

LAND USE/PLANNING	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	No New Impact
Would the project:				
28. Planning				
a) Be consistent with the site’s existing or proposed zoning?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Be compatible with existing surrounding zoning?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be compatible with existing and planned surrounding land uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be consistent with the land use designations and policies of the Riverside County General Plan (including those of any applicable Specific Plan)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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"/>

Sources: EIR376; Ord. 348; RCLIS; Project Description; SP293

Findings of Fact:

a-d) ***EIR376 Conclusion:*** Less than Significant Impact. SP288 was found to be consistent with the General Plan and the Perris Valley Land Use Planning Area. The proposed Project is considered a Category I/II Urban Land Use. According the General Plan, Category I and II uses consist of urban uses within city spheres of influence. Urban level development is identified in the Specific Plan and a full range of public facilities will be required. While the Project site is located away from an existing urban center and outside of a sphere of influence, several specific plans allowing urban-level development have been proposed and approved near the Crossroads in Winchester Specific Plan site. (EIR376, p. V-13)

EIR376 Mitigation Measures: N/A

Discussion of the proposed Project: The proposed Project is implementing SP288A2 and as such is consistent with the Land Use designations and Development Standards in SP288A2 and policies of the General Plan. The Project includes a Change of Zone Text and Specific Plan Substantial Conformance for land uses permitted in PA 16 of SP288A2. With approval of the proposed Change of Zone text and Substantial Conformance, the Project will be consistent with SP288A2, and in turn will be consistent with the General Plan.

As shown in **Figure 3 – Tentative Tract Map 37119**, the proposed Project creates individual residential lots in SP288A2 residential PAs 10, 14, and 16; open space lots in PA 12 and 15, park sites and water quality basins in PAs 9 and 17, and lots for future high density residential (HDR) uses in PAs 7 and 11. In 2015 when the current General Plan was adopted, both SP288A2 and the neighboring Specific Plans were already approved.

The Project is within the State Highway 79 Policy Area and will remain consistent with the provisions of this policy.

Finding: The Project’s potential impacts are no different than those analyzed in EIR376. Impacts resulting from implementation of the Project are less than significant as it will be consistent with the proposed Change of Zone Text and land use. Additionally, the Project would be consistent with the General Plan. Therefore, no new or substantially increased significant impacts would result from the Project beyond those discussed in EIR376.

e) EIR376 Conclusion: Not analyzed in EIR376.

EIR376 Mitigation Measures: N/A

Discussion of the proposed Project: There is not an established community in proximity to the Project site. The Project site and the surrounding land uses are vacant. The Project site is located adjacent to the easterly boundary of the Winchester Hills Specific Plan 293 and is surrounded by Domenigoni Parkway to the north, Winchester Road/State Route 79 to the east, and Old Newport Road to the south.

Finding: Implementation of the Project would not divide an established community so there will be no impacts in this regard. Therefore, no new or substantially increased significant impacts would result from the Project.

MINERAL RESOURCES

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

Sources: EIR376; GP, Figure OS-5 “Mineral Resources”

Findings of Fact:

a-d) EIR376 Conclusion: Less than significant. The proposed project consists of the development of residential, commercial, and recreational uses on the project site, and will not involve the extraction of mineral resources. Significant mineral resources do not occur on or adjacent to the project site, and

implementation of the proposed project will not conflict with any state or regional management plans for mineral resources.

EIR376 Mitigation Measures: N/A

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

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

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

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

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

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

The Project site is located within the MRZ-3 area “where the available geologic information indicates that mineral deposits are likely to exist; however, the significance of the deposit is undetermined.” The proposed Project site is not located in or near an Open Space-Mineral Resources (OS-MIN) zone as none have been identified in the HVWAP. Therefore, the potential for the Project to impact any mineral resources of value to the region or to residents is less than significant.

Finding: Because the proposed Project will not involve the extraction of mineral resources and significant mineral resources do not occur on or adjacent to the Project site, impacts are considered less than significant. Therefore, no new or substantially increased significant impacts would result from the Project.

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NOISE

NOISE	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	No New Impact
Would the project:				

Definitions for Noise Acceptability Ratings

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

NA - Not Applicable

A - Generally Acceptable

B - Conditionally Acceptable

C - Generally Unacceptable

D - Land Use Discouraged

30. Airport Noise

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

NA A B C D

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

NA A B C D

Sources: EIR376; GP Figure 4.13.31, "Hemet-Ryan Airport Future CNEL Contours", WEBB(f)

Findings of Fact:

a-b) EIR376 Conclusion: Less than Significant Impact. According to the Air Installation Compatible Use Zone (AICUZ) noise map prepared by March Air Force Base, the project site is located outside of the airport noise contour of 65 Ldn. (EIR376, p. V-34.)

EIR376 Mitigation Measures: N/A.

Discussion of the proposed Project: The Project is located near the Hemet-Ryan Airport (approximately 5 miles northeast of the Specific Plan area). However, the proposed Project site lies outside of the 60 and 65 community noise equivalent level (CNEL) contours for this airport. Although aircraft noise from the air traffic may still be audible, the sound levels emitted from the overhead aircraft are not expected to greater than 60 dBA in the Project area, which is below the normally acceptable threshold of 60 dBA, and 65 dBA, for single-and multiple-family residential land uses, respectively (WEBB(f), p. 3-1.)

Finding: The proposed Project's potential impacts are no different than those analyzed in EIR376. As the Project is not located within two miles of a public use airport or private airstrip and lies outside of CNEL contours for surrounding airports, impacts resulting from implementation of the Project are less

than significant. Therefore, no new or substantially increased significant impacts would result from the proposed Project beyond those analyzed in EIR376.

		Less than Significant New		
NOISE	Potentially Significant	Impact with Mitigation Incorporated	Less than Significant New Impact	No New Impact
Would the project:	New Impact			

Definitions for Noise Acceptability Ratings

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

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

31. Railroad Noise

NA A B C D

Sources: EIR376; GP Figure C-1, "Circulation Plan", WEBB(f)

Findings of Fact:

EIR376 Conclusion: Less than Significant Impact. The only current sources of noise in the Project area are the major surrounding roadways. (EIR376, p. V-37)

EIR376 Mitigation Measures: N/A

Discussion of the proposed Project: The Project does not propose the construction of new or a modification of existing rail lines and is not located within the vicinity of a rail line (WEBB(f), p. 3-1).

Finding: The Project's potential impacts are no different than those analyzed in EIR376. As the Project is not located near a railroad, noise impacts are less than significant. Therefore, no new or substantially increased significant impacts would result from the Project beyond those discussed in EIR376.

		Less than Significant New		
NOISE	Potentially Significant	Impact with Mitigation Incorporated	Less than Significant New Impact	No New Impact
Would the project:	New Impact			

Definitions for Noise Acceptability Ratings

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

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

32. Highway Noise

NA A B C D

Sources: EIR376; GP Figure C-1 "Circulation Plan", WEBB(f)

Findings of Fact:

EIR376 Conclusion: Less than Significant Impact with Mitigation Incorporated. Traffic from both on-site and other local roadways could affect residents of the Project in the long-term. The proposed community parks may generate noise that adversely affects the adjacent residential uses identified in the SP288. These long-term impacts can also be reduced to less than significant by establishing appropriate buffers and barriers to attenuate noise. (EIR376, pp. V-42.)

EIR376 Mitigation Measures:⁹

Mitigation Measure C.5-5 – All residential lots and dwellings shall be protected from excessive noise, including existing and projected noise. Attenuation shall be provided to ensure that noise levels do not exceed an exterior standard of 65 dB CNEL in outdoor living areas and an interior standard of 45 dB CNEL in all habitable rooms. Specifically, special consideration shall be given to lots abutting Winchester Road (Highway 79), and Newport Road, as well as lots abutting the commercial area and parks, where noise levels above 65 dB Ldn may be experienced. (EIR376, p. V-37.)

Mitigation Measure C.5-6 – All individual land use proposals will be reviewed on a project-by-project basis to determine what types of noise-attenuating features that need to be incorporated into project design. Concurrent with the processing of applications for tentative maps, the County will require project-specific noise assessments where appropriate. Such assessments shall provide recommendations to attenuate noise where the existing or project noise level exceeds the County standards, and the recommendations shall be incorporated into the development plans. In general, the following principles should be followed:

- Loading areas will be located away from any adjacent residential uses and will be screened as necessary to reduce noise impacts.
- Block walls will be required as necessary to separate loud commercial and park activities from adjacent residential uses.
- Outdoor mechanical equipment will be screened with noise-attenuating barriers.
- The commercial and community park parking lots should be located away from residential and other noise sensitive uses.
- Additional rear yard setbacks, where appropriate, for residential uses which back up to the commercial or parks.
- Within the community parks, facilities for active recreational uses – such as basketball courts and playgrounds – should be located away from residential lots to the extent feasible. (EIR376, p. V-38.)

Discussion of the proposed Project: The proposed Project site is generally bounded by four General Plan Circulation Element designated roadways: Domenigoni Parkway to the north, Rice Road to the

⁹ EIR376 Mitigation Measures C.5.1 through C.5.4 are applicable to construction related noise and are discussed in response 26.b), below.

east, Winchester Road/SR-79 to the west and Newport Road to the south. Vehicular-sourced noise impacts to the SP288A2 site and surrounding area were evaluated as part of EIR376 Addendum No. 2 using the Federal Highway Administration (FHWA), Traffic Noise Model (TNM 2.5). Noise impacts to the SP288A2 land uses from these roadways were analyzed in detail in the *Preliminary Acoustical Impact Analysis, Crossroads in Winchester (SPA288A2), Riverside County, CA* prepared by Albert A. Webb Associates in December 2011 (hereinafter referred to the AIA). Because the proposed Project is an implemmenting project under SP288A and proposes fewer dwelling units than the similar locations evaluated in the AIA for SP288A2, the analysis in the AIA is applicable to the proposed Project. Existing surrounding land uses include six single-family residences to the south, Salt Creek Channel to the north, and vacant property to the east and west (**Figure 8 – Noise Receivers**). Existing noise levels for neighboring residences in the Project area are currently below the residential threshold of 65 dBA (WEBB(f), p. 2-19) as indicated in **Table 3 – Predicted Existing Exterior Noise Levels**.

Table 3 – Predicted Existing Exterior Noise Levels

Receiver Location	Designation on Figure 12	Calculated CNEL ⁴
Old Newport Resident 1	EX1	39
Old Newport Resident 2	EX2	39
Old Newport Resident 3	EX3	41
Old Newport Resident 4	EX4	42
Old Newport Resident 5	EX5	46
Old Newport Resident 6	EX6	57

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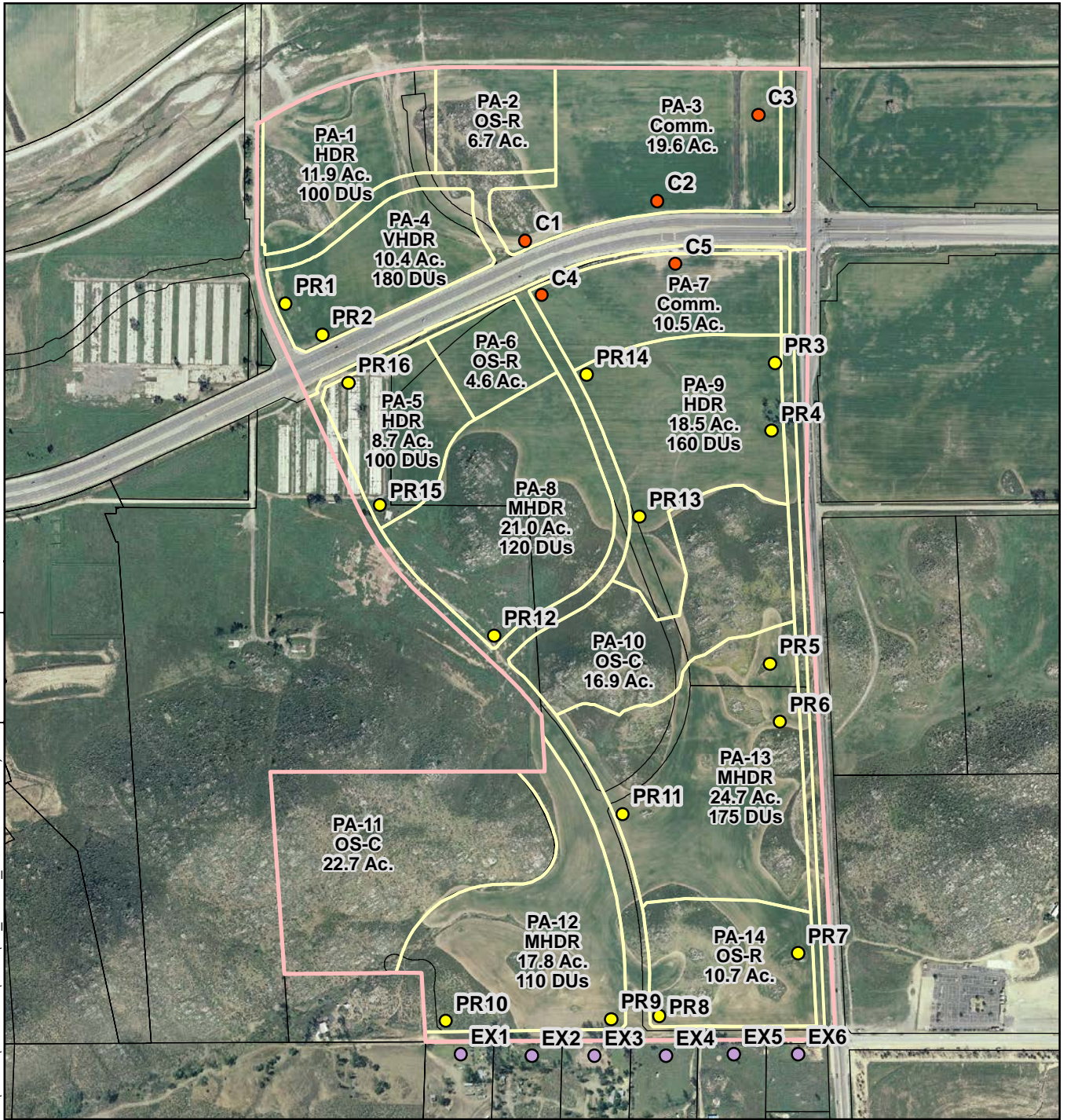


Figure 8 - Noise Receivers

Initial Study/Addendum No. 2 to EIR376

Legend

Noise Receivers

- Commercial Receiver
- Existing Residential
- Project Residential
- Project Boundary
- Land Use Plan
- Parcels



0 500 1,000 1,500 Feet

To determine the extent of vehicular-sourced noise from SP288A2 at full buildout, noise receptors were modeled at various positions throughout the site and at the six existing residences south of Old Newport Road (see **Figure 8**). As shown in **Table 4 – Predicted Unmitigated Noise Levels for the Existing Plus Project Conditions**, below, the combination of existing plus Project vehicular noise is predicted to exceed the residential threshold of 65 dBA for proposed receivers PR3 and PR16.

Table 4– Predicted Unmitigated Noise Levels for the Existing Plus Project Conditions

Receiver Location ¹	Designation on Figure 12	Calculated CNEL ²
Old Newport Resident 1	EX1	47
Old Newport Resident 2	EX2	47
Old Newport Resident 3	EX3	47
Old Newport Resident 4	EX4	46
Old Newport Resident 5	EX5	48
Old Newport Resident 6	EX6	58
Project Residential 3	PR3	65
Project Residential 4	PR4	64
Project Residential 5	PR5	63
Project Residential 6	PR6	64
Project Residential 7	PR7	64
Project Residential 8	PR8	48
Project Residential 9	PR9	46
Project Residential 10	PR10	46
Project Residential 11	PR11	42
Project Residential 12	PR12	48
Project Residential 13	PR13	47
Project Residential 14	PR14	47
Project Residential 15	PR15	50
Project Residential 16	PR16	66

¹Receiver Locations Project Residential 1, Project Residential 2, and Commercial 1 through 5 are not shown in this table because they are not a part of the TR37719.

²CNEL= $L_{eq}(h)_{pk} + 10 \log_{10} 4.17/P + 10 \log_{10}(d + 4.77e + 10N)$; where $L_{eq}(h)_{pk}$ = peak hour L_{eq} , P= peak hour volume % of ADT, D= daytime fraction of ADT, N= nighttime fraction of ADT, D+N=1

However, with mitigation, the Project will be consistent with the County’s current noise standards (WEBB(f), p. 3-2). As previously discussed, EIR376 also concluded that long-term noise would be reduced to less than significant by establishing appropriate buffers and barriers to attenuate noise. (EIR376, pp. V-42.) Two of the noise Mitigation Measures identified in EIR376 require noise attenuation (Mitigation Measure C.5-6) and subsequent noise analysis concurrent with the processing of tentative map applications to make sure that County noise standards will be met for future Project

development (EIR376, pp. V-42). The discussion in this Addendum constitutes the subsequent noise analysis required by Mitigation Measure C.5-6.)

As previously stated, existing and future noise impacts related to vehicular traffic were modeled using the FHWA TNM 2.5, which considers site-specific information such as roadway configuration, roadway traffic volumes, source-to-receiver distances, travel speed, noise source and receiver heights, and the percentages of automobiles, medium trucks, and heavy trucks, which the peak-hour traffic is composed of throughout the day. (WEBB(f), p. 2-15.) In addition to consideration of site-specific conditions, TNM 2.5 allows users to identify specific receivers for modeling noise impacts. TR37119 is represented by a total of 22 receivers to forecast an accurate representation of the noise levels within the tract and at sensitive receptors adjacent to the site as shown on **Figure 8**. Included among the modeled receptors are 13 receptors that have been placed to represent future residential development in the proposed residential planning areas in TR37119 adjacent to the main roads in and around the Project site (receptors PR3 through PR16 on **Figure 8** and in **Tables 3 and 4**). The TNM 2.5 also allows different types of attenuation to be modeled for any given project. For the proposed Project, the results of the TNM 2.5 modeling indicated that a six-foot perimeter wall along Domenigoni Parkway would provide sufficient noise attenuation. Therefore, EIR376 Mitigation Measure C.5 5 was revised in EIR376 Addendum No. 1 to clarify the type of attenuation to be provided as follows:

Mitigation Measure C.5-5 – All residential lots and dwellings shall be protected from excessive noise, including existing and projected noise. Attenuation shall be provided to ensure that noise levels do not exceed an exterior standard of 65 dB CNEL in outdoor living areas and an interior standard of 45 dB CNEL in all habitable rooms. Specifically, special consideration shall be given to lots abutting Winchester Road (Highway 79), and Newport Road, as well as lots abutting the commercial area and parks, where noise levels above 65 dB Ldn may be experienced. To reduce impacts of roadway noise to future on-site residential uses, noise attenuation shall be required. Placement of a six-foot perimeter wall along Domenigoni Parkway shall effectively minimize noise impacts to future residential land uses adjacent to that roadway.¹⁰

Mitigation Measure C.5-5 as revised by EIR376 Addendum No. 1 merely clarifies the type of attenuation to be provided and thus achieves the same goal as set forth by Mitigation Measure C.5-5 in EIR376.

Mitigation Measure C.5-6 as revised by EIR376 Addendum No. 1 (shown below) achieves the same goal as Mitigation Measure C.5-6 in EIR376 by requiring final acoustical impact analyses be prepared for each planning area to identify and incorporate appropriate noise attenuation prior to the issuance of building permits. The language of revised Mitigation Measure C.5-6, merely clarifies that the final acoustical analysis is prepared at the time final grading and architectural plans are available, because it is necessary to know the relative elevations of noise receptors and noise generators and the building materials in order to accurately determine noise impacts. As revised by EIR376 Addendum No. 1, Mitigation Measure C.5-6 clarifies that noise analysis for proposed loading docks, which is implied by in

¹⁰ Corresponds to MM Noise 1 in the *Preliminary Acoustical Impact Analysis, Crossroads in Winchester (SPA288A2), Riverside County, CA*

Mitigation Measure C.5-6 as set forth in EIR376, is required. The provisions in Revised Mitigation Measure C.5-6 with regard to loading areas and commercial uses are not applicable to the proposed Project, because the Project does not propose any commercial uses or create commercial lots.

~~Mitigation Measure C.5-6 – All individual land use proposals will be reviewed on a project-by-project basis to determine what types of noise attenuating features that need to be incorporated into project design. Concurrent with the processing of applications for tentative maps, the County will require project specific noise assessments where appropriate. Such assessments shall provide recommendations to attenuate noise where the existing or project noise level exceeds the County standards, and the recommendations shall be incorporated into the development plans. Once precise grading and architectural plans are made available, and prior to building permit issuance, a final acoustical impact analysis shall be performed for each planning area within the Crossroads in Winchester SPA No. 2. The final acoustical impact analysis shall be utilized to confirm this preliminary acoustical impact analysis' findings and to determine building- and/or unit-specific interior noise levels and potential Mitigation Measures necessary for the Project to ensure interior noise levels will be consistent with County standards.¹¹~~

In general, the following principles should be followed:

- Loading areas will be located away from any adjacent residential uses and will be screened as necessary to reduce noise impacts.
- Block walls will be required as necessary to separate loud commercial and park activities from adjacent residential uses.
- Outdoor mechanical equipment will be screened with noise-attenuating barriers.
- The commercial and community park parking lots should be located away from residential and other noise sensitive uses.
- Additional rear yard setbacks, where appropriate, for residential uses which back up to the commercial or parks.
- Within the community parks, facilities for active recreational uses—such as basketball courts and playgrounds—should be located away from residential lots to the extent feasible.

As part of the development plan review process for any portion of the proposed Project that proposes loading docks, an analysis shall be done to determine the potential noise impacts to adjacent properties and the loading docks shall be sited or designed such that the applicable noise standards of the adjacent properties are not exceeded.¹²

By clarifying the timing of the final acoustical analysis and the requirement for noise analysis for proposed loading docks, Mitigation Measure C.5-6 as revised by EIR376 Addendum No. 1 achieves the same goal set forth by Mitigation Measure C.5-6 in EIR376.

¹¹ Corresponds to MM Noise 2 in the *Preliminary Acoustical Impact Analysis, Crossroads in Winchester (SPA288A2), Riverside County, CA*

¹² Corresponds to MM Noise 9 in the *Preliminary Acoustical Impact Analysis, Crossroads in Winchester (SPA288A2), Riverside County, CA*

Finding: The Project’s potential impacts are no different than those analyzed in EIR376. Impacts resulting from implementation of the Project related to highway noise are less than significant with incorporation of Mitigation Measures C.5-5 and C.5-6 as revised by EIR376 Addendum No. 1, which clarifies the intent and achieves the same goals as Mitigation Measures C.5-5 and C.5-6 as set forth in EIR376. Therefore, no new or substantially increased significant impacts would result from the Project beyond those discussed in EIR376 and impacts remain less than significant with mitigation incorporated.

	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	No New Impact
NOISE				
Would the project:				

Definitions for Noise Acceptability Ratings

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

NA - Not Applicable

A - Generally Acceptable

B - Conditionally Acceptable

C - Generally Unacceptable

D - Land Use Discouraged

33. Other Noise

NA A B C D

Sources: EIR376; Project description; WEBB(f)

Findings of Fact:

EIR376 Conclusion: Less than Significant Impact. The only current sources of noise in the SP288A2 area are the major surrounding roadways. (EIR376, p. V-37.)

EIR376 Mitigation Measures: N/A

Discussion of the proposed Project: There are no other sources of noise within the Project vicinity that would impact the Project area. (WEBB(f), p. 3-3.)

Finding: The Project’s potential impacts are no different than those analyzed in EIR376. Impacts resulting from implementation of the Project are less than significant. Therefore, no new or substantially increased significant impacts would result from the Project beyond those discussed in EIR376.

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

Sources: EIR376; GP, Table N-1, "Land Use Compatibility for Community Noise Exposure;" Project description; WEBB(f)

Findings of Fact:

- a) EIR376 Conclusion: Less than Significant Impact with Mitigation Incorporated. Construction of the development proposed in SP288 could significantly impact residential uses. Traffic along both on-site and other local roadways could affect residents of the project site in the long-term. The proposed commercial center and community parks may generate noise that adversely affects the adjacent residential uses identified in the Specific Plan. However, Mitigation Measures would reduce impacts to less than significant. (EIR376, pp. V-42.)

EIR376 Mitigation Measures: Mitigation Measures C.5-5 and C.5-6 (discussed above in response 32) were identified to reduce the level of impacts to less than significant. (EIR376, p. V-42.)

Discussion of the proposed Project: The proposed Project would not substantially alter the present or planned land use of the area and noise impacts from operations from those land uses will be similar to those previously examined in EIR376 and EIR376 Addendum No. 1.

According to the guidelines presented in the *Riverside County General Plan Noise Element Land Use Compatibility for Community Noise Exposure*, exterior noise impacts upon commercial land uses are normally acceptable up to 70 dBA Ldn/CNEL; and conditionally acceptable up to 80 dBA Ldn/CNEL. Exterior noise impacts upon low density single family residential land uses are normally acceptable up to 60 dBA Ldn/CNEL and conditionally acceptable up to 70 dBA Ldn/CNEL. Exterior noise impacts upon multiple family residential land uses are normally acceptable up to 65 dBA Ldn/CNEL and conditionally acceptable up to 70 dBA Ldn/CNEL. (WEBB(f), p. 2-10.)

Most people only notice a change in the noise environment when the difference in noise levels is greater than 3 dBA. However, it is widely accepted that the average healthy ear can barely perceive changes of 3 dBA and that a change of 5 dBA is readily perceptible. Therefore, impacts attributable to Project-specific traffic increases would be considered significant if there is an increase of 5 dBA or greater. (WEBB(f), pp. 3-4–3.5.)

Off-site noise levels were calculated for sensitive receivers based on traffic¹³ from roadway segments in the Project vicinity for the following scenarios:

- Existing Conditions;
- Existing plus Project;
- Existing plus ambient growth plus cumulative projects plus Project conditions; and
- Year 2035 buildout without and with Project. (WEBB(f), p. 3-6)

Existing modeled noise levels at the analyzed sensitive receptors under existing traffic conditions are summarized above in **Table 3**, above, and included in **Tables 5** and 6, below, for reference and comparison to each modeled scenario.

Table 5 – Noise Levels from Existing Plus Project Traffic compares existing noise levels (without the Project) with predicted noise levels resulting from Project-specific traffic. As indicated in **Table 5**, four of the existing sensitive receptors along old Newport road (EX1 thru EX4) will experience an increase in CNEL that is greater than 5.0 dBA, which will be perceptible; however, because the noise levels will remain well below the 65 dBA threshold for residential development, this is not considered a substantial increase in noise. (WEBB(f), p. 3-7.)

With regard to the future on-site receivers, noise levels at receivers PR2 and PR16 are expected to exceed 65 dBA with the inclusion of Project-specific traffic. However, with implementation of revised Mitigation Measure C.5-5, which requires a six-foot wall, to be located along the north and south side of Domenigoni Parkway, noise levels are anticipated to be brought to acceptable levels and impacts remain less than significant with mitigation. (WEBB(f), p. 3-7.)

Table 5– Noise Levels from Existing Plus Project Traffic

Receptor Location ¹	Designation on Figure 12	Existing Predicted Exterior L _{eq} /CNEL ¹	Existing + Project L _{eq} /CNEL ²	Existing + Project with 6-FT Wall (dBA) ³
Old Newport Resident 1	EX1	39	47	47

¹³ It is important to note that this analysis has been prepared based upon the *Traffic Impact Analysis Report, Crossroads in Winchester (SP288A2)*, which was included as Appendix G EIR376 Addendum No. 1. The traffic impact analysis was based upon a land use plan which consisted of 12 planning areas, including 1,020 residential units of varying densities and product types with supportive commercial uses, parks and open space, and infrastructure. Subsequent to preparation of the traffic impact analysis, the land use plan was modified so that it presents less of an impact with regard to traffic trip generation (i.e., the proposed Project will generate fewer trips than reported in the traffic impact analysis). Consequently, the Project-related traffic noise impacts reported herein are based on a greater number of trips than anticipated and the actual noise levels will be lower. (WEBB(f), p. 1-1)

Receptor Location ¹	Designation on Figure 12	Existing Predicted Exterior L _{eq} /CNEL ¹	Existing + Project L _{eq} /CNEL ²	Existing + Project with 6-FT Wall (dBA) ³
Old Newport Resident 2	EX2	39	47	47
Old Newport Resident 3	EX3	41	47	47
Old Newport Resident 4	EX4	42	46	46
Old Newport Resident 5	EX5	46	48	45
Old Newport Resident 6	EX6	57	58	58
Project Residential 1	PR1	N/A	55	50
Project Residential 2	PR2	N/A	69	38
Project Residential 3	PR3	N/A	65	58
Project Residential 4	PR4	N/A	64	57
Project Residential 5	PR5	N/A	63	51
Project Residential 6	PR6	N/A	64	52
Project Residential 7	PR7	N/A	64	53
Project Residential 8	PR8	N/A	48	47
Project Residential 9	PR9	N/A	46	45
Project Residential 10	PR10	N/A	46	46
Project Residential 11	PR11	N/A	42	40
Project Residential 12	PR12	N/A	48	47
Project Residential 13	PR13	N/A	47	47
Project Residential 14	PR14	N/A	47	47
Project Residential 15	PR15	N/A	50	50
Project Residential 16	PR16	N/A	66	62
Commercial 1	C1	N/A	64	64
Commercial 2	C2	N/A	65	65
Commercial 3	C3	N/A	52	52
Commercial 4	C4	N/A	67	67
Commercial 5	C5	N/A	69	69

¹ Calculated CNEL per Table 6 –Predicted Existing Exterior Noise Levels

² Converted CNEL

³ Six-foot wall per revised Mitigation Measure 5.6

Table 6 – Noise Levels from Existing Plus Ambient Growth Plus Cumulative Growth Plus Project Buildout Traffic compares predicted existing noise levels with Project-specific traffic for the existing plus ambient growth plus Project-related traffic plus traffic from cumulative projects at Project buildout condition. As shown in **Table 6**, below, noise levels at receivers PR2, PR3, PR6, and PR16 are expected to exceed the 65 dBA threshold set for residential land use. However, with implementation of revised Mitigation Measure C.5-5, which requires a six-foot wall to be located along the north and

south side of Domenigoni Parkway, as well as along the western side of Winchester Road (SH-79), noise levels are anticipated to be brought to acceptable levels and impacts remain less than significant with mitigation. (WEBB(f), p. 3-8)

Table 6 – Noise Levels from Existing Plus Ambient Growth Plus Cumulative Growth Plus Project Buildout Traffic

Receptor Location	Designation on Figure 8	Existing Predicted Exterior $L_{eq}/CNEL$ ¹	Existing + Amb. + Cumulative + Project Buildout $L_{eq}/CNEL$ ²	Existing + Amb. + Cumulative + Project Buildout with 6-FT Wall $L_{eq}/CNEL$ ³
Old Newport Resident 1	EX 1	39	48	47
Old Newport Resident 2	EX 2	39	48	47
Old Newport Resident 3	EX 3	41	48	47
Old Newport Resident 4	EX 4	42	46	45
Old Newport Resident 5	EX 5	46	49	45
Old Newport Resident 6	EX 6	57	59	59
Project Residential 1	PR1	N/A	56	50
Project Residential 2	PR2	N/A	70	38
Project Residential 3	PR3	N/A	66	59
Project Residential 4	PR4	N/A	65	59
Project Residential 5	PR5	N/A	64	52
Project Residential 6	PR6	N/A	66	53
Project Residential 7	PR7	N/A	65	54
Project Residential 8	PR8	N/A	48	47
Project Residential 9	PR9	N/A	47	46
Project Residential 10	PR10	N/A	47	47
Project Residential 11	PR11	N/A	43	41
Project Residential 12	PR12	N/A	48	48
Project Residential 13	PR13	N/A	48	48
Project Residential 14	PR14	N/A	49	48
Project Residential 15	PR15	N/A	51	51
Project Residential 16	PR16	N/A	68	64
Commercial 1	C1	N/A	66	66
Commercial 2	C2	N/A	66	66

Receptor Location	Designation on Figure 8	Existing Predicted Exterior $L_{eq}/CNEL^1$	Existing + Amb. + Cumulative + Project Buildout $L_{eq}/CNEL^2$	Existing + Amb. + Cumulative + Project Buildout with 6-FT Wall $L_{eq}/CNEL^3$
Commercial 3	C3	N/A	54	54
Commercial 4	C4	N/A	69	69
Commercial 5	C5	N/A	70	70

¹ Calculated CNEL per **Table 5 – Existing Predicted Exterior Noise Levels**
² Converted CNEL
³ Six-foot wall per Mitigation Measure C.5.6 as revised by EIR376 Addendum No. 1.

