters that consume natural gas, gasoline-powered landscape equipment, gasoline service station, and architectural coatings (painting). Mobile source emissions from motor vehicles are the largest single long-term source of air pollutants from the operation of the Project and consist of emissions from visitors' vehicles. Small amounts of emissions would also occur from area sources such as the consumption of natural gas for heating, hearths, from landscaping emissions, and consumer product usage.

The operational emissions were estimated using the California Emissions Estimator Model Version 2013.2.2 (CalEEMod).

d- Motor Vehicle Emissions

Estimates of motor vehicle emissions require information on four parameters: trip generation, mix of vehicles accessing the Project (i.e., car versus type of truck), length of each trip made by each type of vehicle, and emission factor (quantity of emission for each mile traveled or time spent idling by each vehicle). Each of these parameters is discussed below.

Non-Residential Trips

Trip lengths were based on the default values and ratios. Vehicle trip assumptions are shown in Table

**TABLE 8
Operational Vehicle Trip Assumptions¹**

Land Use	Trip Length (miles) Non-Residential			Percent of Trips (%) Non-Residential		
	C-C	C-TV	C-TV	C-C	C-TV	C-TV
Convenience Market with Gas Pumps	16.6	8.4	6.9	0.8	80.2	19.0

8.
1 CalEEMod default

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

The trip generation rates incorporated into CalEEMod are from ITE 9th Edition Manual and are outlined in Table 9. It should be noted that ITE does not provide a Saturday or Sunday daily trip rate for a gas station with a convenience store and car wash, therefore the weekday daily rate was utilized.

**TABLE 9
Trip Generation Rates¹**

Land Use	Capacity	Units	Trip Generation Rate (Trips/Day)		
			Weekday	Saturday	Sunday
Convenience Market with Gas Pumps	20	Pumps	152.84	152.84	152.84

1 ITE Trip Generation, 9th Edition

2 ITE does not provide daily trip rates for Saturday and Sunday. Weekday trips rates are used.

The vehicle mix in the CalEEMod model is based on default values and is shown in Table 10.

**TABLE 10
Vehicle Mix for Trips¹**

Light Duty Automobile (LDA)	51.43%
Light Duty Truck (LDT1)	6.03%
Light Duty Truck (LDT2)	18.01%
Medium Duty Truck (MDV)	13.95%
Light Heavy Truck (LHD1)	4.20%
Light Heavy Truck (LHD2)	0.66%
Medium Heavy Truck (MHD)	1.58%
Heavy Heavy Truck (HHD)	2.99%
Other Bus (OBUS)	0.19%
Urban Bus (UBUS)	0.25%
Motorcycle (MCY)	0.43%
School Bus (SBUS)	0.06%
Motor Home (MH)	0.21%
Total	100.0%

1 CalEEMod Defaults

Emission Factors

The emission factors (from EMFAC2011) required to estimate the mobile source emissions are embedded in the CalEEMod emissions model.

e- Other Emissions

Natural Gas. Natural gas emissions refer to the emissions that occur when natural gas is combusted on the project site for heating water, space heating, stoves, or other uses. Criteria air pollutant and greenhouse gas emissions were estimated using CalEEMod defaults.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Indirect Electricity. Indirect electricity refers to the greenhouse gas emissions generated by offsite power plants to supply the electricity required for the project. The CalEEMod defaults for energy intensity were used.

Water Transport. There would be greenhouse gas emissions generated from the electricity required to supply and treat the water to be used on the project site. The CalEEMod defaults for water use were used.

f- Localized Construction Analysis Modeling Parameters

The SCAQMD has published a “Fact Sheet for Applying CalEEMod to Localized Significance Thresholds” (South Coast Air Quality Management District 2011b). CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily disturbance activity possible for each piece of equipment. In order to compare CalEEMod reported emissions against the localized significance threshold lookup tables, the CEQA document should contain in its project design features or its mitigation measures the following parameters:

- 1) The off-road equipment list (including type of equipment, horsepower, and hours of operation) assumed for the day of construction activity with maximum emissions.
- 2) The maximum number of acres disturbed on the peak day.
- 3) Any emission control devices added onto off-road equipment.
- 4) Specific dust suppression techniques used on the day of construction activity with maximum emissions.

The local air quality emissions from construction were analyzed using the SCAQMD’s Mass Rate Localized Significant Threshold Look-up Tables and the methodology described in Localized Significance Threshold Methodology, prepared by SCAQMD, revised July 2008. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM10, and PM2.5 from the proposed project could result in a significant impact to the local air quality.

Sensitive receptors include residences, schools, hospitals, and similar uses that are sensitive to adverse air quality. Nearby existing sensitive receptors in the project vicinity include existing residential units approximately 450 meters to the south. To demonstrate a conservative approach, 200 meters to the nearest sensitive receptor was used for the lookup tables.

g- Localized Operational Analysis Modeling Parameters

For operational emissions, the screening tables for a disturbance area of 2 acres and a distance of 200 meters were utilized to determine significance. The tables were compared to the project’s operational emissions.

h- Regional Significance Thresholds for Construction Emissions

The following CEQA significance thresholds for construction emissions are established for the Basin:

- 75 pounds per day (lbs/day) of ROC
- 100 lbs/day of NOx
- 550 lbs/day of CO
- 150 lbs/day of PM10

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- 55 lbs/day of PM2.5
- 150 lbs/day of SO2

Projects in the basin with construction-related emissions that exceed any of the emission thresholds are considered to be significant under SCAQMD guidelines.

i- Regional Significance Thresholds for Operational Emissions

The daily operational emissions significance thresholds for the basin are as follows:

- 55 pounds per day (lbs/day) of ROC
- 55 lbs/day of NOx
- 550 lbs/day of CO
- 150 lbs/day of PM10
- 55 lbs/day of PM2.5
- 150 lbs/day of SO2

j- Local Microscale Concentration Standards

The significance of localized project impacts under CEQA depends on whether ambient CO levels in the vicinity of the project are above or below State and federal CO standards. If ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a State or federal standard, project emissions are considered significant if they increase 1-hour CO concentrations by 1.0 ppm or more or 8-hour CO concentrations by 0.45 ppm or more. The following are applicable local emission concentration standards for CO:

- California State 1-hour CO standard of 20.0 ppm
- California State 8-hour CO standard of 9.0 ppm

k- Thresholds for Localized Significance

LSTs represent the maximum emissions from a project site that is not expected to result in an exceedance of the national or state AAQS shown in Table 4. LSTs are based on the ambient concentrations of that pollutant within the project source receptor area (SRA) and the distance to the nearest sensitive receptor. For this project, the appropriate SRA for the LST is the Corona area.

In the case of CO and NO2, if ambient levels are below the standards, a project is considered to have a significant impact if project emissions result in an exceedance of one or more of these standards. If ambient levels already exceed a State or federal standard, then project emissions are considered significant if they increase ambient concentrations by a measurable amount. This would apply to PM10 and PM2.5, both of which are non-attainment pollutants. For these two, the significance criteria are the pollutant concentration thresholds presented in SCAQMD Rules 403. The Rule 403 threshold of 10.4 micrograms per cubic meter applies to construction emissions (and may apply to operational emissions at aggregate handling facilities).

Construction LSTs are assessed with the SCAQMD screening thresholds. Construction thresholds for a 2-acre site in the Corona SRA (SRA 22) at 200 meters were utilized:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- 378 lbs/day of NOX
- 5,183 lbs/day of CO
- 81 lbs/day of PM10
- 25 lbs/day of PM2.5

Operational LSTs are assessed with the SCAQMD screening thresholds. Operational thresholds for a 2-acre site in the Corona SRA (SRA 22) at 200 meters were utilized:

- 378 lbs/day of NOX
- 5,183 lbs/day of CO
- 20 lbs/day of PM10
- 6 lbs/day of PM2.5

Regional Air Quality Emission Impact

a- Regional Construction Emissions

CalEEMod was used to estimate onsite and offsite construction emissions and the results are shown in Table 11. The construction emissions incorporate Rule 403. The project's construction emissions will be below the SCAQMD thresholds of significance for regional construction emissions. Therefore, the project will have a less than significant impact.

**TABLE 11
Regional Significance - Construction Emissions**

Activity	NOX	PM10	CO	SO2	PM2.5	PM10/PM2.5
Site Preparation	5.17	69.95	46.05	0.13	4.44	2.58
Grading	2.89	30.00	20.28	0.02	2.17	1.77
Building Construction	3.73	24.83	17.18	0.03	1.68	1.57
Paving	1.84	18.01	13.12	0.02	1.27	1.08
Architectural Coating	6.72	2.38	1.95	0.00	0.21	0.20
Maximum ¹	8.56	69.95	46.05	0.13	4.44	2.58
SCAQMD Threshold	75	100	550	150	150	55
Exceeds Threshold (?)	No	No	No	No	No	No

¹ Construction activities are not expected to overlap except during paving and painting; therefore, the maximum emissions represent the largest of each activity alone except for painting and paving which are combined.

b- Localized Construction Emissions

Table 12 illustrates the construction related LSTs for the project area. The emissions will be below the SCAQMD thresholds of significance for localized construction emissions. Therefore, the Project will not result in significant localized construction emissions.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**TABLE 12
Construction Localized Significance**

On-site Emissions	46.05	69.95	4.44	2.58
SCAQMD Construction Threshold ²	5,183	378	81	25
Exceeds Threshold (?)	No	No	No	No

1 Reference LST thresholds are from 2006-2008 SCAQMD Mass rate Localized Significant Thresholds for construction and operation Tables C-1 through C-6 for a disturbance area of 2 acres and at a receptor distance of 200 meters.
2 Reference: Source Receptor Area 22 Thresholds.

Fugitive Dust

Fugitive dust emissions are generally associated with land clearing and exposure of soils to the air and wind, and cut-and-fill grading operations. Dust generated during construction varies substantially on a project-by-project basis, depending on the level of activity, the specific operations, the equipment being operated, local soils, and weather conditions at the time of construction.

The proposed project will be required to comply with SCAQMD Rules 402 and 403 to control fugitive dust. Table 11 illustrates total construction emissions, i.e., fugitive-dust emissions and construction equipment exhausts that have incorporated a number of feasible control measures that can be reasonably implemented to significantly reduce PM10 emissions from construction. Table 11 illustrates that for all construction phases, the daily total construction emissions with standard control measures would be below the daily thresholds established by the SCAQMD. Therefore, the project would cause less than significant Fugitive Dust emissions.

Odors

Heavy-duty equipment in the Project area during construction will emit odors; however, the construction activity would cease to occur after individual construction is completed. The project is required to comply with Rule 402 during construction. No other sources of objectionable odors have been identified for the proposed Project. Therefore, the Project will not result in significant Odors.

Naturally Occurring Asbestos

The proposed Project is located in Riverside County which is not among the counties that are found to have serpentine and ultramafic rock in their soils. Therefore, the potential risk for naturally occurring asbestos (NOA) during project construction is small and less than significant.

