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

CUL-4 **The Project applicant shall retain a Native American Monitor who shall be present during construction excavations (e.g., grading, trenching, or clearing/grubbing) associated with the proposed Project.**

CUL-5: **In the event that archaeological resources are unearthed, ground-disturbing activities shall be halted or diverted away from the vicinity of the find so that the find can be evaluated. A buffer area of at least 25 feet shall be established around the find where construction activities shall not be allowed to continue. Work shall be allowed to continue outside of the buffer area. All archaeological resources unearthed by Project construction activities shall be evaluated by a qualified archaeologist. The Applicant shall coordinate with the County Archaeologist and the Native American monitor (if the resources are prehistoric in origin) to develop an appropriate treatment plan for the resources. If avoidance and/or preservation is not feasible, treatment may include implementation of archaeological data recovery excavations to remove the resource along with subsequent laboratory processing and analysis. The Project applicant, in consultation with the County Archaeologist, shall designate a final repository to curate any archaeological material that is recovered from the Project.**

CUL-6: **The archaeological monitor shall prepare a final Phase IV Monitoring Report at the conclusion of archaeological monitoring that shall meet the County guidelines for Phase IV reports. The report shall be submitted by the Applicant to the County, the Eastern Information Center, and representatives of other appropriate or concerned agencies to signify the satisfactory completion of the Project and required mitigation measures. The report shall include a description of resources unearthed, if any, treatment of the resources, and evaluation of the resources with respect to the California Register of Historical Resources. The report shall also include the Cultural Sensitivity Training sign-in sheet, daily monitoring logs, and any comments or concerns expressed by the Native American Monitor throughout the duration of the monitoring program.**

Monitoring: A copy of all agreements between the Project developer and the appropriate Band of Luiseño Indians shall be provided to the County for retention. Field inspections by County Staff shall verify that all aspects of the agreement are being implemented by the developer, professional monitor and Tribal monitors. Any cultural resources reports produced as a result of Project monitoring shall be provided to the County within 60 days of completion. All reports and field notes shall be retained in the Project file.

10. Paleontological Resources a) Directly or indirectly destroy a unique paleontological resource, or site, or unique geologic feature?	☐	☐	☒	☐

Source(s): *General Plan,* Figure OS-8, *Paleontological Sensitivity*; *Map My County, (***Appendix A**); and County Geologist.

Findings of Fact:

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

a) *Would the Project directly or indirectly destroy a unique paleontological resource, or site, or unique geologic feature?*

Less Than Significant Impact

The proposed Project site is mapped in the *General Plan* as having a "High Potential" for paleontological resources (fossils). This category encompasses lands for which previous field surveys and documentation demonstrates a low potential for containing significant paleontological resources subject to adverse impacts. As such, this Project is not anticipated to require any direct mitigation for paleontological resources. However, should fossil remains be encountered during the site grading phase, Condition of Approval 60. Planning 001 (required for TR 37153) shall be implemented, as follows:

This site is mapped in the *General Plan* as having a "High Potential" for paleontological resources (fossils). Proposed project site grading/earthmoving activities could potentially impact this resource. HENCE:

PRIOR TO ISSUANCE OF GRADING PERMITS:

1. The applicant shall retain a qualified paleontologist approved by the County of Riverside to create and implement a project-specific plan for monitoring site grading/earthmoving activities (project paleontologist).

2. The project paleontologist retained shall review the approved development plan and grading plan and shall conduct any pre-construction work necessary to render appropriate monitoring and mitigation requirements as appropriate. These requirements shall be documented by the project paleontologist in a Paleontological Resource Impact Mitigation Program (PRIMP). This PRIMP shall be submitted to the County Geologist for review and approval prior to issuance of a Grading Permit.

Information to be contained in the PRIMP, at a minimum and in addition to other industry standards and Society of Vertebrate Paleontology standards, are as follows:

1. Description of the proposed site and planned grading operations.

2. Description of the level of monitoring required for all earth-moving activities in the project area.

3. Identification and qualifications of the qualified paleontological monitor to be employed for grading operations monitoring.

4. Identification of personnel with authority and responsibility to temporarily halt or divert grading equipment to allow for recovery of large specimens.

5. Direction for any fossil discoveries to be immediately reported to the property owner who in turn will immediately notify the County Geologist of the discovery.

6. Means and methods to be employed by the paleontological monitor to quickly salvage fossils as they are unearthed to avoid construction delays.

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

7. Sampling of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates.

8. Procedures and protocol for collecting and processing of samples and specimens.

9. Fossil identification and curation procedures to be employed.

10. Identification of the permanent repository to receive any recovered fossil material. *Pursuant the County of Riverside "SABER Policy", paleontological fossils found in the County of Riverside should, by preference, be directed to the Western Science Center in the City of Hemet. A written agreement between the property owner/developer and the repository must be in place prior to site grading.

11. All pertinent exhibits, maps and references.

12. Procedures for reporting of findings.

13. Identification and acknowledgement of the developer for the content of the PRIMP as well as acceptance of financial responsibility for monitoring, reporting and curation fees. The property owner and/or applicant on whose land the paleontological fossils are discovered shall provide appropriate funding for monitoring, reporting, delivery and curating the fossils at the institution where the fossils will be placed, and will provide confirmation to the County that such funding has been paid to the institution.

All reports shall be signed by the project paleontologist and all other professionals responsible for the report's content (eg. Professional Geologist), as appropriate. One original signed copy of the report(s) shall be submitted to the office of the County Geologist along with a copy of this condition and the grading plan for appropriate case processing and tracking. These documents should not be submitted to the project Planner, the Plan Check staff, the Land Use Counter or any other County office. In addition, the applicant shall submit proof of hiring (i.e. copy of executed contract, retainer agreement, etc.) a project paleontologist for the in-grading implementation of the PRIMP.

Safeguard Artifacts Being Excavated in Riverside County (SABER).

This is considered a standard Condition of Approval and pursuant to CEQA, is not considered mitigation. Therefore, implementation of the proposed Project will result in less than significant impacts that would directly or indirectly destroy a unique paleontological resource, or site, or unique geologic features. No mitigation is required.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
GEOLOGY AND SOILS. Would the Project:				
11. Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zones. a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death?	☐	☐	☒	☐
b) Be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	☐	☐	☐	☒

Source(s): *General Plan* Figure S-2 *Earthquake Fault Study Zones*, (p. S-15); *Map My County*, (**Appendix A**); *Updated Preliminary Geotechnical Investigation for the Proposed 13.76 Acre Development, Temescal Business Park, Tentative Parcel Map 35309, Located on the Northwest Corner of Temescal Canyon Road and Interstate 15, in the Temescal Valley Area of Riverside County, California*, prepared by LGC Inland, December 11, 2007 (**Appendix E1**, *2007 Geo*); and *Supplemental Geotechnical Investigation, Proposed Multi-Family Residential Development, Tentative Tract Map 37153, Temescal Canyon Area, Riverside County, California*, prepared by LGC Geo-Environmental, Inc., November 30, 2016 (**Appendix E2**, *2016 Geo Investigation*); and Ordinance No. 457 (An Ordinance of the County of Riverside Relating to the Building Requirements and Adopting the 1997 Edition of The Uniform Administrative Code Adopted by The International Conference of Building Officials; The 2001 California Building Code Including the Appendix and Standards Adopted by The California Building Standards Commission; the 1997 Edition of The Uniform Housing Code Adopted by The International Conference Of Building Officials; the 1997 Edition of The Uniform Code For The Abatement Of Dangerous Buildings Adopted by The International Conference of Building Officials; the 2001 California Plumbing Code, including the Appendix and Standards Adopted by The California Building Standards Commission; the 2001 California Mechanical Code, including the appendix and Standards Adopted by The California Building Standards Commission; the 2000 Edition Of The Uniform Swimming Pool, Spa and Hot Tub Code Adopted by The International Association of Plumbing and Mechanical Officials; the 2001 California Electrical Code Adopted by The California Building Standards Commission; the 1997 Edition of The Uniform Sign Code Adopted by The International Conference of Building Officials; and The 1997 Edition of The Code for Building Conservation Adopted by The International Conference Of Building Officials as the Standards of Said Ordinance).

Findings of Fact:

a) *Would the Project expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death?*

Less Than Significant Impact

The Project site is not located within a State of California Earthquake Special Study Zone. In addition, there are no faults geologically mapped within or projecting toward the Project site and the Project site is not within a State or County Fault Hazard Zone. Nonetheless, California

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

Building Code (CBC) requirements (as implemented through Ordinance No. 457) pertaining to new development and construction will minimize the potential for structural failure or loss of life during earthquakes by ensuring that structures are constructed pursuant to applicable seismic design criteria for the region. CBC requirements are applicable to all development; therefore, they are not considered mitigation for CEQA implementation purposes. The proposed Project will not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death. Any impacts are considered less than significant. No mitigation is required.

b) *Would the Project be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?*

No Impact

The Project site is not located within an Alquist-Priolo Earthquake Fault Zone and no known fault lines are present on or adjacent to the Project site.

The nearest known faults to the Project site are:

- Elsinore-Glen Ivy Fault: approximately 2 miles away;
- Chino-Central Avenue Fault: approximately 7 miles away;
- Elsinore-Temecula Fault: approximately 18 miles away; and
- Whittier Fault: approximately 18 miles away.