Table 7 – Noise Levels from Predicted Year 2035 compares predicted existing noise levels with that of the predicted noise levels as the year 2035. Year 2035 without Project and year 2035 with Project traffic conditions were derived from the regional travel demand model currently being used for long-range planning in the County of Riverside. This model is commonly referred to as the Riverside County Transportation Analysis Model (RivTAM).

As shown in **Table 7**, below, noise levels for Project-sensitive receptors PR2 and PR16 are expected to exceed the 65 dBA threshold for residential land use. However, as indicated by **Table 6**, above, acceptable levels are achievable with implementation of Mitigation Measure C.5-5 as revised by EIR376 Addendum No. 1, which clarifies and achieves the same purpose as Mitigation Measure C.5-5 in EIR376.

Table 7 – Noise Levels from Predicted Year 2035

Receptor Location	Designation on Figure 12	Existing Predicted Exterior $L_{eq}/CNEL^1$	Year 2035 Without Project $L_{eq}/CNEL^2$	Year 2035 With Project (dBA)
Old Newport Resident 1	EX 1	39	55	55
Old Newport Resident 2	EX 2	39	55	56
Old Newport Resident 3	EX 3	41	55	55
Old Newport Resident 4	EX 4	42	54	55
Old Newport Resident 5	EX 5	46	54	55
Old Newport Resident 6	EX 6	57	56	56
Project Residential 1	PR1	N/A	N/A	55
Project Residential 2	PR2	N/A	N/A	69
Project Residential 3	PR3	N/A	N/A	60
Project Residential 4	PR4	N/A	N/A	59
Project Residential 5	PR5	N/A	N/A	58
Project Residential 6	PR6	N/A	N/A	59
Project Residential 7	PR7	N/A	N/A	59

Receptor Location	Designation on Figure 12	Existing Predicted Exterior $L_{eq}/CNEL^1$	Year 2035 Without Project $L_{eq}/CNEL^2$	Year 2035 With Project (dBA)
Project Residential 8	PR8	N/A	N/A	57
Project Residential 9	PR9	N/A	N/A	53
Project Residential 10	PR10	N/A	N/A	55
Project Residential 11	PR11	N/A	N/A	40
Project Residential 12	PR12	N/A	N/A	47
Project Residential 13	PR13	N/A	N/A	46
Project Residential 14	PR14	N/A	N/A	45
Project Residential 15	PR15	N/A	N/A	50
Project Residential 16	PR16	N/A	N/A	66
Commercial 1	C1	N/A	N/A	64
Commercial 2	C2	N/A	N/A	64
Commercial 3	C3	N/A	N/A	51
Commercial 4	C4	N/A	N/A	67
Commercial 5	C5	N/A	N/A	68

¹ Calculated CNEL per **Table 6 – Existing Predicted Exterior Noise Levels**.

² RivTAM model data made available through the *Traffic Impact Analysis Report, Crossroads in Winchester (SP288A2)*, which is included as Appendix G to EIR376 Addendum No. 1.

As detailed in **Tables 5 through 7**, above, noise will increase as a result of Project-related traffic and this increase is predicted to exceed the residential threshold of 65 dBA for certain residential planning receivers within SP288A2. However, with implementation of Mitigation Measure C.5-5 as revised by EIR376 Addendum No. 2, which requires a six-foot wall to be located along the north and south side of Domenigoni Parkway, as well as along the western side of Winchester Road/SR-79, noise levels are able to be brought to acceptable levels throughout the Project and impacts will remain less than significant with mitigation.

Finding: The Project’s potential impacts are no different than those analyzed in EIR376 and with the implementation of Mitigation Measures C.5-5 and C.5-6 as revised by EIR376 Addendum No. 1. As discussed in response 30 above, the proposed Project will not result in a substantial permanent increase in ambient noise; thus, impacts will be less than significant with mitigation incorporated. Mitigation Measures C.5-5 and C.5-6 as revised by EIR376 Addendum No. 1 merely clarify and amplify Mitigation Measures C.5-5 and C.5-6 as set forth in EIR376 and achieve the same goals. Therefore, no new or substantially increased significant impacts result from the Project beyond those discussed in EIR376.

- b) **EIR376 Conclusion:** Less than Significant Impact with Mitigation Incorporated. Construction-related noise impact, which may include blasting (EIR376, Appendix B, p. 18), will be short-term and can be reduced to less than significant with a variety of measures. (EIR376, p. V-42.)

EIR376 Mitigation Measures:¹⁴

Standard Regulatory Requirements

Mitigation Measure C.5-1 – To reduce construction-related noise, site preparation, grading and construction activities shall occur only during daylight hours, or as otherwise permitted by County regulations and practices. (EIR376, p. V-37.)

Additional Measures

Mitigation Measure C.5-2 – To reduce construction related noise and to protect the health of persons employed at construction sites, hearing protection equipment shall be worn in compliance with regulations established by the California Occupational Safety and Health Administration. (EIR376, p. V-37.)

Mitigation Measure C.5-3 – To reduce construction related noise, all construction-related equipment, either fixed or mobile, shall be equipped with properly operating and maintained muffler exhaust systems. Stationary equipment shall be situated in a manner that will direct emitted noise away from noise sensitive receptors. (EIR376, p. V-37.)

Mitigation Measure C.5-4 – To reduce construction-related noise, construction operations which produce the highest levels of noise shall be arranged to occur together in the construction program in order to avoid continuing periods of greater annoyance. (EIR376, p. V-37).

Discussion of the proposed Project: Temporary noise impacts will result during Project construction. Construction noise levels will vary significantly based upon the size and topographical features of the active construction zone, duration of the work day, and types of equipment utilized. Project construction will involve multiple phases (site preparation, grading, building construction, paving, architectural coating) employing differing types and quantities of mechanical equipment. Each piece of equipment will produce varying levels of noise at varying distances from within the active maintenance/construction area. (WEBB(f), p. 3-4.)

A typical construction day with eight-hour duration can potentially generate 84 dBA CNEL at a distance of 50 feet from the noise source, on average. Using soft site parameters (a loss of 6 dBA per doubling of distance from the source), the 65 dBA CNEL contour (applicable to exterior areas of Residential uses) is calculated to occur at a distance of approximately 500 feet. Therefore, to minimize impacts upon neighboring residential properties from noise generated by typical construction methods anticipated to be used by the Project, stationary noise-generating construction equipment shall be placed a minimum of 500 feet from the property line of the closest existing residence (to the south of the Project area). (WEBB(f), pp. 3-4–3.5.)

Noise impacts are considered significant if they cause a violation of any adopted standards, however, there are no performance standards in the County’s noise ordinance applicable to construction.

Construction-related noise impacts are minimized by time restrictions placed on grading permits and

¹⁴ EIR376 Mitigation Measures 5.5 and 5.6 are applicable to Project operations and traffic increases and were previously discussed in items 24 and 26a, above.

by providing advanced notice of any blasting to existing residences in proximity to the construction site. Time constraints on construction involving heavy equipment use are established by the County and will apply to this Project. Compliance with these limits will limit the number of receivers exposed to temporary noise impacts during Project construction. Riverside County Ordinance No. 457, Section 1G states the following:

Whenever a construction site is within one-quarter (1/4) mile of an occupied residence(s), no construction activities shall be undertaken between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September and between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May. Exceptions to these standards shall be allowed only with the written consent of the Riverside County Building Official. (WEBB(f), p. 3-5.)

There is only one area with existing sensitive receptors that could be affected by Project-related construction activity. This area includes six residences located south of Old Newport Road immediately south of the Project's southern boundary, shown as EX1 through EX6 on **Figure 8**. Therefore, to minimize impacts upon neighboring residential properties from noise generated by typical construction methods anticipated to be used by the Project, stationary noise-generating construction equipment shall be placed a minimum of 500 feet from the property line of the closest existing residence (to the south of the Project site). (WEBB(f), p. 3-5.)

Although construction-related noise will be temporary, it may exceed the conditionally acceptable exterior residential standard of 70 dBA at the northern property lines of the existing residential units south of Old Newport Road (WEBB(f), p. 3-10). Based on the Project-specific acoustical analysis, Mitigation Measure 5.2 remains as set forth in EIR376 and Mitigation Measures C.5-1, C.5-3, and C.5-4 were revised by EIR376 Addendum No. 1 to clarify and amplify the language and intent of the mitigation in EIR376 as follows:

Mitigation Measure C.5-1 – To reduce construction-related noise, site preparation, grading and construction activities shall ~~occur only during daylight hours, or as otherwise permitted by County regulations and practices.~~ adhere to Riverside County Ordinance No. 457, which states, “whenever a construction site is within one-quarter (1/4) of a mile of an occupied residence or residences, no construction activities shall be undertaken between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September and between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May. Exceptions to these standards shall be allowed only with the written consent of the building official.”¹⁵

Mitigation Measure C.5-1 as revised by EIR376 Addendum No. 1 clarifies and amplifies where construction hours are to be restricted and explicitly identifies the restrictions. Thus, revised Mitigation Measures C.5-1 achieves the same goal as Mitigation Measure C.5-1 in EIR376.

Mitigation Measure C.5-2 – To reduce construction related noise and to protect the health of persons employed at construction sites, hearing protection equipment shall be worn in

¹⁵ Corresponds to MM Noise 1 in the *Preliminary Acoustical Impact Analysis, Crossroads in Winchester (SPA288A2), Riverside County, CA*

compliance with regulations established by the California Occupational Safety and Health Administration.

Mitigation Measure C.5-3 as revised by EIR376 Addendum No. 1 (shown below) clarifies the type of construction noise being reduced and clarifies the standard to which construction equipment shall be maintained and identifies how compliance with the mitigation shall be monitored. Revised Mitigation Measure C.5-3 also clarifies the location of stationary equipment relative to sensitive receptors as intended by Mitigation Measure C.5-3 in EIR376. Thus, Mitigation Measures C.5-3 as revised by EIR376 Addendum No. 1 achieves the same goal as Mitigation Measure C.5-3 in EIR376.

Mitigation Measure C.5-3 – To reduce construction related noise resulting from poorly tuned or improperly modified vehicles and construction equipment, the contractor shall ensure that all construction related equipment, either fixed or mobile, shall be equipped with properly operating and maintained muffler exhaust systems. all vehicles and construction equipment shall maintain equipment engines in good condition and in proper tune per manufacturers' specifications to the satisfaction of the County of Riverside Building Department. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction. Compliance with this measure shall be subject to periodic inspections by the County of Riverside Building Department. The contractor shall place stationary equipment shall be situated in a manner that will direct emitted noise away from noise sensitive receptors at a minimum of 500 feet from the property line of existing sensitive receptors (residences to the south), when and where feasible. To minimize or eliminate motor-derived noise from construction equipment, contractors shall utilize construction equipment that is either low-emission propane powered or electric (i.e. forklifts), where practical and feasible.¹⁶

Mitigation Measure C.5-4 as revised by EIR376 Addendum No. 1 (shown below) clarifies that the noisiest construction operations occur together where practical and feasible. This does not change the intent of Mitigation Measures C.5-4 as set forth in EIR376 and thus, achieves the same goal as Mitigation Measure C.5-4 in EIR376.

Mitigation Measure C.5-4 – To reduce construction-related noise, construction operations which produce the highest levels of noise shall be arranged to occur together in the construction program, where practical and feasible, in order to avoid continuing periods of greater annoyance.

EIR376 indicates that Project construction may require blasting (EIR376, Appendix B, p. 18). In the event blasting is necessary within one-quarter of a mile of any residences, EIR376 Addendum No. 1 included Mitigation Measure C.5-7, which requires notification to be provided to the owners and occupants of the within one-quarter of a mile of areas requiring blasting.

Mitigation Measure C.5-7 – The developer shall notify residences within 1/4 mile of any areas that will require blasting, as to the timing and duration of any potential blasting activities

¹⁶ Corresponds to MM Noise 5, MM Noise 6, and MM Noise 8 in the *Preliminary Acoustical Impact Analysis, Crossroads in Winchester (SPA288A2), Riverside County, CA*

associated with the Project site. Notification shall take place a minimum of five working days prior to anticipated blasting activities.¹⁷

Mitigation Measure C.5-7 has the same intent and achieves the same goals as revised Mitigation Measure C.5-1 because providing advance notification of potential blasting will give residents in proximity to such activity the opportunity to keep windows closed or leave the area during construction and thus reduces the potential number of receptors in the area during Project construction.

Finding: The Project's potential impacts are no different than those analyzed in EIR376 with implementation of EIR376 Mitigation Measure C.5-2, revised Mitigation Measures C.5-1, C.5-3 through C.5-6 and new Mitigation Measure C.5-7. The revised and new Mitigation Measures, which merely clarify and amplify the original Mitigation Measures in EIR376, achieve the same goals. Therefore, no new or substantially increase significant impacts would result from the Project beyond those discussed in EIR376 and impacts remain less than significant with mitigation.

- c) *EIR376 Conclusion:* Less than Significant Impact with Mitigation Incorporated. Proposed land uses within SP288 which may be impacted by excessive noise levels include those lots abutting Winchester Road (Highway 79), and Newport Road, as well as lots abutting the commercial area and parks, where noise levels above 65 dB Ldn may be experienced. No other sources of noise such as railroads or airports were identified. However, specific measures including block walls, and building placement shall be used in these noise impacted areas to attenuate excessive exterior noise levels to no more than 65 dBA CNEL for residential areas. Therefore, with mitigation incorporated, impacts will be less than significant. (EIR p. V-41)

EIR376 Mitigation Measures: Mitigation Measures C.5-1 through C.5-6 (discussed above in 30 and 34.b) were identified to reduce the level of impacts to less than significant. (EIR376, p. V-42.)

Discussion of the proposed Project:

The Project's potential impacts are no different than those analyzed in EIR376 with the implementation of EIR376 Mitigation Measure (see item "a", above).

The document entitled, *Requirements for Determining and Mitigating Non-Transportation Noise Source Impacts to Residential Properties*, dated November 23, 2009, published by the Riverside County Department of Public Health, provides the following guidelines:

Facility-related noise, as projected to any portion of any surrounding property containing a 'habitable dwelling, hospital, school, library or nursing home,' must not exceed the following worst-case noise levels:

- A) 45 dB(A) – 10-minute noise equivalent level ("Leq"), between the hours of 10:00 p.m. to 7:00 a.m. (nighttime standard).

¹⁷ Corresponds to MM Noise 7 in the *Preliminary Acoustical Impact Analysis, Crossroads in Winchester (SPA288A2), Riverside County, CA*

- B) 65 dB(A) – 10-minute Leq, between 7:00 a.m. and 10:00 p.m. (daytime standard). (DPH 2009a, p. 1) (WEBB(f), p. 2-15))

As previously discussed in the responses 30 through 34.d), above, impacts resulting from Project construction and operation are not predicted to exceed standards established in the *Riverside County General Plan*, Riverside County Noise Ordinance, or other applicable standards, with implementation of EIR376 Mitigation Measure C.5-2, revised Mitigation Measures C.5-1, C.5-3 through C.5-6, and new Mitigation Measure C.5-7. The revised and new Mitigation Measures, which merely clarify and amplify the original Mitigation Measures in EIR376, achieve the same goals.

Finding: The Project's potential impacts are no different than those analyzed in EIR376 with implementation of EIR376 Mitigation Measure C.5-2, revised Mitigation Measures C.5-1, C.5-3 through C.5-6 and new Mitigation Measure C.5-7. The revised and new Mitigation Measures, which merely clarify and amplify the original Mitigation Measures in EIR376, achieve the same goals. Therefore, no new or substantially increased significant impacts result from the Project beyond those discussed in EIR376 and impacts remain less than significant with mitigation.

- d) EIR376 Conclusion: Less than Significant Impact. No permanent sources of ground borne vibration exist in the area such as railroad tracks. Therefore, the only vibration impacts expected might occur from construction equipment. (EIR376, p. V-25), which may require blasting (EIR376, Appendix B, p. 18). Since the time of operation will be limited when adjacent to a residential area, there should be no significant noise impact from construction activities. (EIR376, p. V-25)

EIR376 Mitigation Measures: Mitigation Measures C.5-1 through C.5-4 (discussed above in response 30 and 34.b) were identified to reduce the level of impacts to less than significant (EIR376, p. V-42).

Discussion of the proposed Project: The Project does not propose uses that would result in the generation of ground-borne vibration or noise. In the event Project construction entails blasting, (EIR376, Appendix B, p. 18), potential exposure to this noise source will be reduced by notifying residential uses within ¼-mile of the area in which blasting will occur will be informed prior to any blasting as required by of Mitigation Measure C.5-7.

Finding: The Project's potential impacts are no different than those analyzed in EIR376. Impacts resulting from implementation of the Project are less than significant as the Project is not anticipated to expose persons to or generation of excessive ground-borne vibration or ground-borne noise levels. The revised and new Mitigation Measures, which merely clarify and amplify the original Mitigation Measures in EIR376, achieve the same goals. Therefore, no new or substantially increase significant environmental impacts would result from the Project beyond those discussed in EIR376.

POPULATION AND HOUSING

POPULATION AND HOUSING Would the project:	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	No New Impact
35. Housing				
a) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a demand for additional housing, particularly housing affordable to households earning 80 percent or less of the County’s median income?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Affect a County Redevelopment Project Area?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: EIR376; GP FPEIR; Project Description; SP288A2

Findings of Fact:

a&c) EIR376 Conclusion: Less than Significant Impact. The project site is presently used for agricultural purposes, and no housing has been developed to date. As a result, project implementation will not require removal of any existing units. (EIR376, p. V-141)

EIR376 Mitigation Measures: N/A

Discussion of the proposed Project: The proposed site is undeveloped and implementation of the Project will not require the removal or demolition of housing. As such, the nature of this Project will not necessitate the construction of replacement housing. Further, TR7119 creates residential lots for the construction of future housing.

Finding: The Project’s potential impacts are no different than those analyzed in EIR376. Impacts resulting from implementation of the Project are less than significant as it will not require the removal or demolition of any housing units. Therefore, no new or substantially increased significant impacts would result from the Project beyond those discussed in EIR376.

- b) *EIR376 Conclusion:* No Impact. The Environmental Assessment prepared for EIR376 did not identify any potential impacts regarding creating a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's medium income. (EA, p. 5)

EIR376 Mitigation Measures: N/A

Discussion of the proposed Project: TR37119 creates individual residential lots in SP288A2 PAs 10, 14, and 16 and lots for future high density residential (HDR) uses in PAs 7 and 11. These lots would provide a number of different types of housing opportunities with different price ranges. Furthermore, SP288A2 contains development standards that require the implementing developer to satisfy County requirements related to affordable housing. Implementation of the Project will therefore not create an additional demand for affordable housing.

Finding: The Project's potential impacts are no different than those analyzed in EIR376. Impacts resulting from implementation of the Project are less than significant as it will not create a demand for additional housing. Therefore, no new or substantially increased significant impacts would result from the Project beyond those discussed in EIR376.

- d) *EIR376 Conclusion:* No Impact. The Environmental Assessment prepared for EIR376 stated that the project was not located within a County Redevelopment Project Area. (EA, p. 5.)

EIR376 Mitigation Measures: N/A

Discussion of the proposed Project: The proposed Project is not located within a County Redevelopment Project Area. Further, as of February 1, 2012, the state has officially dissolved all Redevelopment Agencies. Therefore, the Project will have no effect upon a County Redevelopment Project Area.

Finding: As the Project would not conflict with a County Redevelopment Project area, impacts resulting from implementation of the Project are less than significant. Therefore, no new or substantially significant impacts would result from the Project.

- e-f) *EIR376 Conclusion:* Less than Significant Impact. Riverside County has been the fastest growing county within the SCAG region since the 1970s. Between 1970 and 1990, population in Riverside County increased by over 150 percent. According to SCAG's Regional Growth Management Plan, the Central Riverside sub-region is housing-rich. The jobs-to-housing ratio for this part of the County was 0.45 jobs per one housing unit in 1984. This trend is expected to continue. The goal of the Regional Growth Management Plan is to improve the jobs/housing ratio to 0.70 by the year 2010 in the Central Riverside region.

Buildout of SP288 as originally approved will add 802 residential units to the Central Riverside subregion. The project includes approximately 105,000 square feet of supporting commercial development within the project area, thereby providing employment opportunities for local residents. The jobs provided by the commercial development will primarily be neighborhood service and retail. As a result, the project will not contribute towards improving the regional jobs/housing balance. A major development in the vicinity of the proposed project is the Winchester Hills Specific Plan Area

which encompasses nearly 3,000 acres adjoining the project site to the east, and proposes a mix of residential, commercial, industrial, and open space uses. This Specific Plan could add 6,400 residential units and over 17,000 persons to the Winchester area of Riverside County. The additional residents will demand additional employment opportunities, and public services and utilities. Utility infrastructure extended to this area may accelerate urban development of nearby land. (EIR376, p. V-257)

EIR376 Mitigation Measures: EIR376 does not identify Mitigation Measures relating to population projections and growth.

Discussion of the proposed Project: The Project is an implementing project of SP288A2 and as such will not induce population beyond what was evaluated in EIR376 Addendum No. 1.

Finding: The Project’s potential impacts are no different than those analyzed in EIR376 and EIR376 Addendum No. 1. Therefore, no new or substantially increased significant impacts result from the Project beyond those discussed in EIR376 and EIR376 Addendum No. 1.

PUBLIC SERVICES

<p>36. Fire Services: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?</p>	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	No New Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: EIR376; GP FPEIR; GP Figure S-13 "Inventory of Emergency Response Facilities"; Ord. 659

Findings of Fact:

EIR376 Conclusion: Less than Significant Impact with Mitigation Incorporated. Implementation of the original SP288 will place a greater demand on existing fire protection and paramedic resources. At buildout SP288 will have 802 residential units and 105,000 square feet of commercial development. The increase in residential development may strain the ability of existing fire stations to respond to the expected increase in service calls in a timely manner. Project impacts will be incrementally adverse and potentially significant unless properly mitigated.

According to national fire standards, a new fire station and/or engine company should be required for 2,000 dwelling units, or an area including approximately 3,750,000 square feet of non-residential buildings. The National Fire Protection Association recommends a maximum three-mile or five-minute response from a fire station to developed suburban areas. Based upon the level of development proposed, no new fire station(s)/engine companies will be required to meet the service demands of the project. The County Fire Protection Plan requires a fire station within three miles (six-minute response time) for Category II uses, such as the proposed project. An additional station, staff, and/or equipment may be required to meet these standards.

The Riverside County Fire Department assesses a fire mitigation development fee for all new construction. The fee is assessed at \$400 per dwelling unit and \$0.25 per square foot of commercial and industrial development. Mobile homes are assessed at \$100 per unit. This project will be assessed for Fire Department fees in effect at the time of development permit approval.

As project development proceeds, roads and water systems will be in place to facilitate efficient fire suppression. Fire flow requirements for the proposed project will be 1,000 gallons per minute (gpm) for a two-hour duration at 20 pounds per square inch (psi) single-family residential areas. Flows for multi-family residential development are 2,500 gpm for two hours and are 5,000 gpm for three hours for commercial uses. In addition, all structures will be constructed in compliance with the Uniform Building Code. (EIR376, p. V-102)

EIR376 Mitigation Measures:

Standard Regulatory Requirements

Mitigation Measure D.3-1 – The proposed project will comply with the requirements of the Riverside County Fire Protection Ordinance No. 546. (EIR376, p. V-103.)

Mitigation Measure D.3-2 – Since the proposed project lies within a State response area, it will be subject to Public Resource Code 42.90 regulations. (EIR376, p. V-103.)

Mitigation Measure D.3-3 – The County Department of Building and Safety and the County Fire Department shall enforce fire standards in the review of building plans and during building inspection. (EIR376, p. V-103)

Mitigation Measure D.3-4 – The project applicant will contribute appropriate fees in accordance with fire unit impact fee, as well as plan check fees and all other impact fees in accordance with current County of Riverside regulations. (EIR376, p. V-103.)

Additional Measures

Mitigation Measure D.3-5 – All project street widths, grades, and turning/curve radii will be designed to allow access by fire suppression vehicles and will be subject to the approval of the Riverside County Fire Department. (EIR376, p. V-103.)

Mitigation Measure D.3-6 – Fire hydrants shall be installed at locations as required by the Fire Department. (EIR376, p. V-103.)

Mitigation Measure D.3-7 – Fire flow requirements shall be incorporated into overall project design. A fire flow of 1,000 gpm at 20 psi residual pressure for a two-hour duration shall be required for single-family residential uses. Fire flows for commercial uses shall be 5,000 gpm for three hours. (EIR376, p. V-103.)

Mitigation Measure D.3-8 – The Master Homeowner's Association or appropriate community service district will be responsible for the maintenance of the open space areas. Prior to the approval of any development plan for lands for lands adjacent to open space areas, a fire protection/vegetation management plan shall be submitted to the Fire Department for approval. (EIR376, p. V-103.)

Discussion of the proposed Project: The proposed Project is an implementing development of SP288A2. Currently, the Riverside County Fire Department and the California Department of Forestry and Fire Protection (Cal Fire) cooperatively provide fire protection services to the Project site through Station No. 34 located at 32655 Haddock Street, Winchester, CA 92596.¹⁸ Given that the station is located approximately 0.5 miles from the Project site, an average response time capability of 5–7 minutes is anticipated which is within the acceptable range identified in GP FPEIR. Nonetheless, the Project’s developer(s) will pay the County Development Impact Fees (DIF), a portion of which is designated for fire facilities which will assure that impacts remain less than significant.

Finding: The Project’s potential impacts are no different than those analyzed in EIR376 with Mitigation Measures D.3-1 through D.3-8. Impacts resulting from implementation of the Project are less than significant. Therefore, no new or substantially increased significant impacts would result from the Project beyond those discussed in EIR376.

37. Sheriff Services: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	No New Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: EIR376; GP FPEIR; Ord. 659; Project Description

Findings of Fact:

EIR376 Conclusion: Less than Significant Impact with Mitigation Incorporated. The Riverside County Sheriff’s Department is responsible for providing general law enforcement services to the Winchester area. Two stations respond to calls for services within the unincorporated community of Winchester: the Hemet station at 910 N. State Street, Hemet and the Southwest County station located at 30755-A Auld Road, French Valley. While the proposed project site falls within the service area of two stations, 90 percent of the project site is served by the Hemet station. Only a small portion of the project site falls within the service area of the Southwest station.

The Hemet station currently services approximately 723 square miles, with 41 sworn officers assigned to the station. The newly established Southwest County station has 23 sworn officers and services 303 square miles. All traffic control and enforcement services in the County area are provided by the California Highway Patrol. Logistical support for these personnel is also provided out of the Hemet station. (EIR376, p. V-104)

Implementation of the proposed project will be phased over five to ten years to allow for market absorption and the gradual installation of regional facilities and infrastructure. Demand for law enforcement services due to the increase in development will be incremental. Upon project buildout,

¹⁸ Fire Station 34 has been constructed since the previous EIR was completed.

the proposed project will generate between approximately 3,141 residents in the Winchester community.

Using the sheriffs desired staffing levels of 1.5 deputies per 1,000 population, one civilian personnel per seven sworn officers, and one patrol car per three sworn officers, approximately three additional sworn deputies, 0.5 civilian personnel, and one patrol car would be required to adequately serve the proposed project. Given that 90 percent of this proposed project falls within the Hemet Station service area, the burden of response services will fall upon the Hemet Station.