Construction-Related Toxic Air Contaminant Impact

The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed project. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of "individual cancer risk". "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Given the relatively limited number of heavy-duty construction equipment and the short-term construction schedule, the proposed project would not result

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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in a long-term (i.e., 70 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. Therefore, no significant short-term toxic air contaminant impacts would occur during construction of the proposed project.

Operational Air Quality Emissions Impact

a- Regional Operational Emissions

Long-term air pollutant emission impacts are those associated with stationary sources and mobile sources involving any project-related changes. The stationary source emissions would come from additional natural gas consumption for on-site buildings and electricity for the lighting in the buildings and at the parking area. Based on trip generation factors, long-term operational emissions associated with the proposed Project, calculated with the CalEEMod model, are shown in Table 13. Area sources include architectural coatings, consumer products, and landscaping. Energy sources include natural gas consumption for heating.

Table 13 shows the operational emissions as a result of the project. The emissions are below the SCAQMD daily emission thresholds. Therefore, the project will not result in significant regional operational emissions.

**TABLE 13
Regional Significance - Operational Emissions (lbs/day)**

Category	SO ₂	NO _x	CO	PM ₁₀	PM _{2.5}	VOC
Area Sources	0.29	0.00	0.00	0.00	0.00	0.00
Energy Sources	0.00	0.01	0.01	0.00	0.00	0.00
Mobile Sources	8.22	9.65	47.69	0.06	3.97	1.13
Total: Area Sources + Energy + Mobile	8.51	9.66	47.70	0.06	3.97	1.13
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold (?)	No	No	No	No	No	No

b- Localized Operational Emissions

Table 14 shows the calculated emissions for the proposed operational activities compared with appropriate LSTs. The LST analysis only includes on-site sources; however, the CalEEMod software outputs do not separate on-site and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown in Table 14 include all on-site project-related stationary sources and 5% of the project-related new mobile sources. This percentage is an estimate of the amount of project-related new vehicle traffic that will occur on-site.

Table 14 indicates that the operational emission rates would not exceed the LST thresholds for the nearest sensitive receptors at 200 meters. Therefore, the Project will not result in significant Localized Operational emissions.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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TABLE 14
Localized Significance - Operational Emissions

On-site Emissions ²	2.40	0.49	0.2	0.06
SCAQMD Operation Threshold ³	5,183	378	20	6
Exceeds Threshold (?)	No	No	No	No

1 Reference LST thresholds are from 2006-2008 SCAQMD Mass rate Localized Significant Thresholds for construction and operation Table C-1 through C-6 for a disturbance area of 2 acres and at a receptor distance of 200 meters.
 2 Per LST methodology, mobile source emissions do not need to be included except for land use emissions and on-site vehicle emissions. It is estimated that approximately 5% of mobile emissions will occur on the project site.
 3 Reference: Source Receptor Area 22 Thresholds.

CO Hot Spot Emissions

The SCAQMD recommends that a local CO hot spot analysis be conducted if the intersection meets one of the following criteria: 1) the intersection is at level of service (LOS) D or worse and where the project increases the volume to capacity ratio by 2 percent, or 2) the project decrease at an intersection from C to D.

Micro-scale air quality emissions have traditionally been analyzed in environmental documents where the air basin was a non-attainment area for CO. However, the SCAQMD has demonstrated in the CO attainment re-designation request to EPA that there are no "hot spots" anywhere in the air basin, even at intersections with much higher volumes, much worse congestion, and much higher background CO levels than anywhere in Riverside County. If the worst-case intersections in the air basin have no "hot spot" potential, any local impacts will be below thresholds.

The project will not require additional mitigation measures as the project's emissions are below the SCAQMD's significance thresholds. Therefore impacts are considered less than significant.

c) "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects). As shown in the analysis in response to 3.b, above, local and regional Project construction and operational impacts are less than significant. Therefore, implementation of the proposed Project will not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors). Impacts are less than significant.

d) The local air quality emissions from construction were analyzed using the SCAQMD's Mass Rate Localized Significant Threshold Look-up Tables and the methodology described in Localized Significance Threshold Methodology, prepared by SCAQMD, revised July 2008. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM10, and PM2.5 from the proposed project could result in a significant impact to the local air quality.

Sensitive receptors include residences, schools, hospitals, and similar uses that are sensitive to adverse air quality. Nearby existing sensitive receptors in the project vicinity include existing residential units approximately 450 meters to the south. To demonstrate a conservative approach, 200 meters to the nearest sensitive receptor was used for the lookup tables.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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As shown in the analysis in response to 6.b, above, local and regional Project construction and operational impacts are less than significant. Therefore, implementation of the proposed Project will not expose sensitive receptors which are located within 1 mile of the Project site to Project substantial point source emissions. Impacts are considered less than significant.

e) A fueling station is not considered a sensitive receptor. Sensitive receptors are considered land uses or other types of population groups that are more sensitive to air pollution than others due to their exposure. Sensitive population groups include children, the elderly, the acutely and chronically ill, and those with cardio-respiratory diseases. Therefore, this issue is not applicable. Therefore, impacts are considered less than significant.

f) Heavy-duty equipment in the Project area during construction will emit odors. The Project is required to comply with Rule 402 during construction. Rule 402 requires that a person not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property. No other sources of objectionable odors have been identified for the construction phase of the proposed Project. While the Project may create objectionable odors during construction, these are of short-duration, and will cease once the construction phase of development is completed.

Standard building design filters and exhaust systems will be required as part of the proposed project and would be expected to suppress any potentially objectionable odors. No other sources of objectionable odors have been identified for the operations phase of the proposed Project. As stated above, the Project is required to comply with Rule 402. Odors from the fueling station and operations are not expected to meet the criteria of being a nuisance. Therefore, impacts are considered less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

BIOLOGICAL RESOURCES	Would the project			
7. Wildlife & Vegetation				
a) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U. S. Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Western Riverside County Multiple Species Habitat Conservation Plan (Adopted June 2003), MSHCP Consistency Analysis/Habitat Assessment Including Burrowing Owl & Narrow Endemic Plant Species prepared by Archon Consulting Co. Revised April 2016; Joint Project Review No. 16-03-17-01 dated June 2, 2016

Findings of Fact:

a) The project site (APN 279-231-055) is located within the Western Riverside County Multiple Species Habitat Conservation Plan. The project site is within Criteria Cells 2400 and 2402 within Cell Group C of the Temescal Canyon Area Plan and is therefore subject to the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process. A HANS application (HANS 2272) was submitted to the County of Riverside on October 19, 2015 and it was determined that the MSHCP criteria describes conservation in the eastern portion of the project site along Temescal Wash. The project has completed the Joint Project Review (JPR) process (JPR No. 16-03-17-01 dated June 2, 2016). The County of Riverside has conditioned the project to convey the 2.15-acre MSHCP conservation area to the Western Riverside Regional Conservation Authority (RCA) prior to grading permit issuance.

In addition to the HANS process, the project is required to be consistent with Section 6.0 of the MSHCP. A summary of the consistency analysis is provided herein.

MSHCP Section 6.1.2 (Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools)

The western portion of the project site contains Temescal Creeek Wash, which meets the riparian habitat criteria. The County of Riverside has conditioned the project to convey the 2.15-acre MSHCP conservation area to the Western Riverside Regional Conservation Authority (RCA) prior to grading permit issuance.

According to the habitat assessment completed by Archon Consulting, the riparian habitat associated with Temescal Wash on the project site contains habitat with a low likelihood to support western yellow billed cuckoo and a very high to moderate likelihood of supporting southwestern willow flycatcher. Temescal Wash is known to support least Bell's vireo. The riparian habitat on the project site has a very

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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high likelihood to be used by vireo for foraging nesting and migration. The project will avoid any impacts to the riparian/riverine habitats that support vireo flycatcher and cuckoo; therefore, focused surveys for these sensitive riparian-associates bird species were not conducted. A pre-construction survey for nesting birds is required to be performed if construction is scheduled to occur during the bird breeding season. If bird nests are found, disturbance buffers will be utilized. The County of Riverside has conditioned the project for a pre-construction nesting bird survey prior to grading permit issuance.

According to the habitat assessment, no criteria are present onsite for the formation of vernal pools or depressions capable of retaining water for enough time to provide habitat for a complete fairy shrimp life cycle. The soils are too well drained to allow for presence of any fairy shrimp species and no instances of ponding (cracked mud, hardpan soil strata, hydrophytic vegetation) were observed. The project site does not contain suitable habitat for Riverside fairy shrimp Santa Rosa Plateau fairy shrimp or Vernal Pool fairy shrimp. The project is consistent with section 6.1.2 of the MSHCP.

MSHCP Section 6.1.3 (Protection of Narrow Endemic Plant Species)

The project site is located within a Narrow Endemic Plant Species Survey Area (NEPSSA) for San Diego ambrosia, Brand’s phacelia, and San Miguel savory. A habitat assessment and biological resources survey of the site was conducted by Archon Consulting on December 16, 2015. The habitat assessment concluded that there were suitable soils and habitat conditions on the project site for Brand’s phacelia and San Diego ambrosia; therefore, focused surveys were conducted for these two species on April 11 and 18, 2016. Due to a lack of suitable soils insufficient slope aspect and isolation Archon Consulting concluded that the project site does not support conditions for San Miguel savory; therefore, focused surveys for this species were not conducted. The focused surveys for Brand’s phacelia and San Diego ambrosia were conducted during these plants blooming periods and reference populations were checked to confirm either blooming or that plants were evident and identifiable. Archon Consulting determined that Brand’s phacelia and San Diego ambrosia were not present on the project site. In addition, the project avoids the potentially suitable riparian/riverine habitats of these species on the project site. The project is consistent with Section 6.1.3 of the MSHCP.

MSHCP Section 6.1.4 (Guidelines Pertaining to the Urban/Wildlands Interface)

Future and existing Conservation Areas are located within and near the project site. To preserve the integrity of areas dedicated as MSHCP Conservation Areas, the project is required to adhere to the guidelines contained in Section 6.1.4 related to controlling adverse effects for development adjacent to the MSHCP Conservation Area. The project has been conditioned by the County of Riverside to comply with the Urban/Wildlands Interface Guidelines. The project is consistent with Section 6.1.4 of the MSHCP.