Therefore, there is no potential for rupture of a known fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault. No impacts will occur. No mitigation is required.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

12. Liquefaction Potential Zone. a) Be subject to seismic-related ground failure, including liquefaction?	☐	☐	☒	☐

Source(s): *Updated Preliminary Geotechnical Investigation for the Proposed 13.76 Acre Development, Temescal Business Park, Tentative Parcel Map 35309, Located on the Northwest Corner of Temescal Canyon Road and Interstate 15, in the Temescal Valley Area of Riverside County, California*, prepared by LGC Inland, December 11, 2007 (**Appendix E1**, *2007 Geo*); and *Supplemental Geotechnical Investigation, Proposed Multi-Family Residential Development, Tentative Tract Map 37153, Temescal Canyon Area, Riverside County, California*, prepared by LGC Geo-Environmental, Inc., November 30, 2016 (**Appendix E2**, *2016 Geo Investigation*); Ordinance No. 457; and Project Conditions of Approval.

Findings of Fact:

a) *Would the Project be subject to seismic-related ground failure, including liquefaction?*

Less Than Significant Impact

Liquefaction commonly occurs when three conditions are present simultaneously: (1) high groundwater; (2) relatively loose, cohesionless (sandy) soil; and (3) earthquake-generated seismic waves. The presence of these conditions may cause a loss of shear strength and, in many cases, the settlement of subsurface soils.

Groundwater was not encountered at a depth of 51.5'. Therefore, groundwater is not considered "high."

The Project site is underlain by the following, as shown on **Figure 12-1, *Geotechnical Map***:

- Artificial Fill, undocumented (Afu);
- Topsoil;
- Young Axial Channel Deposits (Ova);
- Colluvium (Qcol); and
- Very Old Alluvial Fan Deposits (Qvof).

- *Undocumented fill* (*Afu*) was observed at the edges of the hilltop pad located at the northwestern portion of the Project site, and along the Temescal Canyon Road frontage. The approximate depth of these fills is estimated to range from 1 to 2 feet. These soils are generally comprised of sandy silt, and silty sand, with gravel; various shades of brown; very fine to fine grained; dry, soft to firm, loose to medium dense; with traces of construction debris.

- *Topsoil* was present around most of the Project site, ranging from 1 to 4 feet below the existing ground surface. The *Topsoil* is generally comprised of clayey sand, silty and sandy silt; various shades of gray and brown; dry to damp; loose to medium dense; soft to stiff; very fine to medium grained; friable; porous; roots and rootlets; with some fine gravel, locally.

- *Young Axial Channel Deposits* (*Qya*) were located along the wash at the southerly portion of the Project site, as well as the far northerly portion of the Project site. *Qya* soils are generally comprised of poorly-sorted san, which is light gray; dry; loose to medium dense; fine to very course grained; with 4" cobbles at 1.5' to 2.5' below the surface.

- *Colluvium* (*Qcol*) is located adjacent to the area containing *Qya* in the southerly portion of the Project site. It was located at approximately 2 feet below the existing ground surface. *Qcol* is generally comprised of sandy silt which has various shades of brown and red; dry; soft to stiff; very fine to coarse grained with some porosity, roots and rootlets.

- *Very Old Alluvial Fan Deposits* (*Qvof*) is the predominant soil type in the area where the residential development shall occur. *Qvof* was discovered at depths of 0.8' to 3.5' below the existing ground surface. *Qvof* are generally comprised of clayey sand and sandy silt which were various shades of red, grey and brown; dry to moist; medium dense to dense; soft to stiff; very fine to medium grained; friable; porous; oxidation staining; and some fine gravel, locally.

The alluvial soils underlying the site are considered remotely liquefiable, due to their dense,

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

cohesive nature. Therefore, the potential for liquefaction at this Project site is very low.

Nonetheless, CBC requirements (as implemented through Ordinance No. 457) pertaining to new development and construction will minimize the potential for structural failure or loss of life during earthquakes by ensuring that structures are constructed pursuant to applicable seismic design criteria for the region. CBC requirements are applicable to all development; therefore, they are not considered mitigation for CEQA implementation purposes. The proposed Project will not be subject to seismic-related ground failure, including liquefaction. Any impacts are considered less than significant. No mitigation is required.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

13. Ground-shaking Zone. a) Be subject to strong seismic ground shaking?	☐	☐	☒	☐

Source(s): *Updated Preliminary Geotechnical Investigation for the Proposed 13.76 Acre Development, Temescal Business Park, Tentative Parcel Map 35309, Located on the Northwest Corner of Temescal Canyon Road and Interstate 15, in the Temescal Valley Area of Riverside County, California*, prepared by LGC Inland, December 11, 2007 (**Appendix E1**, *2007 Geo*); and *Supplemental Geotechnical Investigation, Proposed Multi-Family Residential Development, Tentative Tract Map 37153, Temescal Canyon Area, Riverside County, California*, prepared by LGC Geo-Environmental, Inc., November 30, 2016 (**Appendix E2**, *2016 Geo Investigation*); Ordinance No. 457; and Project Conditions of Approval.

Findings of Fact:

a) *Would the Project be subject to strong seismic ground shaking?*

Less Than Significant Impact

The Project the site is not located within an Alquist-Priolo Earthquake Fault Zone, and there are not any known faults (active, potentially active, or inactive) onsite; and the potential for liquefaction is not considered a design consideration.

The Project site is underlain by the following, as shown on **Figure 12-1, *Geotechnical Map***:

- Artificial Fill, undocumented (Afu);
- Topsoil;
- Young Axial Channel Deposits (Qya);
- Colluvium (Qcol); and
- Very Old Alluvial Fan Deposits (Qvof).

Nonetheless, California Building Code (CBC) requirements (as implemented through Ordinance No. 457) pertaining to new development and construction will minimize the potential for structural failure or loss of life during earthquakes by ensuring that structures are constructed pursuant to applicable seismic design criteria for the region. CBC requirements are applicable

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

to all development; therefore, they are not considered mitigation for CEQA implementation purposes. The Project will also be required to comply with the recommendations contained within the *2016 Geo Investigation* as it pertains to strong seismic ground shaking. CBC requirements are applicable to all development; therefore, they are not considered mitigation for CEQA implementation purposes. Through compliance with the *2016 Geo Investigation* recommendations, Project conditions of approval, as well as the CBC, any potential impacts will remain less than significant level from a CEQA perspective. No mitigation is required.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

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

Source(s): *Updated Preliminary Geotechnical Investigation for the Proposed 13.76 Acre Development, Temescal Business Park, Tentative Parcel Map 35309, Located on the Northwest Corner of Temescal Canyon Road and Interstate 15, in the Temescal Valley Area of Riverside County, California*, prepared by LGC Inland, December 11, 2007 (**Appendix E1**, *2007 Geo*); and *Supplemental Geotechnical Investigation, Proposed Multi-Family Residential Development, Tentative Tract Map 37153, Temescal Canyon Area, Riverside County, California*, prepared by LGC Geo-Environmental, Inc., November 30, 2016 (**Appendix E2**, *2016 Geo Investigation*); Ordinance No. 457; and Project Conditions of Approval.

Findings of Fact:

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

Less Than Significant Impact

Please reference the discussion in Sections 11 (Fault Hazard Zones), 12 (Liquefaction Potential Zones), and 13 (Ground-shaking Zone) as they pertain to the nature of the soils on the Project site.

The *Geo Investigation* did not identify any on- or off-site landslide, or rockfall hazards. The topography to the north and east is similar to that of the Project. Soil characteristics for off-site properties are also anticipated to be similar to the to that of the Project. I-15, to the east of the Project site, as well as properties to the south of the Project site are lower in elevation than the Project site. Off-site landslide, or rockfall hazards would not be present from those locations such that they would have an impact on the Project.

The Project will also be required to comply with the recommendations contained within the *2016 Geo Investigation* as it pertains to lateral spreading, and collapse. CBC requirements are

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

applicable to all development; therefore, they are not considered mitigation for CEQA implementation purposes. Through compliance with the *Geo Investigation* recommendations, Project conditions of approval, as well as the CBC, any potential impacts will remain less than significant level from a CEQA perspective.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

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

Source(s): *General Plan Safety Element*; *General Plan* Figure S-7 Documented Subsidence Areas Map, (p. S-29); *Map My County, (***Appendix A**); *Updated Preliminary Geotechnical Investigation for the Proposed 13.76 Acre Development, Temescal Business Park, Tentative Parcel Map 35309, Located on the Northwest Corner of Temescal Canyon Road and Interstate 15, in the Temescal Valley Area of Riverside County, California*, prepared by LGC Inland, December 11, 2007 (**Appendix E1**, *2007 Geo*); and *Supplemental Geotechnical Investigation, Proposed Multi-Family Residential Development, Tentative Tract Map 37153, Temescal Canyon Area, Riverside County, California*, prepared by LGC Geo-Environmental, Inc., November 30, 2016 (**Appendix E2**, *2016 Geo Investigation*).

Findings of Fact:

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

Less Than Significant Impact

Subsidence refers to the sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. It may be caused by a variety of human and natural activities, including earthquakes.

Subsidence typically occurs throughout a susceptible valley. In addition, differential displacement and fissures occur at or near the valley margin, and along faults. In the County of Riverside, the worst damage to structures as a result of regional subsidence may be expected at the valley margins. Alluvial valley regions are especially susceptible.

Very Old Alluvial Fan Deposits (*Qvof*) is the predominant soil type in the area where the residential development shall occur. *Qvof* was discovered at depths of 0.8' to 3.5' below the existing ground surface.

Please reference the discussion in Sections 11 (Fault Hazard Zones), 12 (Liquefaction Potential Zones), and 13 (Ground-shaking Zone). The Project will also be required to comply with the recommendations contained within the *2016 Geo Investigation* as it pertains to lateral

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

spreading, and collapse. These geologic conditions are consistent in areas where subsidence may be present.

The Project will also be required to comply with the recommendations contained within the *2016 Geo Investigation* as well as CBC requirements which address subsidence. CBC requirements are applicable to all development; therefore, they are not considered mitigation for CEQA implementation purposes. Through compliance with the *2016 Geo Investigation* recommendations, Project conditions of approval, as well as the CBC, any potential impacts will remain less than significant level from a CEQA perspective.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

16. Other Geologic Hazards. a) Be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?	☐	☐	☐	☒

Source(s): Google Maps; and **Figure 1, *TR 37153***.