The proposed project will require expansion of services. Expansion of Sheriff's Department facilities and services occurs as the need arises and is not linked to specific development projects. However, each project will be reviewed to ensure that appropriate security features are applied for a maximum level of safety. In the absence of mitigation, impacts on law enforcement services may be considered adverse and significant. However, mitigation will reduce the impact to a less than significant level. (EIR376 p. V-105)

EIR376 Mitigation Measures:

Standard Regulatory Requirements

Mitigation Measure D.4-1 – The project develop(s) shall pay developer fees in accordance with the provisions of Riverside County Ordinance No. 659. Fees collected may be used for stations to be added incrementally during the lifetime of the project. (EIR376 p. V-106)

Additional Measures

Mitigation Measure D.4-2 – For the security and safety of future residents, the applicant and/or developer shall incorporate the following design concepts within each individual tract:

- Circulation for pedestrian, vehicles, and police patrols.
- Lighting of streets and walkways.
- Prioritize the effort to provide visibility of doors and windows from the street and between buildings, where practical.
- Privacy fencing meeting minimum height and material standards.

The Sheriffs' Department will continue to be involved in the review of development projects to ensure the Department's concerns are addressed in project design. (EIR376 p. V-106)

Discussion of the proposed Project: The Riverside County Sheriff's Department provides general law enforcement services to the Project area. The level of service for sheriff services is expressed in terms of service ratios, rather than through the use of response times. Buildout of SP288A2 may result in the need for law enforcement services. Implementation of the proposed Project will not introduce any more people than what was analyzed in EIR376 Addendum No. 1. The proposed Project will be conditioned to pay development impacts fees pursuant to Ordinance No. 659 (Ord. 659), designated for the provision of public services. The DIF fees will reduce potential impacts from Project implementation to less than significant.

Finding: The Project's potential impacts are no different than those analyzed in EIR376 with Mitigation Measures D.4-1 through D.4-2 and EIR376 Addendum No. 1. Impacts resulting from implementation of

the Project are less than significant. Therefore, no new or substantially increased significant impacts would result from the Project beyond those discussed in EIR376.

38. Schools: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	No New Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: EIR376; Project Description

Findings of Fact:

EIR376 Conclusion: Less than Significant Impact with Mitigation Incorporated. The proposed project lies within the service boundaries of the Hemet Unified School District (HUSD) for grades K through 12. Current levels of enrollment exceed the capacity of schools within the HUSD. The HUSD system is overcrowded and the District is unable to provide school facilities for students expected to move into new projects. Further growth resulting from new construction will severely impact the District's ability to provide adequate school services, not only for current residents, but also for those moving into new developments. (EIR376, p. V-107.)

The HUSD has jurisdiction over the entire project site. Presently, three schools serve the project site: Winchester Elementary School, Acacia Middle School and West Valley High School. Prior to the construction of Dartmouth Middle School, Acacia Middle School was operating at 90 percent over capacity. The new construction has resulted in a decreased enrollment for Acacia Middle School. However, the other two schools in the HUSD are operating over capacity. Winchester Elementary School is operating at 19 percent over capacity, and West Valley High School is operating at six percent over capacity. The current West Valley High School is a temporary facility, and a new West Valley High School is under construction with a completion date of Fall 1996. The capacity will be approximately 2,000 students and will alleviate overcrowded conditions at West Valley High School and at Hemet High School. The District official has indicated that all of these schools are experiencing increases in enrollment.

Implementation of the proposed project will result in the construction of up to 802 residential units. The proposed project, at build out, will generate approximately 585 new students within the HUSD, including 260 elementary students, 108 middle school students and 159 high school students. Several of the HUSD schools serving the project area are already significantly overcrowded, with Hemet High School exceeding its capacity by more than 50 percent. The District has plans to expand its existing facilities and staffing; however, lack of funding resources has suspended expansion plans.

Implementation of the Crossroads in Winchester Specific Plan will result in -new students requiring educational services and facility space. Enrollment at many HUSD schools exceeds capacity, and the

new students from the proposed project will exacerbate overcrowded conditions. The impact to schools will be significant, but mitigation will reduce the impact to a less than significant level. (EIR376, pp. V-107–108.)

EIR376 Mitigation Measures:

Standard Regulatory Requirements

Mitigation Measure D.5-1 – The project applicant will contribute to new construction of schools in accordance with State law. (EIR376, p. V-109.)

Additional Measures

Mitigation Measure D.5-2 – Prior to Specific Plan approval, in accordance with Resolution No. 94-138, the developer(s) will provide proof to the County that satisfactory agreements have been reached with the school districts for payment of fees to effectively mitigate school impacts, as appropriate. (EIR376, p. V-109.)

Discussion of the proposed Project: The proposed Project is implementing SP288A2 and will not increase the total number of dwelling units beyond what was approved in SP288A2. Therefore, implementation of the Project will increase the number of dwelling units more than what was previously analyzed in EIR376 Addendum No. 1.

Finding: The Project’s potential impacts are no different than those analyzed in EIR376 with Mitigation Measures D.5-1 through D.5-2. Impacts resulting from implementation of the Project are less than significant. Therefore, no new or substantially increased significant impacts would result from the Project beyond those discussed in EIR376.

39. Libraries: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	No New Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: EIR376; Project Description

Findings of Fact:

EIR376 Conclusion: Less than Significant Impact with Mitigation Incorporated. The Riverside City and County Public Library (RCCPL) system coordinates and administers library services throughout the County. The Winchester area is currently served by the Sun City Library and the Nuvview Library. The Sun City Library moved into a newly remodeled bank building located at 26982 Cherry Hills Boulevard. The new facility provides 6,700 square feet of library space for the community. The Nuvview Library is located at 29540 Nuevo Road in Nuevo. With a collection size of 16,000 and facility size of 800 square feet, the Nuvview Library is smaller than the Sun City Library. A modular unit will be added to the

Nuview facility in the spring of 1995 to increase the facility size to 2,160, which will accommodate a possible collection size of 20,000 volumes.

The RCCPL indicates that the current level of library service is substantially inadequate. The system has not kept up with the rapid population growth that has occurred since the past decade, thereby resulting in a declining level of service. The County's established standard for library facilities is 1.2 volumes per person and 0.5 square feet of library space per person. According to the RCCPL, volumes per capita are approximately 1.17 and square footage per capita was 0.16.

The RCCPL uses a standard of 2.69 persons per dwelling unit to estimate development impacts on library services. The project proposes 802 new residential units in the area. Therefore, approximately 2,157 new residents of the project will demand library services, straining existing facilities and resources. As stated above, current levels of service in the area are inadequate. Unless Mitigation Measures are incorporated into the proposed project, an adverse and significant impact on library services will result. (EIR376, pp. V-124–V-125)

EIR376 Mitigation Measures:

Standard Regulatory Requirements

Mitigation Measure D.9-1 – The developer(s) will pay development mitigation fees required by County Ordinance No. 659 which may be used to offset the impacts on libraries. (EIR376, p. V-125)

Additional Measures

Mitigation Measure D.9-2 – If library-specific impact fees are established in the future, the developer(s) will pay any such fees in effect at the building permit stage. (EIR376, p. V-126)

Discussion of the proposed Project: The nearest library from the Project site is the Sun City Library, located at 26982 Cherry Hills, Menifee CA, approximately 8.0 miles from the Project site.

Implementation of implementation of the proposed Project, will not increase the number of library users beyond that evaluated in EIR376 Addendum No. 1. However, to offset impacts to library facilities/services, the Project developer will be required to pay the County Development Impact Fees (DIF) in accordance with Ordinance No. 659.7, (Ord. 659), a portion of which is designated for library books and services. Therefore, impacts with regard to library service will remain less than significant.

Finding: The Project's potential impacts are no different than those analyzed in EIR376 with Mitigation Measures D.9-1 through D.9-2 and EIR376 Addendum No. 1. Impacts resulting from implementation of the Project are less than significant. Therefore, no new or substantially increased significant impacts would result from the Project beyond those discussed in EIR376 and EIR376 Addendum No. 1.

<p>40. Health Services: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services?</p>	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	No New Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: EIR376; Project Description; RCLIS

Findings of Fact:

EIR376 Conclusion: Less than Significant Impact. Located within a ten-mile radius of the SP288 site are four medical facilities which could serve the proposed project. These include the Menifee Valley Medical Center (in Sun City), Inland Valley Regional Medical Center (in Wildomar), Christian Hospital Medical Center (in Perris), and Hemet Valley Medical Center (in Hemet), located approximately four miles west, eight miles southwest, eight miles northwest, and ten miles northeast of the SP288 site, respectively. Both the Menifee Valley Medical Center and Hemet Valley Medical Center operate under the administration of the Valley Health System.

The closest medical facility to SP288 is Menifee Valley Medical Center, which offers 24-hour emergency care, acute care, and intensive care. This facility has 84 licensed beds. A representative from the Valley Health System indicated that the Menifee Valley Medical Center is currently operating at approximately 70 percent capacity. Ambulatory services are provided by a number of companies located in the area.

Inland Valley Regional Medical Center is an 80-bed facility and is currently operating at approximately 70 percent capacity. The medical center provides 24-hour emergency care, an X-ray laboratory, and respiratory facilities. The hospital is currently proposing an expansion to include a radiology department. Ambulatory services to the hospital are provided by Goodhew Ambulance.

Christian Hospital Medical Center houses 38 beds, eight of which are Intensive Care Units (ICU) and Coronary Care Units (CCU). The facility operates at approximately 75 percent capacity and provides 24-hour emergency service. Facilities include a laboratory, as well as X-ray and Catscan equipment. Ambulatory service is provided by Goodhew Ambulance. Current expansion plans exist to add a six-bed obstetrical department and a cardiac rehabilitation center.

The Hemet Valley Medical Center is licensed for 344 beds: 328 general acute care and 16 intensive care beds. Full services are provided, including 24-hour emergency care, acute care, maternity, intensive care, and a cancer rehabilitation program. This facility currently operates at 55 percent capacity, representing a significant drop in occupancy level since the completion of the 95-bed Moreno Valley Medical Center. Ambulatory services are currently provided by Goodhew Ambulance Service.

In addition to the above four medical facilities, an ambulatory (outpatient) surgery unit operated by the Hemet Health Care Surgery Center also serves the project area.

Based upon a level of service ratio of four beds per 1,000 population, about eight beds will be required to serve the estimated 2,077 residents expected at the Specific Plan’s buildout. All four facilities which could serve the proposed project are currently operating below capacity and could accommodate the medical needs of the project population. No significant impact to health services is anticipated. The demand for services created by the project will not exceed the capacity of regional medical facilities. (EIR376, pp. V-127–V-128.)

EIR376 Mitigation Measures: N/A

Discussion of the proposed Project: The nearest medical facility to the proposed Project is the Menifee Valley Medical Center located approximately 6 miles to the west. Paramedic services are provided by the Riverside County Fire Department. However, to offset impacts to paramedic and County-provided health services, the implementing Project developer will be required to pay the DIF, a portion of which goes for Public Facilities and Fire Facilities

Finding: Projects potential impacts are no different than those analyzed in EIR376. Impacts resulting from implementation of the Project are less than significant. Therefore, no new or substantially increased significant impacts would result from the Project beyond those discussed in EIR376.

RECREATION

	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	No New Impact
41. Parks and Recreation:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 type="checkbox"/>	<input checked="" 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"/>

Sources: EIR376; Ord. 460; Ord. 659; Project Description

Findings of Fact:

a-b) *EIR376 Conclusion:* Less than Significant Impact with Mitigation Incorporated. Implementation of the Specific Plan will result in the construction of up to 802 dwelling units, including the units constructed

from the current Project. At SP288 buildout, the residential population could reach about 2,077 people (based on the Valley-Wide Recreation and Park District's assumption of 2.59 persons per household). Recreational opportunities will be sought by both the new adult and youth population, causing the number of people using local and regional parks to increase. Potential impacts to local and regional parks are discussed below.

Local Parks

The Valley-Wide Recreation and Park District has established a standard of three acres of active park land per 1,000 population. For the estimated SP288 population of 2,077 residents, about 6.2 acres of park will be required to meet the new demand. The proposed Project identifies the development of two neighborhood parks with a combined area of 7.12 acres. As mapped in TR37119, a 2.7-acre park will be located in the northern portion of the Plan area, and a 4.42-acre park will be located north of Newport Road. The two community parks will be augmented by 47.07 acres of dedicated open space, plus 3.53 acres for a recreation center. A 32.7-acre community sports park is proposed with the adjacent Winchester Hills Specific Plan area. The sports park will provide facilities for open area sports such as baseball, football, soccer and running, as well as for court games such as basketball, handball and tennis. Facilities such as picnic grounds, restrooms and on-site parking will also be available. The sports park will serve residents of the greater Winchester area, including residents of the Crossroads in Winchester. (EIR376, pp. V-110–V-111.)

Regional Parks

The proposed project may incrementally increase use of major recreation facilities at Skinner Lake and the future Double Butte Park. Skinner Lake currently does not experience over-use, and Double Butte Park is planned to meet the regional park needs of the Winchester Valley area. Project impacts on regional parks are not expected to be significant since the County Parks Department plans to provide adequate regional facilities at Double Butte. The project developer will be required to pay any assessments established for regional facilities. Moreover, the planned regional park at Domenigoni Valley Reservoir will provide additional recreational opportunities for area residents, and will help to reduce the impact of the proposed project to regional recreational facilities.

The County has established a standard of 25 acres of natural park land per 1,000 residents. Up to 2,077 new residents could be generated by SP288, which would require 47 acres of natural park land to meet the County standard. The 40.07 acres of open space in the Project area alone almost meets the requirement for the entire Specific Plan, and is almost double the amount of open space (23.0 acres) identified in SP288A2. In addition, there is an abundance of existing and planned regional parks with natural park land in the vicinity of the project site. In particular, the Domenigoni Valley Reservoir project and Dr. Roy E. Shipley Reserve will together provide 11,500 acres of preserved natural lands for wilderness experiences. The planned paseos could eventually link project residents to the Domenigoni Valley trails if trail connection is provided along Salt Creek.

The capacity of planned and regional recreational facilities is adequate to accommodate the population from the proposed project. Parks are being developed as part of the proposed project to avoid significant impacts to local parks. (EIR376, pp. V-111–V-113.)

EIR376 Mitigation Measures:

Standard Regulatory Requirements

Mitigation Measure D.6-1 – Mitigation fees for regional parks and trails will be collected of Riverside in accordance with the provisions of Riverside County Ordinance No. 659. (EIR376, p. V-113.)

Measures Required by Specific Plan

Mitigation Measure D.6-2 – The project applicant will be required to dedicate and improve a minimum of 10 acres of useable, developed active parkland as identified in the Crossroads in Winchester Specific Plan. (EIR376, p. V-113.)

Mitigation Measure D.6-3- If a funding mechanism is created for the development of the Community Sports Park identified in the proposed Winchester Hills Specific Plan (SP 293), appropriate fees shall be paid for all residential development within this project as fair share contribution for the construction of the Community Sports Park. (EIR376, p. V-113.)

Additional Measures

Mitigation Measure D.6-4 – A homeowners’ association, Mello-Roos, or similar assessment district will be formed to provide for parkland maintenance. Alternatively, the parklands will be dedicated to the Valley-Wide Recreation and Parks District. (EIR376, p. V-113.)

Mitigation Measure D.6-5 – Parks shall be phased in conjunction with residential development so that three acres of active parkland are provided for each 1,000 new residents associated with the development. (EIR376, p. V-113.)

Mitigation Measure D.6-6 – The developer(s) will work with Valley-Wide Recreation and Park District to determine the types of facilities to be installed in the on-site parks. No building permits shall be issued for any project until the developer assures, to the satisfaction of the County Planning Department, that agreement between the developer and Valley-Wide has been reached. (EIR376, p. V-113.)

Discussion of the proposed Project: The Project provides a variety of recreational opportunities for all residents of The Crossroads in Winchester community to enjoy. The Project proposes areas for active and passive recreational opportunities, including 40.07 acres of open space and 7.12 acres of parks. In all, over 50 acres of the community have been set aside for open space, recreation, and park uses.

SP288A2 meets the State Quimby Act requirements of 3 acres per 1,000 residents, as well as the County Parks Department standard of 5 acres per 1,000 persons population (using a population factor of 3.2 persons per household SP288A2 would generate 3,024 residents) approximately 15.12 acres of parks are required, and 15.5 acres of active park are provided by SP288A2; the Project provides 7.12 acres of that required amount. In addition to these required areas, the Project also provides another 40.07 acres of land devoted to open space, which would provide passive recreational opportunities, and 3.53 acres towards a recreation center.

Two active parks totaling 7.12 acres are planned for Planning Areas 8, and 17 (4.42 acres in Planning Area 17; and 2.7 acres in Planning Area 8). In addition, approximately 40.07 acres of open space opportunities are planned for in Planning Areas 12, 13, and 15. The parks will offer a variety of active

and passive recreational opportunities. A variety of park types and uses are planned so as to accommodate Project residents. The two parks are each envisioned as neighborhood parks.

Additionally, the Salt Creek Channel is a gently sloping, natural earthen bank open waterway, which adjoins the Specific Plan, and will provide recreational opportunities to the residents as well as regional users.

Additionally, at the time the residential units are constructed, the implementing Project developer would be required to pay the County Development Impact Fees (DIF) pursuant to Ordinance No. 659.7 (Ord. 659), a portion of which is designated for Regional Parks, Community Centers/Parks, and Regional Multipurpose Trails, which will assist in reducing impacts. Mitigation Measures D.6-1 through D.6-6 would still apply to the proposed Project, however, Mitigation Measure D.6-2 was revised by EIR376 Addendum No. 1 and Mitigation Measure D.6-3 was deleted by EIR Addendum No. 1 as shown below:

Mitigation Measure D.6-2 – The project applicant will be required to dedicate and improve a minimum of ~~10~~ 15.5 acres of useable, developed active parkland as identified in the Crossroads in Winchester Specific Plan.

~~*Mitigation Measure D.6-3* – If a funding mechanism is created for the development of the Community Sports Park identified in the proposed Winchester Hills Specific Plan (SP 293), appropriate fees shall be paid for all residential development within this project as fair share contribution for the construction of the Community Sports Park.~~

Finding: The Project's potential impacts are no different than those analyzed in EIR376 with Mitigation Measures D.6-1, D.6-4 through D.6-6, and Mitigation Measure D.6-2 as revised by EIR376 Addendum No. 1. Impacts resulting from implementation of the Project are less than significant. Therefore, no new or substantially increased significant impacts would result from the Project beyond those discussed in EIR376.

- c) *EIR376 Conclusion:* Less than Significant Impact with Mitigation Incorporated. Two park agencies are responsible for providing and maintaining park and recreation facilities in the Winchester area of the County. These agencies are the Valley-Wide Recreation and Park District and the Riverside County Parks Department. Valley-Wide's jurisdiction is limited to providing local and sub- regional facilities. The County Parks Department administers large-scale regional parks. The Valley-Wide Recreation and Park District requires three acres of developed active parkland per 1,000 population under the provisions of the Quimby Act. (EIR376, p. V-111.)

EIR376 Mitigation Measures: Mitigation Measures D.6-1 through D.6-6 were identified to reduce the level of impacts to less than significant. (EIR376, p. V-113.)

Discussion of the proposed Project: TR37119 is an implementing project of SP288A2. SP288A2 meets the County Parks Department standard, as well as the State Quimby Act requirements, of 3 acres per 1,000 persons population (approximately 6.2 acres are required and 15.5 acres of active park are provided, 7.12 acres which are provided by the proposed Project). In addition to these required areas, the Project also provides another 40.07 acres of land devoted to open space, which would provide passive recreational opportunities.

Finding: The Project’s potential impacts are no different than those analyzed in EIR376 with Mitigation Measures D.6-1 through D.6-6. Impacts resulting from implementation of the Project are less than significant. Therefore, no new or substantially increased significant impacts would result from the Project beyond those discussed in EIR376.

42. Recreational Trails: Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered recreational trails, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios or other performance objectives?	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	No New Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: GP Figure C-7, “Riverside County Trails and Bikeway System”; GP Figure C-8, “Multipurpose Recreational Trails Details”; HVWAP Figure 9, “Trails and Bikeway System”; Ord. 659; EIR376; Project Description

Findings of Fact:

EIR376 Conclusion: Less than Significant Impact with Mitigation Incorporated. County recreation trails are generally located within, radiating from, and connecting parks, parkways, and principal or special recreational areas. The County is considering recreation improvements within the Salt Creek Flood Control Channel for a variety of passive and active recreational activities. Equestrian trails along Salt Creek could eventually connect to the planned trails system at Domenigoni Valley Reservoir, providing access from the project site to the reservoir recreation facilities. (EIR376, p. V-111) The project developer will be required to pay any assessments established for regional facilities.

EIR376 Mitigation Measures: Mitigation Measure D.6-1 identified above will reduce impacts to less than significant. (EIR376. p. V-113)

Discussion of the proposed Project: SP288A2 is comprised of a non vehicular network of local pedestrian sidewalks, regional trails, and bike trails that link the residents of individual neighborhoods to the commercial uses and parks, and provides a continuous path for jogging or bicycling within the community. The SP288A2 trail network is described below:

Regional Trail – A 12-foot-wide regional trail, located within the Domenigoni Parkway right-of-way is the continuation of a regional trail planned to the west within the Winchester community. This regional trail encourages pedestrians, bicyclists and hikers to travel from urban to planned urban areas and natural areas in the overall Winchester area.

Combination Trail (Regional/Class I Bike Path) – Located within the Salt Creek Channel, just north of The Crossroads northern boundary is planned a 15-foot-wide Combination Trail (Regional/Class 1 Bike Path) within the Winchester Ranch community. Salt Creek Channel is comprised of a 520-foot-wide fee interest owned by the Riverside County Flood Control and Water Conservation District (Flood Control). The channel runs parallel with the northerly edge of SP288A2. The proposed Project is an implementing project under SP288A2 and will be conditioned to construct the appropriate facilities.

Finding: The Project’s potential impacts are no different than those analyzed in EIR376 with Mitigation Measure 6.1. Impacts resulting from implementation of the Project are less than significant. Therefore, no new or substantially increased significant impacts would result from the Project beyond those discussed in EIR376.

TRANSPORTATION/TRAFFIC

TRANSPORTATION/TRAFFIC	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	No New Impact
Would the project:				
43. Circulation				
a) Conflict with an applicable plan, ordinance or policy establishing measures 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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures or other standards established by the county congestion management agency for designated road or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Alter waterborne, rail or air traffic?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input 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 type="checkbox"/>	<input checked="" type="checkbox"/>
f) Cause an effect upon or a need for new or altered maintenance of roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Cause an effect upon circulation during the project’s construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Result in inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

TRANSPORTATION/TRAFFIC	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	No New Impact
Would the project:				
i) Conflict with adopted policies plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: GP; EIR376; EIR376 Addendum No. 1; Project Description; WEBB(e)

Findings of Fact:

a-b) EIR376 Conclusion: Less than Significant Impact with Mitigation Incorporated. A traffic report was prepared in November 1994 to evaluate the traffic impact and to define the circulation system required to serve projected future traffic volumes of the proposed project. (EIR376, p. V-87)

For the post-2015 traffic conditions with the project, and with traffic signals at the study area intersections, and with typical roadway improvements, five intersections in the vicinity of the project site are projected to operate at LOS C or better during the peak hours. Two intersections, Winchester Road West at Patton Avenue and Winchester Road at Winchester Road West, are projected to operate at LOS D and F, respectively. These intersections will be impacted by cumulative development in the Winchester area and will operate at LOS D during the a.m. peak hour and LOS E during the p.m. peak hour even without the proposed project. Mitigation Measures are available to improve the level of service at these two intersections to LOS C. Therefore, impacts are anticipated to be less than significant with mitigation incorporated. Planned regional roadway improvements will allow LOS C or better operating conditions along all roadways of concern. Impacts will be less than significant. (EIR376, pp. V-87 to V-91.)

EIR376 Mitigation Measures: Mitigation Measures D.1-1 through D.1-19 were identified in EIR376 to reduce the level of impacts to less than significant. (EIR376, pp. V-92 to V-94.)

Mitigation Measure D.1-1: Orient access to roadways to appropriate locations as recommended in a traffic study. Precise access locations will be and the phasing of roadway improvements will be determined at the plot plan or tentative tract map level, subject to approval by the Riverside County Transportation Department. (EIR376, p. V-91.)

Mitigation Measure D.1-2: Provide on-site bike racks to encourage the use of bicycles as an alternative means of transportation, in support of the plan of Bicycle Routes of the County's Comprehensive General Plan, with Patton Avenue and Winchester Road (SR-79) proposed for Class I facilities, and Simpson Road and Winchester Road West proposed for Class II bikeway facilities. (EIR376, p. V-92.)

Mitigation Measure D.1-3: Designate a portion of the commercial parking areas for Park-n-Ride use on weekdays between 6:00 a.m. and 6:00 p.m., to encourage ridesharing/transit ridership and reduce commute traffic. (EIR376, p. V-92.)

Mitigation Measure D.1-4: Align and size project roadways as recommended in a traffic study. Patton Avenue, from the west project boundary to Winchester Road West, should be constructed to Urban Arterial (134-foot right-of-way) cross-section within the project boundaries and along the proposed alignment as shown in a traffic study to establish a continuous east-west corridor in conjunction with development. (EIR376, p. V-92.)

Mitigation Measure D.1-5: Construct Winchester West Road adjacent to the site at its ultimate half-section width as a Secondary highway (88-foot right-of-way) in conjunction with development. (EIR376, p. V-92.)

Mitigation Measure D.1-5: Construct Rice Road adjacent to the project site at its ultimate half-section width as a Secondary high way (88-foot right-of-way) in conjunction with development. (EIR376, p. V-92.)

Mitigation Measure D.1-5: Participate in an area-wide funding program to provide phased implementation of the post-2015 approach lane geometries at study area intersections as recommended in a traffic study. (EIR376, p. V-92.)

Mitigation Measure D.1-5: Contribute to the installation of traffic signals at the following locations when warranted through payment of traffic signal mitigation fees: (EIR376, p V-92–V-93.)

Winchester Road West at:

- Simpson Road
- Olive Avenue
- Patton Avenue

Winchester Road at:

- Winchester Road West
- Holland Road

Rice Road at:

- Simpson Road
- Patton Avenue

Leon Road at:

- Patton Avenue

Mitigation Measure D.1-9: Anticipate transit stops at the far side of major intersections as recommended in a traffic study, to accommodate future bus service on key roadways. Provide pedestrian access to the bus stops. (EIR376, p. V-93.)

Mitigation Measures D.1-10 through D.1-19 identifies recommended changes for the Riverside County General Plan Circulation Element. Because the General Plan Circulation Element has been amended since EIR376 was certified and the recommendations are beyond the scope of the proposed Project. These Mitigation Measures are not shown in this document.

Discussion of the proposed Project: Development of TR37119 will result additional vehicular trips that will use area roadways. The following discussion is based on the *Traffic Impact Analysis Report, Tentative Tract Map 37119, County of Riverside, CA*, dated October 2016 (hereinafter referred to as the TIA). The TIA is included as Appendix G to this Addendum.

The TIA evaluated impacts resulting from Project-generated traffic under the following conditions: Existing plus Project (2016) (E+P), Existing plus Ambient Growth plus Project (2023) (E+A+P), and Existing plus Ambient Growth plus Cumulative plus Project (2023) (E+A+C+P) for the following intersections:

1. Haun Road (NS) / Newport Road (EW)
2. I-215 Southbound Ramps (NS) / Newport Road (EW)
3. I-215 Northbound Ramps (NS) / Newport Road (EW)
4. Antelope Road (NS) / Newport Road (EW)
5. Menifee Road (NS) / Newport Road (EW)
6. Lindenberger Road (NS) / Domenigoni Parkway (EW)
7. Leon Road (NS) / Domenigoni Parkway (EW)
8. Rice Road (NS) / Domenigoni Parkway (EW)
9. Seta Street (NS) / Domenigoni Parkway (EW)
10. Winchester Road (SR-79) (NS) / Domenigoni Parkway (EW)
11. Winchester Road (SR-79) (NS) / Patton Avenue (EW)
12. Winchester Road (SR-79) (NS) / Old Newport Road (EW)
13. Winchester Road (SR-79) (NS) / Scott Road – Washington Street (EW)
14. Sanderson Avenue (NS) / Domenigoni Parkway (EW)
15. Rice Road (NS) / “A” Street (EW)
16. Rice Road (NS) / Seta Street (EW)
17. Rice Road (NS) / “I” Street (EW)
18. Rice Road (NS) / “S” Street (EW)
19. Rice Road (NS) / “J” Street (EW)
20. Rice Road (NS) / Old Newport Road (EW)

The TIA was prepared pursuant to the standards and requirements of the Riverside County Transportation Department, which requires that the Transportation Research Board Highway Capacity Manual 2000 (HCM2000), or the most recent release of the HCM, be used to analyze Level of Service (LOS). The HCM2000/2010 evaluates the LOS of intersections based upon the control delay per vehicle. The methodology used to evaluate the intersection level of service differs on whether the intersection is signalized or unsignalized.

The LOS for signalized intersections is based upon the weighted average control delay, in seconds per vehicle, of all vehicles passing through the intersection. **Table 8 – LOS for Signalized Intersections** shows the criteria used to determine the LOS. (WEBB(e), p. 3-6.)

Table 8– LOS for Signalized Intersections

Level of Service	Control Delay Per Vehicle(Sec/Veh)	Description
A	≤ 10	Minimal delay and primarily free-flow operation. Most vehicles do not stop because they arrive during the green indication or only stop for a brief amount of time as the signal changes.
B	> 10 and ≤ 20	Short delay and reasonably unimpeded operation. Many vehicles do not stop because they arrive during the green indication or only stop for a short amount of time as the signal changes. More vehicles stop than with LOS A.
C	> 20 and ≤ 35	Moderate delay and stable operation. Individual cycle failures (i.e. when queued vehicles do not clear the signal during the next green indication) may begin to appear. The number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.
D	> 35 and ≤ 55	Less stable operation in which small increases in vehicles may cause substantial increases in delay. Many vehicles stop and individual cycle failures are noticeable.
E	> 55 and ≤ 80	Significant delay and unstable operation. Most vehicles stop and individual cycle failures are frequent.
F	> 80	Considerable delay and extensive queuing. Almost all vehicles stop and most cycles fail to clear the queue.