MSHCP Section 6.3.2 (Additional Survey Needs and Procedures)

The project site is not located within a Criteria Area Species Survey Area (CASSA) therefore no focused surveys were conducted for CASSA. The project is located in an Additional Survey Needs and Procedures Area for burrowing owl. Because the ground squirrel burrows onsite were collapsed and the riprap rock cavities were not of suitable size to support burrowing owls ARCHON determined that no suitable burrowing owl habitat occurred onsite therefore no focused surveys for burrowing owl were conducted. RCA requested and the County has agreed that the project conditions of approval will include the completion of a 30-day pre-construction survey for burrowing owl. The County of Riverside has conditioned the project prior to grading permit issuance for a 30-day pre-construction burrowing owl survey. The project is consistent with Section 6.3.2 of the MSHCP.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The project is located within the Western Riverside County MSHCP Fee Area pursuant to County Ordinance 810 and shall pay the required mitigation fee. Payment of the mitigation fee and compliance with the requirements of Section 6.0 of the MSHCP are intended to provide full mitigation under CEQA. Impacts related to conflicts with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan will be less than significant with adherence to Riverside County conditions of approval.

b) As discussed in part a) herein, the riparian habitat associated with Temescal Wash on the project site contains habitat with a low likelihood to support western yellow billed cuckoo and a very high to moderate likelihood of supporting southwestern willow flycatcher. Temescal Wash is known to support least Bell's vireo. The riparian habitat on the project site has a very high likelihood to be used by vireo for foraging nesting and migration. The project will avoid any impacts to the riparian/riverine habitats that support vireo flycatcher and cuckoo; therefore, focused surveys for these sensitive riparian-associated bird species were not conducted. A pre-construction survey for nesting birds is required to be performed if construction is scheduled to occur during the bird breeding season. If bird nests are found, disturbance buffers will be utilized. The County of Riverside has conditioned the project for a pre-construction nesting bird survey prior to grading permit issuance. Impacts to threatened endangered or threatened species will be less than significant with adherence to Riverside County conditions of approval.

c) As discussed in part a) herein, the proposed project design will avoid the on-site riparian/riverine habitat that could support sensitive species. The County of Riverside has conditioned the project prior to grading permit issuance for a 30-day pre-construction burrowing owl survey and for a pre-construction nesting bird survey. Impacts to species identified as a candidate, sensitive, or special status will be less than significant with adherence to Riverside County conditions of approval.

d) The project site contains a portion of Temescal Creek Wash which is a wildlife corridor. However, the project is avoiding impacts to Temescal Wash. Birds and their nests are protected by the Migratory Bird Treaty Act (MBTA) and California Department of Fish and Wildlife (CDFW) Codes. The County of Riverside has conditioned the project prior to grading permit issuance for a pre-construction nesting bird survey, therefore, impacts are considered be less than significant.

e-f) The project site contains a portion of Temescal Creek Wash which is riparian habitat. The portion of Temescal Creek wash and flood plain that is found on the project site is considered jurisdictional water under the Federal Emergency Management Agency (FEMA) and U.S. Army Corp of Engineers (USACE) designations. The project design is avoiding all impacts to Temescal Creek Wash. Therefore, the project will not result in any impacts to riparian habitat or other sensitive natural communities or federally protected wetlands. According to the habitat assessment completed by Archon Consulting, the project site does not contain vernal pool habitat. As mentioned in part a) herein, the County of Riverside has conditioned the project to convey the 2.15-acre MSHCP conservation area to the Western Riverside Regional Conservation Authority (RCA) prior to grading permit issuance. Impacts will be less than significant with adherence to County of Riverside conditions of approval.

g) The project will not impact oak trees; therefore, the project is not subject to any requirements under the County's Oak Tree Management Guidelines. The project will not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

Mitigation: No mitigation is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Monitoring: No monitoring is required.

CULTURAL RESOURCES Would the project

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

Source: On-site Inspection, Project Application Materials

Findings of Fact:

a-b) No historic sites or structures exist within or near the project site. In result, the project will not alter or destroy any historic site and no impact will occur.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

9. Archaeological Resources	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Alter or destroy an archaeological site.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Restrict existing religious or sacred uses within the potential impact area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Cause a substantial adverse change in the significance of a tribal cultural resource as defined in Public Resources Code 21074?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Project Application Materials

Findings of Fact:

a-c) The project will not alter or destroy, cause a substantial change in the significance of a historical resource, nor disturb human remains. Nonetheless, the developer/permit holder or any successor in interest shall comply with the following for the life of this project:

Human remains require special handling, and must be treated with appropriate dignity. Pursuant to State Health and Safety Code Section 7050.5, if human remains are encountered, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Specific actions must take place pursuant to CEQA Guidelines 15064.5e, State Health and Safety Code Section 7050.5 and Public Resource Code (PRC) 5097.98. In the event of the accidental discovery or recognition of any human remains in any location other than a dedicated cemetery, the following procedures shall be followed:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- a). There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until:
 - i). A County Official is contacted.
 - ii). The County Coroner is contacted to determine that no investigation of the cause of death is required, and if the Coroner determines the remains are Native American:
 - iii). The Coroner shall contact the Native American Heritage Commission within 24 hours.
- b). The Commission shall identify the person or persons it believes to be the most likely descended from the deceased Native American.
- c). The Most Likely Descendent (MLD) may make recommendations to the landowner or the person responsible for the excavation work, for the treatment of human remains and any associated grave goods as provided in PRC 5097.98.
- d). Under the following conditions, the landowner or his authorized representative shall rebury the Native American hum remains and associated grave goods on the property in a location not subject to further disturbance:
 - i). The Commission is unable to identify a MLD or the MLD failed to make a recommendation within 24 hours after being notified by the commission.
- 1). The MLD identified fails to make a recommendation; or,
- 2). The landowner or his authorized representative rejects the recommendation of the MLD, and the mediation.

Furthermore, if during ground disturbance activities, cultural resources are discovered that were not assessed by previous archaeological reports and/or environmental assessment conducted prior to project approval, the following procedures shall be followed:

1. All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted until a meeting is convened between the developer, the project archaeologist, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the Planning Director to discuss the significance of the find.
2. At the meeting, the significance of the discoveries shall be discussed and after consultation with the Native American tribal (or other appropriate ethnic/cultural group representative) and the archaeologist, a decision is made, with the concurrence of the Planning Director, as to the appropriate mitigation (documentation, recovery, avoidance, etc) for the cultural resource.
3. Further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties as to the appropriate preservation or mitigation measures.

The above is considered a standard Condition of Approval (COA 10.PLANNING.36 and COA 10.PLANNING.37), and as pursuant to CEQA, is not considered mitigation. Therefore, impacts in this regard are considered less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

10. Paleontological Resources

a) Directly or indirectly destroy a unique paleontological resource, or site, or unique geologic feature?

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source: Riverside County General Plan Figure OS-8 "Paleontological Sensitivity"

Findings of Fact:

a) According to the General Plan, this site has been mapped as having a "Low Potential" for paleontological resources. This category encompasses lands for which previous field surveys and documentation demonstrates a low potential for containing significant paleontological resources subject to adverse impacts. As such, this project is not anticipated to require any future mitigation for paleontological resources. However, should fossil remains be encountered during site development:

1. All site earthmoving shall be ceased in the area of where the fossil remains are encountered. Earthmoving activities may be diverted to other areas of the site.
2. The owner of the property shall be immediately notified of the fossil discovery who will in turn immediately notify the County Geologist of the discovery.
3. The applicant shall retain a qualified paleontologist approved by the County of Riverside.
4. The paleontologist shall determine the significance of the encountered fossil remains.
5. Paleontological monitoring of earthmoving activities will continue thereafter on an as-needed basis by the paleontologist during all earthmoving activities that may expose sensitive strata. Earthmoving activities in areas of the project area where previously undisturbed strata will be buried but not otherwise disturbed will not be monitored. The supervising paleontologist will have the authority to reduce monitoring once he/she determines the probability of encountering any additional fossils has dropped below an acceptable level.
6. If fossil remains are encountered by earthmoving activities when the paleontologist is not onsite, these activities will be diverted around the fossil site and the paleontologist called to the site immediately to recover the remains.
7. Any recovered fossil remains will be prepared to the point of identification and identified to the lowest taxonomic level possible by knowledgeable paleontologists. The remains then will be curated (assigned and labeled with museum repository fossil specimen numbers and corresponding fossil site numbers, as appropriate; placed in specimen trays and, if necessary, vials with completed specimen data cards) and catalogued, an associated specimen data and corresponding geologic and geographic site data will be archived (specimen and site numbers and corresponding data entered into appropriate museum repository catalogs and computerized data bases) at the museum repository by a laboratory technician. The remains will then be accessioned into the museum repository fossil collection. Where they will be permanently stored, maintained, and, along with associated specimen and site data, made available for future study by qualified scientific investigators. Per the County of Riverside "SABER Policy", paleontological fossils found in the County of Riverside should, by preference, be directed to the Western Science Center in the City of Hemet.
8. The property owner and/or applicant on whose land the paleontological fossils are discovered shall provide appropriate funding for monitoring, reporting, delivery and curating the fossils at the institution where the fossils will be placed, and will provide confirmation to the County that such funding has been paid to the institution.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Condition of Approval 10.PLANNING.35, is a standard Condition of Approval and not considered unique mitigation under CEQA. The project will have a less than significant impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

GEOLOGY AND SOILS Would the project:

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

Source: Riverside County General Plan Figure S-2 "Earthquake Fault Study Zones"; GIS database; and County Geologic Report No. 2480, prepared by Moore Twining Associates, Inc., dated December 2, 2015.

Findings of Fact:

a-b) According to the project specific Geologic Report (GEO 2480) the project site is not located in a Alquist-Priolo Earthquake Fault Zone and the potential for fault rupture on the site is estimated to be low. The closest active or potentially active fault is the active Glen Ivy North Fault which is part of the Elsinore Fault Zone and is located approximately 2 miles southwest of the project site. However, because there are no active faults on the site, the potential for active fault rupture at the site is considered very low and no direct seismically-induced rupture impacts would occur.

Additionally, through mandatory compliance with Section 1613 of the 2013 California Building Code (CBC), structures proposed to be constructed on the site would be designed and constructed to resist the effects of seismic ground motions. Thus, impacts would be less than significant and no mitigation is required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

12. Liquefaction Potential Zone	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Be subject to seismic-related ground failure, including liquefaction?				

Source: Riverside County General Plan Figure S-3 "Generalized Liquefaction"; and County Geologic Report No. 2480, prepared by Moore Twining Associates, Inc., dated December 2, 2015.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Findings of Fact: Seismically-induced liquefaction occurs when dynamic loading of a saturated sand or silt causes pore-water pressures to increase to levels where grain-to-grain contact is lost and material temporarily behaves as a viscous fluid. Liquefaction can cause settlement of the ground surface, settlement and tilting of engineered structures, flotation of buoyant structures, and fissuring of the ground surface. Typically, liquefaction occurs in areas where groundwater lies within the upper 50 +/- feet of the ground surface. According to the Project Geologist (GEO02480), the potential for liquefaction to occur is considered low. However, the analysis indicated a medium dense silty sand layer, encountered from depths of about 20 to 25 feet BSG in boring B-1, is subject to dry seismic settlement. The seismic settlements are estimated to be about 1 inch total and 1/2 inch differential. Based on the study's analysis and findings, there would be a less than significant impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

13. Ground-shaking Zone

a) Be subject to strong seismic ground shaking?