Findings of Fact:

a) Would the Project be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?

No Impact

The Project site is located approximately 25 miles from the nearest coastline; therefore, the negligible risk associated with tsunamis is not a design consideration. In addition, the site not located adjacent to a body of water; therefore, seiches are not a design consideration for the site. Based on this information, implementation of the proposed Project would not be subject to geologic hazards, such as tsunami, or seiche. There are no volcanic hazards in proximity of the Project site. Any mudflows associated with a tsunami, seiche, or volcanic hazards are not applicable to the Project. There is an existing channel on the southern portion of the Project site. This channel conveys flows from westerly of the Project and southerly of the Project. Any mudflows through the site would be conveyed in this channel, and most likely with the confines of the 100-year flood plan boundary. Due to sufficient elevation from the channel to the residences, none of the habitable structures would be susceptible from any type of mudflow across the site. Reference **Figure 1, *TR 37153***. No impacts are anticipated. No mitigation is required.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

17. Slopes. a) Change topography or ground surface relief features?	☐	☐	☒	☐
b) Create cut or fill slopes greater than 2:1 or higher than 10 feet?	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Result in grading that affects or negates subsurface sewage disposal systems?	☐	☐	☐	☒

Source(s): *Map My County,* (**Appendix A**); Project Application Materials (**Appendix H**); *Updated Preliminary Geotechnical Investigation for the Proposed 13.76 Acre Development, Temescal Business Park, Tentative Parcel Map 35309, Located on the Northwest Corner of Temescal Canyon Road and Interstate 15, in the Temescal Valley Area of Riverside County, California*, prepared by LGC Inland, December 11, 2007 (**Appendix E1**, *2007 Geo*); and *Supplemental Geotechnical Investigation, Proposed Multi-Family Residential Development, Tentative Tract Map 37153, Temescal Canyon Area, Riverside County, California*, prepared by LGC Geo-Environmental, Inc., November 30, 2016 (**Appendix E2**, *2016 Geo Investigation*); Ordinance No. 457; and Project Conditions of Approval. **Figure 4, *TR 37153 Conceptual Grading Plan***.

Findings of Fact:

a) Would the Project change topography or ground surface relief features?

Less Than Significant Impact

Topographically, the Project site is primarily comprised of a relatively flat mesa with eastern and southern slopes transitioning to a substantial watercourse that parallels Temescal Canyon Road. Elevations range from a low of 1045 feet AMSL in the watercourse near the southeastern property corner to a high of 1148 feet AMSL near the northwestern corner. Most of what was originally a natural watercourse along the southern boundary of the Project site has been expanded by the construction of a large channel that serves to convey intermittent drainage from the surrounding area.

The Project will require approximately 118,325 cubic yards (cy) of cut and 109,807 cy of fill, which will result in a balanced site, due to shrinkage from grading and compaction. When graded, the Project will range in elevation from 1,076.5 AMSL at the bottom of detention-infiltration basin in the northeast corner of the Project site, to 1,108 feet AMSL at the southwestern corner of the Project site. This demonstrates that the range of site elevation variations on the site will narrow from 75' to 31.5' to facilitate the development of the Project. In order to accomplish this, manufactured slopes and retaining walls will be installed on the western portion of the site where the Project abuts existing residential development, to the southeast (northerly of the existing channel), to the west (adjacent to the Caltrans property and the I-15 right-of-way, and northerly (adjacent to the existing residential development) of the Project site.

The proposed drainage flows for the Project are carried via street and underground storm drain systems to one detention basin located near the northwest corner of the Project. The proposed drainage system is identified as Area A and Area B (reference **Figure 26-2, *Proposed Hydrology Map)***. Area A consists of 3.81 acres and Area B consists of 5.43 acres including the detention basin area but excludes Area B7. Area B7 consists of 0.42 acres of existing slopes along the northerly property that drains naturally to the north then easterly and will remain in the existing condition. The proposed detention basin mitigates the increased run-off flows in the post-development construction to at or below the pre-development flow values. The

existing flows within the Temescal Canyon Wash along the southerly property including the existing vertical slopes will remain in the existing condition. The proposed entry street flows and Temescal Canyon Road flows will be picked up in a catch basin that has a MWS (Modular Wetland System) Unit that treats the water prior to exiting the back of the catch basin into the existing Temescal Canyon Wash.

The Project will therefore change the topography and surface relief features. These changes will be required in order to re-contour the Project topography in a manner to accommodate 83 single-family homes, roadways, private open space, landscaping and drainage/water quality facilities. As designed, the changes to the topography and ground surface relief features will be in keeping with the existing and proposed physical developments adjacent to the Project site. Any impacts are considered less than significant. No mitigation is required.

b) *Would the Project create cut or fill slopes greater than 2:1 or higher than 10 feet?*

Less Than Significant Impact

The Project will install retaining walls on the Project site in the following manner:

- Westerly portion of the Project site: no greater than 4' in height;
- Northerly portion of the Project site: no greater than 22' in height;
- Easterly portion of the Project site: no greater than 22' in height; and
- Southerly portion of the Project site: no greater than 35' in height.

No slopes greater than 2:1 are proposed. Some Project slopes greater than 10 feet in height are proposed.

The Project will be required to comply with the recommendations contained within the *2016 Geo Investigation*, Project conditions of approval, as well as the CBC requirements (as implemented through Ordinance No. 457) as they pertain to slope stability. CBC requirements are applicable to all development; therefore, they are not considered mitigation for CEQA implementation purposes. Compliance with the *2016 Geo Investigation* recommendations as well as the CBC will ensure that any the potential impacts related to cut and fill slopes, are considered less than significant. No mitigation is required.

c) *Would the Project result in grading that affects or negates subsurface sewage disposal systems?*

No Impact

No subsurface sewage disposal systems are located on the Project site, or in proximity to the Project site. The area in immediate proximity to the Project site is served by sewer. No portion of the proposed Project will result in grading that affects or negates subsurface sewage disposal systems. No impacts are anticipated. No mitigation is required.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

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

Source(s): Project Site Visit – June 8, 2017 by Matthew Fagan; *Map My County, (***Appendix A**); Project Application Materials (**Appendix H**), *Updated Preliminary Geotechnical Investigation for the Proposed 13.76 Acre Development, Temescal Business Park, Tentative Parcel Map 35309, Located on the Northwest Corner of Temescal Canyon Road and Interstate 15, in the Temescal Valley Area of Riverside County, California*, prepared by LGC Inland, December 11, 2007 (**Appendix E1**, *2007 Geo*); and *Supplemental Geotechnical Investigation, Proposed Multi-Family Residential Development, Tentative Tract Map 37153, Temescal Canyon Area, Riverside County, California*, prepared by LGC Geo-Environmental, Inc., November 30, 2016 (**Appendix E2**, *2016 Geo Investigation*).

Findings of Fact:

a) *Would the Project result in substantial soil erosion or the loss of topsoil?*

Less Than Significant Impact

Site grading will create the potential for the proposed Project to result in soil erosion or the loss of topsoil. The County of Riverside Building and Safety Department has standard conditions, as they apply to manufactured slopes, which require that the Project applicant plant and irrigate all manufactured slopes equal to or greater than 3 feet in vertical height with drought tolerant grass or ground cover; slopes 15 feet or greater in vertical height shall also be planted with drought tolerant shrubs or trees in accordance with the requirements of Ordinance 457.

This standard condition is not considered mitigation for CEQA implementation purposes. With the inclusion of this standard condition, any impacts from implementation of the proposed Project that could result in substantial soil erosion or the loss of topsoil, will remain less than significant. No mitigation is required.

b) *Would the Project be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?*

Less Than Significant Impact

According to p. 7 of the *2016 Geo Investigation*, the proposed Project site is located on soils that exhibit very low to low expansive potential. The Project will be required to comply with the recommendations contained within the *2016 Geo Investigation*, as well as the CBC requirements. CBC requirements are applicable to all development; therefore, they are not

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

considered mitigation for CEQA implementation purposes. Compliance with the *2016 Geo Investigation* recommendations as well as the CBC will ensure that any potential impacts related the Project being located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property, are considered less than significant. No mitigation is required.

c) *Would the Project have soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?*

No Impact

No portion of the proposed Project proposes the use of septic tanks or alternative waste water disposal systems. The Project will tie into existing sanitary sewer facilities located in Temescal Canyon Road. Therefore, whether or not the Project has soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water, is not relevant. No impacts are anticipated. No mitigation is required.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

19. Erosion. a) Change deposition, siltation, or erosion that may modify the channel of a river or stream or the bed of a lake?	☐	☐	☐	☒
b) Result in any increase in water erosion either on or off site?	☐	☐	☒	☐

Source(s): Project Site Visit – June 8, 2017 by Matthew Fagan; *Map My County,* (**Appendix A**); Project Application Materials (**Appendix H**); *Updated Preliminary Geotechnical Investigation for the Proposed 13.76 Acre Development, Temescal Business Park, Tentative Parcel Map 35309, Located on the Northwest Corner of Temescal Canyon Road and Interstate 15, in the Temescal Valley Area of Riverside County, California*, prepared by LGC Inland, December 11, 2007 (**Appendix E1**, *2007 Geo*); and *Supplemental Geotechnical Investigation, Proposed Multi-Family Residential Development, Tentative Tract Map 37153, Temescal Canyon Area, Riverside County, California*, prepared by LGC Geo-Environmental, Inc., November 30, 2016 (**Appendix E2**, *2016 Geo Investigation*).