According to GP Policy C 2.1, the following Countywide target LOS must be maintained:

LOS C shall apply to all development proposals in any area of the Riverside County not located within the boundaries of an Area Plan, as well those areas located within the following Area Plans: REMAP, Eastern Coachella Valley, Desert Center, Palo Verde Valley, and those non-Community Development areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.

LOS D shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Meniffee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.

LOS E may be allowed by the Board of Supervisors within designated areas where transit oriented development and walkable communities are proposed.

Notwithstanding the forgoing minimum LOS targets, the Board of Supervisors may, on occasion by virtue of their discretionary powers, approve a project that fails to meet these LOS targets in order to balance congestion management considerations in relation to benefits, environmental impacts and costs, provided an Environmental Impact Report, or equivalent, has been completed to fully evaluate the impacts of such approval. Any such approval must incorporate all feasible mitigation measures, make specific findings to support the decision, and adopt a statement of overriding considerations.

Trip generation represents the amount of traffic traveling to and from the proposed Project and are based on the weighted average rates provided in the *Trip Generation Manual (9th Edition)* by the Institute of Transportation Engineers (ITE). The inbound and outbound peak hour trip generation rates are calculated by multiplying the total peak hour generation rates by the direction distribution provided in the *Trip Generation Manual*. The proposed Project is anticipated to generate approximately 4,669 total daily trip-ends, with 361 trip-ends during the AM peak hour and 457 trip-ends during the PM peak hour. (WEBB(e), p. 4-2.)

As shown under the “Without Project” columns in **Table 9 – Intersection Levels of Service – Existing Plus Project (2016) Conditions** (on the following page), all intersections adjacent to the Project site currently operate at an acceptable LOS, except for the intersection of Rice Road (NS) / Domenigoni Parkway (EW), which currently operates at LOS F. (WEBB(e) p. 3-9).

As also shown in **Table 9** under the “With Project” columns, all study area intersections are expected to operate at levels of service that vary from LOS A to C. Note that the analysis assumes traffic signals will be installed at Rice Road / Domenigoni Parkway and Seta Street / Domenigoni Parkway intersections prior to Project completion. (WEBB(e) pp. 5-1–5-2)

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Table 9 – Intersection Levels of Service – Existing Plus Project (2016) Conditions

Intersection	Jurisdiction	LOS Standard	Peak Hour	Without Project			With Project		
				Traffic Control	Delay (sec)	LOS	Traffic Control	Delay (sec)	LOS
1. Haun Road (NS) / Newport Road (EW)	City of Menifee	E	AM PM	Signal	32.1 29.2	C C	Signal	33.2 31.8	C C
2. I-215 Southbound Ramps (NS) / Newport Road (EW)	Caltrans	D	AM PM	Signal	31.0 30.2	C C	Signal	31.5 31.2	C C
3. I-215 Northbound Ramps (NS) / Newport Road (EW)	Caltrans	D	AM PM	Signal	28.4 27.3	C C	Signal	29.0 32.4	C C
4. Antelope Road (NS) / Newport Road (EW)	City of Menifee	E	AM PM	Signal	22.3 20.5	C C	Signal	23.0 21.1	C C
5. Menifee Road (NS) / Newport Road (EW)	City of Menifee	D	AM PM	Signal	19.6 19.3	B B	Signal	31.8 31.6	C C
6. Lindenberger Road (NS) / Domenigoni Parkway (EW)	City of Menifee	D	AM PM	Signal	19.4 15.2	B B	Signal	18.5 14.5	B B
7. Leon Road (NS) / Domenigoni Parkway (EW)	County of Riverside	D	AM PM	Signal	11.5 11.5	B B	Signal	11.8 11.8	B B
8. Rice Road (NS) / Domenigoni Parkway (EW)	County of Riverside	D	AM PM	TWSC	60.8 58.0	F F	Signal	20.9 18.9	C B
9. Seta Street (NS) / Domenigoni Parkway (EW)	County of Riverside	D	AM PM	<i>Does Not Exist</i>			Signal	6.4 6.4	A A
10. Winchester Road (SR-79) (NS) / Domenigoni Parkway (EW)	County of Riverside	D	AM PM	Signal	22.8 43.3	C D	Signal	25.3 45.5	C D
11. Winchester Road (SR-79) (NS) / Patton Avenue (EW)	County of Riverside	D	AM PM	RIRO	11.6 15.6	B C	RIRO	11.6 15.7	B C
12. Winchester Road (SR-79) (NS) / Old Newport Road (EW)	County of Riverside	D	AM PM	Signal	7.7 7.6	A A	Signal	9.1 9.4	A A
13. Winchester Road (SR-79) (NS) / Scott Road-Washington Street (EW)	County of Riverside	D	AM PM	Signal	17.7 17.5	B B	Signal	17.9 17.9	B B
14. Sanderson Avenue (NS) / Domenigoni Parkway (EW)	City of Hemet	D	AM PM	Signal	17.8 11.9	B B	Signal	18.3 12.4	B B
15. Rice Road (NS) "A" Street (EW)	County of Riverside	D	AM PM	<i>Does Not Exist</i>			TWSC	9.8 10.7	A B
16. Rice Road (NS) Seta Street (EW)	County of Riverside	D	AM PM	<i>Does Not Exist</i>			TWSC	9.4 9.7	A A
17. Rice Road (NS) "I" Street (EW)	County of Riverside	D	AM PM	<i>Does Not Exist</i>			TWSC	9.4 10.0	A B
18. Rice Road (NS) "S" Street (EW)	County of Riverside	D	AM PM	<i>Does Not Exist</i>			TWSC	9.0 9.2	A A
19. Rice Road (NS) "J" Street (EW)	County of Riverside	D	AM PM	<i>Does Not Exist</i>			TWSC	9.0 9.3	A A
20. Rice Road (NS) Old Newport Road (EW)	County of Riverside	D	AM PM	<i>Does Not Exist</i>			TWSC	9.0 8.9	A A

OWSC = One Way Stop Controlled; TWSC = Two Way Stop Controlled; AWSC = All Way Stop Controlled; RIRO = Only Right In, Right Out movements allowed.
XXX = Exceeds LOS Standard

The Existing Plus Ambient Growth Plus Project (2023) Condition (E+A+P), includes existing traffic, an ambient growth rate of two percent/year for seven years to 2023 (14 percent total ambient growth) and Project Traffic. As shown in **Table 10 – Intersection Levels of Service – Existing Plus Ambient Growth Plus Project (2023) Conditions** (on the following page), all study area intersections will operate at an acceptable LOS except intersection 10. Winchester Road (SR-79) (NS) / Domenigoni Parkway (EW). This intersection would operate at LOS E. Note this analysis assumes that: (i) traffic signals will be installed at Rice Road / Domenigoni Parkway and Seta Street / Domenigoni Parkway intersections prior to Project completion and (ii) the Interstate 215 loop ramp construction will be complete. (WEBB(e) pp. 5-5–5-6.)

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Table 10 – Intersection Levels of Service – Existing Plus Ambient Growth Plus Project (2023) Conditions

Intersection	Jurisdiction	LOS Standard	Peak Hour	Without Project			With Project		
				Traffic Control	Delay (sec)	LOS	Traffic Control	Delay (sec)	LOS
1. Haun Road (NS) / Newport Road (EW)	City of Menifee	E	AM PM	Signal	39.4 40.5	D D	Signal	40.6 41.9	D D
2. I-215 Southbound Ramps (NS) / Newport Road (EW)	Caltrans	D	AM PM	Signal	12.0 14.4	B B	Signal	11.8 15.4	B B
3. I-215 Northbound Ramps (NS) / Newport Road (EW)	Caltrans	D	AM PM	Signal	16.0 18.3	B B	Signal	15.6 18.2	B B
4. Antelope Road (NS) / Newport Road (EW)	City of Menifee	E	AM PM	Signal	27.7 23.7	C C	Signal	28.5 24.9	C C
5. Menifee Road (NS) / Newport Road (EW)	City of Menifee	D	AM PM	Signal	21.8 21.2	C C	Signal	34.0 32.9	C C
6. Lindenberger Road (NS) / Domenigoni Parkway (EW)	City of Menifee	D	AM PM	Signal	20.0 15.6	B B	Signal	19.1 14.9	B B
7. Leon Road (NS) / Domenigoni Parkway (EW)	County of Riverside	D	AM PM	Signal	11.9 11.9	B B	Signal	12.2 12.2	B B
8. Rice Road (NS) / Domenigoni Parkway (EW)	County of Riverside	D	AM PM	TWSC	87.9 83.1	F F	Signal	20.3 18.5	C B
9. Seta Street (NS) / Domenigoni Parkway (EW)	County of Riverside	D	AM PM	<i>Does Not Exist</i>			Signal	6.4 6.2	A A
10. Winchester Road (SR-79) (NS) / Domenigoni Parkway (EW)	County of Riverside	D	AM PM	Signal	34.3 67.5	C E	Signal	35.6 69.0	D E
11. Winchester Road (SR-79) (NS) / Patton Avenue (EW)	County of Riverside	D	AM PM	RIRO	12.3 17.5	B C	RIRO	12.3 17.6	B C
12. Winchester Road (SR-79) (NS) / Old Newport Road (EW)	County of Riverside	D	AM PM	Signal	9.2 8.4	A A	Signal	9.5 9.7	A A
13. Winchester Road (SR-79) (NS) / Scott Road-Washington Street (EW)	County of Riverside	D	AM PM	Signal	19.9 20.3	B C	Signal	20.3 21.0	C C
14. Sanderson Avenue (NS) / Domenigoni Parkway (EW)	City of Hemet	D	AM PM	Signal	23.2 14.6	C B	Signal	24.1 15.4	C B
15. Rice Road (NS) "A" Street (EW)	County of Riverside	D	AM PM	<i>Does Not Exist</i>			TWSC	9.8 10.7	A B
16. Rice Road (NS) Seta Street (EW)	County of Riverside	D	AM PM	<i>Does Not Exist</i>			TWSC	9.4 9.7	A A
17. Rice Road (NS) "I" Street (EW)	County of Riverside	D	AM PM	<i>Does Not Exist</i>			TWSC	9.4 10.0	A B
18. Rice Road (NS) "S" Street (EW)	County of Riverside	D	AM PM	<i>Does Not Exist</i>			TWSC	9.0 9.2	A A
19. Rice Road (NS) "J" Street (EW)	County of Riverside	D	AM PM	<i>Does Not Exist</i>			TWSC	9.0 9.3	A A
20. Rice Road (NS) Old Newport Road (EW)	County of Riverside	D	AM PM	<i>Does Not Exist</i>			TWSC	9.1 8.9	A A

OWSC = One Way Stop Controlled; TWSC = Two Way Stop Controlled; A WSC = All Way Stop Controlled; RIRO = Only Right In, Right Out movements allowed.

XXX = Exceeds LOS Standard

Additionally, the Project is anticipated to result in cumulative traffic impacts resulting from development of the Project (TR37119 and Change of Zone Case Text No. 7947) along with other anticipated projects in the vicinity (the E+A+C condition). A cumulative project list for the region was identified by Riverside County Transportation Department staff and was included in the TIA.

Potentially significant traffic impacts may occur at buildout year of the Project, which is anticipated in 2023, when combined with the traffic generated from other projects in the vicinity, as reflected in the existing plus ambient growth plus cumulative plus Project conditions in the TIA for the Project (collectively considered cumulative traffic). Note that the analysis assumes that traffic signals will be installed at Rice Road / Domenigoni Parkway and Seta Street / Domenigoni Parkway prior to project completion. Also note that this scenario assumes that the I-215 loop ramp construction will be complete. Cumulative traffic from development within the region is expected to have an impact on levels of service. As shown under the column “Without Project” in **Table 11 – Intersection Levels of Service – Existing Plus Ambient Growth Plus Project (2023) Conditions** (on the following page), the following study area intersections will operate at LOS F without the addition of Project traffic:

4. Antelope Road (NS)/Newport Road (EW)
5. Menifee Road (NS)/Newport Road (EW)
7. Leon Road (NS) / Domenigoni Parkway (EW)
10. Winchester Road (SR-79) (NS) / Domenigoni Parkway (EW)

As shown in **Table 11** under the column “With Project” these same intersections will operate at LOS F.

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**Table 11 – Intersection Levels of Service –
Existing Plus Ambient Growth Plus Cumulative Plus Project (2023) Conditions**

Intersection	Jurisdiction	LOS Standard	Peak Hour	Without Project			With Project		
				Traffic Control	Delay (sec)	LOS	Traffic Control	Delay (sec)	LOS
1. Haun Road (NS) / Newport Road (EW)	City of Menifee	E	AM PM	Signal	39.9 47.1	D D	Signal	41.3 49.3	D D
2. I-215 Southbound Ramps (NS) / Newport Road (EW)	Caltrans	D	AM PM	Signal	14.6 38.2	B D	Signal	14.9 45.4	B D
3. I-215 Northbound Ramps (NS) / Newport Road (EW)	Caltrans	D	AM PM	Signal	16.8 49.7	B D	Signal	16.7 53.6	B D
4. Antelope Road (NS) / Newport Road (EW)	City of Menifee	E	AM PM	Signal	70.2 144.5	E F	Signal	73.7 157.0	E F
5. Menifee Road (NS) / Newport Road (EW)	City of Menifee	D	AM PM	Signal	115.4 163.8	F F	Signal	125.7 167.0	F F
6. Lindenberger Road (NS) / Domenigoni Parkway (EW)	City of Menifee	D	AM PM	Signal	33.8 30.1	C C	Signal	40.6 38.8	D D
7. Leon Road (NS) / Domenigoni Parkway (EW)	County of Riverside	D	AM PM	Signal	90.6 142.0	F F	Signal	96.7 151.9	F F
8. Rice Road (NS) / Domenigoni Parkway (EW)	County of Riverside	D	AM PM	TWSC	OFL OFL	F F	Signal	29.1 29.3	C C
9. Seta Street (NS) / Domenigoni Parkway (EW)	County of Riverside	D	AM PM	Does Not Exist			Signal	25.8 35.9	C D
10. Winchester Road (SR-79) (NS) / Domenigoni Parkway (EW)	County of Riverside	D	AM PM	Signal	82.8 118.9	F F	Signal	87.1 127.4	F F
11. Winchester Road (SR-79) (NS) / Patton Avenue (EW)	County of Riverside	D	AM PM	RIRO	13.8 28.6	B D	RIRO	13.9 28.9	B D
12. Winchester Road (SR-79) (NS) / Old Newport Road (EW)	County of Riverside	D	AM PM	Signal	12.4 10.9	B B	Signal	13.3 11.9	B B
13. Winchester Road (SR-79) (NS) / Scott Road-Washington Street (EW)	County of Riverside	D	AM PM	Signal	25.0 42.8	C D	Signal	25.1 51.4	C D
14. Sanderson Avenue (NS) / Domenigoni Parkway (EW)	City of Hemet	D	AM PM	Signal	32.2 44.1	C D	Signal	34.0 49.1	C D
15. Rice Road (NS) "A" Street (EW)	County of Riverside	D	AM PM	Does Not Exist			TWSC	9.8 10.7	A B
16. Rice Road (NS) Seta Street (EW)	County of Riverside	D	AM PM	Does Not Exist			TWSC	9.4 9.7	A A
17. Rice Road (NS) "I" Street (EW)	County of Riverside	D	AM PM	Does Not Exist			TWSC	9.4 10.0	A B
18. Rice Road (NS) "S" Street (EW)	County of Riverside	D	AM PM	Does Not Exist			TWSC	9.0 9.2	A A
19. Rice Road (NS) "J" Street (EW)	County of Riverside	D	AM PM	Does Not Exist			TWSC	9.0 9.3	A A
20. Rice Road (NS) Old Newport Road (EW)	County of Riverside	D	AM PM	Does Not Exist			TWSC	9.0 8.9	A A

OWSC = One Way Stop Controlled; TWSC = Two Way Stop Controlled; A WSC = All Way Stop Controlled; RIRO = Only Right In, Right Out movements allowed. OFL = Overflow condition; Delay > 200 sec
XXX = Exceeds LOS Standard

Under the E+A+C+P condition with implementation of the recommended improvements identified in mitigation measure **MM Trans 1**, cumulative traffic impacts will be less than significant. The improvements outlined in mitigation measure **MM Trans 1** below are the improvements identified in the TIA prepared for TR37119. Mitigation measure **MM Trans 1** simply outlines the improvements necessary to meet current County standards based on current methodology for analysis. EIR376 was based on a 1994 traffic study that outlined the improvements necessary to meet the County's standards and requirements at that time. Thus, **MM Trans 1** merely updates and modifies the improvements identified in EIR376 Mitigation Measures D.1-1 through D.1-19 and EIR376 Addendum No. 1 to meet the current County standards and requirements specific to the Project. The TIA demonstrates that with implementation of the following improvements traffic impacts from development per TR37119 will be consistent with the County's LOS standards.

MM Trans 1: To reduce Project-related impacts to roadways and intersections the following mitigation measures shall be implemented prior to 80 percent completion of each phase as shown on TR37119.

Phase 1 Roadway Improvements

- Construct full width improvements on all internal roadways within Phase 1.
- Construct partial width improvements on the southerly side of Domenigoni Parkway at its ultimate cross-section as an urban arterial adjacent to the Project boundary line.
- Construct partial width improvements on the easterly side of Winchester Road (SR-79) at its ultimate cross-section as an expressway adjacent to the Project boundary line.
- Construct partial width improvements on the westerly side of Rice Road at its ultimate cross-section as a major highway adjacent to the Project boundary line.

Phase 1 Intersection Improvements

- Install a traffic signal at the intersection of Rice Road and Domenigoni Parkway to include the following geometrics:
 - Northbound: One left turn lane. One through lane. One shared through and right turn lane.
 - Southbound: One left turn lane. One shared through and right turn lane.
 - Eastbound: One left turn lane. Two through lanes. One shared through and right turn lane.
 - Westbound: One left turn lane. Three through lanes. One right turn lane.
- Install a traffic signal at the intersection of Seta Street and Domenigoni Parkway to include the following geometrics:
 - Northbound: One left turn lane. One right turn lane.
 - Southbound: Not applicable.
 - Eastbound: Three through lanes. One right turn lane.
 - Westbound: One left turn lane. Three through lanes.

- Construct the intersection of Winchester Road (SR-79) and Domenigoni Parkway to include the following geometrics:
 - Northbound: One left turn lane. Two through lanes. One right turn lane.
 - Southbound: One left turn lane. Two through lanes. One right turn lane.
 - Eastbound: Two left turn lanes. Three through lanes. One right turn lane.
 - Westbound: Two left turn lanes. Three through lanes. One right turn lane.
- Construct the intersection of Rice Road and “A” Street to include the following geometrics:
 - Northbound: One through lane. One shared through and right turn lane.
 - Southbound: One left turn lane. Two through lanes.
 - Eastbound: Not applicable.
 - Westbound: One shared left and right turn lane. Stop controlled.
- Construct the intersection of Rice Road and Seta Street to include the following geometrics:
 - Northbound: One through lane. One shared through and right turn lane.
 - Southbound: One left turn lane. Two through lanes.
 - Eastbound: Not applicable.
 - Westbound: One shared left and right turn lane. Stop controlled.

Phase 2 Roadway Improvements

- Construct full width improvements on all internal roadways within Phase 2.
- Construct partial width improvements on the southerly side of Domenigoni Parkway at its ultimate cross-section as an urban arterial adjacent to the Project boundary line.
- Construct partial width improvements on the easterly side of Winchester Road (SR-79) at its ultimate cross-section as an expressway adjacent to the Project boundary line.
- Construct partial width improvements on the northerly side of Old Newport Road at its ultimate cross-section as a major highway adjacent to the Project boundary line.
- Construct partial width improvements on the westerly side of Rice Road at its ultimate cross-section as a major highway adjacent to the Project boundary line.

Phase 2 Intersection Improvements

- Install a traffic signal at the intersection of Rice Road and Domenigoni Parkway to include the following geometrics:
 - Northbound: One left turn lane. One through lane. One shared through and right turn lane.
 - Southbound: One left turn lane. One shared through and right turn lane.
 - Eastbound: One left turn lane. Two through lanes. One shared through and right turn lane.
 - Westbound: One left turn lane. Three through lanes. One right turn lane.

- Install a traffic signal at the intersection of Seta Street and Domenigoni Parkway to include the following geometrics:
 - Northbound: One left turn lane. One right turn lane.
 - Southbound: Not applicable.
 - Eastbound: Three through lanes. One right turn lane.
 - Westbound: One left turn lane. Three through lanes.
- Construct the intersection of Winchester Road (SR-79) and Domenigoni Parkway to include the following geometrics:
 - Northbound: One left turn lane. Two through lanes. One right turn lane.
 - Southbound: One left turn lane. Two through lanes. One right turn lane.
 - Eastbound: Two left turn lanes. Three through lanes. One right turn lane.
 - Westbound: Two left turn lanes. Three through lanes. One right turn lane.
- Construct the intersection of Rice Road and “A” Street to include the following geometrics:
 - Northbound: One through lane. One shared through and right turn lane.
 - Southbound: One left turn lane. Two through lanes.
 - Eastbound: Not applicable.
 - Westbound: One shared left and right turn lane. Stop controlled.
- Construct the intersection of Rice Road and Seta Street to include the following geometrics:
 - Northbound: One through lane. One shared through and right turn lane.
 - Southbound: One left turn lane. Two through lanes.
 - Eastbound: Not applicable.
 - Westbound: One shared left and right turn lane. Stop controlled.
- Construct the intersection of Rice Road and “I” Street to include the following geometrics:
 - Northbound: One through lane. One shared through and right turn lane.
 - Southbound: One left turn lane. Two through lanes.
 - Eastbound: Not applicable.
 - Westbound: One shared left and right turn lane. Stop controlled.
- Construct the intersection of Rice Road and “J” Street to include the following geometrics:
 - Northbound: One through lane. One shared through and right turn lane.
 - Southbound: One left turn lane. Two through lanes.
 - Eastbound: Not applicable.
 - Westbound: One shared left and right turn lane. Stop controlled.
- Construct the intersection of Rice Road and Old Newport Road to include the following geometrics:
 - Northbound: Not applicable.
 - Southbound: Two left turn lane. One right turn lane.
 - Eastbound: One shared left turn and through lane.
 - Westbound: One through lane. One right turn lane.

Phase 3 Roadway Improvements

- Construct full width improvements on all internal roadways within Phase 3.
- Construct partial width improvements on the southerly side of Domenigoni Parkway at its ultimate cross-section as an urban arterial adjacent to the Project boundary line.
- Construct partial width improvements on the easterly side of Winchester Road (SR-79) at its ultimate cross-section as an expressway adjacent to the Project boundary line.
- Construct partial width improvements on the northerly side of Old Newport Road at its ultimate cross-section as a major highway adjacent to the Project boundary line.
- Construct partial width improvements on the easterly westerly side of Rice Road at its ultimate cross-section as a major highway adjacent to the Project boundary line.

Phase 3 Intersection Improvements

- Install a traffic signal at the intersection of Rice Road and Domenigoni Parkway to include the following geometrics:
 - Northbound: One left turn lane. One through lane. One shared through and right turn lane.
 - Southbound: One left turn lane. One shared through and right turn lane.
 - Eastbound: One left turn lane. Two through lanes. One shared through and right turn lane.
 - Westbound: One left turn lane. Three through lanes. One right turn lane.
- Install a traffic signal at the intersection of Seta Street and Domenigoni Parkway to include the following geometrics:
 - Northbound: One left turn lane. One right turn lane.
 - Southbound: Not applicable.
 - Eastbound: Three through lanes. One right turn lane.
 - Westbound: One left turn lane. Three through lanes.
- Construct the intersection of Winchester Road (SR-79) and Domenigoni Parkway to include the following geometrics:
 - Northbound: One left turn lane. Two through lanes. One right turn lane.
 - Southbound: One left turn lane. Two through lanes. One right turn lane.
 - Eastbound: Two left turn lanes. Three through lanes. One right turn lane.
 - Westbound: Two left turn lanes. Three through lanes. One right turn lane.
- Construct the intersection of Rice Road and "A" Street to include the following geometrics:
 - Northbound: One through lane. One shared through and right turn lane.
 - Southbound: One left turn lane. Two through lanes.
 - Eastbound: Not applicable.
 - Westbound: One shared left and right turn lane. Stop controlled.
- Construct the intersection of Rice Road and "S" Street to include the following geometrics:
 - Northbound: One left turn lane. Two through lanes.

Southbound: One through lane. One shared through and right turn lane.

Eastbound: One shared left and right turn lane. Stop controlled.

Westbound: Not applicable.

- Construct the intersection of Rice Road and Old Newport Road to include the following geometrics:

Northbound: Not applicable.

Southbound: Two left turn lane. One right turn lane.

Eastbound: One shared left turn and through lane.

Westbound: One through lane. One right turn lane.

Phase 4 Roadway Improvements

- Construct full width improvements on all internal roadways within Phase 4.
- Construct partial width improvements on the southerly side of Domenigoni Parkway at its ultimate cross-section as an urban arterial adjacent to the Project boundary line.
- Construct partial width improvements on the westerly side of Rice Road at its ultimate cross-section as a major highway adjacent to the Project boundary line.

Phase 4 Intersection Improvements

- Install a traffic signal at the intersection of Rice Road and Domenigoni Parkway to include the following geometrics:
 - Northbound: One left turn lane. One through lane. One shared through and right turn lane.
 - Southbound: One left turn lane. One shared through and right turn lane.
 - Eastbound: One left turn lane. Two through lanes. One shared through and right turn lane.
 - Westbound: One left turn lane. Three through lanes. One right turn lane.
- Install a traffic signal at the intersection of Seta Street and Domenigoni Parkway to include the following geometrics:
 - Northbound: One left turn lane. One right turn lane.
 - Southbound: Not applicable.
 - Eastbound: Three through lanes. One right turn lane.
 - Westbound: One left turn lane. Three through lanes.
- Construct the intersection of Winchester Road (SR-79) and Domenigoni Parkway to include the following geometrics:
 - Northbound: One left turn lane. Two through lanes. One right turn lane.
 - Southbound: One left turn lane. Two through lanes. One right turn lane.
 - Eastbound: Two left turn lanes. Three through lanes. One right turn lane.
 - Westbound: Two left turn lanes. Three through lanes. One right turn lane.

- Construct the intersection of Rice Road and “A” Street to include the following geometrics:
Northbound: One through lane. One shared through and right turn lane.
Southbound: One left turn lane. Two through lanes.
Eastbound: Not applicable.
Westbound: One shared left and right turn lane. Stop controlled.

Phase 5 Roadway Improvements

- Construct full width improvements on all internal roadways within Phase 5.
- Construct partial width improvements on the easterly side of Winchester Road (SR-79) at its ultimate cross-section as a major highway adjacent to the Project boundary line.
- Construct partial width improvements on the westerly side of Rice Road at its ultimate cross-section as a major highway adjacent to the Project boundary line

Phase 5 Intersection Improvements

- Install a traffic signal at the intersection of Rice Road and Domenigoni Parkway to include the following geometrics:
Northbound: One left turn lane. One through lane. One shared through and right turn lane.
Southbound: One left turn lane. One shared through and right turn lane.
Eastbound: One left turn lane. Two through lanes. One shared through and right turn lane.
Westbound: One left turn lane. Three through lanes. One right turn lane.
- Install a traffic signal at the intersection of Seta Road and Domenigoni Parkway to include the following geometrics:
Northbound: One left turn lane. One right turn lane.
Southbound: Not applicable.
Eastbound: Three through lanes. One right turn lane.
Westbound: One left turn lane. Three through lanes.
- Construct the intersection of Winchester Road (SR-79) and Domenigoni Parkway to include the following geometrics:
Northbound: One left turn lane. Two through lanes. One right turn lane.
Southbound: One left turn lane. Two through lanes. One right turn lane.
Eastbound: Two left turn lanes. Three through lanes. One right turn lane.
Westbound: Two left turn lanes. Three through lanes. One right turn lane.
- Construct the intersection of Rice Road and Seta Street to include the following geometrics:
Northbound: One through lane. One shared through and right turn lane.
Southbound: One left turn lane. Two through lanes.
Eastbound: Not applicable.
Westbound: One shared left and right turn lane. Stop controlled.

Safety and Operational Improvements

- Sight distance at the project entrance roadway will be reviewed with respect to standard County of Riverside sight distance standards at the time of preparation of final grading, landscape, site development, and street improvement plans.
- Participate in the phased construction of off-site traffic signals through payment of project's fair share of traffic signal mitigation fees.
- Signing/striping should be implemented in conjunction with detailed construction plans for the project site.

Finding: The Project's potential impacts are less than significant with implementation of Mitigation Measure **MM Trans 1**. The Traffic Impact Analysis prepared for the project was prepared in accordance with the County's current methodology and standards. Mitigation Measure **MM Trans 1** simply outlines the improvements necessary to meet current County standards and is based on current methodology for analysis. EIR376 was based on a 1994 traffic study that outlined the improvements necessary to meet the County's standards and requirements at that time. Thus, **MM Trans 1** merely updates and modifies the improvements outlined in EIR376 Mitigation Measures D.1-1 through D.1-19 to meet the current County standards and requirements. As EIR376 found potential impacts to intersections and roadways segments were less than significant with implementation of Mitigation Measures and the impacts from SP288A2 can be kept at less than significant levels with implementation of Mitigation Measures no new or substantially increased significant environmental impacts would result from the Project beyond those discussed in EIR376.

c) *EIR376 Conclusion:* Not analyzed in EIR376.

EIR376 Mitigation Measures: EIR376 does not identify Mitigation Measures relating to a change in air traffic patterns.

Discussion of the proposed Project: As discussed in responses 23.b-d) the Project site is not located within 2 miles of any airport. Further, implementation of the proposed Project does not include any component that could result in a change in air traffic patterns. The proposed Project is not anticipated to result in any hazards to air travel and does not include water or other features that would attract large concentrations of birds or otherwise effect air traffic.