Source: Riverside County General Plan Figure S-4 "Earthquake-Induced Slope Instability Map"; Figures S-13 through S-21 (showing General Ground Shaking Risk); and County Geologic Report No. 2480, prepared by Moore Twining Associates, Inc., dated December 2, 2015.

Findings of Fact: According to the Project Geologist (GEO02480), the Project site could be subjected to very severe seismic ground shaking. A Maximum Considered Earthquake (geometric mean) peak ground acceleration adjusted for site effects of 0.845g was determined for the site using the Ground Motion Parameter Calculator provided by the United States Geological Survey. Additionally, the Project could be susceptible to a maximum magnitude of 6.8.

With mandatory compliance with Section 1613 of the 2013 California Building Code (CBC), structures within the site would be designed and constructed to resist the effects of seismic ground motions. Accordingly, ground shaking impacts would be less than significant and no mitigation is required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

14. Landslide Risk

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

Source: On-site Inspection, Riverside County General Plan Figure S-5 "Regions Underlain by Steep Slope"; and County Geologic Report No. 2480, prepared by Moore Twining Associates, Inc., dated December 2, 2015.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Findings of Fact: The entire site is relatively flat and no significant slopes are present. The nearest significant slope is the western edge of the Temescal Wash located about 280 feet east of the site. The proposed development does not include grading of any significant slopes. Thus, the potential for slope failure to impact the site is considered low and landslide hazards are not anticipated to be a factor. Therefore, there would be a less than significant impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

15. Ground Subsidence

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

Source: Riverside County General Plan Figure S-7 "Documented Subsidence Areas Map"; and County Geologic Report No. 2480, prepared by Moore Twining Associates, Inc., dated December 2, 2015.

Findings of Fact: According to Figure 2-6: Documented Subsidence Areas in Riverside County, from Natural Hazard Mapping, Analysis, and Mitigation: a Technical Background Report in Support of the Safety Element of the New Riverside County 2000 General Plan, dated August 1, 2000, prepared by Earth Consultants International, the site is mapped in an area susceptible to subsidence but not in an area of documented subsidence. The aforementioned report indicates that subsidence has only been documented in three areas: 1) the Elsinore Trough, including Temecula and Murrieta, 2) the San Jacinto Valley from Hemet to Moreno Valley, and the southern Coachella Valley (Indio to the Salton Sea). No known subsidence has been documented in the Corona area. Accordingly, since the site is not mapped in an area of documented subsidence, differential settlement due to regional subsidence is not considered a concern. Therefore, there would be a less than significant impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

16. Other Geologic Hazards

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

Source: On-site Inspection, Project Application Materials; and County Geologic Report No. 2480, prepared by Moore Twining Associates, Inc., dated December 2, 2015.

Findings of Fact: The Project site is more than 25 miles from the Pacific Ocean and is not located in close proximity to any enclosed bodies of water. Additionally, there are no volcanoes in the Project vicinity. As such, the Project site would not be subject to inundation by tsunamis or seiches, and would not be affected by volcanoes. The Project site is located approximately 2.88 miles west of Lake Matthews and is located within the Lake Matthews Dam Inundation Zone. However, the project site is located within FEMA Flood Zone X, which is defined as an area of low flooding. Additionally, the project site is not within a 100-Year Flood Zone. Due to the relatively flat topography of the Project site and

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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surrounding areas, there is no potential for the Project site to be impacted by mudflow hazards. The Project site would not be affected by any other geologic hazards beyond what is discussed here under the appropriate topic heading. Accordingly, impacts would be less than significant and no mitigation would be required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source: Riv. Co. 800-Scale Slope Maps, Project Application Materials; and County Geologic Report No. 2480, prepared by Moore Twining Associates, Inc., dated December 2, 2015.

Findings of Fact:

a-b) Under existing conditions, the entire site is relatively flat and no significant slopes are present. The nearest significant slope is the western edge of the Temescal Wash located approximately 280 feet east of the site. The proposed development does not include grading any significant slopes. Thus there would be no impact to slopes.

c) Under existing conditions, the Project site comprises undeveloped land with no existing uses that require wastewater treatment. Thus, implementation of the proposed Project would not result in grading that affects or negates any active subsurface sewage disposal systems, and no impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

18. Soils	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source: U.S.D.A. Soil Conservation Service Soil Surveys, Project Application Materials, On-site Inspection; and County Geologic Report No. 2480, prepared by Moore Twining Associates, Inc., dated December 2, 2015.

Findings of Fact:

a) Proposed grading activities associated with the Project would temporarily expose underlying soils to water and air, which would increase erosion susceptibility while the soils are exposed. Exposed soils would be subject to erosion during rainfall events or high winds due to the exposure of these erodible materials to wind and water. Erosion by water would be greatest during the first rainy season after grading and before the Project's structure foundations are established and paving and landscaping occur. Erosion by wind would be highest during periods of high wind speeds when soils are exposed. Pursuant to requirements of the State Water Resources Control Board, the Project Applicant is required to obtain a National Pollutant Discharge Elimination System (NPDES) permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area. Additionally, during grading and other construction activities involving soil exposure or the transport of earth materials, Chapter 15.12 (Uniform Building Code) of the Riverside County Municipal Code, which establishes, in part, requirements for the control of dust and erosion during construction, would apply to the Project. As part of the requirements of Chapter 15.12, the Project Applicant would be required to prepare an erosion control plan that would address construction fencing, sand bags, and other erosion-control features that would be implemented during the construction phase to reduce the site's potential for soil erosion or the loss of topsoil.

Following construction, wind and water erosion on the Project site would be minimized, as the areas disturbed during construction would be landscaped or covered with impervious surfaces. Only nominal areas of exposed soil, if any, would occur in the site's landscaped areas. The only potential for erosion effects to occur during Project operation would be indirect effects from storm water discharged from the property. Because the Project's drainage would be fully controlled via the proposed on-site drainage facilities, and because the peak velocity of storm flows under the proposed Project conditions would decrease, impacts due to water erosion would be less than significant under long-term conditions.

b) According to the Project Geologist (GEO02480), laboratory tests of on-site soil samples indicate the expansion potential of surface soils across the site is generally very low, with an expansion index value of 0. Therefore, special procedures to address expansive soils concerns are not anticipated for the project. There would be no impact.

c) No septic tanks or alternative waste water disposal systems are proposed to be constructed or expanded as part of the Project. Accordingly, no impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

19. Erosion

a) Change deposition, siltation, or erosion that may modify the channel of a river or stream or the bed of a lake?

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Result in any increase in water erosion either on or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: U.S.D.A. Soil Conservation Service Soil Surveys

Findings of Fact:

a) As indicated under the discussion and analysis of Threshold 18.a), proposed grading activities associated with the project would temporarily expose underlying soils to water and air, which would increase erosion susceptibility while the soils are exposed. Exposed soils would be subject to erosion during rainfall events or high winds due to the removal of stabilizing vegetation and exposure of these erodible materials to wind and water. Erosion by water would be greatest during the first rainy season after grading and before the Project's structure foundations are established and paving and landscaping occur. Erosion by wind would be highest during periods of high wind speeds when soils are exposed.

Pursuant to the requirements of the State Water Resources Control Board, the Project Applicant is required to obtain a National Pollutant Discharge Elimination System (NPDES) permit for construction activities. The NPDES permit is required for all projects that include construction activities, such as clearing, grading, and/or excavation that disturb at least one acre of total land area. Additionally, during grading and other construction activities involving soil exposure or the transport of earth materials, Chapter 15.12 of the Uniform Building Code, which establishes, in part, requirements for the control of dust and erosion during construction, would apply to the Project. As part of the requirements of Chapter 15.12, the Project Applicant would be required to prepare an erosion control plan that would address construction fencing, sand bags, and other erosion-control features that would be implemented during the construction phase to reduce the site's potential for soil erosion or the loss of topsoil. Requirements for the reduction of particulate matter in the air also would apply, pursuant to SCAQMD Rule 403. Mandatory compliance with the Project's NPDES permit and these regulatory requirements would ensure that erosion impacts during construction activities would be less than significant. Mitigation is not required.

Following construction, erosion on the Project site would be minimized, as the areas disturbed during construction would be landscaped or covered with impervious surfaces. Only nominal areas of exposed soil, if any, would occur in the site's landscaped areas. The only potential for erosion effects to occur during Project operation would be indirect effects from storm water discharged from the property. Accordingly, impacts would be less than significant and mitigation measures would not be required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

20. Wind Erosion and Blowsand from project either on or off site.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Be impacted by or result in an increase in wind erosion and blowsand, either on or off site?				

Source: Riverside County General Plan Figure S-8 "Wind Erosion Susceptibility Map," Ord. No. 460, Article XV & Ord. No. 484

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Findings of Fact: Proposed grading activities would expose underlying soils at the Project site which would increase wind erosion susceptibility during grading and construction activities. Exposed soils would be subject to erosion due to the removal of stabilizing vegetation and exposure of these erodible materials to wind. Erosion by wind would be highest during period of high wind speeds.

The Project site is considered to have a “moderate” susceptibility to wind erosion (Riverside County, 2003, Figure S-8). During grading and other construction activities involving soil exposure or the transport of materials, significant short-term impacts associated with wind erosion would be precluded with mandatory compliance with the Project’s SWPPP and WQMP and Riverside County Ordinance no. 484.2, which establishes requirements for the control of blowing sand. In addition, the Project would be required to comply with South Coast Air Quality Management District (SCAQMD) Rule 403, which addresses the reduction of airborne particulate matter. With mandatory compliance to these regulatory requirements, wind erosion impacts would be less than significant during construction and no mitigation is required.

Following construction, wind erosion on the Project site would be very negligible, as the disturbed areas would be landscaped or covered with impervious surfaces. Therefore, implementation of the proposed Project would not significantly increase the risk of long-term wind erosion on- or off-site, and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

GREENHOUSE GAS EMISSIONS Would the project

21. Greenhouse Gas Emissions

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

Source: Proposed Circle K Air Quality and GHG Impact Study, RK Engineering Group, Inc, December 17, 2015

Findings of Fact:

Background

Please refer to Section 1.0 (Executive Summary), Section 2.0 (Regulatory Framework and Background), and Section 3.0 (Setting) of the Greenhouse Gases Report for additional details utilized for the impact analysis below. These Sections are summarized as follows:

- Section 1.0: Executive Summary
 - 1.1: Purpose of Methods of Analysis
 - 1.2: Project Summary
 - 1.2.1: Site Location

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- 1.2.2: Project Description
 - 1.2.3: Sensitive Receptors
 - 1.3: Summary of Analysis Results
- Section 2.0: Regulatory Framework and Background
 - 2.2: Greenhouse Gas Regulatory Setting
 - 2.2.1: International
 - 2.2.2: National
 - 2.2.3: California
 - 2.2.4: South Coast Air Quality Management District
- 3.0: Setting
 - 3.2: Climate Change Setting
 - 3.3: Greenhouse Gasses
 - 3.4: Greenhouse Gas Inventory

a) CalEEMod was used to estimate onsite and offsite emissions. For assumptions used in estimating these emissions, please refer to Section 4.1. Greenhouse gas emissions from Project construction equipment and worker vehicle emissions are shown in Table 15. The emissions are from all phases of construction. The total construction emissions amortized over a period of 30 years are estimated at 9.70 metric tons of CO₂e per year. CalEEMod output calculations are provided in Appendix A.