Findings of Fact:

a) *Would the Project change deposition, siltation, or erosion that may modify the channel of a river or stream or the bed of a lake?*

No Impact

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

The proposed Project has been reviewed and conditioned by the Riverside County Flood Control and Water Conservation District (RCFC&WCD), County Building Department, and County Transportation Department, to eliminate any potential impacts from changes to deposition, siltation, or erosion through site design, adherence to the requirements of the National Pollutant Discharge Elimination System (NPDES), and the preparation of a Water Quality Management Plan (WQMP).

These are standard conditions for the County of Riverside and are not considered mitigation for CEQA implementation purposes. With the inclusion of these standard conditions, any impacts from implementation of the proposed Project that would result in any deposition, siltation, or erosion that may modify the channel of a river or stream or the bed of a lake are considered less than significant. No mitigation is required.

b) *Would the Project result in any increase in water erosion either on or off site?*

Less Than Significant Impact

The proposed Project has been reviewed and conditioned by the RCFC&WCD, County Building Department, and County Transportation Department, to eliminate any potential impacts that could result in an increase in water erosion through site design, adherence to the requirements of the NPDES, and the preparation of a WQMP.

These Requirements for the NPDES, and the preparation of a WQMP are standards conditions for the County of Riverside and are not considered mitigation for CEQA implementation purposes. With the inclusion of these standard conditions, any impacts from implementation of the proposed Project from water erosion either on-, or off-site are considered less than significant. No mitigation is required.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

20. Wind Erosion and Blowsand from Project either on- or off-site. a) Be impacted by or result in an increase in wind erosion and blowsand, either on- or off-site?	☐	☐	☒	☐

Source(s): *Map My County*, (**Appendix A**); Ordinance No. 484 (An Ordinance of the County of Riverside for the Control of Blowing Sand); Ordinance No. 457; and Project conditions of approval.

Findings of Fact:

a) *Would the Project be impacted by or result in an increase in wind erosion and blowsand, either on- or off-site?*

Less Than Significant Impact

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

The proposed Project site is located in an area of "Moderate Wind Eroding" rating. Implementation of the proposed Project may be impacted by or result in an increase in wind erosion and blowsand, either on or off site. The County of Riverside Building and Safety Department has placed conditions of approval on the Project, as they pertain to Geology and Soils. All grading shall conform to the California Building Code, Ordinance 457, and all other relevant laws, rules, and regulations governing grading in Riverside County and prior to commencing any grading which includes 50 or more cubic yards, the applicant shall obtain a grading permit from the Building and Safety Department.

This is a standard condition for the County of Riverside and is not considered not considered mitigation for CEQA implementation purposes. With the inclusion of these standard conditions, any impacts from implementation of the proposed Project related to an increase in wind erosion and blowsand, either on- or off-site, will remain less than significant. No mitigation is required.

Related to the project potentially being impacted by wind erosion, the following surface mining companies are located at 24980 Maitri Road, in the City of Corona: CEMEX Construction Materials Pacific LLC (SCAQMD Facility ID 43856), C.L. Pharris Trucking Inc. (SCAQMD Facility ID 29596), and Mayhew Aggregates and Mine Reclamation (SCAQMD Facility ID 166118), southerly of the Project site. The closest area of activity to the Project site is located at the CEMEX portion of the facility and is located approximately 623 feet from the closest proposed residential uses. These uses are buffered from the site by the distance as well as Temescal Canyon Road. No air quality issues were identified (reference discussion in Section 6.e). No impacts are anticipated for the project to be impacted by wind erosion.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

GREENHOUSE GAS EMISSIONS. Would the Project:				
21. Greenhouse Gas Emissions. a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☒

Source(s): *Temescal Canyon Road Project Air Quality, Global Climate Change, and Health Risk Assessment Impact Analysis,* prepared by Kunzman Associated, Inc., January 17, 2017, Revised June 14, 2017 (**Appendix B**, *AQ/GHG/HRA*).

Findings of Fact:

a) *Would the Project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?*

Less Than Significant Impact

The proposed Project would result in the development and on going use of 83 residential

dwelling units. The proposed Project is anticipated to generate GHG emissions from area sources, energy usage, mobile sources, waste disposal, water usage, and construction equipment.

The GHG emissions have been calculated for opening year 2018. A summary of the results are shown below in **Table 21-1, *Project Related Greenhouse Gas Emissions***, and the CalEEMod Model runs for all modeled years are provided in Appendix C of the *AQ/GHG/HRA*.

Table 21-1
Project Related Greenhouse Gas Emissions[1]

Category	Greenhouse Gas Emissions (Metric Tons/Year)					
	Bio-CO2	NonBio-CO_2	CO_2	CH_4	N_2O	CO_2e
Area Sources[2]	0.00	20.04	20.04	0.00	0.00	20.18
Energy Usage[3]	0.00	429.07	429.07	0.01	0.00	431.01
Mobile Sources[4]	0.00	1,326.82	1,326.82	0.07	0.00	1,328.55
Solid Waste[5]	20.94	0.00	20.94	1.24	0.00	51.87
Water[6]	1.79	35.90	37.69	0.18	0.00	43.69
Construction[7]	0.00	25.62	25.62	0.00	0.00	25.71
Sequestration[8]						-5.31
Total Emissions	22.72	1,837.44	1,860.16	1.51	0.01	**1,895.70**
SCAQMD Screening Threshold						**3,000**
Exceeds Threshold?						**No**

Source: Table 20 of *AQ/GHG/HRA*, **Appendix B.**

1 Source: CalEEmod Version 2016.3.1.
2 Area sources consist of emission from consumer products, architectural coatings, hearths and landscaping equipment.
3 Energy usage consists of GHG emissions from electricity and natural gas usage.
4 Mobile sources consist of GHG emissions from vehicles.
5 Solid waste includes CO_2 and CH_4 emissions created from the solid waste placed in landfills.
6 Water includes GHG emissions from electricity used for transport of water and processing wastewater.
7 Construction GHG emissions CO_2e based on a 30-year amortization rate.
8 Sequestration of 150 trees divided by 20 years, per SCAQMD methodology.

Table 21-1 shows that the proposed Project would generate unmitigated GHG emissions of 1,895.70 MTCO2e per year. As the project's GHG emissions meet both the County of Riverside CAP and the tier 3 SCAQMD screening threshold of 3,000 metric tons per year of CO2e, the impacts from GHGs are considered to be less than significant. No mitigation is required.

The Project is also subject to the requirements of the California Green Building Standards Code. On January 12, 2010, the State Building Standards Commission unanimously adopted updates to the California Green Building Standards Code, which went into effect on January 1, 2011. The Code is a comprehensive and uniform regulatory code for all residential, commercial and school buildings. The latest version of CalEEMod (Version 2016.3.1) is based on the energy requirements as dictated by 2013 Title 24 Standards and the defaults do not include any reductions for compliance with CalGreen Standards.

As the Project's emissions for GHG emissions, were less than draft GHG thresholds, no mitigation was applied or accounted for (which will often include reductions in water usage, etc. [20% reduction indoor water use]) for compliance with CalGreen Standards, for example. Therefore, the Project's compliance with CalGreen standards will reduce the already less than significant emissions further.

The California Green Building Standards Code does not prevent a local jurisdiction from adopting a more stringent code as state law provides methods for local enhancements. The Code recognizes that many jurisdictions have developed existing construction and demolition ordinances, and defers to them as the ruling guidance provided they provide a minimum 50 percent diversion requirement. The Code also provides exemptions for areas not served by construction and demolition recycling infrastructure. State building code provides the minimum standard that buildings need to meet in order to be certified for occupancy. Enforcement is generally through the local building official.

The California Green Building Standards Code (code section in parentheses) requires:

- Water Efficiency and Conservation [Indoor Water Use (4.303.1)]. Fixtures and fixture fittings reducing the overall use of potable water within the building by at least 20 percent shall be provided. The 20 percent reduction shall be demonstrated by one of the following methods:
    - Prescriptive Method: Showerheads (≤ 2.0 gpm @ 80 psi); Residential Lavatory Faucets (≤ 1.5 gpm @ 60 psi); Nonresidential Lavatory Faucets (≤ .4 gpm @ 60 psi); Kitchen Faucets (≤ 1.8 gpm @ 60 psi); Toilets (≤ 1.28 gal/flush); and urinals (≤ 0.5 gal/flush).
    - Performance Method: Provide a calculation demonstrating a 20% reduction of indoor potable water using the baseline values set forth in Table 4.303.1. The calculation will be limited to the total water usage of showerheads, lavatory faucets, water closets and urinals within the dwelling.
- Water Efficiency and Conservation [Outdoor Water Use (4.304.1)]. Irrigation Controllers. Automatic irrigation system controllers for landscaping provided by the builder and installed at the time of final inspection shall comply with the following:
    - Controllers shall be weather or soil moisture based controllers that automatically adjust irrigation in response to changes in plants' watering needs as weather or soil conditions change.
    - Weather based controllers without integral rain sensors or communication systems that account for rainfall shall have a separate wired or wireless rain sensor which connects or communicates with the controller(s).
- Construction Waste Reduction of at least 50 percent (4.408.1). Recycle and/or salvage for reuse a minimum of 50 percent of the nonhazardous construction and demolition waste in accordance with either Section 4.408.2, 4.408.3 or 4.408.4; OR meet a more stringent local construction and demolition waste management ordinance. Documentation is required per Section 4.408.5. Exceptions:
    - Excavated soil and land clearing debris.
    - Alternate waste reduction methods developed by working with local enforcing agencies if diversion or recycle facilities capable of compliance with this item do not exist or are not located reasonably close to the jobsite.
    - The enforcing agency may make exceptions to the requirements of this section when jobsites are located in areas beyond the haul boundaries of the diversion facility.
- Materials pollution control (4.504.1 – 4.504.6). Low pollutant emitting interior finish materials such as paints, carpet, vinyl flooring and particleboard.
- Installer and Special Inspector Qualifications (702.1 702.2). Mandatory special installer inspector qualifications for installation and inspection of energy systems (e.g., heat furnace, air conditioner, mechanical equipment).

b) *Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

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

No Impact

The proposed project would not have the potential to conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. The County of Riverside has an adopted Climate Action Plan (CAP); therefore, the Project and its GHG emissions have been compared to the goals of the County of Riverside CAP.