Finding: The Impacts resulting from implementation of the Project are less than significant as the Project is not located near within an airport land use plan and would not 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. Therefore, no new or substantially increased significant environmental impacts would result from the Project beyond those discussed in EIR376 Addendum No. 1.

d) *EIR376 Conclusion:* Not analyzed in EIR376.

EIR376 Mitigation Measures: EIR376 does not identify Mitigation Measures relating to an alteration in waterborne, rail, or air traffic.

Discussion of the proposed Project: There are no navigable bodies of water or waterways that support waterborne traffic in proximity to the Project site and there are no rail facilities in the vicinity of the Project site. Further, there are no Project components that would result in an alteration of waterborne, rail, or air traffic.

Finding: Impacts resulting from implementation of the Project are less than significant. No new or substantially increased significant environmental impacts would result from Project implementation.

e-i) EIR376 Conclusion: Not analyzed..

EIR376 Mitigation Measures: EIR376 does not identify Mitigation Measures relating to increased hazard due to design feature, the need for new or altered maintenance of roads, circulation delay during construction, inadequate emergency access, or conflicts with adopted policies, plans or programs regarding public transit.

Discussion of the proposed Project: All road improvements designed and constructed as a part of the Project will conform to County adopted standards; thus, there will be no impacts with regard to increased hazards due to design features. With regard to road maintenance, refer to response 49.f). With regard to construction-related road closures and emergency access, refer to response 22.c). With regard to public transit, the proposed Project will not conflict with adopted policies, plans, or programs. The general Project area is served Riverside Transit Agency (RTA) Route 74 (San Jacinto to Hemet to Sun City to Perris) and Route 79 (Hemet to Winchester to Temecula). The nearest bus stop is located on Simpson Road, east of Winchester Road. (WEBB(e), p. 3-10.)

Finding: Impacts resulting from implementation of the Project are less than significant. Therefore, no new or substantially increase significant environmental impacts would result from the Project beyond those discussed in EIR376 and EIR376 Addendum No. 1.

44. Bike Trails	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	No New Impact
Would the project: Result in substantial adverse physical impacts associated with the provision of new or physically altered bike trails, the construction of which would cause significant environmental impacts?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: GP; EIR376; Project Description

Findings of Fact:

EIR376 Conclusion: Not analyzed.

EIR376 Mitigation Measures: EIR376 does not identify Mitigation Measures relating to bike trails.

Discussion of the proposed Project: SP288A2 includes a non-vehicular network of local pedestrian sidewalks, regional trails, and bike trails that link the residents of individual neighborhoods to the commercial uses and parks, and provides a continuous path for bicycling within the community. As an

implementing project under SP288A2, the proposed Project includes a Class II Bike Trail on both sides of Seta Road. Because this bike trail is within the project footprint evaluated in EIR376 and EIR376 Addendum No. 1, impacts will be the same as previously evaluated.

Finding: Impacts resulting from implementation of the Project are less than significant as the Project will construct bike trails along both sides of Seta Road. Therefore, no new or substantially increased significant environmental impacts would result from the Project.

TRIBAL CULTURAL RESOURCES

TRIBAL CULTURAL RESOURCES

Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resource Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	No New Impact
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45. Tribal Cultural Resources

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resource Code section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resource Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: AEI; AEI Phase II; EIR376; SP288A2

Findings of Fact:

a-b) *EIR376 Conclusion:* Assembly Bill (AB) 52, which added the requirement to address tribal cultural resources (TCRs) in CEQA documents, became effective on July 1, 2015. Thus, TCRs were not analyzed in EIR376 due to a lack of regulatory requirements and associated questions on the Environmental Assessment form. However, the information necessary to evaluate impacts to TCRs was available in EIR376.

EIR376 Mitigation Measures:

EIR376 Mitigation Measures C.15-1, C.15-2, and C.15-3, listed in response 9.a-b) above.

Discussion of proposed Project:

AB 52 applies to any project for which a Notice of Preparation, Negative Declaration, or Mitigated Negative Declaration is filed on or after July 1, 2015; thus, it is not applicable to the proposed Project since no such document posting would occur with an Addendum. Nonetheless, pursuant to the provisions of AB 52, the County Planning Department sent notification to the tribes that requested such notification on June 15, 2016. Of the tribes notified, the Pechanga Tribe of Lusieño Indians (Pechanga) and the Soboba Band of Lusieño (Soboba) requested consultation.

On September 21, 2016, representatives of the County Planning Department, Pechanga, and the applicant met to discuss the proposed project. Subsequent to that meeting, the County Planning Department provided additional information requested by the Pechanga and has sent several follow-up emails to ascertain if Pechanga has any concerns regarding the Project. As of October 11, 2017 the County Planning Department has not received any further communication of information from Pechanga regarding the proposed Project.

Soboba Band requested to consult on this project in a letter dated July 18, 2017. In a meeting on August 28, 2016 Soboba recommended avoidance of all cultural resources. Project exhibits were sent to Soboba on September 13, 2016 and a request for further comment was sent to Soboba on the same day. The final conditions of approval were sent to Soboba via email on October 11, 2017 and consultation was concluded on the same day. No Tribal Cultural Resources were identified by Soboba.

Therefore, based on the information gathered by the County Planning Department and the information provided by Pechanga and Soboba as of October 11, 2017, the County Planning Department has concluded that there is no potential significant impact to TCRs as defined in Section 21073 of the Public Resources Code because there are not Tribal Cultural Resources present.

Findings: No New Impact. The Project’s potential impacts are no worse than those resulting from EIR376. There are no new impacts with regard to TCRs.

UTILITY AND SERVICE SYSTEMS

UTILITY AND SERVICE SYSTEMS	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	No New Impact
Would the project:				
46. 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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: EIR376; WSA; SP288A2

Findings of Fact:

a-b) *EIR376 Conclusion:* Less than Significant Impact with Mitigation Incorporated. Implementation of SP288 will result in the development of a new residential community with two community parks and a commercial center. Due to the urban-level density of the proposed project and the poor groundwater quality, water service from the Eastern Municipal Water District (EMWD) will be required. Daily water consumption for the SP288's development was estimated using factors provided by EMWD. Assuming complete build-out of SP288, approximately 210,810 gallons will be consumed daily. The development of additional sources of water will not be necessary to serve the project. EMWD will be able to continue purchase of supplies from Metropolitan to meet customer needs.

To provide water service to SP288, EMWD must extend water transmission lines, and an on-site distribution system must be constructed. According to the EMWD Master Plan, the SP288 project site lies predominately in the 1,627 high water level (HWL) pressure zone. Portions of the mountainous area in the southern portion of the SP288 project site, which are not planned for development in SP288, are within the 1,752 HWL pressure area. The 1,627 zone will service all lots at a pad elevation of 1,576 feet or lower. The grading elevations proposed in SP288 will not exceed 1,576 feet and thus all development per SP288 can be served by the 1,627 zone.

Development per SP288 will initially obtain water from a one-million-gallon reservoir located southwest of the project site. Eventually, the majority of water storage will occur at a proposed reservoir farm located approximately three miles north, in the Double Butte area. The EMWD Master Plan identifies two phases for construction of the water reservoirs, with capacity enhancements of 36 million gallons in each phase. Construction of these facilities will be dependent upon the overall area demand.

The initial development under the SP288 will receive water service from the existing main lines in Simpson Road until the development reaches a level warranting expansion of the storage and distribution system. The proposed on-site water distribution system includes a looped system of 12-inch pipelines. Most in-tract systems will utilize eight-inch pipelines forming looped systems to ensure service integrity. All facilities will be located in the street right-of-ways wherever possible. The on-site system will be integrated with the EMWD Master Plan to form a reliable supply network for the Winchester area. (EIR376, pp. V-95–V-98.)

EIR376 Mitigation Measures:

Standard Regulatory Requirements

Mitigation Measure D.2-1 – All development shall comply with the State of California Title 20 and Title 24 water conservation requirements and County water conservation and reclamation regulations. Water conservation requirements will include the use of ultra-low flush toilets, reducing valves for showers and faucets, and insulated hot water lines. (EIR376, p. V-99.)

Mitigation Measure D.2-2 – Pursuant to County Ordinance No. 348, irrigation systems provided for parking lot landscaping will consist of systems that minimize runoff and evaporation and maximize water availability to plant roots shall be installed. For mitigation monitoring purposes, landscaping plans for the project shall identify the irrigation system, and

shall be submitted for County review prior to issuance of individual project building permits. (EIR376, p. V-99.)

Measures Required by the Specific Plan

Mitigation Measure D.2-4 – All lines shall be designed per EMWD standards. (EIR376, p. V-99.)

Mitigation Measure D.2-5 – The location of facilities shall conform with the County of Riverside and EMWD standards. (EIR376, p. V-99.)

Mitigation Measure D.2-6 – Water and wastewater facilities shall be installed in accordance with the requirements and specifications of the Riverside County Health Department and EMWD. (EIR376, p. V-100.)

Mitigation Measure D.2-7 – The design of regional facilities shall conform to the current EMWD Master Plan of Facilities. (EIR376, p. V-100.)

Mitigation Measure D.2-8 – All water and sewer lines shall be placed underground and inspected per the policies of the EMWD. (EIR376, p. V-100.)

Mitigation Measure D.2-9 – Any design of off-site facilities shall be coordinated with the affected property owners. (EIR376, p. V-100.)

Mitigation Measure D.2-10 – The design of all water facilities shall provide fire protection to the satisfaction of the Fire Department of the County of Riverside. (EIR376, p. V-100.)

Additional Measures

Mitigation Measure D.2-11 – The EMWD and the County of Riverside shall approve subsequent tentative tract maps, conditional use permits, and plot plans on the basis of adequate water supplies and transmission systems, among other environmental and infrastructure considerations. (EIR376, p. V-100.)

Mitigation Measure D.2-12 – A separate water transmission system shall be installed to facilitate the use of reclaimed water for irrigation of the following areas: landscaping for the commercial center, community parks, paseos, and roadway medians. A plan shall be submitted and approved by EMWD prior to approval of tentative maps. (EIR376, p. V-100.)

Mitigation Measure D.2-13 – Where possible, all new landscaping and park plans shall incorporate native, drought-tolerant plant species approved by the County. Mulching shall be used extensively in all landscaped area. Mulch will improve the water storage capacity of the soil by reducing the evaporation and compaction. (EIR376, p. V-100.)

Mitigation Measure D.2-14 – Final designs of the water and wastewater transportation systems will be reviewed and approved by EMWD prior to approval of the first tentative tract map or other discretionary permit issued by the County. (EIR376, p. V-100.)

Discussion of the proposed Project: TR37119 is located within EMWD's 1719 pressure zone (PZ). At full build-out, the portion of SP288A2 located south of Domenigoni Parkway is projected to have an average daily demand (ADD) of 307,440 gallons/day. Existing facilities in the 1917 PZ include the Simpson Road Booster Station and an 18-inch diameter water pipeline in Domenigoni Parkway

between Rice Road and La Ventana Road. This pipeline is not currently connected to a water source. No water pipelines exist from the Simpson Booster Station to the Project site.

In addition to the off-site water facilities, an 18-inch diameter pipeline is proposed along Rice Road and Seta Street; a 12-inch diameter pipelines is proposed in Rice Road from south of Seta Road toe Newport Road; and 8-inch diameter pipelines are proposed in each local street. A secondary water source will be provided to the Project site via an above ground connection proposed in the northwest corner of PA 9 (the commercial site, shown as a remainder parcel in TR37719) to connect the 1627 PZ and 1719 PZ.

The ADD previously approved by the EMWD in the Water Supply Assessment, dated February, 2007, prepared for The Crossroads in Winchester Specific Plan Amendment No. 1 is 633,519 gallons. The total ADD proposed by SP288A2 is 536,150 gallons. Because TR37719 is an implementing project under SP288A2 and has an ADD of 307,440, EMWD has sufficient supplies to serve the proposed Project. Thus, development of additional sources of water is not considered necessary.

Finding: The Project’s potential impacts are no different than those analyzed in EIR376 with Mitigation Measures D.2-1 through D.2-2 and D.2-4 through D.2-14 and in EIR376 Addendum No. 1. Impacts resulting from implementation of the Project are less than significant. Therefore, no new or substantially increased significant environmental impacts would result from the Project beyond those discussed in EIR376 and in EIR376 Addendum No. 1.

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

Sources: EIR376; Project Description; SP288A2;

Findings of Fact:

a-b) **EIR376 Conclusion:** The project will require municipal wastewater collection and treatment services. Daily wastewater generation for SP288 was estimated using factors provided by EMWD. Assuming complete buildout of the Specific Plan, approximately 116,200 gallons of wastewater will be generated daily.

The majority of wastewater generated by the project will be pumped to and will be treated at the Perris Valley Regional Water Reclamation Facility, located 2.5 miles northwest of the SP288 site. A series of planned trunk lines will enable EMWD to divert flows to the newly expanded Perris Valley and Sun City facilities. New collection lines must be extended to the project site, and the capacity of some existing lines must be expanded to accommodate increased flows.

Implementation of the proposed project will also accelerate the need to expand the capacity of the treatment plants. Implementation of water conservation measures and the creation of reclaimed water uses will help to reduce wastewater generation and impacts to sewage transmission and treatment facilities. (EIR376, pp. V-98 to V-99.)

New sewer lines must be extended to the project site, and existing lines may require expansion to accommodate increased flows. Impacts to sewer service will be significant unless Mitigation Measures are implemented. (EIR376, p. V-99.)

EIR376 Mitigation Measures:

Standard Regulatory Requirements

Mitigation Measure D.2-3 – The developer(s) shall pay all fees required by EMWD for regional sewage treatment services and facilities. (EIR376, p. V-99.)

Additional Measures

Mitigation Measure D.2-15 – All sewage lines, pump stations and other required transmission facilities will be installed by the developer as directed by EMWD. (EIR376, p. V-100.)

Discussion of the proposed Project: The wastewater generated by development of the Project will be treated at one of EMWD's Regional Water Reclamation Facilities. A series of trunk lines enable EMWD to divert flows to either Perris Valley RWRP or the Sun City RWRP. At full build-out, the portion of SP288A2 located south of Domenigoni Parkway is projected to generate an average daily wastewater flow of 163,040 gallons per day.

EMWD owns and operates an existing 15-inch diameter gravity sewer pipeline located in the south side channel bank of Salt Creek Channel near Adams Street. This pipeline increases in size to an 18-inch diameter and 24-inch diameter as it travels downstream and connects to the Winchester Sewage Lift Station at the intersection of Olive Road and La Ventana Road. This pipeline was constructed to serve a sewer benefit area approved by the EMWD Board of Directors in April 2014. The Crossroads Specific Plan Amendment 2 project (SP288A2) is a part of this of this sewer benefit area; as such, the pipeline has capacity for SP288A2. Thus, this pipeline was designed with sufficient capacity to accommodate wastewater generated within TR37719.

From the existing 15-inch diameter pipeline near Adams Street and the Salt Creek Channel, a 15-inch diameter offsite pipeline is proposed along Adams Street and Western Hills Drive to Rice Road. This offsite pipeline traverses through Tract 31632(S). From Rice Road, the Crossroads project proposes 15-inch, 12-inch, 10-inch, and 8-inch diameter pipelines along Western Hills Drive, Seta Street and Rice Road as it travels upstream. Pipelines ranging in size from 8-inch diameter to 18-inch diameter will be constructed within the public and private roads created by TR37119.

EMWD has indicated they have sufficient wastewater collection and treatment capacity to accommodate TR37119; therefore, the Project will not create a significant amount of wastewater such that EMWD could not accommodate the additional discharge.

Finding: The Project’s potential impacts are no different than those analyzed in EIR376 with Mitigation Measures D.2-3 and D.2-15 and EIR376 Addendum No. 1. Impacts resulting from implementation of the Project are less than significant as the wastewater generated from the Project would not be substantial and there is sufficient capacity to accommodate the Project. Therefore, no new or substantially increased significant environmental impacts would result from the Project beyond those discussed in EIR376 and EIR376 Addendum No. 1.

UTILITY AND SERVICE SYSTEMS				
Would the project:	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	No New Impact
48. Solid Waste				
a) Is the project served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Comply with federal, state, and local statutes and regulations related to solid wastes (including the County Integrated Waste Management Plan)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: CalRecycle; EIR376; EIR 521; Ord. 460; Ord. 461; Waste Resources; Project Description

Findings of Fact:

a-b) EIR376 Conclusion: Less than Significant Impact with Mitigation Incorporated. The Winchester area is currently under the jurisdiction of the Riverside County Waste Resources Management District. Two County land-fills accept waste from Winchester: Lamb Canyon and Mead Valley landfills. (EIR376, p. V-120.)

Implementation of the proposed Specific Plan will result in the development of up to 802 single-family homes, a commercial center, and two neighborhood parks. All of these uses will generate substantial amounts of solid waste that must be collected, transported, and deposited in landfills. A portion of the waste from the project will be diverted to recycling and reuse facilities. A private waste hauler will be contracted by the developer to collect the solid waste. After collection, the hauler will transport the waste to a transfer station where materials will be sorted for recyclables and then consolidated for deposit at a landfill.

Table 12 – SP288 Projected Annual Solid Waste Generation

Land Use	Total Units	Factor (tons/year/ unit)	Tons Per Year
Residential	802 dus	2.0	1,604
Commercial	105 ksf	7.3	766.5
Parks	7.5 ac	0.5	3.8
Total			2,374.3

ac = acre; dus = dwelling units; ksf = thousand square feet; lbs =pounds

Source of Generation Factors: City of San Diego Solid Waste Management Department, 1994 and modified by CBA

The source for the parks factor is the City of Los Angeles, 1981.

The capacity of regional landfills is limited, and the development of new landfills will take time due to economic, environmental and political considerations. The solid waste generated by the proposed project will significantly impact landfill capacity, but maximizing recycling and diversion efforts will reduce the impact to less than significant. (EIR376, p. V-122.)

EIR376 Mitigation Measures:¹⁹

Mitigation Measure D.8-1 – The certified waste hauler contracted by the developer(s) will implement a curbside recycling program within the proposed project. The contract shall also include provisions for separating lawn trimmings and other green waste for recycling. Once a homeowner's association is established the responsibility for the waste hauler contract (with curbside recycling and green waste requirements) will be transferred from the developer to the association. (EIR376, p. V-123.)

Mitigation Measure D.8-3 – Prior to recordation of the first subdivision map on the property, a comprehensive waste recycling program for the project shall be submitted and approved by Riverside County Waste Resources Management District. (EIR376, p. V-123.)

Discussion of the proposed Project: Project construction is anticipated to generate approximately 984 tons of solid waste.²⁰ Assuming construction takes 750 days, the Project would generate approximately 1.3 tons of construction waste per day.²¹ Project operation is anticipated to generate approximately 0.42 tons (838 pounds) of solid waste per day.²² The waste hauler serving the area in which the Project

¹⁹ EIR376 Mitigation Measure D.8-2 states: *All commercial use shall be required to use trash compactors for non- recyclable wastes. Enclosures for the collection of recyclable materials shall be provided at the commercial center.* (EIR376, p. V-123.) Because TR37719 does not include any lots for commercial development, this mitigation measure is not applicable to the proposed Project.

²⁰ Calculated as follows: 4.39 pounds of construction waste per residential SF x 1,200 SF/residential unit x 373 single family residential units in TR37119 ÷ 2,000 pounds/ton = 984 tons of construction waste. Source for construction waste generation factor: United States Environmental Protection Agency, *Estimating 2003 Building-Related Construction and Demolition Materials Amounts*. (Available at <https://www.epa.gov/sites/production/files/2017-09/documents/estimating2003buildingrelatedcandmaterialsamounts.pdf>, accessed September 27, 2017.) Source for assumed size of dwelling units: Albert A. Webb Associates, *Environmental Impact No. 376, Addendum No. 1 for The Crossroads in Winchester Specific Plan No. 288 Amendment No. 2*, October 2013. (Available at the Riverside County Planning Department.)

²¹ Assuming 5 days of construction for 150 weeks = 750 days. 984 tons of construction waste ÷ 750 days = 1.3 tons/day.

²² Calculated as follows: 0.41 tons per residential unit per year x 373 single family residential units in TR37119 ÷ 365 days per year = 0.42 tons of solid waste. Source for operational waste generation factor: County of Riverside, *Environmental Impact Report No. 521, Public Facilities Section 4.17*, February 2015. (Available at

site is located is CR&R. Construction debris, as well as the daily solid waste generations generated by the Project, would be served by the Robert A. Nelson Transfer Station and the Lamb Canyon Landfill. The Lamb Canyon Landfill is located approximately 16 miles south of the Project site. As of January 2015, this landfill had a maximum permitted capacity of approximately 38.9 million cubic yards (CY) and a remaining capacity of approximately 19.2 CY. The maximum throughput at Lamb Canyon is 5,500 tons/day. (CalRecycle.) Assuming none of the Project’s daily construction (1.3 tons/day) or operational solid waste (0.42 tons/day) are recycled, the Project would represent approximately 0.03% of the landfills maximum permitted daily intake. The Lamb Canyon Landfill has sufficient capacity to accommodate the Project’s construction and operation related solid waste. Thus, the Project is served by a transfer station and a landfill with sufficient capacity to accommodate the Project’s solid waste.

Finding: The Project’s potential impacts are no greater than those analyzed in EIR376 with Mitigation Measures D.8-1 and D.8-3. Impacts resulting from implementation of the Project are less than significant. Therefore, no new or substantially increased significant impacts would result from the Project beyond those discussed in EIR376 and EIR376 Addendum No. 1.

UTILITY AND SERVICE SYSTEMS	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	No New Impact
Would the project:				
49. 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 type="checkbox"/>	<input checked="" type="checkbox"/>
b) Natural gas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Communications systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Stormwater drainage?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" 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 checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: EIR376; EIR376 Addendum No. 1; Project Description

Findings of Fact:

a) **EIR376 Conclusion:** Less than Significant Impact with Mitigation Incorporated. Because the site is primarily used for dryland farming, electrical demand is nominal. Southern California Edison Company (SCE) currently provides electricity in the vicinity of the project site. SCE currently has local facilities along Leon Road, Briggs Road, Olive Avenue, and Simpson Road near the project area. (EIR376, p. V-115.)

http://planning.rctlma.org/Portals/0/genplan/general_plan_2015/DEIR%20521/04-17_PublicFacilities.pdf, accessed September 27, 2017.) Table 4.17-O.

With the increase in urban development proposed by the project, electrical consumption will increase. The SP288-related electrical consumption is estimated to be approximately 10,088 megawatt hours (mWh) per year at SP288 buildout. This projected level of demand represents a significant increase over existing conditions.

However, SCE does not anticipate any problem providing an adequate level of service to the project area, although existing lines will have to be upgraded and extended to serve the proposed project. SCE does not currently have any plans for expansion of existing facilities in the area. In order to serve the proposed project, new underground facilities will have to be installed by the project applicant per SCE's directives and rules on file with the California Public Utilities Commission. SCE will upgrade their existing facilities to meet the needs of SP288.

Based on the above analysis, project impacts on electrical demand are considered significant, but can be substantially reduced with appropriate Mitigation Measures identified below.

EIR376 Mitigation Measures:

Mitigation Measure D.7-ELC-1 – The developer will provide the electric power improvements required by SCE. (EIR376, p. 114.)

Mitigation Measure D.7-ELC-2 – All buildings will be constructed in compliance with the insulation standards established by the California Uniform Building Code (UBC). (EIR376, p. 114.)

Mitigation Measure D.7-ELC-3 – All electrical facilities will be built in accordance with the Southern California Edison Company's policies and extension rules on file with the California Public Utilities Commission (CPUC). (EIR376, p. 114.)

Mitigation Measure D.7-ELC-4 – The project applicant will provide SCE with development plans and schedules for construction as they become available so that SCE may begin long-range planning of facilities. (EIR376, p. 114.)

Mitigation Measure D.7-ELC-5 – All electrical service lines will be located underground. (EIR376, p. 114.)

Discussion of the proposed Project: Electricity service will be provided to the Project site by SCE. The proposed Project will occupy the same geographic area as discussed/analyzed in EIR376 and EIR376 Addendum No. 1. Additionally, the Project applicant will comply with Mitigation Measures D.7-ELC-1 through D.7-ELC-5, identified above.

Finding: Due to the stricter energy savings standards of Title 24 California Code of Regulations, implementation of the proposed Project will not result in impacts to electrical services above those discussed/analyzed in EIR376 with Mitigation Measures D.7-ELC-1 to D.7-ELC-5 and EIR376 Addendum No. 1. Therefore, no new or substantially increased significant environmental impacts would result from the Project beyond those discussed in EIR376 and EIR376 Addendum No. 1.

b) *EIR376 Conclusion:* Less than Significant Impact with Mitigation Incorporated. Because the site is primarily used for dryland farming, existing gas consumption is nominal. The Southern California Gas

Company (SCG) currently provides natural gas in the vicinity of the project site. Gas service to the project site could be provided by an existing six-inch transmission main located at Winchester Road and Olive Avenue. (EIR376, p. V-116.)

SP288A2 at buildout will demand an average of 68 million cubic feet of gas per year, representing a significant increase over existing conditions. However, SCG has indicated that gas service to the project could be provided from various locations throughout the project area without causing any significant impact to the environment. (EIR376, p. V-117.)

EIR376 Mitigation Measures:

Mitigation Measure D.7-GAS-1 – The developer will finance the installation of gas lines per the requirements of the Southern California Gas Company. (EIR376, p. V-117.)

Mitigation Measure D.7-GAS-2 – All gas services and facilities will be built in accordance with the Southern California Gas Company's policies and extension rules on file with the California Public Utilities Commission (CPUC). (EIR376, p. V-117.)

Mitigation Measure D.7-GAS-3-An engineering study will be required to ensure that existing facilities are adequate to accommodate the new development. Detailed information including tract maps and plot plans must be submitted for review by SCG. (EIR376, p. V-117.)

Discussion of the proposed Project: Natural gas service will be provided to the Project site by SCG. The proposed Project will occupy the same area as discussed/analyzed in EIR376 and EIR376 Addendum No. 1. Additionally, the Project applicant will comply with Mitigation Measures D.7-GAS-1 through D.7-GAS-3, identified above.

Finding: Due to the stricter energy savings standards of Title 24 California Code of Regulations, implementation of the proposed Project will not result in impacts to natural gas services above those discussed/analyzed in EIR376 with Mitigation Measures D.7-GAS-1 to D.7-GAS-3 and EIR Addendum No. 1. Therefore, no new or substantially increased significant environmental impacts would result from the Project beyond those discussed in EIR376 and EIR Addendum No. 1.

- c) *EIR376 Conclusion:* Less than Significant Impact with Mitigation Incorporated. The General Telephone Company (GTE) currently provides telephone service in the vicinity of the project site. Buried distribution cable is located at the intersections of Leon and Simpson Road, Leon and Holland Road, as well as Briggs Road and Grand Avenue. (EIR376, p. V-117.)

GTE will provide telephone service to the project site in accordance with current directives and rules filed with the California Public Utilities Commission. No additional facilities are currently planned by GTE. Project implementation would require the extension of existing facilities to serve the proposed project. However, the required facilities can readily be installed, at the cost of the developer, to meet project needs. Mitigation Measures can reduce potential impacts to a less than significant level. (EIR376, p. V-118.)

EIR376 Mitigation Measures:

Mitigation Measure D.7-TEL-1 – All appropriate rules and directives will be followed in order to finance any required additions, changes, and/or removals of existing facilities. (EIR376, p. V-116.).

Mitigation Measure D.7-TEL-2 – The project applicant will provide GTE with a development phasing schedule so that required upgrades may be scheduled in advance of development. (EIR376, p. V-116.)

Discussion of the proposed Project: GTE no longer provides telephone services to the Project site. The current telephone provider to the Project site is Verizon; however, communication services may be provided by other service providers... Extensions will have to be made to proposed Project structures. The provision of communication services are market driven with a variety of options including satellite, fiber optic, cable, etc. so sufficient capacity is not considered a significant impact due to the various sources available to the proposed Project. Nonetheless, to accommodate a different telephone service providers, Mitigation Measure D.7-TEL-2 will be clarified as follows:

D.7-TEL-2 – The project applicant will provide ~~GTE~~ Verizon, or the telephone service provider that replaces Verizon, with a development phasing schedule so that required upgrades may be scheduled in advance of development.

Finding: The change in service providers does not constitute a substantial change in the Project from what was evaluated in EIR376; thus, the Project's potential impacts with regard to telephone services are no different than those analyzed in EIR376 with Mitigation Measures D.7-TEL-1 and D.7-TEL-2 as clarified above. With incorporation of Mitigation Measures D.7-TEL-1 and D.7-TEL-2 as clarified, impacts resulting from implementation of the Project are less than significant. Therefore, no new or substantially increased significant environmental impacts would result from the Project beyond those discussed in EIR376.

d) EIR376 Conclusion: See response 25a&d) above. Impacts were fully analyzed in EIR376 and EIR376 Addendum No. 1 and no new or substantially increased significant impacts would result from the Project beyond those discussed in EIR376.

e) EIR376 Conclusion: Not analyzed in EIR376.

EIR376 Mitigation Measures: N/A

Discussion of the proposed Project: The proposed Project is not expected to result in the relocation of existing street lights as the Project site and surrounding area are undeveloped and street lighting does not exist on or in the vicinity of the Project site. The Project will install and design street lighting in accordance with Riverside County Ordinance Nos. 460 and Ord. 461, and the design standards of SP288A2. Refer to response 2.a) for a discussion of the proposed Project with regard to nighttime use of Mt. Palomar Observatory. Refer to response 3.a-b) for a discussion of the proposed Project with regard to light, glare, and exposure of residential property to unacceptable light levels.

Finding: Through compliance with existing County regulations, impacts with regard to streetlights resulting from implementation of the Project are less than significant. Therefore, no new or substantially increased significant impacts would result from the Project.