**TABLE 15
Construction Greenhouse Gas Emissions**

Activity	Emissions (MTCO ₂ e)		
	Onsite	Offsite	Total
Site Preparation	5.66	24.01	29.67
Grading	5.86	0.31	6.17
Building Construction	235.86	8.87	244.73
Paving	8.24	0.77	9.01
Coating	1.28	0.05	1.33
Total	256.90	34.01	290.91
Averaged over 30 years²	8.56	1.13	9.70

1 MTCO₂e=metric tons of carbon dioxide equivalents (includes carbon dioxide, methane, nitrous oxide, and/or hydrofluorocarbons).

2 The emissions are averaged over 30 years because the average is added to the operational emissions, pursuant to SCAQMD recommendations.

* CalEEMod output (Appendix A)

Operational or long-term emissions occur over the life of the project. For assumptions used in estimating the emissions and details regarding the emissions, please refer to Section 4.2 of the Greenhouse Gases Report. The unmitigated operational emissions for the opening year of the Project (2016) are 972.72 metric tons of CO₂e per year as shown in Table 16.

The SCAQMD has established recommended significance thresholds for greenhouse gases for local lead agency consideration ("SCAQMD draft local agency threshold"). SCAQMD has published a five-tiered draft GHG threshold which includes a 10,000 metric ton of CO₂e per year for stationary/industrial sources and 3,000 metric tons of CO₂e per year significance threshold for residential/commercial projects (South Coast Air Quality Management District 2010c). Tier 3 is anticipated to be the primary

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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tier by which the SCAQMD will determine significance for projects. The Tier 3 screening level for stationary sources is based on an emission capture rate of 90 percent for all new or modified projects. A 90-percent emission capture rate means that 90 percent of total emissions from all new or modified stationary source projects would be subject to CEQA analysis. The 90-percent capture rate GHG significance screening level in Tier 3 for stationary sources was derived using the SCAQMD's annual Emissions Reporting Program.

The current draft thresholds consist of the following tiered approach:

- Tier 1 consists of evaluating whether or not the project qualifies for any applicable exemption under CEQA.
- Tier 2 consists of determining whether or not the project is consistent with a greenhouse gas reduction plan. If a project is consistent with a qualifying local greenhouse gas reduction plan, it does not have significant greenhouse gas emissions.
- Tier 3 consists of screening values, which the lead agency can choose but must be consistent. A project's construction emissions are averaged over 30 years and are added to a project's operational emissions. If a project's emissions are under one of the following screening thresholds, then the project is less than significant: - All land use types: 3,000 MTCO₂e per year
- Tier 4 has the following options:
 - Option 1: Reduce emissions from business as usual by a certain percentage; this percentage is currently undefined;
 - Option 2: Early implementation of applicable AB 32 Scoping Plan measures- Option 3: Year 2020 target for service populations (SP), which includes residents and employees: 4.8 MTCO₂e/SP/year for projects and 6.6 MTCO₂e/SP/year for plans;
 - Option 3, 2035 target: 3.0 MTCO₂e/SP/year for projects and 4.1 MTCO₂e/SP/year for plans.
- Tier 5 involves mitigation offsets to achieve target significance threshold.

The estimated emissions are below the SCAQMD's 3,000 threshold, therefore the project will not result in a significant impact.

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

TABLE 16
Opening Year (2016) Greenhouse Gas Emissions During Operation

	Annual MTCO ₂ e
Area Source	0.00
Energy Source	63.30
Mobile Source	898.27
Water	1.45
<i>Subtotal (Operation)</i>	<i>963.02</i>
<i>Subtotal Construction (averaged over 30 years)</i>	<i>9.70</i>
Total Annual Emissions	972.72
CAP Screening Threshold	3,000
Exceeds Screening Threshold (?)	No

1 MTCO₂e = metric tons of carbon dioxide equivalents

The analysis does not include changes in carbon storage or sequestration. Carbon is stored in biological material such as trees and lumber. There is little vegetation on the Project site of this specific type, although landscaping will be provided. In addition, the structures that will be operational once the Project is constructed will retain carbon. Therefore, the carbon sequestration ability of the Project site pre and post Project is speculative at this time.

b) The Project will promote the goals of AB 32. The Project incorporates a number of features that would minimize greenhouse gas emissions. Although the Project would generate greenhouse gas emissions, these emissions would not have a significant impact on the environment.

The core mandate of AB 32 is that statewide GHG emissions in Year 2020 be equal to Year 1990 levels. AB 32 is anticipated to secure emission reductions through a variety of mechanisms, such as increasing energy efficiency and introducing more renewable energy sources. As noted earlier, CARB has already begun to adopt strategies to reduce GHG emissions under AB 32. Strategies included in the Climate Change Scoping Plan (CARB 2008b), such as SPM-2 (California Light-Duty Vehicle GHG Standards), SPM-3 (Energy Efficiency), SPM-4 (Renewables Portfolio Standard), SPM-5 (Low Carbon Fuel Standard), SPM-7 (Vehicle Efficiency Measures), and SPM-10 (Heavy/Medium-Duty Vehicles), while applicable to land use projects, are generally not under the control of local agencies. Nonetheless, emission reductions from these strategies are anticipated to occur as CARB adopts and implements regulations under AB 32. Reductions are already expected to take place in 2012, if not earlier, due to the newly adopted vehicle emission standards and the Low Carbon Fuel Standard.

Other measures contained in the Climate Change Scoping Plan are under development and regulations have not yet been adopted at this time. Therefore, it is difficult to explicitly compare the proposed Project's consistency with the implementing programs and regulations to achieve the statewide GHG emission reduction goals established under AB 32 because many are still under development.

With the implementation of energy efficient programs and state and federal vehicle emission reduction programs, the proposed Project would be consistent with the goals of AB 32. Therefore, the Project would not conflict with any applicable plan, policy, or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases, and impacts would be less than significant.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

HAZARDS AND HAZARDOUS MATERIALS Would the project

22. Hazards and Hazardous Materials

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

Source: Project Application Materials

Findings of Fact:

a) Development of the proposed project may increase the use and disposal of such gas station related substances such as gas, oils, etc. The proposed project (gas station and convenience store) is consistent with the Scenic Highway Commercial zone. The zoning classification allows for certain land uses which might use hazardous materials. The proposed gas station will involve handling and transporting gasoline to the site. Existing state and federal laws restrict and control the transport and storage of gasoline. The management of such hazardous materials is also subject to the Department of Environmental Health policies. The Environmental Health Department has incorporated several conditions related to hazardous materials including reviews for the underground fuel storage tanks, the requirement for a business emergency plan for the storage of hazardous materials, and further review for any other additional environmental health issues that may arise (90.E HEALTH.1, 90.E HEALTH.2, 90.E HEALTH.3, 90.E HEALTH.4). These are standard conditions for gas stations and, therefore, are not considered unique mitigation pursuant to CEQA. Therefore, the impact is considered less than significant.

b) The proposed project is not anticipated to create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The Environmental Health Department has incorporated several conditions related to hazardous materials including reviews for the underground fuel storage tanks, the requirement for a business emergency plan for the storage of hazardous materials, and further review

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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for any other additional environmental health issues that may arise (90.E HEALTH.1, 90.E HEALTH.2, 90.E HEALTH.3, 90.E HEALTH.4). These are standard conditions for gas stations and, therefore, are not considered unique mitigation pursuant to CEQA. The impact is considered less than significant.

c) The proposed project will not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan. The project, as designed, allows for adequate emergency access. The impact is considered less than significant.

d) Upon a brief review of the surrounding environment, staff has determined that the closest school is, El Cerrito Middle School, located 1.2 miles to the northwest of the site. In result, the project is not located within ¼ mile of either an existing or proposed school and therefore, the project will not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of a school. The project will have a less than significant impact.

e) The proposed project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, would not create a significant hazard to the public or the environment. The impact is considered less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

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

Source: Riverside County General Plan Figure S-19 "Airport Locations," GIS database

Findings of Fact:

a) The nearest airport to the Project is Corona Municipal Airport, which is located approximately 7 miles northwest of the Project site. Corona Municipal Airport is a small public use airport and the Project site is not located in an airport land use plan covering the Corona Municipal Airport. The Project site is also located approximately 14.6 miles west of the March Air Reserve Base, which is located outside the Land Use Compatibility Plan. Therefore no impacts are anticipated.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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b) As indicated under the analysis of above in 23.a, the Project site is not located within any Land Use Compatibility Plan. Therefore, the proposed Project would not require any review by the Airport Land Use Commission. Therefore no impacts are anticipated.

c) As discussed above in 23.a, the nearest public use airport is the Corona Municipal Airport, which is located approximately seven (7) miles northwest of the Project site. There would be no safety hazard for people residing or working in the project area because of the distance to the airport. Therefore, there would be no impact.

d) The Project site is not located within the vicinity of a private airstrip or heliport. Accordingly, the proposed Project would not result in a safety hazard for people living or residing in the Project area. No impact would occur and no mitigation is required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is 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: Riverside County General Plan Figure S-11 "Wildfire Susceptibility," GIS database

Findings of Fact: According to County of Riverside General Plan Temescal Canyon Area Plan Figure 11, *Temescal Area Plan Wildfire Susceptibility*, the Project site is not located within a Wildfire Zone. According to "Map My County," the Project site is not located within a High Fire Area and the nearest high fire area is located adjacent to the Project site west of the Project site. The Project site is surrounded on the north and west by developed properties, which do not pose a threat due to their developed nature. Thus, the proposed Project would not expose people or structures to a significant risk of loss or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. Therefore impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is 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?

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

Source: Riverside County Flood Control District Flood Hazard Report/Condition.

Findings of Fact:

a) According to the project specific Flood Hazard Report, the property is subject to severe flood hazard from Temescal Canyon Wash, which bounds the site to the east. The 100-year floodway limit is located approximately 600' from the west boundary as delineated on Panel No. 0605C 1360G of the Flood Insurance Rate Map, issued in conjunction with the National Flood Insurance Program administered by the Federal Emergency Management Agency (FEMA). Bedford Canyon Wash and Temescal Wash confluences on the eastern portion of the site. Temescal Wash has an approximate flow rate of 24,000 cfs.