According to the County's CAP, projects that do not exceed emissions of 3,000 MTCO2e per year are also required to include the following efficiency measures:

Energy efficiency of at least five percent greater than 2010 Title 24 requirements, and water conservation measures that matches the California Green Building Code in effect as of January 2011.

As stated above, the GHG emissions generated by the proposed project would not exceed the County of Riverside CAP screening threshold of 3,000 metric tons per year of CO2e. The project is required to comply with 2013 Title 24 Residential Standards, which are approximately 25 percent more efficient than 2008 Title 24 Residential Standards; therefore, the five percent efficiency over 2010 Title 24 standards is achieved.

Therefore, as the Project complies with the goals of the County of Riverside CAP, the Project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases. Furthermore, the Project will comply with applicable Green Building Standards and County of Riverside policies regarding sustainability (as dictated by the County's General Plan), further analysis is not warranted. No impacts are anticipated. No mitigation is required.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

HAZARDS AND HAZARDOUS MATERIALS. Would the Project:				
22. Hazards and Hazardous Materials. a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?	☐	☐	☒	☐
d) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
e) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Govern-	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ment Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				

Source(s): *Phase I Environmental Site Assessment, 13.76-Acre Proposed Commercial Development Located at the Northwest Corner of Temescal Canyon Road and Interstate 15 in the Corona Area of Riverside County, California*, prepared by LGC Inland, November 6, 2006 (**Appendix F1**, *2006 ESA*); *Phase I Environmental Site Assessment Update, Tentative Tract Map 35309, (APN Nos. 290- 060-024 and-025), Temescal Valley Area, Riverside County, California*, prepared by LGC Geo-Environmental, Inc., September 9, 2016 (**Appendix F2**, *2016 ESA*); Corona-Norco Unified School District web site: http://www.cnusd.k12.ca.us/cms/lib/CA01001152/Centricity/domain/15/documents/District%20Map1.pdf, http://www.cnusd.k12.ca.us/Page/319, GEOTRACKER website: http://geotracker.waterboards.ca.gov, and *The Department of Toxic Substances Control's Hazardous Waste and Substances Site List (Cortese List)* web site: http://www.envirostor.dtsc.ca.gov

Findings of Fact:

a) *Would the Project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?*

Less Than Significant Impact

During construction, there is a potential for accidental release of petroleum products from vehicles and equipment to pose a significant hazard to people and the environment. It is anticipated that the Storm Water Pollution Prevention Plan (SWPPP) prepared for the proposed Project can reduce such hazards to a less than significant level through best management practices (BMPs) incorporated into the SWPPP design. The County of Riverside Building and Safety Department has placed conditions of approval on the Project, as they pertain to Hazards and Hazardous Materials.

The requirement for a SWPPP is a standard condition for the County of Riverside and is not considered mitigation for CEQA implementation purposes. With the inclusion of this standard condition, any impacts from implementation of the proposed Project construction related to significant hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials, are considered less than significant. No mitigation is required.

The proposed Project operation will consist of residential uses that do not involve significant potential for routine transport or use of substantial volumes of hazardous materials or routine generation of hazardous wastes beyond those normally encountered with these uses. The generation of such wastes from uses is not considered to rise to a level of a significant potential for significant risk of accidental release of hazardous materials or accidental explosion. Any operational impacts are considered less than significant. No mitigation is required.

b) *Would the Project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

Less Than Significant Impact

During construction, there is a potential for accidental release of petroleum products from vehicles and equipment to pose a significant hazard to people and the environment. Impacts may occur during construction; however, with the incorporation of standard conditions, such as the SWPPP and WQMP, any impacts will remain less than significant.

Hazardous materials anticipated during operations are anticipated to be those most commonly associated with residences and landscaping, which include cleaning products, petroleum products, etc. These types of hazardous materials are not potentially hazardous to large numbers of people, especially at the scale they would be stored and used with a residential use. Therefore, the Project will not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. Based on this information, any impacts are considered less than significant. No mitigation is required.

c) *Would the Project impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?*

Less Than Significant Impact

The Project will be located northerly of Temescal Canyon Road, which is not developed to its ultimate right-of-way (ROW). A limited potential exists to interfere with an emergency response or evacuation plan during construction. Control of access will ensure emergency access to the site and Project area during construction through the submittal and approval of a traffic control plan (TCP). The TCP is designed to mitigate any construction circulation impacts. The TCP is a standard condition and is not considered unique mitigation under CEQA. Following construction, emergency access to the Project site and area will remain as was prior to the proposed Project. Therefore, implementation of the Project will not impair implementation of, or physically interfere, with an adopted emergency response plan or an emergency evacuation plan. Any impacts are considered less than significant. No mitigation is required.

d) *Would the Project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?*

No Impact

No phases of implementation of the proposed Project will emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. The Project site is located in the Corona-Norco Unified School District (CNUSD). According to the CNUSD web-site, no existing or proposed schools are located within one-quarter mile of the proposed Project site. The closest school to the proposed Project site is Todd Elementary School, which is located approximately 2,500 feet southeasterly of the southerly portion of the proposed Project site. No impacts are anticipated. No mitigation is required.

e) *Would the Project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?*

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

No Impact

The California State Waterboards GEOTRACKER site provides information regarding Leaking Underground Storage Tanks, Other Cleanup Sites, Land Disposal Sites, Military Sites, Waste Discharge Requirement (WDR) Sites, Permitted Underground Storage Tank (UST) Facilities, Monitoring Wells, Department of Toxic Substances Control (DTSC) Cleanup Sites and DTSC Hazardous Waste Permit Sites.

According to the GEOTRACKER site, there are no Leaking Underground Storage Tanks, Other Cleanup Sites, Land Disposal Sites, Military Sites, WDR Sites, Permitted UST Facilities, Monitoring Wells, DTSC Cleanup Sites and DTSC Hazardous Waste Permit Sites on the proposed Project site, or within 1 mile of the proposed Project site. Detailed information is shown on **Figure 22-1, *Geotracker Site***.

The DTSC's Hazardous Waste and Substances Site List (Cortese List) does not show any Hazardous Waste and Substances Sites currently located within a 1-mile radius of the proposed Project site. This information was verified at the web-link cited in the sources, and shown on **Figure 22-2, *Envirostor Site***.

These conclusions are supported by the information contained in the *2016 ESA*. The Project is not located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment.

Based upon the available data, there is no evidence to support that hazardous wastes or contamination would be present on the site. No mitigation is required.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

23. Airports. a) Result in an inconsistency with an Airport Master Plan?	☐	☐	☐	☒
b) Require review by the Airport Land Use Commission?	☐	☐	☐	☒
c) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the Project result in a safety hazard for people residing or working in the Project area?	☐	☐	☐	☒
d) For a project within the vicinity of a private airstrip, or heliport, would the Project result in a safety hazard for people residing or working in the Project area?	☐	☐	☐	☒

Source(s): *General Plan* Figure S-20, *Airport Locations*, (p. S-73); *Map My County,* (**Appendix A**); *TCAP* Figure 5, *Temescal Canyon Area Plan Airport Influence Area*, Corona Municipal Airport web-site: http://discovercoronadwp.com/Maintenance/airport.shtml; and **Figure 6**, ***Aerial Photo***.

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

Findings of Fact:

a) *Would the Project result in an inconsistency with an Airport Master Plan?*

No Impact

According to the *TCAP* Figure 5, *Temescal Canyon Area Plan Airport Influence Area*, the Project site is not located in an area which is governed by an airport master plan. The closest airport is the Corona Municipal Airport, located approximately 14 miles to the north of the Project site. The closest airport influence area stops at State Route 91, approximately 11 miles from the Project site. Therefore, this criterion is not applicable to the Project. No impacts are anticipated. No mitigation is required.

b) *Would the Project require review by the Airport Land Use Commission?*

No Impact

Please reference the discussion in Section 23.a, above. The Project site is not located in an area which is governed by an airport master plan; therefore, review by an airport land use commission is not required. This criterion is not applicable to the Project. No impacts are anticipated. No mitigation is required.

c) *Would the Project result in a safety hazard for people residing or working in the Project area 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?*

No Impact

The closest airport is the Corona Municipal Airport, located approximately 14 miles to the north of the Project site. The closest airport influence area stops at State Route 91, approximately 11 miles from the Project site. Therefore, this criterion is not applicable to the Project. No impacts are anticipated. No mitigation is required.

d) *For a project within the vicinity of a private airstrip, or heliport, would the Project result in a safety hazard for people residing or working in the Project area?*

No Impact

The proposed Project site and its immediate environs, the proposed Project is not located within the vicinity of a private airstrip, or heliport. Therefore, implementation of the proposed Project would not result in a safety hazard for people residing or working in the proposed Project area. No impacts are anticipated and no mitigation is required.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
24. Hazardous Fire Area. a) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

Source(s): *Map My County,* (**Appendix A**); *General Plan*; and Ordinance No. 659 (An Ordinance of the County of Riverside Amending Ordinance No. 659 Establishing a Development Impact Fee Program).

Findings of Fact:

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

Less Than Significant Impact

The proposed Project site is identified to be within a State Fire Responsibility Area. The proposed Project has been reviewed and conditions of approval have been placed on the proposed Project to address any potential impacts to Fire Resources, consistent with the Fire Hazards section of the Safety Element of the General Plan.