- f) EIR376 Conclusion: Less than Significant Impact. At time of full buildout, SP288 will contain an estimated 17.6 lane-miles of public streets to be maintained by the County. The County pays for road maintenance with State gas tax funds, highway user fees, and Measure A revenues. The fiscal report prepared for SP288 concluded that, during the 20-year projection period, the project will generate a total net surplus of \$289,000 to the Transportation Fund. (EIR376, p. V-146.1.)

EIR376 Mitigation Measures: N/A

Discussion of the proposed Project: TR37719 is an implementing project under SP288A2 and as such will construct public streets that will be maintained by the County. Future occupants of the Project site will pay gas tax and Measure A sales taxes; therefore, the revenues anticipated in SP288 that were anticipated to be used for road maintenance will be achieved. As previously discussed in responses 43.a) and 43.f), the Project will not conflict with the circulation system as planned and will not result in the need for new or significantly altered roadway maintenance beyond what was evaluated in EIR376 and EIR376 Addendum No. 1.

Finding: The Project's potential impacts are no different than those analyzed in EIR376 and EIR376 Addendum No. 1. Because future Project occupants will pay gas tax and Measure A sales taxes, which will be used to road maintenance, impacts resulting from implementation of the Project are less than significant. Therefore, no new or substantially increased significant environmental impacts would result from the Project beyond those discussed in EIR376.

- g) EIR376 Conclusion: Not analyzed in EIR376.

EIR376 Mitigation Measures: N/A

Discussion of the proposed Project: No other governmental services, beyond those evaluated in EIR Addendum No. 1 and this Addendum are expected to be required for the Project. Therefore, no impacts are anticipated.

Finding: Impacts resulting from implementation of the Project are less than significant. Therefore, no new or substantially increase significant impacts would result from the Project.

	Potentially Significant New Impact	Less than Significant Impact with Mitigation Incorporated	Less than Significant New Impact	No New Impact
50. Energy Conservation				
a) Would the project conflict with any adopted energy conservation plans?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: EIR376; Project Description

Findings of Fact:

a) *EIR376 Conclusion:* Less than Significant Impact with Mitigation Incorporated. Since the General Plan requires development to conform to the State Title 24 standards established to reduce energy consumption through the use of energy conservation techniques in construction, and since both electricity and natural gas can be supplied to the site, impacts from SP288 will be less than significant (EIR376, pp. V-76 – V-78).

EIR376 Mitigation Measures: Mitigation Measures C.13-1 through C.13-4 were identified to reduce the level of impacts to less than significant. (EIR376, pp. V-77–V-78.)

Mitigation Measure C.13-1 – To reduce electric power demand and consumption, building standards outlined in Title 24 of the California Administrative Code will be implemented in all new residential, commercial, and recreational development. (EIR376, p. V-77.)

Mitigation Measure C.13-2 – All development shall incorporate energy-saving devices where feasible. These devices may include the following: (EIR376, p. V-78.)

- The use of individual meters versus multiple meters;
- The installation of lighting switches and multi-switch provisions for control by occupants and building personnel; and
- The use of time-controlled interior and exterior public lighting limited to that necessary for the safety of persons and property.

Mitigation Measure C.13-3 – Specific measures shall be implemented to reduce natural gas consumption including: (EIR376, p. V-78.)

- Use of an automatic flue gas damper when using a gas heating system;
- Use of electrically-lighted pilot lights for all gas systems; and
- Insulation of all gas-heated hot water tanks.

Mitigation Measure C.13-4 – The project applicant will consult with the Southern California Gas Company during the design phase to ensure that the architectural design maximizes energy efficiency through passive heating and cooling, with the use of building orientation, insulations, construction materials, window glazing and roof over-hangs. (EIR376, p. V-78.)

Discussion of the proposed Project: No solar or other alternative energy sources are proposed for the proposed Project. However, in order to save energy for the Project, the proposed Project will meet all requirements of Title 24 California Code of Regulations for energy savings. By following Title 24 standard energy reducing measures will be followed. The County does not have any adopted energy conservation plans which would be adversely affected by the proposed Project. Therefore, because there are no energy conservation plans in place, and since the project will further its energy conservation by complying with Title 24, impacts are considered less than significant. Further the 2016 Title 24 standards are more conservative than the code in place at the time of adoption of SP288 and SP288A2.

Finding: The Project’s potential impacts are no different than those analyzed in EIR376 with Mitigation Measures C.13-1 through C.13-4 and EIR376 Addendum No. 1. Impacts resulting from implementation of the Project are less than significant. Therefore, no new or substantially increased significant impacts would result from the Project beyond those discussed in EIR376 and EIR376 Addendum No. 1.

OTHER

51. Other Would the project:	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	No New Impact
	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Sources: GP; EIR376; Project Description

EIR376 Conclusion: Not analyzed.

EIR376 Mitigation Measures: EIR376 does not identify Mitigation Measures relating to other impacts.

Discussion of the proposed Project: As discussed throughout this Addendum, the impacts resulting from the proposed Project are similar to those previously analyzed in EIR376 and EIR376 Addendum No. 1. No new or “other” substantially increased significant impacts would result from the Project beyond those discussed in EIR376 and EIR376 Addendum No. 1.

Finding: Impacts resulting from implementation of the Project are less than significant. Therefore, no new or substantially increased significant impacts would result from the Project.

MANDATORY FINDINGS OF SIGNIFICANCE

MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	No New Impact
52. Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal to eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: Above checklist and referenced sources; EIR376

Findings of Fact:

EIR376 Conclusion: Less than significant with mitigation. No potential impacts related to habitat, wildlife and plants were identified that would substantially degrade or reduce the quality of the environment, habitat of a fish or wildlife species, wildlife population, endangered plant or animal species or cause a population to drop below a self-sustaining level. No important examples of California History were identified within the Project area in EIR376.

EIR376 Mitigation Measures: The applicable Mitigation Measures related to biological resources and cultural resources from EIR376 that have been outlined in this Initial Study would remain applicable to the Project.

Discussion of the proposed Project: A biological assessment was conducted by ESI on September 27, 2017 for the Project site (ESI). ESI found no special-status plant species on the Project site. (ESI, p. 18.) There are a number of species that have a low or low-moderate occurrence potential in the site vicinity, but were not observed on site during the 2017 botanical surveys. (ESI, p. 19-20.) A low level of occurrence generally corresponds to “less than significant” under CEQA. (ESI, p. 18.) The loss of a relatively small number of these (potentially present) species would not likely amount to a measurable impact to the species within southern California or their overall range, nor reduce population size below self-sustaining levels on a local or regional basis. Site development would not be expected to eliminate significant amounts of habitat for special-status plant species because of long-standing anthropogenic disturbances (e.g., agriculture, discing) that is prevalent throughout much of the site. (ESI, p. 24.) Therefore, Project impacts on special-status plant species are less than significant.

Six special-status wildlife species were directly observed on the Project site: coastal western whiptail (*Aspidoscelis tigris multiscutatus*), northern harrier (*Circus cyaneus*), loggerhead shrike (*Lanius ludovicianus*), southern California rufous-crowned sparrow (*Aimophila ruficeps canescens*), California horned lark (*Eremophila alpestris actia*), and San Diego black-tailed jackrabbit (*Lepus californicus bennettii*). (ESI, p. 20-21.) Other potentially occurring special-status species with a moderate

occurrence potential could be present on the Project site. However, these species were deemed by the USFWS to be too widespread and common to warrant listing as threatened or endangered, and as such, have no formal state or federal listing status. Individuals present within zones of direct development impacts would be displaced by construction activities. However, these species can occur with relatively high frequency and abundance, and are relatively widely distributed throughout southern California. Accordingly, the expected low number of individuals displaced within the relatively small areas of suitable habitat present on site would not likely constitute a significant adverse impact to these species on a local or regional basis, nor amount to a measurable impact to the species within southern California or their overall range. (ESI, p. 25.)

As discussed above under response 7.a), the Project is in compliance with the MSHCP which provides mitigation pursuant to CEQA, NEPA, CESA, and FESA. Thus, through compliance with the MSHCP, potential impacts to sensitive species are reduced to less than significant levels.

Special-status habitat, riversidean sage scrub (RSS), is present on -site that supports several special-status species. Impacts to RSS and those species associated with this sensitive habitat type would be mitigated through compliance with the MSHCP. (ESI, p. 24.) Therefore, impacts on special-status habitats are less than significant.

Finding: The proposed Project would not exacerbate or negate impacts identified for biological and cultural resources in EIR376. Impacts resulting from implementation of the Project are less than significant. Therefore, no new or substantially increased significant impact would result from the Project.

MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	No New Impact
53. Does the project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of an individual 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 defined in California Code of Regulations, Section 15130)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: Above checklist and referenced sources; EIR376

Findings of Fact:

EIR376 Conclusion: The EIR376 recognized that development of the SP project would result in cumulative adverse impacts to the environment. The proposed Specific Plan would result in significant

cumulative impacts to air quality, agricultural resources, land use, and biological resources. The Riverside County Board of Supervisors adopted a Statement of Overriding Considerations for cumulative impacts related consumption of air quality, agricultural resources, land use, and biological resources impacts on April 22, 1997. (EIR376, p. V-221.)

EIR376 Mitigation Measures: The applicable Mitigation Measures from EIR376 that have been outlined in this Initial Study would remain applicable to the Project.

Discussion of the proposed Project: The impacts resulting from the proposed Project are limited in scope and/or duration, similar to already approved development within SP288, and are able to be mitigated to less than significant levels.

Finding: Implementation of the Project would not decrease or increase the cumulative impacts above those addressed within EIR376. Therefore, no new impacts, changes or new information are identified that would require preparation of a Supplemental EIR.

		Potentially Significant New Impact	Less than Significant New Impact with Mitigation Incorporated	Less than Significant New Impact	No New Impact
MANDATORY FINDINGS OF SIGNIFICANCE					
53.	Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: Above checklist and referenced sources

EIR376 Conclusion: Potential impacts regarding potential environmental effects that would substantially affect humans were addressed in EIR376. As stated above, SP288 would result in significant cumulative impacts to air quality, agricultural resources, land use, and biological resources. The Riverside County Board of Supervisors adopted a Statement of Overriding Considerations for cumulative impacts related consumption of air quality, agricultural resources, land use, and biological resources impacts on April 22, 1997. (EIR376, p. V-221) Other potential impacts were less than significant or can be mitigated to less than significant.

EIR376 Mitigation Measures: The applicable Mitigation Measures from EIR376 that have been outlined in this Initial Study would remain applicable to the Project.

Discussion of the proposed Project: With implementation of the Mitigation Measures described herein, the proposed Project does not present the potential for direct or indirect substantial adverse impacts to human beings. The proposed Project would have no impacts beyond those addressed in EIR376, and Mitigation Measures set forth in EIR376 would be implemented as part of the Project.

Finding: Construction and operation of the Project would neither negate nor exacerbate the significance of adverse impacts on humans. The impacts would remain the same regardless of implementation of the Project. Thus, the previously identified significant and unmitigated impacts

would not be made more severe as a result of the Project. Therefore, no new impacts, changes or new information are identified that would require preparation of a Supplemental EIR.

VI. EARLIER ANALYSES

Earlier analysis may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration as per California Code of Regulations, Section 1503 (c) (3) (D). In this case, a brief discussion should identify the following:

EARLIER ANALYSES USED, IF ANY

Riverside County Integrated Project, General Plan Final Program Environmental Impact Report (SCH No. 20020511430), December 2015.

Riverside County - The Crossroads in Winchester Specific Plan No.288, Amendment No. 2 (SP00288A2) Initial Study, December 2013.

LOCATION WHERE EARLIER ANALYSES, IF USED, ARE AVAILABLE FOR REVIEW

The County of Riverside General Plan Final Program Environmental Impact Report is available for review at the Riverside County Planning Department at 4080 Lemon Street, Riverside, CA and at: <http://planning.rctlma.org/ZoningInformation/GeneralPlan.aspx>

The County of Riverside – The Crossroad in Winchester Specific Plan No. 288, Amendment No. 2 (SP00288A2), containing its Initial Study, is available for review at the Riverside County Planning Department at 4080 Lemon Street, Riverside, CA, and at <http://planning.rctlma.org/SpecificPlans/ApprovedSpecificPlansDocuments.aspx>

VII. REFERENCES/AUTHORITIES CITED

- 2016 AQMP South Coast Air Quality Management District, *Final 2016 Air Quality Management Plan*, March 2017. (Available at <http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan/final-2016-aqmp>, accessed September 26, 2017.)
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Organizations and Persons Consulted

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VIII. ACRONYMS, UNITS OF MEASUREMENT, AND CHEMICAL SYMBOLS

Acronyms

AB	Assembly Bill
AQMP	Air Quality Management Plan
BMP	Best Management Practices
C-R	Commercial-Retail
CARB	California Air Resources Board
CBC	California Building Code
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CHSC	California Health and Safety Code
CNEL	Community Noise Equivalent Level
GP	County of Riverside General Plan
GP FPEIR	County of Riverside General Plan Environmental Impact Report
CZ	Change of Zone

Acronyms

CSA	County Service Area
DU	Dwelling Unit
EA	Environmental Assessment
EIR	Environmental Impact Report
ESA	Endangered Species Act
DIF	Development Impact Fees
DTSC	Department of Toxic Substance Control
FEMA	Federal Emergency Management Agency
GPA	General Plan Amendment
GHG	Greenhouse Gases
HCP	Habitat Conservation Plan
HDR	High Density Residential
HVWAP	Harvest Valley Winchester Area Plan
IS	Initial Study
LOS	Level of service
MBTA	Migratory Bird Treaty Act
MRZ	Mineral Resource Zone
MSHCP	Multiple Species Habitat Conservation Plan
n/a	Not applicable
NAHC	Native American Heritage Commission
NCCP	Natural Communities Conservation Plan
NPDES	National Pollutant Discharge Elimination System
PA	Planning Area
RWQCB	Regional Water Quality Control Board
SCAB	South Coast Air Basin
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SP	Specific Plan
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
UBC	Uniform Building Code
USFWS	United States Fish and Wildlife Service

Acronyms

USGS	United States Geological Survey
UWMP	Urban Water Management Plan
VMT	Vehicle miles traveled
WBO	Western Burrowing Owl
WQMP	Water Quality Management Plan

Units of Measurement and Chemical Symbols

CH ₄	Methane
CO	Carbon monoxide
CO ₂	Carbon dioxide
CY	Cubic Yards
dB(A)	Decibels on the A-weighted scale
DU/AC	Dwelling Units per Acre
Gpd	Gallons per day
Gpm	Gallons per minute
MTCO ₂ E	Metric tonnes of carbon dioxide equivalent
N ₂ O	Nitrous Oxide
NO _x	Oxides of nitrogen
PM ₁₀	Particulate matter 2.5 to 10 microns in diameter
PM _{2.5}	Particulate matter 2.5 microns or less in diameter
VOC	Volatile organic compounds

Mitigation Monitoring and Reporting Program

Prepared for

**ENVIRONMENTAL IMPACT REPORT NO. 376
ADDENDUM NO. 2**

to

The Crossroads In Winchester Specific Plan No. 288 Amendment No. 2

Prepared for:

Riverside County Planning Department
4080 Lemon Street, 12th Floor
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November 2017

MITIGATION MONITORING & REPORTING PROGRAM

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

- Mitigation Measure
- Implementation Timing – the phase of the Project during which the Mitigation Measure shall be implemented and monitored:
 - ❖ Pre-Construction, including the design phase
 - ❖ Grading and/or Construction
 - ❖ Post-construction and Occupancy
- Responsible Monitoring Party – the entity responsible for monitoring and implementation of the Mitigation Measure
- Monitoring/Reporting Method: Identifies mechanism by which implementation will be verified
- Verification of Compliance, which will be used during the reporting/monitoring.

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

Acronyms Used in the MMRP

The following acronyms are used in the MMRP:

AB	Assembly Bill
County	County of Riverside
CDFW	California Department of Fish and Wildlife
DIF	Development Impact Fee

EMWD	Eastern Municipal Water District
MSHCP	Western Riverside County Multiple Species Habitat Conservation Plan
SCE	Southern California Edison
TUMF	Transportation Uniform Mitigation Fee

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance	
				Initials	Date
PRE-CONSTRUCTION, INCLUDING THE DESIGN PHASE					
AESTHETICS					
Standard Regulatory Requirements					
Mitigation Measure D.11-1 – All lighting shall comply with County Ordinance No. 655 which regulates light pollution.	Prior to Building Permit	Construction Contractor County Planning Department	Construction Plans and Specifications Periodic Maintenance Reports for Streetlights Complaints from neighboring Property Owners and Tenants		
Additional Measures					
Mitigation Measure D.11-2 –Because of the property's location within the 30-mile radius of Mount Palomar Observatory, low pressure sodium vapor lamps shall be used for all street lighting. Other potentially lighted areas, (i.e., entry monuments and signage), shall orient light downward and shield lights to prevent direct upward illumination.	Prior to Building Permit	County Planning Department Construction Contractor	Construction Plans and Specifications Periodic Maintenance Reports for Streetlights Complaints from neighboring Property Owners and Tenants		
Mitigation Measure D.11-3 – Prior to approval of the site plan for the commercial center, a lighting plan shall be prepared and approved by the County. The County shall ensure that low-pressure sodium vapor lights are	Prior to Site Plan Approval	County Planning Department	Construction Plans and Specifications		

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
identified in the plan for outdoor areas, and that security lighting and signage will not impact adjacent residential areas.						
Air Quality						
Standard Regulatory Requirements						
Mitigation Measure C.6-1 – To reduce construction-related air quality impacts, all provisions of County Ordinance No. 457 relating to construction activity will be enforced.	Prior to grading permit During Construction	County Department of Building and Safety Construction Contractor	Construction Plans and Specifications On-site verification			
Mitigation Measure C.6-2 –To reduce construction-related fugitive dust emissions, the contractor shall provide the County Building and Safety Department with sufficient proof of compliance with SCAQMD Rule 403 and other dust control measures including, but not limited to: <ul style="list-style-type: none"> watering active sites three times daily, requiring the application of non-toxic soil stabilizers according to manufacturers' specifications to all 	During Construction	County Department of Building and Safety Construction Contractor	On-site verification			

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
<p>inactive construction areas (previously graded areas inactive for 10 days or more, assuming no rain),</p> <ul style="list-style-type: none"> requiring all trucks entering or leaving the site hauling dirt, sand, or soil, or other loose materials on public roads to be covered and maintain a freeboard height of 12 inches, suspending all excavating and grading operations when wind gusts (as instantaneous gust) exceed 25 miles per hour, post contact information outside the property for the public to call if specific air quality issues arise; the individual charged with receipt of these calls shall respond to the caller within 24 hours and resolution of the air quality issue, if valid, will occur as soon as possible, sweeping of streets using SCAQMD Rule 1186 and 1186.1 certified street 						

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
<p>sweepers or roadway washing trucks (utilizing recycled water if it becomes available) at the end of the day if visible soil material is carried over to adjacent streets, posting and enforcement of traffic speed limits of 15 miles per hour or less on all unpaved roads,</p> <ul style="list-style-type: none"> • installation of wheel washers or gravel pads at construction entrances where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip to prevent track out, • replacing ground cover in disturbed areas as quickly as possible, and • paving of all roadways, driveways, sidewalks, etc., shall be completed as soon as possible. 						
Measures Required by Specific Plan						
Mitigation Measure C.6-5 – The network of pedestrian and	Prior to Tract Map/Plot	County Planning	Tract Map/Plot Plan			

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
combination biking/pedestrian trails shown in the Specific Plan will be provided to encourage walking and biking for short- destination trips.	Plan approval	Department				
Additional Measures						
Mitigation Measure C.6-13 – All parking lots serving new development will be paved. Proof of compliance shall be required prior to approval of the Plot Plan/Tract Map for individual implementing development projects.	Prior to Plot Plan/Tract Map approval	County Planning Department	Plot Plan/Tract Map			
MM Air 1: To reduce construction equipment emissions during site grading in Phase 1, the contractor's fleet of off-road diesel-powered construction equipment greater than 25 hp shall meet the Tier 2 off-road emissions standards or better. Prior to issuance of grading permits, proof of compliance shall be provided to the County in Project construction specifications, which shall include, but is not limited to, a copy of each unit's certified tier specification.	Prior to grading permit	County Department of Building and Safety Construction Contractor	Construction specifications, including copies of each unit's certified tier specification.			
BIOLOGICAL RESOURCES						
Mitigation Measure C-11.4 – The adjacent Winchester Hills Specific Plan proposes all contiguous mountainous areas to be maintained as permanent	Prior to Construction Post-construction and Operation	Valley-Wide Parks and Recreation	Maintenance Agreement			

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
open space under the control of a Master Homeowner’s Association or the Valley-Wide Parks and Recreation District. The open space-conservation areas within the Crossroads at Winchester Specific Plan shall similarly be maintained as permanent open space under the control of Valley-Wide Parks and Recreation District or by a common entity or agency such as the CSA, or similar public/private agency.		District				
MM Bio 1: A non-jurisdictional determination from USACE and CDFW staff shall be obtained or applicable permits obtained by implementing Project developers from these agencies prior to development of the planning areas PA-1 through PA-4.	Prior to Construction	USACE CDFW	Issuance of applicable permits			

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance	
				Initials	Date
CULTURAL RESOURCES					
<p>MM Cultural 1 – Prior to issuance of a grading permit for any development phase, that will disturb a resource identified in the Phase 1 Cultural Resources Investigation prepared by Applied Earthworks Inc. dated January 2012 by grading, the feature shall be further documented and/or recorded as follows: full documentation of all bedrock milling features and archival research of AE-2306-5H, 15H and CA-RIV-5798H. Such documentation/research shall be submitted to the County with the application for the grading permit.</p>	<p>Prior to issuance of grading permits in affected areas</p>	<p>County Department of Building and Safety Qualified Archaeologist</p>	<p>Documentation of disposition of discovered resource</p>		
<p>MM Cultural 2 – Prior to the issuance of grading permits, the developer/permit holder shall retain and enter into a monitoring and mitigation service contract with a qualified Archaeologist for mitigation services. This professional shall be known as the "Project Archaeologist." The Project Archaeologist shall be included in the pre-grade meetings to provide cultural/historical sensitivity training including the establishment of set guidelines for ground disturbance in sensitive areas with the grading contractors and any required tribal or</p>	<p>Prior to issuance of grading permits During grading and Construction</p>	<p>County Department of Building and Safety Qualified Archaeologist</p>	<p>Monitoring Reports Documentation of disposition of discovered resource</p>		

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
<p>special interest monitors. The Project Archaeologist shall manage and oversee monitoring for all mass or rough grading activities and excavation of each portion of the Project site including clearing, grubbing, tree removals, mass or rough grading, trenching, and structure demolition. The Project Archaeologist shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with any required tribal or special interest monitors. Monitoring may be stopped or reduced if in the professional opinion of the Project Archaeologist, and the concurrence of the County Archaeologist, there is no further need for monitoring after a reasonable period of monitoring with negative results.</p> <p>Pursuant to the recommendation in the <i>Phase II Archeological Testing and Evaluation</i> the soil in and around the central and east central portions of the Locus B, Site 33-0020292, shall be removed under the direction of the archaeological monitor (i.e. controlled removal) and screened for artifacts as part of the monitoring program.</p>						

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
<p>The developer/permit holder shall submit a fully executed copy of the contract to the Riverside County Planning Department to ensure compliance with this condition of approval. Upon verification, the Planning Department shall clear this condition.</p> <p>NOTE:</p> <ul style="list-style-type: none"> • The Project Archaeologist is responsible for implementing mitigation using standard professional practices for cultural resources archaeology. The Project Archaeologist shall consult with the County, developer/ permit holder and any required tribal or special interest group monitor throughout the process. • This agreement shall not modify any approved condition of approval or Mitigation Measure. 						

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
<p>MM Cultural 3 – Prior to final inspection of the first building permit, the developer/permit holder shall submit two (2) copies of a Phase IV Cultural Resources Monitoring Report that complies with the Riverside County Archeologist’s requirements for such reports. The report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Planning Department shall review the report to determine adequate mitigation compliance. Provided the report is adequate, the Planning Department shall clear this condition.</p>	<p>Prior to issuance of building permits During Construction</p>	<p>County Planning Department Qualified Archaeologist</p>	<p>Monitoring Reports Documentation of disposition of discovered resource</p>			
GEOLOGY AND SOILS						
Standard Regulatory Requirements						
<p>Mitigation Measure C.1-1 – All buildings shall be designed and constructed in accordance with the County seismic building code requirements. The requirements for Seismic Zone 4 and the Base Shear Formula, Section 2312(d) of the Uniform Building Code shall be followed for building design, unless otherwise specified by the County Department of Building and Safety.</p>	<p>Prior to Grading and Building Permits</p>	<p>County Department of Building and Safety</p>	<p>Notes on grading plans</p>			

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance	
				Initials	Date
<p>Mitigation Measure C.1-2 -- Pursuant to General Plan policy, detailed geotechnical reports shall be prepared for specific development projects within The Crossroads in Winchester Specific Plan Area. The ground shaking potential, groundwater levels, and areas prone to liquefaction shall be evaluated in the detailed geotechnical reports. These reports shall be prepared when tentative maps and development applications are submitted to the County.</p>	<p>Upon Tentative Tract Map Submittal</p>	<p>County Planning Department County Department of Building and Safety</p>	<p>Notes on grading plans and conditions of Project approval requiring a licensed Geotechnical Engineer or Engineering Geologist. Inspection reports</p>		
<p>Mitigation Measure C.1-3 – According to maps contained in the County's Comprehensive General Plan, liquefaction potential exists in Planning Areas 1 through 7, 9, and 12. For these areas, and as required by the County Geologist, the Project developer shall submit detailed remediation reports. Remediation may include removal and recompaction of near surface soils. Soil removal shall be adequate to mitigate the liquefaction and settlement potential to the satisfaction of the County geologist.</p>	<p>Prior to Grading Permit</p>	<p>County Department of Building and Safety County Geologist</p>	<p>Notes on grading plans and conditions of Project approval requiring a licensed Geotechnical Engineer or Engineering Geologist. Inspection reports</p>		
<p>Mitigation Measure C.1-4 – All grading plans for Specific Plan development projects shall be reviewed by the</p>	<p>Prior to Grading Permit</p>	<p>County Department of Building and</p>	<p>Notes on grading plans and conditions of Project approval requiring a licensed Geotechnical Engineer or Engineering</p>		

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
County Geologist to ensure that adequate measures are implemented to eliminate liquefaction and ground shaking hazards.		Safety County Geologist	Geologist. Inspection reports			
Mitigation Measure C.2.1-1 – Grading plans will be prepared and submitted for County review for individual development projects. All grading shall comply with the County requirements in effect when site-specific grading plans are submitted.	Prior to Grading Permit	County Department of Building and Safety County Geologist	Notes on grading plans and conditions of Project approval requiring a licensed Geotechnical Engineer or Engineering Geologist. Inspection reports			
Mitigation Measure C.2-2 –All grading activities shall be in substantial conformance with the overall Conceptual Grading Plan and shall implement all the grading-related recommendations in the <u>Geotechnical Investigation Report prepared by the Garret Group, LLC, and the supplemental Geologic Update prepared by Petra Geotechnical, Appendix B.</u>	Prior to Grading Permit	County Department of Building and Safety County Geologist	Notes on grading plans			
Mitigation Measure C.2-3 – Prior to any development within any planning area of the Specific Plan, an overall conceptual Grading Plan for the planning area in process shall be submitted for Planning Department approval. The Grading Plan for each such planning area shall be used as a	Prior to Grading Permit	County Department of Building and Safety County Planning Department	Conceptual grading plans			

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
<p>guideline for subsequent detailed grading plans for individual stages of development within that planning area and shall include: (i) techniques employed to prevent erosion and (ii) approximate time frames for grading; (iii) identification of areas which may be graded during higher probability rain months (January through March); and (iv) preliminary pad and roadway elevations.</p>						
<p>Mitigation Measure C.2.4 – Prior to initial grading activities, a detailed soils report and geotechnical study shall be prepared which analyzes on-site soil conditions and slope stability and includes appropriate measures to control erosion and dust.</p>	Prior to Grading Permit	County Department of Building and Safety County Planning Department County Geologist	Notes on grading plans Inspection reports			
<p>Mitigation Measure C.2.5 – Prior to any on-site grading for each project or group of projects, a detailed grading plan shall be prepared. A grading permit shall be obtained from the County of Riverside, as required by County Ordinance No. 457, prior to grading.</p>	Prior to Grading Permit	County Department of Building and Safety County Planning Department County	Notes on grading plans and conditions of Project approval requiring a licensed Geotechnical Engineer or Engineering Geologist.			