Per the underlying Parcel Map 17220, which was recorded July 22, 1981, the proposed development shall stay out of the floodway and the 50' erosion protection area. There is adequate area on the western portion of the site and outside of the floodway for building sites. Encroachments, including fill, new construction, substantial improvements, and all other development within the adopted floodway shall not be allowed unless a hydrologic and hydraulic analysis has been submitted and approved by the District and by FEMA. It appears from the exhibit that the proposed building and the fueling station are in the western part of the site well away from the flood plain and floodway but there is an existing driveway within the floodway that may be impassable during the 100-year storm event. The future commercial pad as shown in blue beam session no. 352-678-474 may get flooded and shall be kept away from 50' erosion protection area as delineated in Parcel Map 17220.

The proposed building and any future buildings shall be flood proofed by constructing the finished floor area a minimum of 12 inches above the water surface elevation as shown in the Panel No. 06065C 1330G FEMA mapped flood plain. If the developer proposes any development within the FEMA

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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floodplain a Conditional letter of Map Revision (CLOMR) will be required prior to grading and prior to building and will require a Letter of Revision (LOMR) prior to occupancy. In accordance with FEMA regulations, any flood control facilities altering the delineated floodplain limits must have public maintenance in order for FEMA to recognize the facility as flood protection and authorize the revision of the floodplain limits.

Alternatively, the proposed limits of grading/building for the development can be kept outside of the delineated FEMA mapped floodplain limits.

The proposed project would impact the water quality. The developer has submitted a preliminary Water Quality Management Plan (WQMP) dated January 21, 2016 received on May 16, 2016. The WQMP proposes three Bio retention basins to mitigate for water quality. Conceptually the water quality mitigation is acceptable to the District but may need additional work at the final plan check stage. The Draft Infill Applicability Map exempts this project from HCOC requirements and therefore, no increased runoff is required at this time.

The property's grading shall be designed in a manner that perpetuates the existing natural drainage patterns with respect to the tributary drainage area, outlet points and outlet conditions; otherwise a drainage easement shall be obtained from the affected property owners for the release of concentrated or diverted storm flows. A copy of the recorded drainage easement shall be submitted to the District for review (10.FLOOD.7).

b) The proposed project will not violate any water quality standards or water discharge requirements. BMPs minimizing urban runoff, minimizing the impervious footprint, conserving natural areas, and minimizing directly connected impervious areas have been conditioned as part of the project (Condition of Approval 10.FLOOD.16). These are standard conditions for gas stations and, therefore, are not considered unique mitigation pursuant to CEQA. The impact is considered less than significant.

c) Water service for the project site is provided by the Eastern Municipal Water District. The proposed project will not substantially deplete groundwater supplies or interfere 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). The impact is considered less than significant.

d) The proposed will not contribute to additional polluted runoff water as there is minimal grading and resurfacing expected. However, the project will not exceed the capacity of existing or planned stormwater drainage systems. The project provides for adequate drainage facility and/or appropriate easements. The impact is considered less than significant.

e) The proposed project will not 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. The impact is considered less than significant.

f) According to the project specific Flood Hazard Report, the property is subject to severe flood hazard from Temescal Canyon Wash, which bounds the site to the east. The 100-year floodway limit is located approximately 600' from the west boundary as delineated on Panel No. 0605C 1360G of the Flood Insurance Rate Map, issued in conjunction with the National Flood Insurance Program administered by the Federal Emergency Management Agency (FEMA). Bedford Canyon Wash and Temescal Wash

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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confluences on the eastern portion of the site. Temescal Wash has an approximate flow rate of 24,000 cfs.

Per the underlying Parcel Map 17220, which was recorded July 22, 1981, the proposed development shall stay out of the floodway and the 50' erosion protection area. There is adequate area on the western portion of the site and outside of the floodway for building sites. Encroachments, including fill, new construction, substantial improvements, and all other development within the adopted floodway shall not be allowed unless a hydrologic and hydraulic analysis has been submitted and approved by the District and by FEMA. It appears from the exhibit that the proposed building and the fueling station are in the western part of the site well away from the flood plain and floodway but there is an existing driveway within the floodway that may be impassable during the 100-year storm event. The future commercial pad as shown in blue beam session no. 352-678-474 may get flooded and shall be kept away from 50' erosion protection area as delineated in Parcel Map 17220.

The proposed building and any future buildings shall be flood proofed by constructing the finished floor area a minimum of 12 inches above the water surface elevation as shown in the Panel No. 06065C 1330G FEMA mapped flood plain. If the developer proposes any development within the FEMA floodplain a Conditional letter of Map Revision (CLOMR) will be required prior to grading and prior to building and will require a Letter of Revision (LOMR) prior to occupancy. In accordance with FEMA regulations, any flood control facilities altering the delineated floodplain limits must have public maintenance in order for FEMA to recognize the facility as flood protection and authorize the revision of the floodplain limits.

Overall, the project will not impede or redirect water flows and the impact will be considered less than significant.

g) The proposed project is not anticipated to substantially degrade water. There are minimal grading activities and construction activities being proposed that could potentially degrade water quality. BMPs minimizing urban runoff, minimizing the impervious footprint, conserving natural areas, and minimizing directly connected impervious areas have been conditioned as part of the project (Condition of Approval 10.FLOOD.16). The underground fueling tanks will be reviewed and permitted up to codes from the Hazardous Materials Division which will reduce the likelihood of it impacting water quality (90.EHEALTH.1). These are standard conditions for gas stations and, therefore, are not considered unique mitigation pursuant to CEQA. Therefore, the impact is considered less than significant.

h) The site has existing drainage infrastructure as part of its design and construction of the overall convenience store and gas station. The proposed project does not include the construction of new or retrofitted storm water Treatment Control Best Management Practices (BMPs) (e.g. water quality treatment basins, constructed treatment wetlands). Therefore, impacts are considered less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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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"/>	<input type="checkbox"/>
b) Changes in absorption rates or the rate and amount of surface runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam (Dam Inundation Area)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Changes in the amount of surface water in any water body?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Riverside County General Plan Figure S-9 "100- and 500-Year Flood Hazard Zones," Figure S-10 "Dam Failure Inundation Zone," Riverside County Flood Control District Flood Hazard Report/Condition, GIS database

Findings of Fact:

a) The proposed grading by the Project would generally maintain the site's existing topographic conditions. The proposed bioretention basin and drainage facilities would provide adequate flood protection from the 100-year frequency storm event in accordance with Riverside County Flood Control District requirements. As such, the Project would not alter the site's drainage pattern in a manner that would lead to flooding on-site, and impacts would be less than significant.

b) Development of the Project would increase impervious surface coverage on the site, which would in turn reduce the amount of direct infiltration of runoff into the ground. A portion of the Project site is proposed to be ornamental landscaping and infiltration would occur over these areas. Additionally, the Project proposes a bioretention basin. The bottom of the basin would be unlined, which would provide an opportunity for infiltration. The infiltration basin would function to mitigate any potential increase runoff and for water quality treatment. Based on the foregoing analysis, the Project would not result in changes in absorption rates or the rate and amount of surface runoff that could result in significant environmental effects and impacts would be less than significant.

c) As indicated in the Riverside County General Plan Figure S-10, *Dam Failure Inundation Zone*, the Project site is located within the Lake Matthews inundation zone. However, with compliance with existing laws and regulatory programs any potential impact would be reduced to less than significant. Additional regulations intended to reduce the impacts of potential flooding include the following: National Flood Insurance Act, which establishes flood-risk zones within floodplain areas and requires local compliance with flood proofing building standards; National Flood Insurance Reform Act, which reduces the risk of flood damage to properties by providing a means to rectify any flood-related damage; Cobey-Alquist Floodplan Management Act, which requires local governments to protect people and property from flooding hazards as a condition of the receipt of State funds; as well as various county ordinances. In particular, Riverside County Ordinance No. 458 implements the National Flood Insurance Program within Riverside County and places strict conditions on acceptable levels of development in floodplains.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Through these policies, programs and ordinance standards, development within floodplain and development with the potential to be adversely affected by flooding hazards are highly regulated and potential impacts are reduced to less than significant levels.

d) The Project site's existing drainage patterns would generally be maintained under the proposed Project. Although the Project's proposed bioretention basin would reduce peak flows from the site, the Project would not affect the total amount of flows from the site. Thus, the Project has no potential to result in changes in the amount of surface water in any water body, and no impact would occur.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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 checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County General Plan, GIS database, Project Application Materials

Findings of Fact:

a) Under existing conditions, the Project site contains undeveloped land. With implementation of the proposed Project, the site would be converted from disturbed undeveloped land to commercial-retail uses. According to Table LU-4 of the General Plan, the proposed gas station with convenience store and car wash facility would be acceptable uses under the Community Development: Commercial Retail designation of the Project site. Although the change from disturbed undeveloped land to commercial-retail uses represents a change to the site's existing use, environmental impacts associated with such conversion are evaluated throughout this environmental assessment and mitigation measures are imposed where necessary to reduce potentially significant impacts to below a level of significance.

b) The proposed Project site is within the City of Corona Sphere of Influence. The City of Corona does not have a land use designation for the Project site. However, there are no components of the Project with a potential to adversely affect land use within any other adjacent cities or counties such that significant environmental impacts would result. Therefore, the proposed Project would not adversely affect land use within a city sphere of influence and/or within adjacent city or county boundaries, and impacts are considered less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is 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"/>
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	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 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 checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County General Plan Land Use Element, Staff review, GIS database

Findings of Fact:

a) Under existing conditions, the Project site is zoned for Manufacturing-Service Commercial (M-SC). The Project's proposed change of zone (CZ7900) would change the zoning designation of the site to Scenic Highway Commercial (C-P-S), which allows for development of wholesale and retail commercial uses. The proposed C-P-S zoning designation would be consistent with and would implement the site's proposed General Plan land use designation of Community Development: Commercial Retail (CD: CR). Therefore, impacts would be less than significant.

b) Zoning designations surrounding the Project site include Manufacturing-Service Commercial (M-SC) and Scenic Highway Commercial (C-P-S) to the north; Commercial (City of Corona) to the west; Industrial and Open Space (City of Corona) to the south.

The Project proposes a convenience store, car wash facility, and a fuel canopy area with ten (10) gas dispensers. The proposed on-site land uses would be fully compatible with the zoning designations that abut the site. According to the Riverside County GIS Database, the project is surrounded by existing land uses which consist of a commercial retail shopping center to the west and a recreational vehicle (RV) storage facility to the north. Therefore impacts would be less than significant.

c-d) Surrounding land uses include storage yard to the south; open space to the east; light industrial to the north; commercial to the west. GPA1165 proposes to amend re-designate the project site from "Community Development: Light Industrial (CD: LI)" to "Community Development: Commercial Retail (CD: CR)." CZ7900 proposes to change the zoning designation of the site to "Scenic Highway Commercial (C-P-S)," which allows for development of wholesale and retail commercial uses. The proposed C-P-S zoning designation would be consistent with and would implement the site's proposed General Plan land use designation of CD:CR.

The convenience store, car wash facility, and fuel canopy area with gas dispensers would be fully compatible with the existing shopping center to the west and light industrial uses to the north.