As part of the Project approval(s), standard conditions are assessed on the proposed Project to reduce impacts from the proposed Project to fire services. Prior to the issuance of a certificate of occupancy, the Project applicant shall comply with the provisions of Ordinance No. 659, which requires payment of the appropriate fees set forth on the Ordinance. Ordinance No. 659 sets forth policies, regulations, and fees related to the funding and construction of facilities necessary to address direct and cumulative environmental effects generated by new development, including impacts to Fire Services. The Project will be assessed the rate for projects within the Temescal Canyon Area Plan.

With the inclusion of these standard conditions, and payment of Development Impact Fees (DIF), any impacts from implementation of the proposed Project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands. Less than significant impacts are anticipated. No mitigation is required.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
HYDROLOGY AND WATER QUALITY. Would the Project:				
25. Water Quality Impacts. a) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
b) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
c) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
d) Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
e) Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
f) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
g) Otherwise substantially degrade water quality?	☐	☐	☒	☐
h) Include new or retrofitted stormwater Treatment Control Best Management Practices (BMPs) (e.g. water quality treatment basins, constructed treatment wetlands), the operation of which could result in significant environmental effects (e.g. increased vectors and odors)?	☐	☐	☒	☐

Source(s): Ordinance No. 458 (An Ordinance of the County of Riverside Regulating Special Flood Hazard Areas and Implementing the National Flood Insurance Program), *Project Specific Water Quality Management Plan Tract No. 37153*, prepared by Proactive Engineering, Update January 2017 (Original Draft – June 21, 2016) (**Appendix G1**, *WQMP*); *Tract No. 37153 Preliminary Drainage Study*, prepared by Proactive Engineering, December 28, 2016 (**Appendix G2**, *Drainage Study*); and *Map My County, (***Appendix A**); Western Municipal Water District Urban Water Management Plan Update 2015 http://www.wmwd.com/DocumentCenter/View/3162 (*2015 UWMP*); and *Sewer and Water Availability Letters*, prepared by Temescal Valley Water District, July 5, 2016 (**Appendix J**, *TVWD Letter*).

Findings of Fact:

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

Less Than Significant Impact

The existing drainage flows for the Project are carried in two natural drainage courses that combine into one at the northwest corner of the Project. **Figure 25-1, *Existing Hydrology Map*,** identifies the drainage courses as Area A and Area B. Area A consists of 2.55 acres and Area B consists of 6.54 acres. The balance of the site flows directly into the existing Temescal Canyon Wash along the southerly portion of the Project. This remainder area includes Temescal Canyon Road.

Figure 25-2, *Proposed Hydrology Map*, identifies the proposed drainage system as Area A and Area B. Area A consists of 3.81 acres and Area B consists of 5.43 acres including the detention basin area but excludes Area B7. Area B7 consists of 0.42 acres of existing slopes along the northerly property that drains naturally to the north then easterly and will remain in the existing condition. The proposed drainage flows for the Project are carried via street and underground storm drain systems to one detention basin located near the northeast corner of the Project. Two of the DMAs are conveyed to the detention basin via streets and underground storm drain pipes. These underground storm drain pipes will vary from 18" Reinforced Concrete Pipe (RCP) to possibly 36" RCP. The Detention Basin reduces the 2-year, 5-year and 10-year post-construction flows to at or below the pre-construction flows. This basin has an outlet pipe that restricts the outfall water from the basin into the natural drainage course. The outlet pipe has holes with specific size and location to restrict the flows from the basin to the natural water course. There is a spillway that allows the 100-year flow to safely outlet the detention basin. The proposed detention basin mitigates the increased run-off flows in the post-development construction to at or below the pre-development flow values. The existing flows within the Temescal Canyon Wash along the southerly property including the existing vertical slopes will remain in the existing condition.

The proposed Project has been reviewed and conditioned by the RCFC&WCD, County Building Department, and County Transportation Department, to mitigate any potential impacts as listed above through site design and the preparation of a Water Quality Management Plan (WQMP) and adherence to the requirements of the National Pollutant Discharge Elimination System (NPDES). These are standards conditions for the County of Riverside and are not considered mitigation for CEQA implementation purposes. At Project completion, the Project site will be covered with structures, roadways and landscaping. This will also ensure that there will be no erosion or siltation on- or off-site.

With the inclusion of these standard conditions, any impacts from implementation of the proposed Project related to substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site, are considered less than significant. No mitigation is required.

b) *Would the Project violate any water quality standards or waste discharge requirements?*

Less Than Significant Impact

The proposed Project has been reviewed and conditioned by the RCFC&WCD, County Building Department, and County Transportation Department, to eliminate any potential impacts as listed

above through site design and the preparation of a WQMP and adherence to the requirements of the NPDES.

These are standard conditions for the County of Riverside and are not considered mitigation for CEQA implementation purposes. With the inclusion of these standard conditions, any impacts from implementation of the proposed Project that would violate any water quality standards or waste discharge requirements are considered less than significant. No mitigation is required.

c) *Would the Project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?*

Less Than Significant Impact

Temescal Valley Water District (TVWD) provides water to the Project site. TVWD gets its water from Western Municipal Water District (WMWD). According p. 6-4 of the Western Municipal Water District Urban Water Management Plan Update 2015 (*2015 UWMP*), groundwater is a major source of water supply for Western and its retail agencies, comprising 13 percent of purchased water and 85 percent of locally-produced water, and representing 21 percent of Western's total supply in 2015. Most groundwater sources available to Western are adjudicated or subject to groundwater management plans.

There are four primary groundwater basins relevant to Western's supplies. These are the Riverside-Arlington Basin (and Arlington subbasin), the Temecula-Murrieta Basin, the San Bernardino Basin Area, and the Chino Basin. The Arlington Basin is one of Western's local supply sources, providing seven percent of Western's total supply (retail and wholesale), and 69 percent of Western's local supplies in 2015. To utilize Arlington Basin groundwater, Western has operated the Arlington Desalter, a reverse-osmosis groundwater treatment facility that is located at the western (down-gradient) end of the Arlington Basin since 1990, along with five nearby production wells. The Arlington Desalter serves two purposes, providing a local source of potable water and decreasing subsurface outflow of low quality groundwater to the Temescal Basin.

According to the *2015 UWMP*, none of the groundwater basins used by Western are considered critically overdrafted, and adjudicated basins are closely monitored with groundwater pumping and recharge assessed annually.

No component of the proposed Project will deplete groundwater supplies. The Project design, as depicted on the Project plans and Project-specific WQMP, will allow for water to percolate back into the ground and allow for groundwater recharge. This will offset any impacts from the other non-pervious elements contained in the proposed Project.

Therefore, implementation of the proposed Project will not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land

uses or planned uses for which permits have been granted). Any impacts are considered less than significant. No mitigation is required.

d) *Would the Project create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?*

Less Than Significant Impact

Figure 25-2, *Proposed Hydrology Map*, identifies the proposed drainage system as Area A and Area B. Area A consists of 3.81 acres and Area B consists of 5.43 acres including the detention basin area but excludes Area B7. Area B7 consists of 0.42 acres of existing slopes along the northerly property that drains naturally to the north then easterly and will remain in the existing condition. The proposed drainage flows for the Project are carried via street and underground storm drain systems to one detention basin located near the northwest corner of the Project. Two of the DMAs are conveyed to the detention basin via streets and underground storm drain pipes. These underground storm drain pipes will vary from 18" RCP to possibly 36" RCP. The Detention Basin reduces the 2-year, 5-year and 10-year post-construction flows to at or below the pre-construction flows. This basin has an outlet pipe that restricts the outfall water from the basin into the natural drainage course. The outlet pipe has holes with specific size and location to restrict the flows from the basin to the natural water course. There is a spillway that allows the 100-year flow to safely outlet the detention basin. The proposed detention basin mitigates the increased run-off flows in the post-development construction to at or below the pre-development flow values. The existing flows within the Temescal Canyon Wash along the southerly property including the existing vertical slopes will remain in the existing condition.

The proposed Project is divided into 3 drainage management areas (DMAs) as depicted on **Figure 5, *TR 37153 WQMP Site Map***.

The DMAs follow the Drainage Boundaries. Runoff within the DMAs is generated by roofs, concrete, asphalt, turf block, etc.

The rainfall runoff is conveyed through the proposed streets with catch basin pick-up points throughout the project. The catch basins for Areas A and B connect into an underground storm drain system that directs the flows into a proposed detention/bioretention basin which outlets into the natural drainage courses after increased flow mitigation and water treatment. Area C rainfall runoff is conveyed through the proposed entry street into Temescal Canyon Road then picked up in a catch basin with a Modular Wetland System (MWS) unit for water treatment before entering into the existing Temescal Canyon Wash.

The detention/bioretention and MWS Unit serve as the Best Management Practices (BMPs) for the Project. The bioretention is a proposed structure that includes engineering soil media and gravel with a perforated pipe that is below the detention basin that treats the water. A 15' wide service drive has been provided for on-going maintenance of the water quality basin.

The water will migrate through the soils media and gravel which treats the water then into the perforated pipe that outlets to the natural water courses at the northeast corner of the Project. The MWS is part of the catch basin on Temescal Canyon Road. This treatment is filtered

through multiple stages that includes debris removal and pre-filter cartridges with sediment and hydrocarbon removals in a biofiltration chamber.

All These facilities shall meet County requirements to capture and manage the discharge of surface runoff without any substantial change in the rate or amount.

The proposed Project has been reviewed and conditioned by the RCFC&WCD, County Building Department, and County Transportation Department, to mitigate any potential impacts as listed above through site design and the preparation of a WQMP and adherence to the requirements of the NPDES.