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
Mitigation Measure C.2-6 – Grading work on the entire project site shall be balanced on-site whenever possible.	Prior to Grading Permit	Geologist County Department of Building and Safety County Planning Department	Notes on grading plans and conditions of Project approval			
Mitigation Measure C.2-7 – The graded form shall reflect natural terrain in conference with General Plan slope grading practices.	Prior to Grading Permit	County Department of Building and Safety County Planning Department	Notes on grading plans and conditions of Project approval			
Mitigation Measure C.2-8 – Potential brow ditches, terrace drains, or other minor swales shall be lined with natural erosion control materials or concrete and shall comply with NPDES "Best Management Practices."	Prior to Grading Permit	County Department of Building and Safety County Planning Department	Notes on grading plans and conditions of Project approval			
Mitigation Measure C.2-9 – All dwelling units shall be set back from graded slopes in accordance with Riverside County Ordinance No. 457 and the Uniform Building code.	Prior to grading and building permits	County Department of Building and Safety County	Notes on grading plans and conditions of Project approval			

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
Mitigation Measure C.2-10 – All streets shall have a gradient not to exceed 15 percent.	Prior to Grading Permit	Planning Department County Department of Building and Safety County Planning Department	Notes on grading plans and conditions of Project approval			
Mitigation Measure C.2-11 – The toes and tops of all slopes higher than ten feet shall be rounded with curves with radii designed in proportion to the total height of the slope where drainage and stability permits such rounding.	Prior to Grading Permit	County Department of Building and Safety County Planning Department	Notes on grading plans and conditions of Project approval			
Mitigation Measure C.2-12 – Where cut and fill slopes are created higher than ten feet, detailed landscaping and irrigation plans shall be submitted to the Planning Department prior to grading plan approval. The plans shall be reviewed for type and density of ground cover, shrubs and trees.	Prior to Grading Permit	County Department of Building and Safety County Planning Department	Notes on grading plans and conditions of Project approval			

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
Mitigation Measure C.2-13 – The applicant shall be responsible for maintenance and upkeep of all planting and irrigation systems until those operations are the responsibilities of other parties.	Ongoing	County Department of Building and Safety County Planning Department Project Applicant	Notes on grading plans and conditions of Project approval			
Mitigation Measure C.2-14 – Graded, but undeveloped land shall be maintained weed-free and planted with interim landscaping within 90 days of completion of grading, unless building permits are obtained.	Prior to Grading Permit	County Department of Building and Safety County Planning Department	Notes on grading plans and conditions of Project approval			
GREENHOUSE GAS EMISSIONS						
Mitigation Measures C.6-3 through C.6-6, C.6-11, C.6-12, and C.6-13, above.	See above under Air Quality	See above under Air Quality	See above under Air Quality			
Mitigation Measure C.13-1 – To reduce electric power demand and consumption, building standards outlined in Title 24 of the California Administrative Code will be implemented in all new residential,	Prior to building permit	County Department of Building and Safety	Title 24 worksheet with building plans			

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
<p>commercial, and recreational development.</p> <p>Mitigation Measure C.13-2 – All development shall incorporate energy-saving devices where feasible. These devices may include the following:</p> <ul style="list-style-type: none"> • The use of individual meters versus multiple meters; • The installation of lighting switches and multi-switch provisions for control by occupants and building personnel; and • The use of time-controlled interior and exterior public lighting limited to that necessary for the safety of persons and property. 	Prior to building permit	County Department of Building and Safety	Title 24 worksheet with building plans			
<p>Mitigation Measure C.13-3 – Specific measures shall be implemented to reduce natural gas consumption including:</p> <ul style="list-style-type: none"> • Use of an automatic flue gas damper when using a gas heating system; • Use of electrically-lighted pilot lights for all gas systems; and • Insulation of all gas-heated hot water tanks. 	Prior to building permit	County Department of Building and Safety	Title 24 worksheet with building plans			

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
<p>Mitigation Measure C.13-4 – The project applicant will consult with the Southern California Gas Company during the design phase to ensure that the architectural design maximizes energy efficiency through passive heating and cooling, with the use of building orientation, insulations, construction materials, window glazing and roof over-hangs.</p>	<p>Prior to building permit</p>	<p>County Department of Building and Safety Southern California Gas Company Project Applicant</p>	<p>Title 24 worksheet with building plans</p>			
<p>Mitigation Measure D.2-1 – All development shall comply with the State of California Title 20 and title 24 water conservation requirements and County water conservation and reclamation regulations. Water conservation requirements will include the use of ultra-low flush toilets, reducing valves for showers and faucets, and insulated hot water lines.</p>	<p>Prior to building permit</p>	<p>County Department of Building and Safety</p>	<p>Building plans</p>			

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
<p>Mitigation Measure D.2-2 – Pursuant to County Ordinance No. 348, irrigation systems provided for parking lot landscaping will consist of systems that minimize runoff and evaporation and maximize water availability to plant roots shall be installed. For mitigation monitoring purposes, landscaping plans for the project shall identify the irrigation system, and shall be submitted for County review prior to issuance of individual project building permits.</p>	<p>Prior to building permit</p>	<p>County Department of Building and Safety County Planning Department</p>	<p>Building plans and Landscape plans</p>			
<p>Mitigation Measure D.2-12 – A separate water transmission system shall be installed to facilitate the use of reclaimed water for irrigation of the following areas: landscaping for the commercial center, community parks, paseos, and roadway medians. A plan shall be submitted and approved by EMWD prior to approval of tentative maps.</p>	<p>Prior to tentative map approval</p>	<p>County Planning Department EMWD</p>	<p>Landscape plans</p>			
<p>Mitigation Measure D.2-13 – Where possible, all new landscaping and park plans shall incorporate native, drought-tolerant plant species approved by the County. Mulching shall be used extensively in all landscaped areas. Mulch will improve</p>	<p>Prior to building permit</p>	<p>County Department of Building and Safety County Planning</p>	<p>Landscape plans</p>			

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
the water storage capacity of the soil by reducing the evaporation and compaction.		Department				
Mitigation Measure D.8-2 – All commercial use shall be required to use trash compactors for non-recyclable wastes. Enclosures for the collection of recyclable materials shall be provided at the commercial center.	Prior to building permit	County Department of Building and Safety	Building plans			
Mitigation Measure D.8-3 – Prior to recordation of the first subdivision map on the property, a comprehensive waste recycling program for the project shall be submitted and approved by Riverside County Waste Resources Management District.	Prior to first subdivision map recordation	Riverside County Waste Resources Management District	comprehensive waste recycling program			
Mitigation Measure H.1.C-3 – Air pollution reduction programs contained in the County's Air Quality Element, and programs and regulations enforced by the SCAQMD, will be applied to all future development project. Applicable programs and regulations will include: <ul style="list-style-type: none"> Alternative work schedule programs for new businesses; Incorporation of transit stops and park-and-ride facilities in major land use projects; Prohibition of on-street 	Plan Check Post Construction	County Planning Department	Building plans and conditions of approval			

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
<p>parking in congested areas;</p> <ul style="list-style-type: none"> Incorporation of bicycle paths into major land use developments; and Site planning which encourages pedestrian activity and reduces reliance upon automobiles for short trips. 						
<p>MM GHG 1: To reduce energy consumption, the Project shall be designed to exceed current 2008 Title 24 standards by 10 percent.</p>	Prior to building permit	County Department of Building and Safety	Title 24 worksheet with building plans			
<p>MM GHG 2: To reduce energy consumption, the Project shall install Energy Star-rated appliances.</p>	Prior to building permit	County Department of Building and Safety	Title 24 worksheet with building plans			
<p>MM GHG 3: To reduce energy consumption, the Project shall install high efficiency lighting in 50 percent of the Project.</p>	Prior to building permit	County Department of Building and Safety	Title 24 worksheet with building plans			
<p>MM GHG 4: The Project will reduce vehicle miles traveled by: designing a community that creates a suburban center setting, increasing the diversity in land uses, improving the design elements to enhance walkability and connectivity as well as incorporating bicycle lanes and paths, improving the</p>	Prior to Tract Map/Plot Plan approval	County Planning Department	Tract Map/Plot Plan			

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
on-site pedestrian network and connecting off-site, and providing traffic calming measures (improvements) on 50 percent of the Project's streets and intersections.						
MM GHG 5: To reduce water consumption and the associated energy-usage, the Project will be designed to comply with the mandatory 20% reduction in indoor water usage contained in the current CalGreen Code and the 30% reduction in outdoor water usage contained in the County's water efficient landscape ordinance (Ord. 859).	Prior to building permit	County Department of Building and Safety	Title 24 worksheet with building plans and landscape plans			
HAZARDS AND HAZARDOUS MATERIALS						
Standard Regulatory Requirements						
Mitigation Measure C.8-1 – Users of hazardous materials will comply with applicable federal, state, and local regulations requiring elimination and reduction of waste at the source by prevention of leakage, segregation of hazardous waste, and process or materials change.	Pre-Construction Construction Post Construction	County Department of Building and Safety County Department of Environmental Health	Evidence of compliance with applicable regulations, as needed.			

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
Additional Measures						
Mitigation Measure C.8-5 – Riverside County’s Hazardous Materials Incident Response Plan will continue to be implemented and updated to ensure the effective prevention of and response to hazardous waste spills and industrial accidents involving hazardous materials.	Pre-Construction Construction Post Construction	County Department of Building and Safety County Department of Environmental Health	Evidence of compliance with applicable regulations, as needed.			
HYDROLOGY AND WATER QUALITY						
Mitigation Measure C.7-1 – All discharges to surface waters and groundwater will comply with the goals of the most current applicable Water Quality Control Plan for the Santa Ana River Region.	Plan Check Pre-construction Construction	Riverside County Flood Control and Water Conservation District	Completed Drainage Plan Building plans and conditions of approval			
Mitigation Measure C.7-2 – Pursuant to the National Pollution Discharge Elimination System requirements, General Construction Stormwater Permits shall be obtained from the State Water Resources Control Board for all development projects resulting in the disturbance of five acres or more, or activity which is part of a larger common plan of development of five acres or more. Pollution	Plan Check Pre-construction Construction	Riverside County Flood Control and Water Conservation District State Water Resources Control Board	Completed Drainage Plan Evidence of NPDES permits.			

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
Prevention Plans shall be prepared as part of the permit process, and implemented during construction and the life of the project. Permit requirements will include implementing best management practices (BMPs) during project construction and operation such as erosion control devices, desilting basins, landscape irrigation management, and controls on substances applied to landscaped another outdoor areas.						
Mitigation Measure C.7-3 – All development within the Specific Plan boundaries shall be subject to future requirements adopted by the County to implement the NPDES program. These requirements may include, but not be limited to, on-site storm water retention, covered storage of all outside facilities, vegetated swales, and monitoring programs.	Plan Check Pre-construction Construction	Riverside County Flood Control and Water Conservation District State Water Resources Control Board	Completed Drainage Plan Evidence of NPDES permits.			
Mitigation Measure C.4-6 – The developer(s) shall pay any and all fees established for the planned Salt Creek Area Drainage Plan.	Prior to Grading and Building Permit	County Department of Building and Safety	Payment of applicable fees			

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
<p>Mitigation Measure C.4-7 – Parking lots shall be designed to direct surface runoff toward landscaped areas where runoff can be allowed to percolate into the ground.</p>	<p>Plan Check Pre-construction Construction</p>	<p>Riverside County Flood Control and Water Conservation District County Department of Building and Safety</p>	<p>Approved plan.</p>			
<p>Mitigation Measure C.4-8 – Off-site drainage improvements, if any, will be provided at the subdivision phase of the project as required by the Flood Control District.</p>	<p>Plan Check Pre-construction Construction</p>	<p>Riverside County Flood Control and Water Conservation District County Department of Building and Safety</p>	<p>Completed Drainage Plan</p>			

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
NOISE						
<p>Mitigation Measure C.5-1 – To reduce construction-related noise, site preparation, grading and construction activities shall occur only during daylight hours, or as otherwise permitted by County regulations and practices, adhere to Riverside County Ordinance No. 457, which states, “whenever a construction site is within one-quarter (1/4) of a mile of an occupied residence or residences, no construction activities shall be undertaken between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September and between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May. Exceptions to these standards shall be allowed only with the written consent of the building official.”</p>	<p>Prior to Grading Permit</p>	<p>County Department of Building and Safety County Planning Department</p>	<p>Approval of final acoustical impact analysis.</p>			

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
<p>Mitigation Measure C.5-2 – To reduce construction related noise and to protect the health of persons employed at construction sites, hearing protection equipment shall be worn in compliance with regulations established by the California Occupational Safety and Health Administration.</p>	<p>During Grading and Construction</p>	<p>County Department of Building and Safety California Occupational Safety and Health Administration</p>	<p>Approval of final acoustical impact analysis.</p>			

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance	
				Initials	Date
<p>Mitigation Measure C.5-3 – To reduce construction related noise resulting from poorly tuned or improperly modified vehicles and construction equipment, the contractor shall ensure that all vehicles and construction equipment shall maintain equipment engines in good condition and in proper tune per manufacturers’ specifications to the satisfaction of the County of Riverside Building Department. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction. Compliance with this measure shall be subject to periodic inspections by the County of Riverside Building Department. The contractor shall place stationary equipment at a minimum of 500 feet from the property line of existing sensitive receptors (residences to the south), when and where feasible. To minimize or eliminate motor-derived noise from construction equipment, contractors shall utilize construction equipment that is either low-emission propane powered or electric (i.e. forklifts), where practical and feasible.</p>	<p>Prior to Grading</p>	<p>County Department of Building and Safety County Planning Department Construction Contractor</p>	<p>Periodic Inspection Reports. Monitoring of complaints to County Code Enforcement</p>		

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
<p>Mitigation Measure C.5-4 – To reduce construction-related noise, construction operations which produce the highest levels of noise shall be arranged to occur together in the construction program, where practical and feasible, in order to avoid continuing periods of greater annoyance.</p>	<p>Prior to construction During Construction</p>	<p>County Department of Building and Safety County Planning Department</p>	<p>Periodic Inspection Reports. Monitoring of complaints to County Code Enforcement</p>			
<p>Mitigation Measure C.5-5 – To reduce impacts of roadway noise to future on-site residential uses, noise attenuation shall be required. Placement of a six-foot perimeter wall along Domenigoni Parkway shall effectively minimize noise impacts to future residential land uses adjacent to that roadway.</p>	<p>Pre-construction Construction</p>	<p>County Department of Building and Safety County Planning Department</p>	<p>Periodic Inspection Reports. Monitoring of complaints to County Code Enforcement</p>			
<p>Mitigation Measure C.5-6 – Once precise grading and architectural plans are made available, and prior to building permit issuance, a final acoustical impact analysis shall be performed for each planning area within the Crossroads in Winchester SPA No. 2. The final acoustical impact analysis shall be utilized to confirm this preliminary acoustical impact analysis' findings and to determine building-and/or unit-specific interior noise levels and potential Mitigation</p>	<p>Prior to Building Permit</p>	<p>Department of Building and Safety County Planning Department</p>	<p>Approval of final acoustical impact analysis</p>			

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
<p>Measures necessary for the Project to ensure interior noise levels will be consistent with County standards.</p> <p>In general, the following principles should be followed:</p> <ul style="list-style-type: none"> • Loading areas will be located away from any adjacent residential uses and will be screened as necessary to reduce noise impacts. • Block walls will be required as necessary to separate loud commercial and park activities from adjacent residential uses. • Outdoor mechanical equipment will be screened with noise-attenuating barriers. • The commercial and community park parking lots should be located away from residential and other noise sensitive uses. • Additional rear yard setbacks, where appropriate, for residential uses which back up to the commercial or parks. • Within the community parks, facilities for active recreational uses—such as basketball courts and 						

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
<p>playgrounds—should be located away from residential lots to the extent feasible.</p> <p>As part of the development plan review process for any portion of the proposed Project that proposes loading docks, an analysis shall be done to determine the potential noise impacts to adjacent properties and the loading docks shall be sited or designed such that the applicable noise standards of the adjacent properties are not exceeded.</p>						
<p>Mitigation Measure C.5-7—The developer shall notify residences within 1/4 mile of any areas that will require blasting, as to the timing and duration of any potential blasting activities associated with the Project site. Notification shall take place a minimum of five working days prior to anticipated blasting activities</p>	<p>Prior to blasting</p>	<p>Project Developer</p>	<p>Proof of Providing Notice shall be provided to the County Building Department</p>			

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
Public Services						
Fire Services						
Mitigation Measure D.3-1 – The proposed project will comply with the requirements of the Riverside County Fire Protection Ordinance No. 546.)	Pre-Construction	Department of Building and Safety County Fire Department	Conditions of approval.			
Mitigation Measure D.3-2 – Since the proposed project lies within a State response area, it will be subject to Public Resource Code 42.90 regulations.	Pre-Construction	Department of Building and Safety County Fire Department	Conditions of approval.			
Mitigation Measure D.3-3 – The County Department of Building and Safety and the County Fire Department shall enforce fire standards in the review of building plans and during building inspection.	Plan Check	Department of Building and Safety County Fire Department	Conditions of approval Review and approval of building plans			
Mitigation Measure D.3.4 – The project applicant will contribute appropriate fees in accordance with fire unit impact fee, as well as plan check fees and all other impact fees in accordance with current County of Riverside regulations.	Prior to Grading Permit	Department of Building and Safety County Fire Department	Conditions of approval.			

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
Mitigation Measure D.3-5 – All project street widths, grades, and turning/curve radii will be designed to allow access by fire suppression vehicles and will be subject to the approval of the Riverside County Fire Department.	Prior to Grading Permit	Department of Building and Safety County Fire Department	Approval of building plans			
Mitigation Measure D.3-6 – Fire hydrants shall be installed at locations as required by the Fire Department.	Prior to Building Permit	Department of Building and Safety County Fire Department	Approval of building plans			
Mitigation Measure D.3-7 – Fire flow requirements shall be incorporated into overall project design. A fire flow of 1,000 gpm at 20 psi residual pressure for a two-hour duration shall be required for single-family residential uses. Fire flows for commercial uses shall be 5,000 gpm for three hours.	Prior to Building Permit	Department of Building and Safety County Fire Department	Approval of building plans			

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
<p>Mitigation Measure D.3-8 – The Master Homeowner’s Association or appropriate community service district will be responsible for the maintenance of the open space areas. Prior to the approval of any development plan for lands for lands adjacent to open space areas, a fire protection/vegetation management plan shall be submitted to the Fire Department for approval.</p>	<p>Prior to Plot Plan Approval</p>	<p>Department of Building and Safety County Fire Department</p>	<p>Approval of fire protection plan</p>			
Sheriff Services						
<p>Mitigation Measure D.4-1 – The project develop(s) shall pay developer fees in accordance with the provisions of Riverside County Ordinance No. 659. Fees collected may be used for stations to be added incrementally during the lifetime of the project.</p>	<p>Prior to Grading Permit</p>	<p>Department of Building and Safety County Sheriff’s Department</p>	<p>Conditions of approval Approval of building plans.</p>			

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
<p>Mitigation Measure D.4.2 – For the security and safety of future residents, the applicant and/or developer shall incorporate the following design concepts within each individual tract:</p> <ul style="list-style-type: none"> • Circulation for pedestrian, vehicles, and police patrols. • Lighting of streets and walkways. • Prioritize the effort to provide visibility of doors and windows from the street and between buildings, where practical. • Privacy fencing meeting minimum height and material standards. <p>The Sheriffs’ Department will continue to be involved in the review of development projects to ensure the Department’s concerns are addressed in project design.</p>	Prior to Plot Plan approval	Department of Building and Safety County Sheriff’s Department	Conditions of approval Approval of building plans.			
Schools						
<p>Mitigation Measure D.5-1 – The project applicant will contribute to new construction of schools in accordance with State law.</p>	Prior to Grading Permit	Department of Building and Safety	Conditions of approval Approval of building plans and payment of applicable fees.			

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
Mitigation Measure D.5-2 – Prior to Specific Plan approval, in accordance with Resolution No. 94-138, the developer(s) will provide proof to the County that satisfactory agreements have been reached with the school districts for payment of fees to effectively mitigate school impacts, as appropriate.	Prior to Specific Plan Approval	Department of Building and Safety	Verification from school districts			
Libraries						
Mitigation Measure D.9-1 – The developer(s) will pay development mitigation fees required by County Ordinance No. 659 which may be used to offset the impacts on libraries.	Prior to Grading Permit	Department of Building and Safety	Conditions of approval Approval of building plans and payment of applicable fees.			
Mitigation Measure 9.1 – If library-specific impact fees are established in the future, the developer(s) will pay any such fees in effect at the building permit stage.	Prior to Building Permit	Department of Building and Safety	Conditions of approval Approval of building plans and payment of applicable fees.			
Parks						
Mitigation Measure D.6-1 – Mitigation fees for regional parks and trails will be collected of Riverside in accordance with the provisions of Riverside County Ordinance No. 659.	Prior to Grading Permit	Department of Building and Safety	Conditions of approval Approval of building plans and payment of applicable fees.			

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
Mitigation Measure D.6-2 – The project applicant will be required to dedicate and improve a minimum of 15.5 acres of useable, developed active parkland as identified in the Crossroads in Winchester Specific Plan.	Prior to Grading	Department of Building and Safety Department of Planning	As shown on the building plans and landscape plan.			
Mitigation Measure D.6-4 – A homeowners’ association, Mello-Roos, or similar assessment district will be formed to provide for parkland maintenance. Alternatively, the parklands will be dedicated to the Valley-Wide Recreation and Parks District.	Prior to Building Permit	Department of Building and Safety Department of Planning	Verification of dedication.			
Mitigation Measure D.6-5 – Parks shall be phased in conjunction with residential development so that three acres of active parkland are provided for each 1,000 new residents associated with the development.	Prior to Building Permit	Department of Building and Safety Department of Planning	As shown on the building plans and landscape plan.			

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
<p>Mitigation Measure D.6-6 – The developer(s) will work with Valley-Wide Recreation and Park District to determine the types of facilities to be installed in the on-site parks. No building permits shall be issued for any project until the developer assures, to the satisfaction of the County Planning Department, that agreement between the developer and Valley-Wide has been reached.</p>	Prior to Building Permit	<p>Department of Building and Safety</p> <p>Department of Planning</p> <p>Valley-Wide Recreation</p>	Verification of agreement.			
TRANSPORTATION/TRAFFIC						
<p>MM TRANS 1: To reduce Project-related impacts to roadways and intersections the following mitigation measures shall be implemented prior to 80 percent completion of each phase as shown on TR37119.</p> <p><u>Phase 1 Roadway Improvements</u></p> <ul style="list-style-type: none"> Construct full width improvements on all internal roadways within Phase 1. Construct partial width improvements on the southerly side of Domenigoni Parkway at its ultimate cross-section as an urban arterial adjacent to the Project boundary line. Construct partial width improvements on the easterly 	Prior to Building Permits	<p>County Transportation Department</p> <p>County Department of Building and Safety</p>	Evidence of payment of TUMF and DIF fees			

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
<p>side of Winchester Road (SR-79) at its ultimate cross-section as an expressway adjacent to the Project boundary line.</p> <ul style="list-style-type: none"> Construct partial width improvements on the westerly side of Rice Road at its ultimate cross-section as a major highway adjacent to the Project boundary line. <p><u>Phase 1 Intersection Improvements</u></p> <ul style="list-style-type: none"> Install a traffic signal at the intersection of Rice Road and Domenigoni Parkway to include the following geometrics: Northbound: One left turn lane. One through lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. Two through lanes. One shared through and right turn lane. Westbound: One left turn 						

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
<p>lane. Three through lanes. One right turn lane.</p> <ul style="list-style-type: none"> Install a traffic signal at the intersection of Seta Street and Domenigoni Parkway to include the following geometrics: Northbound: One left turn lane. One right turn lane. Southbound: Not applicable. Eastbound: Three through lanes. One right turn lane. Westbound: One left turn lane. Three through lanes. Construct the intersection of Winchester Road (SR-79) and Domenigoni Parkway to include the following geometrics: Northbound: One left turn lane. Two through lanes. One right turn lane. Southbound: One left turn lane. Two through lanes. 						

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
<p>One right turn lane. Eastbound: Two left turn lanes. Three through lanes. One right turn lane. Westbound: Two left turn lanes. Three through lanes. One right turn lane.</p> <ul style="list-style-type: none"> Construct the intersection of Rice Road and "A" Street to include the following geometrics: Northbound: One through lane. One shared through and right turn lane. Southbound: One left turn lane. Two through lanes. Eastbound: Not applicable. Westbound: One shared left and right turn lane. Stop controlled. Construct the intersection of Rice Road and Seta Street to include the following geometrics: 						

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
<p>Northbound: One through lane. One shared through and right turn lane.</p> <p>Southbound: One left turn lane. Two through lanes.</p> <p>Eastbound: Not applicable.</p> <p>Westbound: One shared left and right turn lane. Stop lane. Stop controlled.</p> <p><u>Phase 2 Roadway Improvements</u></p> <ul style="list-style-type: none"> Construct full width improvements on all internal roadways within Phase 2. Construct partial width improvements on the southerly side of Domenigoni Parkway at its ultimate cross-section as an urban arterial adjacent to the Project boundary line. Construct partial width improvements on the easterly side of Winchester Road (SR-79) at its ultimate cross-section as an expressway adjacent to the Project boundary line. Construct partial width improvements on the northerly side of Old Newport Road at its ultimate cross-section as a 						

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
<p>major highway adjacent to the Project boundary line.</p> <ul style="list-style-type: none"> Construct partial width improvements on the westerly side of Rice Road at its ultimate cross-section as a major highway adjacent to the Project boundary line. <p><u>Phase 2 Intersection Improvements</u></p> <ul style="list-style-type: none"> Install a traffic signal at the intersection of Rice Road and Domenigoni Parkway to include the following geometrics: Northbound: One left turn lane. One through lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through and right turn lane. Eastbound: One left turn lane. Two through lanes. One shared through and right turn lane. Westbound: One left turn lane. Three through lanes. 						

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
<p>One right turn lane.</p> <ul style="list-style-type: none"> Install a traffic signal at the intersection of Seta Street and Domenigoni Parkway to include the following geometrics: Northbound: One left turn lane. One right turn lane. Southbound: Not applicable. Eastbound: Three through lanes. One right turn lane. Westbound: One left turn lane. Three through lanes. Construct the intersection of Winchester Road (SR-79) and Domenigoni Parkway to include the following geometrics: Northbound: One left turn lane. Two through lanes. One right turn lane. Southbound: One left turn lane. Two through lanes. One right turn lane. Eastbound: Two left turn lanes. Three 						

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
<p>through lanes. One right turn lane.</p> <p>Westbound: Two left turn lanes. Three through lanes. One right turn lane.</p> <ul style="list-style-type: none"> Construct the intersection of Rice Road and "A" Street to include the following geometrics: Northbound: One through lane. One shared through and right turn lane. Southbound: One left turn lane. Two through lanes. Eastbound: Not applicable. Westbound: One shared left and right turn lane. Stop controlled. Construct the intersection of Rice Road and Seta Street to include the following geometrics: Northbound: One through lane. One shared through and right turn lane. 						

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
<p>Southbound: One left turn lane. Two through lanes. Eastbound: Not applicable. Westbound: One shared left and right turn lane. Stop controlled.</p> <ul style="list-style-type: none"> Construct the intersection of Rice Road and "I" Street to include the following geometrics: Northbound: One through lane. One shared through and right turn lane. Southbound: One left turn lane. Two through lanes. <p>Eastbound: Not applicable. Westbound: One shared left and right turn lane. Stop controlled.</p> <ul style="list-style-type: none"> Construct the intersection of Rice Road and "J" Street to include the following geometrics: Northbound: One through lane. One shared through and right turn lane. 						

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
<p>Southbound: One left turn lane. Two through lanes. Eastbound: Not applicable. Westbound: One shared left and right turn lane. Stop lane. Stop controlled.</p> <ul style="list-style-type: none"> Construct the intersection of Rice Road and Old Newport Road to include the following geometrics: Northbound: Not applicable. Southbound: Two left turn lane. One right turn lane. Eastbound: One shared left turn and through lane. Westbound: One through lane. One right turn lane. <p><u>Phase 3 Roadway Improvements</u></p> <ul style="list-style-type: none"> Construct full width improvements on all internal roadways within Phase 3. Construct partial width improvements on the southerly side of Domenigoni Parkway at its ultimate cross-section as an urban arterial adjacent to the Project boundary line. 						

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
<ul style="list-style-type: none"> Construct partial width improvements on the easterly side of Winchester Road (SR-79) at its ultimate cross-section as an expressway adjacent to the Project boundary line. Construct partial width improvements on the northerly side of Old Newport Road at its ultimate cross-section as a major highway adjacent to the Project boundary line. Construct partial width improvements on the easterly westerly side of Rice Road at its ultimate cross-section as a major highway adjacent to the Project boundary line. 						
<p><u>Phase 3 Intersection Improvements</u></p> <ul style="list-style-type: none"> Install a traffic signal at the intersection of Rice Road and Domenigoni Parkway to include the following geometrics: Northbound: One left turn lane. One through lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through 						

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
<p>and right turn lane. Eastbound: One left turn lane. Two through lanes. One shared through and right turn lane. Westbound: One left turn lane. Three through lanes. One right turn lane.</p> <ul style="list-style-type: none"> Install a traffic signal at the intersection of Seta Street and Domenigoni Parkway to include the following geometrics: Northbound: One left turn lane. One right turn lane. Southbound: Not applicable. Eastbound: Three through lanes. One right turn lane. Westbound: One left turn lane. Three through lanes. <ul style="list-style-type: none"> Construct the intersection of Winchester Road (SR-79) and Domenigoni Parkway to include the following geometrics: Northbound: One left turn 						

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
lane. Two through lanes. One right turn lane. Southbound: One left turn lane. Two through lanes. One right turn lane. Eastbound: Two left turn lanes. Three through lanes. One right turn lane. Westbound: Two left turn lanes. Three through lanes. One right turn lane. • Construct the intersection of Rice Road and "A" Street to include the following geometrics: Northbound: One through lane. One shared through and right turn lane. Southbound: One left turn lane. Two through lanes. Eastbound: Not applicable. Westbound: One shared left and right turn						

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
<p>lane. Stop controlled.</p> <ul style="list-style-type: none"> Construct the intersection of Rice Road and "S" Street to include the following geometrics: Northbound: One left turn lane. Two through lanes. Southbound: One through lane. One shared through and right turn lane. Eastbound: One shared left and right turn lane. Stop controlled. Westbound: Not applicable. Construct the intersection of Rice Road and Old Newport Road to include the following geometrics: Northbound: Not applicable. Southbound: Two left turn lane. One right turn lane. Eastbound: One shared left turn and through lane. Westbound: One through lane. One right turn lane. 						

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
<p><u>Phase 4 Roadway Improvements</u></p> <ul style="list-style-type: none"> Construct full width improvements on all internal roadways within Phase 4. Construct partial width improvements on the southerly side of Domenigoni Parkway at its ultimate cross-section as an urban arterial adjacent to the Project boundary line. Construct partial width improvements on the westerly side of Rice Road at its ultimate cross-section as a major highway adjacent to the Project boundary line. 						
<p><u>Phase 4 Intersection Improvements</u></p> <ul style="list-style-type: none"> Install a traffic signal at the intersection of Rice Road and Domenigoni Parkway to include the following geometrics: Northbound: One left turn lane. One through lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through and right turn lane. 						