The County of Riverside General Plan and City of Riverside General Plan identify future planned land uses within the Project vicinity. Riverside County General Plan land use designations surrounding the Project site include: Community Development: Light Industrial (CD: LI) and Open Space: Water (OS:W) to the north; Open Space to the east. South and west of the Project site is the City of Corona. Lands within the City of Corona immediately south of the site are designated by the Corona General Plan for Industrial and Open Space uses. Lands immediately to the west of the site are designated by the Corona General Plan for Commercial uses. These land use designations are reflective of the existing land uses

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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that surround the Project site. As noted in the analysis presented above, the Project would be compatible with, or otherwise would not conflict with, these existing or planned land uses. Therefore impacts would be less than significant.

e) The project will not disrupt or divide the physical arrangement of an established community. The project is located on a vacant lot adjacent to an existing developed shopping center to the west and industrial uses to the north and south. Therefore, impacts are considered less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

MINERAL RESOURCES Would the project				
29. Mineral Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" 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: Riverside County General Plan Figure OS-6 "Mineral Resources Zone"

Findings of Fact:

a & b) Based on available information, the Project site has never been the location of mineral resource extraction activity. No mines are located on the property. According to General Plan Figure OS-6, *Mineral Resources*, the Project site is designated within Mineral Resources Zone 3 (MRZ-3) pursuant to the Surface Mining and Reclamation Act of 1975 (SMARA). According to the California Department of Conservation California Surface Mining and Reclamation Policies and Procedures, lands designated as MRZ-3 are defined as areas of undetermined mineral resource significance. Furthermore, the Project site is not identified as an important mineral resource recovery site by the General Plan. The proposed Project would not 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, nor would the Project 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. Thus, no impact would occur.

c & d) The Project site is not located within or near any lands that are classified as Mineral Resources Zone 2 (MRZ-2), which are areas known to have mineral resources deposits. Additionally, lands abutting the Project site do not include any State classified or designated areas, and there are no known active or abandoned mining or quarry operations on lands abutting the Project site. Implementation of the proposed Project would not result in an incompatible use located adjacent to a State classified or designated area or existing surface mine. In addition, implementation of the proposed Project would not

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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expose people or property to hazards from proposed, existing, or abandoned quarries or mines. Therefore, no impact would occur and no mitigation is required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

NOISE Would the project result in

Definitions for Noise Acceptability Ratings

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

NA - Not Applicable

A - Generally Acceptable

B - Conditionally Acceptable

C - Generally Unacceptable

D - Land Use Discouraged

30. Airport Noise

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

NA A B C D

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

NA A B C D

Source: Riverside County General Plan Figure S-20 "Airport Locations," County of Riverside Airport Facilities Map

Findings of Fact:

a) The nearest airport to the Project site is Corona Municipal Airport, which is located approximately 7 miles northwest of the Project site. The Project site is also located approximately 14.6 miles west of the March Air Reserve Base. Therefore, there would be no impact.

b) The Project is not located in the vicinity of a private airstrip therefore, people would not be exposed any excessive noise levels. There would be no impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

31. Railroad Noise

NA A B C D

Source: Riverside County General Plan Figure C-1 "Circulation Plan", GIS database, On-site Inspection

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Findings of Fact: The Project site is not located in the vicinity of any railroads. Therefore, there would be no impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

32. Highway Noise

NA A B C D

Source: On-site Inspection, Project Application Materials

Findings of Fact: The nearest highway to the Project site is Interstate 15 (I-15) located approximately 0.5 miles to the west of the Project site. Because the proposed Project is a gas station facility and convenience store, there would be no impact any sensitive receptors. The proposed Project would be compatible with the Highway. Therefore, there would be a less than significant impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

33. Other Noise

NA A B C D

Source: Project Application Materials, GIS database

Findings of Fact: No additional noise sources have been identified that would expose the Project to a significant amount of noise. There would be no impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

34. Noise Effects on or by the Project

a) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

b) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

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?

d) Exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source: Riverside County General Plan, Table N-1 ("Land Use Compatibility for Community Noise Exposure"); Project Application Materials

Findings of Fact:

a) The Project proposes commercial-retail land uses. Commercial-retail land uses are not typically associated with a substantial permanent increase in ambient noise levels above pre-existing levels. The only potential for the Project to create a substantial permanent increase in ambient noise levels is the result of future traffic generated by the proposed Project which could cause or contribute to increased traffic-related noise levels at off-site locations. The background ambient noise levels in the Project vicinity are dominated by transportation-related noise associated with the arterial roadway network, including Interstate 15. Therefore, the proposed Project itself would not result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project, and impacts would be less than significant.

b) The Project's only potential to result in a substantial temporary or periodic increase in noise levels would be during short-term construction activities, as long-term operation of the Project as a commercial use would not result in the generation of any measurable temporary or periodic noise increases.

The Project construction noise impacts would include both short-term mobile equipment and long-term stationary equipment. Short-term mobile construction activities (e.g., nail guns, hammers, power saws, drills, etc.) generated throughout the Project site are not staged or stationary. The long-term construction equipment would consist of generators, compressors, and pumps. It is expected that the Project construction activities would consist primarily of short-term mobile equipment.

The temporary construction-related noise impacts are expected to create temporary and intermittent high-level noise. Construction noise is temporary, intermittent and of short duration and would not present any long-term impacts. Therefore, there would be a less than significant impact.

c) The proposed Project has the potential to expose nearby sensitive receptors to noise levels in excess of the County standard. The nearest sensitive receptor is a residential home located approximately 1,600 feet south of the Project site. The Project has the potential to result in noise levels in excess of the County's standard during Project construction activities and under long-term conditions due to the potential exposure of traffic-related noise. However, any potential exposure from traffic-related noise would not be expected to exceed the existing noise from Interstate 15. Therefore, there would be a less than significant impact.

d) Project construction activities have the potential to result in varying degrees of temporary ground vibration, depending on the type of construction activities and equipment used. It is expected that ground-borne vibration from Project construction activities would be localized and intermittent. Construction activities that are expected to occur within the Project site include grading and trenching, which have the potential to generate low levels of ground-borne vibration. However, the project construction activities are not expected to result in perceptible human response. Therefore, project construction vibration-related impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
POPULATION AND HOUSING Would the project				
35. Housing	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>
f) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Project Application Materials, GIS database, Riverside County General Plan Housing Element

Findings of Fact:

a & c) Under existing conditions, there are no existing homes on-site, nor is the site occupied by any people. Thus, implementation of the proposed Project would not displace housing or people, necessitating the construction of replacement housing elsewhere. No impact would occur.

b) The Project is a proposed gas station with a convenience store and carwash and would create permanent employment opportunities. However, the existing housing stock in the general vicinity of the Project site would be sufficient to address any housing demand. It is not expected that the proposed Project would result in an affordable housing demand that exceeds the existing housing stock in the general vicinity of the Project site. Therefore, there would be a less than significant impact.

d) According to Riverside County's "Map My County," the Project site is located within the El Cerrito/Temescal Canyon Redevelopment Area. The northern El Cerrito portion of the Redevelopment Plan has an emphasis on commercial and residential uses. Because the proposed Project is compatible with surrounding commercial and light industrial uses, the proposed Project would not result in a negative impact to the El Cerrito/Temescal Canyon Redevelopment Area. Therefore, there would be a less than significant impact.

e) The Project site is designated by the Riverside County General Plan and the Temescal Canyon Area Plan for "Community Development: Light Industrial (CD:LI)." GPA1165 proposes to amend the Riverside County General Plan Land Use Element and Temescal Canyon Area Plan land use designations as they pertain to the site from "CD:LI" to "Community Development: Commercial Retail (CD: CR)" which would allow for development of local and regional serving retail and service uses. Because the Project is not proposing any housing, therefore there would be no impact.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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f) The Project proposes a gas station with a convenience store and carwash, which would create less than five permanent employment opportunities. Because of the small number of employees at the facility, there would be no substantial population growth as a result of implementation of the proposed Project. Additionally, the Project does not propose any extension of roads or other infrastructure, which may indirectly induce substantial population growth. Therefore, there would be a less than significant impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is 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: Riverside County General Plan Safety Element

The Riverside County Fire Department provides fire protection services to the Project area. The proposed Project would primarily be served by Sycamore Creek Station (Station No. 64), located approximately 1.14 mile southwest of the Project site at 25310 Campbell Ranch Road, Corona CA 92883. Thus, the Project site is adequately served by fire protection services under existing conditions.

Development of the proposed Project would affect fire protection services by placing an additional demand on existing Riverside County Fire Department resources should its resources not be augmented. To offset the increased demand for fire protection services, the Project would be required to provide a minimum of fire safety and support fire suppression activities, including compliance with State and local fire codes and fire sprinklers. Furthermore, the Project would be required to comply with the provisions of the County's Development Impact Fee (DIF) Ordinance (Riverside County Ordinance 659), which requires a fee payment to assist the county in providing for fire protection services. Payment of the DIF fee would ensure that the Project provides fair share funds for the provision of additional public services, including fire protection services, which may be applied to fire facilities and/or equipment, to offset the incremental increase in the demand for fire protection services that would be created by the Project.

Based on the foregoing analysis, implementation of the Project would not result in the need for new or physically altered fire protection facilities, and would not exceed applicable service ratios or response times for fire protections services. Therefore, there would be a less than significant impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

37. Sheriff Services

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source: Riverside County General Plan

Findings of Fact: Riverside County Sheriff's Department provides community policing to the Project area via the Lake Elsinore Sheriff's Station located approximately 14.91 miles southeast of the Project site at 333 Limited Avenue, Lake Elsinore, CA 92530. The proposed Project's demand on sheriff protection services would not be significant on a direct or cumulative basis because the Project would not create the need to construct a new Sheriff station or physically alter an existing station. The Project would be required to comply with the provisions of the County's DIF Ordinance (Ordinance 659), which requires a fee payment to assist the County in providing for public services, including police protection services. Payment of the DIF fee would ensure that the Project provides fair share funds for the provision of police protection services. Therefore, there would be a less than significant impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

38. Schools	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source: Corona-Norco Unified School District correspondence, GIS database

Findings of Fact: Implementation of the Project would result in the development of a gas station with a convenience store and car wash facility. No housing, which could increase the demand for school services, is being proposed. Therefore, there would be no impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

39. Libraries	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source: Riverside County General Plan

Findings of Fact: Implementation of the Project would result in the development of a gas station with a convenience store and car wash facility. No housing, which could increase the demand for library services, is being proposed. Therefore, there would be no impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

40. Health Services	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Riverside County General Plan

Findings of Fact: The Project simply proposes a gas station with a convenience store and car wash facility uses. No housing, which could increase the demand for health services, is being proposed. However, mandatory compliance with County Ordinance No. 659 requires a development impact fee payment to the County that is partially allocated to public health services and facilities. As such, impacts

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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to public medical facilities and resources associated with the proposed Project would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

RECREATION

41. Parks and Recreation

a) Would the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project include the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 type="checkbox"/>	<input checked="" type="checkbox"/>

Source: GIS database, Ord. No. 460, Section 10.35 (Regulating the Division of Land – Park and Recreation Fees and Dedications), Ord. No. 659 (Establishing Development Impact Fees), Parks & Open Space Department Review

Findings of Fact:

a) The Project proposes a gas station with a convenience store and car wash facility uses and does not involve the construction or expansion of recreational facilities. Therefore, there would be a less than significant impact.

b) The Project proposes gas station with a convenience store and car wash facility . No use of existing neighborhood or regional parks or other recreational facilities is being proposed. Therefore, there would be no impact.

c) According to "Map My County," the Project site is not located within a County Service Area (CSA). Accordingly, there would be no impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

42. Recreational Trails

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source: Riv. Co. 800-Scale Equestrian Trail Maps, Open Space and Conservation Map for Western County trail alignments

Findings of Fact: According to the Southwest Area Plan Figure 8, *Temescal Canyon Area Trails and Bikeway System*, there is a Class I Bike Path and a Class I Bike Path/Regional trail planned in the

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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immediate vicinity of the Project site. However, no component of the proposed Project would impact the planned routes. Accordingly, there would be no impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is 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: Riverside County General Plan

Findings of Fact:

a) In order to assess the Project's potential to result in significant impacts to the surrounding circulation system, a Project-specific traffic impact analysis was conducted for the Project.