These are standard conditions for the County of Riverside and are not considered not considered mitigation for CEQA implementation purposes. With the inclusion of these standard conditions, any impacts from implementation of the proposed Project that would create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, are considered less than significant. No mitigation is required.

e) *Would the Project place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?*

No Impact

The proposed Project site is not located within a FEMA designated flood hazard area but is located within a "Special Flood Hazard Area". Please reference **Figure 25-3, *FEMA Flood Map***.

Therefore, implementation of the Project will not place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map. No impacts are anticipated. No mitigation is required.

f) *Would the Project place within a 100-year flood hazard area structures which would impede or redirect flood flows?*

No Impact

The southerly portion of the proposed Project site is located within a "Special Flood Hazard Area." A Special Flood Hazard Area is subject to Floodplain Management Review, in accordance with Ordinance No. 458. Only the Project entry roadway will span this area, and it has been designed in a manner as to not impact flood flows, as reviewed and approved by RCFC&WCD, in accordance with Ordinance No. 458. Therefore, implementation of the proposed Project will not place within a 100-year flood hazard area, structures which would impede or redirect flood flows. No impacts are anticipated. No mitigation is required.

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

g) *Would the Project otherwise substantially degrade water quality?*

Less Than Significant Impact

The proposed Project has been reviewed and conditioned by the RCFC&WCD, County Building Department, and County Transportation Department, to mitigate any potential impacts as listed above through site design and the preparation of a WQMP, and adherence to the requirements of the NPDES.

These are standard conditions for the County of Riverside and are not considered mitigation for CEQA implementation purposes. With the inclusion of these standard conditions, any impacts from implementation of the proposed Project that would substantially degrade water quality are considered less than significant. No mitigation is required.

h) *Would the Project include new or retrofitted stormwater Treatment Control Best Management Practices (BMPs) (e.g. water quality treatment basins, constructed treatment wetlands), the operation of which could result in significant environmental effects (e.g. increased vectors or odors)?*

Less Than Significant Impact

There are no Project-related stormwater treatment facilities within the Project site under existing conditions. The proposed Project will install new stormwater treatment facilities, including new storm drains, a biotreatment modular wetland system, two (2) detention/bioretention basins, and structural and occupancy measures required to meet County requirements. To ensure that onsite surface water features are managed in a manner that prevents vector breeding and vector nuisances, BMPs as defined in the *WQMP* shall be installed. Conditions of approval shall also be provided to ensure these stormwater treatment facilities will be installed either during grading of the Project site or concurrent with these grading activities. A potential for odors does exist if basins are not maintained and organic matter not removed periodically. No other significant environmental effects have been identified from constructing and operating the proposed stormwater treatment facilities that must be installed to support the proposed Project. Any impacts are considered less than significant. No mitigation is required.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

26. Floodplains.

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

NA – Not Applicable ☐ U – Generally Unsuitable ☐ R – Restricted ☐

a) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	☐	☐	☒	☐
b) Changes in absorption rates or the rate and amount of surface runoff?	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam (Dam Inundation Area)?	☐	☐	☐	☒
d) Changes in the amount of surface water in any water body?	☐	☐	☒	☐

Source(s): *General Plan* Figure S-9, *Special Flood Hazard Areas*, (p. S-37), *General Plan* Figure S-10, *Dam Failure Inundation Zone*, (p. S-39); *TCAP* Figure 10, *TCAP Special Flood Hazard Areas*; *Map My County, (***Appendix A**); *Project Specific Water Quality Management Plan Tract No. 37153*, prepared by Proactive Engineering, Update January 2017 (Original Draft – June 21, 2016) (**Appendix G1**, *WQMP*); and *Tract No. 37153 Preliminary Drainage Study*, prepared by Proactive Engineering, December 28, 2016 **(Appendix G2**, *Drainage Study*).

Findings of Fact:

a) *Would the Project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?*

Less Than Significant Impact

The proposed Project site's existing drainage pattern will be altered, due to the cut and fill activities associated with site grading. As detailed previously, the proposed detention basins mitigate the increased run-off flows in the post-development construction to at or below the pre-development flow values. The existing flows within the Temescal Canyon Wash along the southerly property including the existing vertical slopes will remain in the existing condition. The proposed entry street flows and Temescal Canyon Road flows will be picked up in a catch basin that has an MWS unit that treats the water prior to exiting the back of the catch basin into the existing Temescal Canyon Wash.

The proposed Project engineering plans have taken considerable care to ensure that future runoff patterns (local watersheds) are maintained and that the volume of water discharged will not exceed the current volumes as required by the County and Regional Boards. The detailed information supporting these findings is provided in the *WQMP.* Thus, the proposed Project will alter the drainage pattern but it will not alter the course of a stream or river and it will not substantially increase the rate or amount of surface runoff in a manner that will cause any significant flooding on- or off-site. Any impacts are considered less than significant. No mitigation is required.

b) *Would the Project result in changes in absorption rates or the rate and amount of surface runoff?*

Less Than Significant Impact

This future impermeable surface can be compared to the existing site, which does not have any impervious surface within its boundaries. The proposed Project will install new stormwater treatment facilities, including new storm drains, a biotreatment modular wetland system, two (2)

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

detention/bioretention basins, and structural and occupancy measures required to meet County requirements to capture and manage the discharge of surface runoff without any substantial change in the rate or amount. These facilities will also serve to allow water infiltration into the ground and minimize the amount of surface runoff leaving the site to not increase above existing runoff rates. Based on these findings, the Project will not cause a significant impact to onsite and offsite surface runoff as a result of the proposed change in absorption rates. No mitigation is required.

c) *Would the Project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam (Dam Inundation Area)?*

No Impact

Implementation of the Project will not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam (Dam Inundation Area). According to TCAP Figure 10, *TCAP Special Flood Hazard Areas*, the Project site is not located in a dam inundation area. Portions of the TCAP are located within the inundation area of Prado Dam. Therefore, no flood hazards exist that would expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam (Dam Inundation Area). No impacts are anticipated. No mitigation is required.

d) *Would the Project result in changes in the amount of surface water in any water body?*

Less Than Significant Impact

Aside from the accumulations of water in two (2) detention/bioretention basins, the proposed Project is not forecast to substantially change the amount of surface water in any water body, including during future storms up to the 100-year runoff volume. Any impacts are considered less than significant. No mitigation is required.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

LAND USE/PLANNING. Would the Project:				
27. Land Use.	☐	☐	☒	☐
a) Result in a substantial alteration of the present or planned land use of an area?				
b) Affect land use within a city sphere of influence and/or within adjacent city or county boundaries?	☐	☐	☒	☐

Source(s): Riverside County General Plan website: http://planning.rctlma.org/ZoningInformation/GeneralPlan.aspx, and City of Corona General Plan website: http://www.discovercorona.com/City-Departments/Community-Development/Planning-Division/FINAL-GP.aspx.

Findings of Fact:

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

a) *Would the Project result in a substantial alteration of the present or planned land use of an area?*

Less Than Significant Impact

The proposed Project includes GPA 01203, which proposes to modify the General Plan Land Use Designation for Parcels 290-060-024 and -025 from Community Development: Business Park (CD:BP), 0.25 – 0.60 Floor Area Ratio (FAR); to Community Development: Medium High Density Residential (CD:MHDR), 5-8 dwelling units per acre. The current zoning classification for the Project site is Commercial Office (CO). CZ 07913 proposes to revise the current zoning classification on the Project site from Commercial Office (CO) to R-4 (Planned Residential) to allow for the proposed TR 37153.

Although the Project proposes to change the General Plan land use designation and zoning classification of the site, this change is not substantial since the proposed residential land use designation and zoning is compatible with surrounding existing and planned land uses. Additionally, the existing land use designation and zoning classification for non-residential use is less feasible and desirable at a location that is currently far from existing freeway access and that is amongst existing residential uses primarily. There still remains other undeveloped areas designated Community Development: Business Park (CD:BP), Community Development: Commercial Retail (CD:CR), and Community Development: Light Industrial (CD:LI) that can accommodate non-residential development to provide the services to serve residents in the area. These are primarily located close to freeway access.

The Project will be consistent with existing surrounding residential zoning designations of R-1 (north) and R-T to the west. There are appropriate distances between the existing uses to the east and south such that there will not be any compatibility issues. Therefore, implementation of the proposed Project will not result in a substantial alteration of the present or planned land use of an area. Any impacts are considered less than significant. No mitigation is required.

b) *Would the Project affect land use within a city sphere of influence and/or within adjacent city or county boundaries?*

Less Than Significant Impact

According to the City of Corona (City) General Plan Figure 12, *Sphere of Influence Land Use Plan*, the Project site is located within the City's adopted Sphere of Influence (South). The City's General Plan land use designation is Medium Residential (6-15 dwelling units per acre). This would be generally consistent with the proposed General Plan land use designation of Medium High Density Residential (MHDR), 5-8 dwelling units per acre. The Project is 5.6 dwelling units per acre and is generally limited from achieving greater density due to the drainage area along the southern portion of the site.

Based on this information, implementation of the Project would not affect land use within a city sphere of influence and/or within adjacent city or county boundaries. Any impacts are considered less than significant. No mitigation is required.

Mitigation: No mitigation measures are required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Monitoring: No mitigation monitoring is required.				
28. Planning. a) Be consistent with the site's existing or proposed zoning?	☐	☐	☒	☐
b) Be compatible with existing surrounding zoning?	☐	☐	☐	☒
c) Be compatible with existing and planned surrounding land uses?	☐	☐	☐	☒
d) Be consistent with the land use designations and policies of the Comprehensive General Plan (including those of any applicable Specific Plan)?	☐	☐	☒	☐
e) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	☐	☐	☐	☒

Source(s): *Map My County, (***Appendix A**).