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
<p>Eastbound: One left turn lane. Two through lanes. One shared through and right turn lane.</p> <p>Westbound: One left turn lane. Three through lanes. One right turn lane.</p> <ul style="list-style-type: none"> Install a traffic signal at the intersection of Seta Street and Domenigoni Parkway to include the following geometrics: Northbound: One left turn lane. One right turn lane. Southbound: Not applicable. Eastbound: Three through lanes. One right turn lane. Westbound: One left turn lane. Three through lanes. Construct the intersection of Winchester Road (SR-79) and Domenigoni Parkway to include the following geometrics: Northbound: One left turn lane. Two through lanes. 						

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
<p>One right turn lane.</p> <p>Southbound: One left turn lane. Two through lanes. One right turn lane.</p> <p>Eastbound: Two left turn lanes. Three through lanes. One right turn lane.</p> <p>Westbound: Two left turn lanes. Three through lanes. One right turn lane.</p> <ul style="list-style-type: none"> Construct the intersection of Rice Road and "A" Street to include the following geometrics: <p>Northbound: One through lane. One shared through and right turn lane.</p> <p>Southbound: One left turn lane. Two through lanes.</p> <p>Eastbound: Not applicable.</p> <p>Westbound: One shared left and right turn lane. Stop</p> 						

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
<p>controlled.</p> <p><u>Phase 5 Roadway Improvements</u></p> <ul style="list-style-type: none"> Construct full width improvements on all internal roadways within Phase 5. Construct partial width improvements on the easterly side of Winchester Road (SR-79) at its ultimate cross-section as a major highway adjacent to the Project boundary line. Construct partial width improvements on the westerly side of Rice Road at its ultimate cross-section as a major highway adjacent to the Project boundary line <p><u>Phase 5 Intersection Improvements</u></p> <ul style="list-style-type: none"> Install a traffic signal at the intersection of Rice Road and Domenigoni Parkway to include the following geometrics: Northbound: One left turn lane. One through lane. One shared through and right turn lane. Southbound: One left turn lane. One shared through and 						

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
<p>right turn lane. Eastbound: One left turn lane. Two through lanes. One shared through and right turn lane. Westbound: One left turn lane. Three through lanes. One right turn lane.</p> <ul style="list-style-type: none"> Install a traffic signal at the intersection of Seta Road and Domenigoni Parkway to include the following geometrics: Northbound: One left turn lane. One right turn lane. Southbound: Not applicable. Eastbound: Three through lanes. One right turn lane. Westbound: One left turn lane. Three through lanes. Construct the intersection of Winchester Road (SR-79) and Domenigoni Parkway to include the following geometrics: Northbound: One left turn lane. Two 						

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
<p>through lanes. One right turn lane.</p> <p>Southbound: One left turn lane. Two through lanes. One right turn lane.</p> <p>Eastbound: Two left turn lanes. Three through lanes. One right turn lane.</p> <p>Westbound: Two left turn lanes. Three through lanes. One right turn lane.</p> <ul style="list-style-type: none"> Construct the intersection of Rice Road and Seta Street to include the following geometrics: Northbound: One through lane. One shared through and right turn lane. Southbound: One left turn lane. Two through lanes. Eastbound: Not applicable. Westbound: One shared left and right turn 						

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
<p>lane. Stop controlled.</p> <p><u>Safety and Operational Improvements</u></p> <ul style="list-style-type: none"> Sight distance at the project entrance roadway will be reviewed with respect to standard Couth of Riverside sight distance standards at the time of preparation of final grading, landscape, site development, and street improvement plans. Participate in the phased construction of off-site traffic signals through payment of project's fair share of traffic signal mitigation fees. Signing/stripping should be implemented in conjunction with detailed construction plans for the project site. 						
UTILITY AND SERVICE SYSTEMS						
Water						
<p>Mitigation Measure D.2-2 – Pursuant to County Ordinance No. 348, irrigation systems provided for parking lot landscaping will consist of systems that minimize runoff and evaporation and maximize water availability to</p>	Prior to Building Permit	County Planning Department Department of Building and	Construction Plans and Specifications			

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
plant roots shall be installed. For mitigation monitoring purposes, landscaping plans for the project shall identify the irrigation system, and shall be submitted for County review prior to issuance of individual project building permits.		Safety				
Mitigation Measure D.2-4 – All lines shall be designed per EMWD standards.	Prior to Building Permit	County Planning Department Department of Building and Safety EMWD	Construction Plans and Specifications			
Mitigation Measure D.2-5 – The location of facilities shall conform with the County of Riverside and EMWD standards.	Prior to Building Permit	County Planning Department Department of Building and Safety EMWD	Construction Plans and Specifications			
Mitigation Measure D.2-6 – Water and wastewater facilities shall be installed in accordance with the requirements and specifications of the Riverside County Health Department and	Prior to Building Permit	County Planning Department Department of Building and Safety EMWD	Construction Plans and Specifications			

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
EMWD.		Safety EMWD County Health Department				
Mitigation Measure D.2-7 – The design of regional facilities shall conform to the current EMWD Master Plan of Facilities.	Prior to Building Permit	EMWD	Construction Plans and Specifications			
Mitigation Measure D.2-8 – All water and sewer lines shall be placed underground and inspected per the policies of the EMWD.	Prior to Building Permit	County Planning Department Department of Building and Safety EMWD	Construction Plans and Specifications			
Mitigation Measure D.2-9 – Any design of off-site facilities shall be coordinated with the affected property owners.	Prior to Building Permit	County Planning Department Department of Building and Safety EMWD	Construction Plans and Specifications Verification of property owner coordination			

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
<p>Mitigation Measure D.2-10 – The design of all water facilities shall provide fire protection to the satisfaction of the Fire Department of the County of Riverside.</p>	<p>Prior to Building Permit</p>	<p>County Planning Department Department of Building and Safety EMWD County Fire Department</p>	<p>Construction Plans and Specifications</p>			
<p>Mitigation Measure D.2-11 – The EMWD and the County of Riverside shall approve subsequent tentative tract maps, conditional use permits, and plot plans on the basis of adequate water supplies and transmission systems, among other environmental and infrastructure considerations.</p>	<p>Prior to Building Permit</p>	<p>County Planning Department Department of Building and Safety EMWD</p>	<p>Construction Plans and Specifications</p>			
<p>Mitigation Measure D.2-12 – A separate water transmission system shall be installed to facilitate the use of reclaimed water for irrigation of the following areas: landscaping for the commercial center, community parks, paseos, and roadway medians. A plan shall be submitted and approved by EMWD prior to approval of tentative maps.</p>	<p>Prior to Tentative Map Approval</p>	<p>County Planning Department Department of Building and Safety EMWD</p>	<p>Construction Plans and Specifications</p>			

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
Mitigation Measure D.2-13 – Where possible, all new landscaping and park plans shall incorporate native, drought-tolerant plant species approved by the County. Mulching shall be used extensively in all landscaped area. Mulch will improve the water storage capacity of the soil by reducing the evaporation and compaction.	Prior to Building Permit	County Planning Department Department of Building and Safety EMWD	Construction Plans and Specifications			
Mitigation Measure D.2-14 – Final designs of the water and wastewater transportation systems will be reviewed and approved by EMWD prior to approval of the first tentative tract map or other discretionary permit issued by the County.	Prior to Approval of First Tentative Map or Discretionary Permit	County Planning Department Department of Building and Safety EMWD	Construction Plans and Specifications			
Sewer						
Mitigation Measure D.2-3 – The developer(s) shall pay all fees required by EMWD for regional sewage treatment services and facilities.	Prior to Building Permit	Department of Building and Safety EMWD	Approval of building plans and payment of applicable fees.			
Mitigation Measure D.2-15 – All sewage lines, pump stations and other required transmission facilities will be installed by the developer as directed by EMWD.	Prior to Building Permit	County Planning Department Department of Building and	Construction Plans and Specifications			

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
		Safety EMWD				
Utilities						
D.7-ELC-1 – The developer will provide the electric power improvements required by SCE.	Prior to Building Permit	Department of Building and Safety SCE	Construction Plans and Specifications			
D.7-ELC-2 – All buildings will be constructed in compliance with the insulation standards established by the California Uniform Building Code (UBC)	Prior to Building Permit	Department of Building and Safety	Construction Plans and Specifications			
D.7-ELC-3 – All electrical facilities will be built in accordance with the Southern California Edison Company's polices and extension rules on file with the California Public Utilities Commission (CPUC).	Prior to Building Permit	Department of Building and Safety SCE	Construction Plans and Specifications			
D.7-ELC-4 – The project applicant will provide SCE with development plans and schedules for construction as they become available so that SCE may begin long-range planning of facilities.	Prior to Building Permit	Department of Building and Safety SCE	Construction Plans and Specifications			
D.7-ELC-5 – All electrical service lines will be located underground.	Prior to Building Permit	Department of Building and Safety	Construction Plans and Specifications			

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
D.7-GAS-1- The developer will finance the installation of gas lines per the requirements of the Southern California Gas Company.	Prior to Building Permit	Department of Building and Safety Southern California Gas Company	Construction Plans and Specifications			
D.7-GAS-2- All gas services and facilities will be built in accordance with the Southern California Gas Company's policies and extension rules on file with the California Public Utilities Commission (CPUC).	Prior to Building Permit	Department of Building and Safety Southern California Gas Company	Construction Plans and Specifications			
D.7-GAS-3- An engineering study will be required to ensure that existing facilities are adequate to accommodate the new development. Detailed information including tract maps and plot plans must be submitted for review by SCG.	Prior to Building Permit	Department of Building and Safety Southern California Gas Company	Engineering Study Construction Plans and Specifications			
D.7-TEL-1 – All appropriate rules and directives will be followed in order to finance any required additions, changes, and/or removals of existing facilities.	Prior to Building Permit	Department of Building and Safety Southern California Gas Company	Construction Plans and Specifications			

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
D.7-TEL-2 – The project applicant will provide SCG with a development phasing schedule so that required upgrades may be scheduled in advance of development.	Prior to Building Permit	Department of Building and Safety Southern California Gas Company	Construction Plans and Specifications			

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Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance	
				Initials	Date
GRADING/CONSTRUCTION					
Air Quality					
Standard Regulatory Requirements					
Mitigation Measure C.6-1 – To reduce construction-related air quality impacts, all provisions of County Ordinance No. 457 relating to construction activity will be enforced.	Prior to grading permit During Construction	County Department of Building and Safety Construction Contractor	Construction Plans and Specifications On-site verification		
Mitigation Measure C.6-2 – To reduce construction-related fugitive dust emissions, the contractor shall provide the County Building and Safety Department with sufficient proof of compliance with SCAQMD Rule 403 and other dust control measures including, but not limited to: <ul style="list-style-type: none"> watering active sites three times daily, requiring the application of non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more, assuming no rain), requiring all trucks entering or leaving the site hauling dirt, sand, or soil, or other loose materials on public roads to be covered and maintain a freeboard height of 12 inches, suspending all excavating and grading operations when wind gusts (as instantaneous gust) exceed 25 miles per hour, post contact information outside the property for 	During Construction	County Department of Building and Safety Construction Contractor	On-site verification		

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
<p>the public to call if specific air quality issues arise; the individual charged with receipt of these calls shall respond to the caller within 24 hours and resolution of the air quality issue, if valid, will occur as soon as possible,</p> <ul style="list-style-type: none"> sweeping of streets using SCAQMD Rule 1186 and 1186.1 certified street sweepers or roadway washing trucks (utilizing recycled water if it becomes available) at the end of the day if visible soil material is carried over to adjacent streets, posting and enforcement of traffic speed limits of 15 miles per hour or less on all unpaved roads, installation of wheel washers or gravel pads at construction entrances where vehicles enter and exit unpaved roads onto paved roads, or wash off trucks and any equipment leaving the site each trip to prevent track out, replacing ground cover in disturbed areas as quickly as possible, and paving of all roadways, driveways, sidewalks, etc., shall be completed as soon as possible. 						

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
Additional Measures						
Mitigation Measure C.6-6 – To reduce construction-related air quality impacts, the contractor shall ensure that ozone precursor emissions from all vehicles and construction equipment are controlled by maintaining equipment engines in good condition and in proper tune per manufacturers’ specifications. Equipment maintenance records and equipment design specification data sheets shall be kept on site during construction. Compliance with this measure shall be subject to periodic inspections by the County Building and Safety Department.	During construction	County Department of Building and Safety Construction Contractor	On-site verification			
Mitigation Measure C.6-7 – To reduce construction-related air quality impacts, grading activities shall cease during periods of high winds. High winds are generally considered over 30 miles per hour.	During construction	County Department of Building and Safety Construction Contractor	On-site verification			
Mitigation Measure C.6-8 – To reduce construction-related air quality impacts, during grading activities, topsoil mounds shall be stabilized to prevent wind erosion and release of dust and particulates. This may be accomplished through regular watering, hydroseeding, netting, chemical applications, or other acceptable methods.	During construction	County Department of Building and Safety Construction Contractor	On-site verification			

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
Mitigation Measure C.6-9 – To reduce construction related air quality impacts, all unpaved roads and parking areas will be watered down or chemically treated for dust control purposes.	During construction	County Department of Building and Safety Construction Contractor	On-site verification			
Mitigation Measure C.6-10 – To reduce construction-related air quality impacts, trucks leaving construction sites will be washed off.	During Construction	County Department of Building and Safety Construction Contractor	On-site verification			
CULTURAL RESOURCES						
MM Cultural 2 – Prior to the issuance of grading permits, the developer/permit holder shall retain and enter into a monitoring and mitigation service contract with a qualified Archaeologist for mitigation services. This professional shall be known as the "Project Archaeologist." The Project Archaeologist shall be included in the pre-grade meetings to provide cultural/historical sensitivity training including the establishment of set guidelines for ground disturbance in sensitive areas with the grading contractors and any required tribal or special interest monitors. The Project Archaeologist shall manage and oversee monitoring for all mass or rough grading activities and excavation of each portion of the Project site including clearing, grubbing, tree removals, mass or rough grading, trenching, and structure demolition. The Project Archaeologist shall have the authority to	Prior to issuance of grading permits During grading and Construction	County Department of Building and Safety Qualified Archaeologist	Monitoring Reports Documentation of disposition of discovered resource			

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
<p>temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources in coordination with any required tribal or special interest monitors. Monitoring may be stopped or reduced if in the professional opinion of the Project Archaeologist, and the concurrence of the County Archaeologist, there is no further need for monitoring after a reasonable period of monitoring with negative results.</p> <p>Pursuant to the recommendation in the <i>Phase II Archeological Testing and Evaluation</i> the soil in and around the central and east central portions of the Locus B, Site 33-0020292, shall be removed under the direction of the archaeological monitor (i.e. controlled removal) and screened for artifacts as part of the monitoring program.</p> <p>The developer/permit holder shall submit a fully executed copy of the contract to the Riverside County Planning Department to ensure compliance with this condition of approval. Upon verification, the Planning Department shall clear this condition.</p> <p><u>NOTE:</u></p> <ul style="list-style-type: none"> The Project Archaeologist is responsible for implementing mitigation using standard professional practices for cultural resources archaeology. The Project Archaeologist shall consult with the County, developer/permit holder and any required tribal or special interest group monitor throughout the process. This agreement shall not modify any approved condition of approval or Mitigation Measure. 						

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
<p>MM Cultural 3 – Prior to final inspection of the first building permit, the developer/permit holder shall submit two (2) copies of a Phase IV Cultural Resources Monitoring Report that complies with the Riverside County Archeologist’s requirements for such reports. The report shall include evidence of the required cultural/historical sensitivity training for the construction staff held during the pre-grade meeting. The Planning Department shall review the report to determine adequate mitigation compliance. Provided the report is adequate, the Planning Department shall clear this condition.</p>	<p>Prior to issuance of building permits During Construction</p>	<p>County Planning Department Qualified Archeologist</p>	<p>Monitoring Reports Documentation of disposition of discovered resource</p>			
<p>MM Cultural 4 – The developer/permit holder or any successor in interest shall comply with the following codes for the life of this Project: If human remains are encountered, State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. Further, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission shall be contacted within the period specified by law. Subsequently, the Native American Heritage Commission shall identify the "Most Likely Descendant." The Most Likely Descendant shall then make recommendations and engage in coordination with the property owner concerning the treatment of the remains as provided in Public Resources Code Section 5097.98.</p>	<p>During Grading and Construction</p>	<p>County Department of Building and Safety County Coroner Native American Heritage Commission</p>	<p>Coroner’s Report Report prepared by Native American Heritage Commission (if applicable)</p>			

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/Reporting Method	Verification of Compliance	
				Initials	Date
<p>MM Cultural 5 – The developer/permit holder or any successor in interest shall comply with the following for the life of this Project:</p> <p>If during ground disturbance activities, cultural resources are discovered that were not assessed by the archaeological reports and/or environmental assessment conducted prior to Project approval, the following procedures shall be followed. A cultural resources site is defined, for this condition, as being three or more artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to it sacred or cultural importance.</p> <ul style="list-style-type: none"> • 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 County Archaeologist to discuss the significance of the find. • At the meeting, the significance of the discoveries shall be discussed and after coordination with the Native American tribal (or other appropriate ethnic/cultural group representative) and the Project Archaeologist, a decision is made, with the concurrence of the County Archaeologist, as to whether the resource will be subject to preservation in place or documentation and/or data recovery. • Further ground disturbance shall not resume within the area of the discovery until an agreement has been reached by all parties. 	<p>During Grading and Construction</p>	<p>County Planning Department Qualified Archaeologist Native American Heritage Commission</p>	<p>Monitoring Reports Documentation of disposition of discovered resource</p>		
<p>Mitigation Measure C.15-4 – For any grading activity that</p>	<p>During Grading</p>	<p>County Planning</p>	<p>Monitoring Reports</p>		

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
<p>involves excavation below a depth of five feet from natural grade, a paleontological resource monitoring program shall be developed and submitted to the County Department of Building and Safety prior to the issuance of the associated grading permit. The program shall include for monitoring the site, by a qualified professional, for paleontological resources during 50 percent of the time of mass grading activities.</p> <p>If paleontological resources are discovered during the monitoring activities, and such resources are determined to be potentially significant, resource recovery and/or recordation operations shall occur as directed by a qualified professional. Such operations may include resource salvage, preparation of recovered specimens, identification and curation, and written documentation.</p> <p>The qualified monitor is empowered to temporary halt or divert grading equipment to allow removal of abundant or large specimens.</p>	and Construction	Department Riverside County Qualified Paleontologist	Documentation of disposition of discovered resource.			
GEOLOGY AND SOILS						
Standard Regulatory Requirements						
Mitigation Measure C.2-13 – The applicant shall be responsible for maintenance and upkeep of all planting and irrigation systems until those operations are the responsibilities of other parties.	Ongoing	County Department of Building and Safety County Planning Department Project Applicant	Notes on grading plans and conditions of Project approval			

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/Reporting Method	Verification of Compliance	
				Initials	Date
HAZARDS AND HAZARDOUS MATERIALS					
Standard Regulatory Requirements					
Mitigation Measure C.8-1 – Users of hazardous materials will comply with applicable federal, state, and local regulations requiring elimination and reduction of waste at the source by prevention of leakage, segregation of hazardous waste, and process or materials change.	Pre-Construction Construction Post Construction	County Department of Building and Safety County Department of Environmental Health	Evidence of compliance with applicable regulations, as needed.		
Additional Measures					
Mitigation Measure C.8-5 – Riverside County's Hazardous Materials Incident Response Plan will continue to be implemented and updated to ensure the effective prevention of and response to hazardous waste spills and industrial accidents involving hazardous materials.	Pre-Construction Construction Post Construction	County Department of Building and Safety County Department of Environmental Health	Evidence of compliance with applicable regulations, as needed.		
HYDROLOGY AND WATER QUALITY					
Mitigation Measure C.7-1 – All discharges to surface waters and groundwater will comply with the goals of the most current applicable Water Quality Control Plan for the Santa Ana River Region.	Plan Check Pre-construction Construction	Riverside County Flood Control and Water Conservation District	Completed Drainage Plan Building plans and conditions of approval		

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/Reporting Method	Verification of Compliance	
				Initials	Date
<p>Mitigation Measure C.7-2 – Pursuant to the National Pollution Discharge Elimination System requirements, General Construction Stormwater Permits shall be obtained from the State Water Resources Control Board for all development projects resulting in the disturbance of five acres or more, or activity which is part of a larger common plan of development of five acres or more. Pollution Prevention Plans shall be prepared as part of the permit process, and implemented during construction and the life of the project. Permit requirements will include implementing best management practices (BMPs) during project construction and operation such as erosion control devices, desilting basins, landscape irrigation management, and controls on substances applied to landscaped outdoor areas.</p>	<p>Plan Check Pre-construction Construction</p>	<p>Riverside County Flood Control and Water Conservation District State Water Resources Control Board</p>	<p>Completed Drainage Plan Evidence of NPDES permits.</p>		
<p>Mitigation Measure C.7-3 – All development within the Specific Plan boundaries shall be subject to future requirements adopted by the County to implement the NPDES program. These requirements may include, but not be limited to, on-site storm water retention, covered storage of all outside facilities, vegetated swales, and monitoring programs.</p>	<p>Plan Check Pre-construction Construction</p>	<p>Riverside County Flood Control and Water Conservation District State Water Resources Control Board</p>	<p>Completed Drainage Plan Evidence of NPDES permits.</p>		

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
Mitigation Measure C.4-7 – Parking lots shall be designed to direct surface runoff toward landscaped areas where runoff can be allowed to percolate into the ground.	Plan Check Pre-construction Construction	Riverside County Flood Control and Water Conservation District County Department of Building and Safety	Approved plan.			
Mitigation Measure C.4-8 – Off-site drainage improvements, if any, will be provided at the subdivision phase of the project as required by the Flood Control District.	Plan Check Pre-construction Construction	Riverside County Flood Control and Water Conservation District County Department of Building and Safety	Completed Drainage Plan			
NOISE						
Mitigation Measure C.5-4 – To reduce construction-related noise, construction operations which produce the highest levels of noise shall be arranged to occur together in the construction program, where practical and feasible, in order to avoid continuing periods of greater annoyance.	Prior to construction During Construction	County Department of Building and Safety County Planning Department	Periodic Inspection Reports. Monitoring of complaints to County Code Enforcement			

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
<p>Mitigation Measure C.5-5 – To reduce impacts of roadway noise to future on-site residential uses, noise attenuation shall be required. Placement of a six-foot perimeter wall along Domenigoni Parkway shall effectively minimize noise impacts to future residential land uses adjacent to that roadway.</p>	<p>Pre-construction Construction</p>	<p>County Department of Building and Safety County Planning Department</p>	<p>Periodic Inspection Reports. Monitoring of complaints to County Code Enforcement</p>			

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Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance	
				Initials	Date
POST CONSTRUCTION AND OCCUPANCY					
Air Quality					
<u>Standard Regulatory Requirements</u>					
Mitigation Measure C.6-3 – SCAQMD Rule XV requiring employee carpooling and other trip reduction measures shall be required for all new development projects and businesses subject to Rule XV.	Prior to Occupancy	County Department of Transportation	On-site verification		
Mitigation Measure C.6-4 – Transportation System Management Plans shall be required to be consistent with SCAQMD Regulation XV to reduce trip making where feasible. Features of these plans may include, but are not limited to: <ul style="list-style-type: none"> • Consideration of transit use incentives by employers to encourage public transit use by employees; • Consideration of developing staggered work hours; and • Consideration for providing convenient bus shelters and bus turnouts along the major arterials to encourage ridership and improve traffic flow. 	Prior to Occupancy	County Department of Transportation	On-site verification		
<u>Additional Measures</u>					
Mitigation Measure C.6-11 --Major developers will work with the Riverside Transit Agency (RTA) to establish new bus routes and stops to service new development within the Specific Plan area. The RTA shall be responsible for construction and maintenance of any bus stop facilities. Proof of coordination with RTA shall be provided to	Prior to Occupancy Permit/Final Inspection	Department of Transportation Major Developer	Staff Report or meeting minutes		

Mitigation Monitoring and Reporting Program

Initial Study/Addendum to EIR376 for Specific Plan No. 288, Amendment No. 2

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
the Transportation Department prior to the issuance of occupancy permits/final inspection. Coordination materials shall include a Staff Report or Meeting Minutes.						
Mitigation Measure C.6-12 – Bus stops and/or bus shelters will be provided at the commercial center. The RTA shall be responsible for construction and maintenance of any bus stop facilities. Proof of coordination with RTA shall be provided to the Transportation Department prior to the issuance of occupancy permits.	Prior to Occupancy Permit	Department of Transportation	On-site verification			
Mitigation Measure C.6-14 – Bicycle racks will be provided at the commercial center and neighborhood parks. Proof of compliance shall be required prior to approval of the Plot Plan for individual implementing development projects. The Plot Plan shall show bicycle parking stalls (areas).	Prior to occupancy	County Transportation Department	On-site verification			
GEOLOGY AND SOILS						
Mitigation Measure C.2-13 – The applicant shall be responsible for maintenance and upkeep of all planting and irrigation systems until those operations are the responsibilities of other parties.	Ongoing	County Department of Building and Safety County Planning Department Project Applicant	Notes on grading plans and conditions of Project approval			

Mitigation Monitoring and Reporting Program

Initial Study/Addendum to EIR376 for Specific Plan No. 288, Amendment No. 2

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
GREENHOUSE GAS EMISSIONS						
Mitigation Measure D.1-2 – Provide on-site bike racks to encourage the use of bicycles as an alternative means of transportation, in support of the plan of Bicycle routes of the county’s Comprehensive General Plan, with Patton Avenue and Winchester Road (SR-79) proposed for Class I facilities, and Simpson Road and Winchester Road West proposed for Class II bikeway facilities.	Prior to occupancy permit	County Department of Transportation	On-site verification			
Mitigation Measure D.1-3 – Designate a portion of the commercial parking areas for Park-n-ride use on weekdays between 6:00 a.m. and 6:00 p.m., to encourage ridesharing/transit ridership and reduce commute traffic.	Prior to occupancy permit	County Department of Transportation	On-site verification			
Mitigation Measure D.1-9 – Anticipate transit stops at the far side of major intersections as recommended in a traffic study, to accommodate future bus service on key roadways. Provide pedestrian access to the bus stops.	Prior to occupancy permit	County Department of Transportation	On-site verification			
Mitigation Measure D.2-13 – Where possible, all new landscaping and park plans shall incorporate native, drought-tolerant plant species approved by the County. Mulching shall be used extensively in all landscaped areas. Mulch will improve the water storage capacity of the soil by reducing the evaporation and compaction.	Prior to building permit	County Department of Building and Safety County Planning Department	Landscape plans			

Mitigation Monitoring and Reporting Program

Initial Study/Addendum to EIR376 for Specific Plan No. 288, Amendment No. 2

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/Reporting Method	Verification of Compliance		
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<p>Mitigation Measure D.8-1 – The certified waste hauler contracted by the developer(s) will implement a curbside recycling program within the proposed project. The contract shall also include provisions for separating lawn trimmings and other green waste for recycling. Once a homeowner’s association is established, the responsibility for the waste hauler contract (with curbside recycling and greenwaste requirements) will be transferred from the developer to the association.</p>	<p>Prior to occupancy permit</p>	<p>Riverside County Waste Resources Management District</p>	<p>Recycling program contract</p>			
<p>Mitigation Measure H.1.C-3 – Air pollution reduction programs contained in the County’s Air Quality Element, and programs and regulations enforced by the SCAQMD, will be applied to all future development project. Applicable programs and regulations will include:</p> <ul style="list-style-type: none"> • Alternative work schedule programs for new businesses; • Incorporation of transit stops and park-and-ride facilities in major land use projects; • Prohibition of on-street parking in congested areas; • Incorporation of bicycle paths into major land use developments; and • Site planning which encourages pedestrian activity and reduces reliance upon automobiles for short trips. 	<p>Plan Check Post Construction</p>	<p>County Planning Department</p>	<p>Building plans and conditions of approval</p>			

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/ Reporting Method	Verification of Compliance		
				Initials	Date	Remarks
HAZARDS AND HAZARDOUS MATERIALS						
Standard Regulatory Requirements						
Mitigation Measure C.8-1 – Users of hazardous materials will comply with applicable federal, state, and local regulations requiring elimination and reduction of waste at the source by prevention of leakage, segregation of hazardous waste, and process or materials change.	Pre-Construction Construction Post Construction	County Department of Building and Safety County Department of Environmental Health	Evidence of compliance with applicable regulations, as needed.			
Mitigation Measure C.8-2 – Hazardous materials that may be generated by businesses on-site will require transport by a licensed hauler to a designated facility. Haulers of hazardous materials, as well as disposal facilities, must be licensed by the U.S. Environmental Protection Agency.	Prior to Occupancy	County Department of Building and Safety County Department of Environmental Health	Evidence of compliance with applicable regulations, as needed.			
Mitigation Measure C.8-3 – For any business using or storing hazardous materials, a materials storage and management plan shall be required for review and approval by the County Hazardous Waste Management Committee for all commercial uses requiring storage of toxic substances. This plan should include an emergency evacuation plan, as well as appropriate training programs for employees.	Prior to Occupancy	County Department of Building and Safety County Department of Environmental Health	Evidence of compliance with applicable regulations, as needed.			

Mitigation Monitoring and Reporting Program

Initial Study/Addendum to EIR376 for Specific Plan No. 288, Amendment No. 2

Impact Category and Mitigation Measures	Implementation Timing	Responsible Party	Monitoring/Reporting Method	Verification of Compliance	
				Initials	Date
Mitigation Measure C.8-4 – The project applicant and all future industrial tenants shall be required to comply with Title 19 and 22 of the California Administrative Code and Title 40 of the Code of Federal Regulations.	Prior to Occupancy	County Department of Building and Safety County Department of Environmental Health	Evidence of compliance with applicable regulations, as needed.		
Additional Measures					
Mitigation Measure C.8-5 – Riverside County's Hazardous Materials Incident Response Plan will continue to be implemented and updated to ensure the effective prevention of and response to hazardous waste spills and industrial accidents involving hazardous materials.	Pre-Construction Construction Post Construction	County Department of Building and Safety County Department of Environmental Health	Evidence of compliance with applicable regulations, as needed.		