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

Project Trip Generation and Distribution

Trip generation represents the amount of traffic that is attracted and produced by a development. The trip generation for the project is based upon the specific land uses that have been planned for this development.

According to the Proposed Circle K Traffic Impact Analysis prepared by RK Engineering Group, Inc., the proposed development is projected to generate approximately 3,057 trip-ends per day with 237 total vehicles per hour during the AM peak hour and 277 total vehicles per hour during the PM peak hour. Impacts are less than significant.

b) The congestion management program (CMP) applicable to the Project area is the Riverside County Transportation Commission's (RCTC) 2011 Riverside County Congestion Management Program. Within the study area identified by the Project's Traffic Impact Analysis, the only facility that is identified as a CMP facility is I-15. With implementation of the recommended roadway improvements any impact to the roadways in the vicinity of the Project site would be less than significant.

c & d) The nearest airport to the Project is Corona Municipal Airport, a small public use airport which is located approximately 7 miles northwest of the Project site. The proposed Project is not located in an airport land use plan covering the Corona Municipal Airport and has no potential to impact the airport's air traffic patterns. The Project site is also located approximately 14.6 miles west of the March Air Reserve Base, but is not within the March Air Reserve Base Airport Influence Policy Area or within any airport safety zone areas. Accordingly, the Project has no potential to result in impacts due to changes in air traffic patterns, nor would the Project alter any airborne traffic. Accordingly, no impact would occur.

Temescal Wash is located adjacent to the Project site, however, the wash does not support waterborne traffic. Accordingly, no impact to waterborne traffic would occur with implementation of the Project.

There are no railroad tracks in the vicinity of the Project site. Accordingly, there would be no impact.

e) Any roadway improvements planned as part of the Project would be in conformance with applicable Riverside County standards, and would not result in any hazards due to a design feature. Additionally, the Project area is currently characterized with commercial uses and light industrial uses. As such, the Project's proposed commercial retail uses have no potential to result in uses that are incompatible within the surrounding area and that could result in significant impacts to circulation and traffic. Accordingly, impacts would be less than significant.

f) Implementation of the proposed Project would result in improvements to several existing roadways that would require maintenance. Maintenance of the roadways planned for improvement by the Project would not result in any significant impacts to the environment. Impacts associated with the physical construction of these roadways already are evaluated in appropriate sections of this environmental assessment. Maintenance of these roadway facilities would be funded through the Project developer's payment of Development Impact Fees (DIF) and future Project resident's payment of property taxes. Therefore, the maintenance of roadways proposed by the Project would not result in any new impacts to the environment beyond that which is already disclosed by this environmental assessment, and impacts would therefore be less than significant.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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g) It is not anticipated that there will be a substantial effect upon circulation during the proposed project's construction. Street improvements along Cajalco Road and Temescal Canyon Road are completed. Construction of the project site will not substantially impact the circulation of the project vicinity because the project has been conditioned for improvements to Cajalco Road and Temescal Canyon Road and driveways. Therefore, the impact is considered less than significant.

h) The Project site is not identified as an emergency access route under any local or regional plans. As indicated under the discussion and analysis of Threshold 43.g), Project effects to the surrounding circulation system would be minimal during construction, and alternative access routes are available to ensure the adequate provision of emergency services to the area during Project construction. Thus, during construction of the proposed Project, impacts due to inadequate emergency access or access to nearby uses would be less than significant.

i) According to the Temescal Canyon Area Plan Figure 8, Temescal Canyon Area Trails and Bikeway System, there is a Class I Bike Path and a Class I Bike Path/Regional trail planned in the immediate vicinity of the Project site. However, no component of the proposed Project would impact the planned routes. The Riverside County General Plan does not identify the Project site for any other transit facilities, bikeways, or pedestrian facilities. Accordingly, the Project would not conflict with any adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, nor would the Project otherwise substantially decrease the performance or safety of such facilities. Accordingly, there would be a less than significant impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

44. Bike Trails

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source: Riverside County General Plan

Findings of Fact: According to the Temescal Canyon Area Plan Figure 8, *Temescal Canyon Area Trails and Bikeway System*, there is a Class I Bike Path and a Class I Bike Path/Regional trail planned in the immediate vicinity of the Project site. However, no component of the proposed Project would impact the planned routes. Therefore impacts are considered less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is 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"/>
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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"/>
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Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source: Department of Environmental Health Review

a) The Project will receive potable water service from Western Municipal Water District. Any connections from the Project site to existing water lines are considered to be part of the Project's construction phase and are evaluated throughout this environmental assessment accordingly. However, the Project would not result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects. Therefore, there would be a less than significant impact.

b) The Project site is located within the Western Municipal Water District (WMWD) service area. WMWD's 2010 Urban Water Management Plan (UWMP) identifies the water district's anticipated future demands for potable water resources and the plans for meeting those demands. The UWMP demonstrates that the WMWD has sufficient supplies to meet its existing and projected demand through 2035. Thus, the Project's demand for domestic water service would not require new or expanded entitlements and impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

46. Sewer

a) Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects?

b) Result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Source: Department of Environmental Health Review

Findings of Fact:

a) The Project will receive sewer service from Western Municipal Water District. Any connections from the Project site to existing sewer lines are considered to be part of the Project's construction phase and are evaluated throughout this environmental assessment accordingly. However, the Project would not result in the construction of new water treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects. Therefore, there would be a less than significant impact.

b) All sanitary sewer flows from the Project site would be conveyed to the Temecula Valley Regional Water Reclamation Facility (TVRWRF) for treatment. The TVRWRF is located approximately 6.44 miles southwest of the Project site at 42565 Avenida Alvarado, Temecula, CA. The TVRWRF provides primary, secondary, and tertiary treatment for a rated capacity of 18 million gallons per day (mgd) and is currently undergoing an expansion that would increase the capacity of the TVRWRF from 18 mgd to 28 mgd. With completion of the expansion of the existing facility, there would be more than adequate

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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capacity to treat wastewater flows generated by the Project. Accordingly, implementation of the proposed Project would not 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. Impacts are less than significant and no mitigation is required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

47. Solid Waste

a) Is the project served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

b) Does the project comply with federal, state, and local statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?

Source: Riverside County General Plan, Riverside County Waste Management District correspondence

Findings of Fact:

a) Construction and operation of the proposed Project would result in the generation of solid waste, requiring disposal at a landfill. The Riverside County Waste Management Department operates six (6) landfills that serve Riverside County residents. During the first quarter of 2015 (January 1 through March 31), waste collected from unincorporated portions of western Riverside County were disposed of at one of four facilities: Badlands Landfill, Blythe Landfill, El Sobrante Landfill, and Lamb Canyon Landfill. Due to the Project's location, it is anticipated that solid waste generated during construction and long-term operation would be disposed of at Badlands Landfill, El Sobrante Landfill, and/or Lamb Canyon Landfill. These landfills have a permitted daily disposal capacity of between 3,000 and 16,054 tons per day. Therefore, the proposed Project would be served by landfills with adequate capacity to accommodate the Project's solid waste needs during both construction and long-term operation.

Although the Project would likely contribute to the ultimate need for landfill expansion as needed to accommodate future growth within Riverside County, such potential landfill expansion would not be the direct result of the proposed Project. Furthermore, any environmental impacts that could result from such landfill expansions cannot be determined at this time, as the environmental impacts would be evaluated as part of a future CEQA document prepared in support of future landfill expansion efforts. Accordingly, environmental impacts that may result from future landfill expansions are herein evaluated as speculative in nature. Therefore, impacts are less than significant.

b) The proposed project will be required to comply with all applicable laws and regulations governing solid waste. The project will not affect Riverside County's ability to continue to meet the required AB 939 waste diversion requirements. 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: No mitigation is required.

Monitoring: No monitoring is required.

48. Utilities

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

a) Electricity?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Natural gas?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Communications systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Storm water drainage?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Street lighting?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: General Plan, Project Application Materials

Findings of Fact:

a-g) Implementation of the proposed Project would require the construction of numerous facilities as necessary to provide services to the site, including electrical facilities, natural gas lines, communication systems (telephone/cable), storm water drainage facilities, and street lighting. In addition, the Project would introduce new public roads off-site that would require maintenance by Riverside County. Impacts associated with the provision of utility service to the site are discussed below for each utility.

Electricity, Natural Gas, and Communications Systems

Electrical service is currently available in the Project area and would be provided by Southern California Edison (SCE), natural gas would be provided by Southern California Gas Company, and communication systems would be provided by Frontier. Although CUP03739 does not depict proposed electricity, natural gas, or communication systems facilities, as these would be identified in the future as part of implementing improvement plans, due to the presence of existing commercial and industrial uses to the north, east, and south of the site, it can reasonably be concluded that these facilities exist in the Project area. Any necessary connections to these existing points of connection would occur either on-site, or within off-site improved rights-of-way. Physical impacts associated with the construction of such facilities are evaluated throughout this environmental assessment. Where necessary, mitigation measures have been identified to reduce identified impacts to a level below significance. Accordingly, impacts due to the construction of new electrical facilities, natural gas lines, and communication systems as necessary to serve the Project would be less than significant.

Street Lighting

In accordance with Riverside County requirements, street lights would be provided along all roadways planned for improvement by the Project. Impacts associated with the construction of street lights have been evaluated in association with the physical impact of on- and off-site roadway construction throughout this environmental assessment. Any impacts due to construction of street lights would be less than significant.

Storm Water Drainage