Findings of Fact:

a) *Would the Project be consistent with the site's existing or proposed zoning?*

Less Than Significant Impact

The current zoning classification for the Project site is Commercial Office (CO). The Project is not consistent with this zoning classification. CZ 07913 proposes to revise the current zoning classification on the Project site from Commercial Office (CO) to R-4 (Planned Residential) to allow for the proposed TR 37153.

The Project, as designed, meets the proposed zoning development standards in terms of heights, setbacks, lot coverage, parking and landscaping.

Therefore, implementation of the proposed Project will be consistent with the site's proposed zoning. Any impacts are considered less than significant. No mitigation is required.

b) *Would the Project be compatible with existing surrounding zoning?*

No Impact

The following is the adjacent and surrounding zoning:

- North: One-Family Dwellings (R-1).
- South: Manufacturing – Service Commercial (M-SC).
- East: Vacant/I-15 right-of way and freeway.
- West: Mobilehome Subdivisions and Parks (R-T).

The Project will be consistent with existing surrounding residential zoning designations of R-1 (north) and R-T to the west. There are appropriate distances between the existing uses to the east and south such that there will not be any compatibility issues. Therefore, the Project will be

compatible with the existing surrounding zoning. No impacts are anticipated. No mitigation is required.

c) *Would the Project be compatible with existing and planned surrounding land uses?*

No Impact

The following is the adjacent and surrounding Land Use Designation(s):

- North: Medium Density Residential (MDR)
- South: Light Industrial (LI)
- East: I-15 Freeway and Light Industrial (LI)
- West: Medium High Density Residential (MHDR)

The current General Plan Land Use Designation for the Project site is Business Park (BP). The Project is not consistent with this designation. GPA 01203 proposes to modify the General Plan Land Use Designation for Parcels 290-060-024 and -025 from Community Development: Business Park (CD:BP), 0.25 – 0.60 Floor Area Ratio (FAR); to Community Development: Medium High Density Residential (CD:MHDR), 5-8 dwelling units per acre to allow for the proposed TR 37153.

Although the Project proposes a change in the land use designation of the site, the proposed designation of Community Development: Medium High Density Residential (CD:MHDR) will be consistent with existing surrounding land use designations of Medium Density Residential (CD:MDR) to the north, and Medium High Density Residential (CD:MHDR) to the west.

The following is the adjacent and surrounding zoning:

- North: One-Family Dwellings (R-1).
- South: Manufacturing – Service Commercial (M-SC).
- East: Vacant/I-15 right-of way and freeway.
- West: Mobilehome Subdivisions and Parks (R-T).

The current zoning classification for the Project site is Commercial Office (CO). The Project is not consistent with this zoning classification. CZ 07913 proposes to revise the current zoning classification on the Project site from Commercial Office (CO) to R-4 (Planned Residential) to allow for the proposed TR 37153.

The Project will be consistent with existing surrounding residential zoning designations of R-1 (north) and R-T to the west. There are appropriate distances between the existing uses to the east and south such that there will not be any compatibility issues. Based on this information, the Project will be compatible with existing and planned surrounding land uses. No impacts are anticipated. No mitigation is required.

d) *Would the Project be consistent with the land use designations and policies of the General Plan (including those of any applicable Specific Plan)?*

Less Than Significant Impact

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

The proposed Project includes GPA 01203, which proposes to modify the General Plan Land Use Designation for Parcels 290-060-024 and -025 from Community Development: Business Park (CD:BP), 0.25 – 0.60 Floor Area Ratio (FAR); to Community Development: Medium High Density Residential (CD:MHDR), 5-8 dwelling units per acre. With the approval of the GPA, the Project will be consistent with the land use designations and policies of the *General Plan* and the *TCAP*.

The Project site is not located within a specific plan area; therefore, this is not applicable.

Any impacts are considered less than significant. No mitigation is required.

e) *Would the Project disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?*

No Impact

Residential uses exist in the surrounding area. There are no components of the proposed Project that would obstruct access to the community or divide the physical arrangement of the community. Additionally, there is no low-income or minority community on the Project site; therefore, this is not applicable. The Based on this information, Project would not disrupt or divide the physical arrangement of an established community (including a low-income or minority community. No impacts are anticipated. No mitigation is required.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

MINERAL RESOURCES. Would the Project:				
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?	☐	☐	☐	☒
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?	☐	☐	☐	☒
c) Be an incompatible land use located adjacent to a State classified or designated area or existing surface mine?	☐	☐	☒	☐
d) Expose people or property to hazards from proposed, existing or abandoned quarries or mines?	☐	☐	☒	☐

Source(s): *General Plan*, *Multipurpose Open Space Element*, Figure OS-6, *Mineral Resources Area* (p. OS-41); *Map My County, (***Appendix A**); *Temescal Canyon Road Project Air Quality, Global Climate Change, and Health Risk Assessment Impact Analysis,* prepared by Kunzman Associated, Inc., January 17, 2017, Revised June 14, 2017 (**Appendix B**, *AQ/GHG/HRA*); and Project Site Visit – June 8, 2017 by Matthew Fagan.

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

Findings of Fact:

a) *Would the Project result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?*

No Impact

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.

As shown on *General Plan Multipurpose Open Space Element*, Figure OS-6, "Mineral Resources Area," the Project site is designated MRZ-3a (areas where the available geologic information indicates that mineral deposits are likely to exist, however, the significance of the deposits is undetermined). The Project site has not been used for mining. The Project will include residential uses in an area where these uses currently exist, and will be the predominant future uses in the area. Therefore, the Project is not expected to 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. No impacts are anticipated. No mitigation is required.

b) *Would the Project result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

No Impact

As stated in Section 29.a, above, the Project site is designated MRZ-3a (areas where the available geologic information indicates that mineral deposits are likely to exist, however, the significance of the deposits is undetermined). The Project site has not been used for mining. The Project will include residential uses in an area where these uses currently exist, and will be the predominant future uses in the area. Therefore, implementation of the proposed Project will not 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. No impacts are anticipated. No mitigation is required.

c) *Would the Project be an incompatible land use located adjacent to a State classified or designated area or existing surface mine?*

Less Than Significant Impact

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

The following surface mining companies are located at 24980 Maitri Road, in the City of Corona: CEMEX Construction Materials Pacific LLC (SCAQMD Facility ID 43856), C.L. Pharris Trucking Inc. (SCAQMD Facility ID 29596), and Mayhew Aggregates and Mine Reclamation (SCAQMD Facility ID 166118), southerly of the Project site. The closest area of activity to the Project site is located at the CEMEX portion of the facility and is located approximately 623 feet from the closest proposed residential uses. These uses are buffered from the site by the distance as well as Temescal Canyon Road. No air quality issues were identified (reference discussion in Section 6.e). Therefore, impementation of the proposed Project will not result in an incompatible land use located adjacent to a State classified or designated area or existing surface mines. Impacts are considered less than significant. No mitigation is required.

d) *Would the Project expose people or property to hazards from proposed, existing or abandoned quarries or mines?*

Less Than Significant Impact

The following surface mining companies are located at 24980 Maitri Road, in the City of Corona: CEMEX Construction Materials Pacific LLC (SCAQMD Facility ID 43856), C.L. Pharris Trucking Inc. (SCAQMD Facility ID 29596), and Mayhew Aggregates and Mine Reclamation (SCAQMD Facility ID 166118), southerly of the Project site. The closest area of activity to the Project site is located at the CEMEX portion of the facility and is located approximately 623 feet from the closest proposed residential uses. These uses are buffered from the site by the distance as well as Temescal Canyon Road. No air quality issues were identified (reference discussion in Section 6.e). Based on a site visit, it was observed that the Project is not located adjacent to an abandoned surface mine or a quarry. These uses are buffered from the site by the distance as well as Temescal Canyon Road. No air quality issues were identified (reference discussion in Section 6.e). The surface mining companies are secured sites. There are no abandoned quarries or mines in proximity to the Project site. Therefore, implementation of the proposed Project will not expose people or property to hazards from proposed, existing or abandoned quarries or mines. Any impacts are considered less than significant. No mitigation is required.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

NOISE. Would the Project result in:

Definitions for Noise Acceptability Ratings

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

NA – Not Applicable A – Generally Acceptable B – Conditionally Acceptable

C – Generally Unacceptable D – Land Use Discouraged

30. Airport Noise.	☐	☐	☐	☒
a) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport would the Project expose people residing or working in the Project area to excessive noise levels? NA ☒ A ☐ B ☐ C ☐ D ☐				
f) For a project within the vicinity of a private airstrip, would the Project expose people residing or	☐	☐	☐	☒

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
working in the Project area to excessive noise levels?				
NA☒ A☐ B☐ C☐ D☐				

Source(s): *TCAP* Figure 5, *Temescal Canyon Area Plan Airport Influence Area*, and **Figure 6**, ***Aerial Photo***.

Findings of Fact:

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?*

No Impact

According to the *TCAP* Figure 5, *Temescal Canyon Area Plan Airport Influence Area*, the Project site is not located in an area which is governed by an airport master plan. The closest airport is the Corona Municipal Airport, located approximately 14 miles to the north of the Project site. The closest airport influence area stops at State Route 91, approximately 11 miles from the Project site. Based on this distance, the Project will not be subjected to noise from airplanes. No impacts are anticipated. No mitigation is required.

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?*

No Impact

The proposed Project site and its immediate environs, the proposed Project is not located within the vicinity of a private airstrip, or heliport. Therefore, implementation of the proposed Project would not expose people residing or working in the Project area to excessive noise levels from airplanes in association with a private airstrip. No impacts are anticipated. No mitigation is required.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

31. Railroad Noise. NA☒ A☐ B☐ C☐ D☐	☐	☐	☐	☒

Source(s): *TCAP, TCAP*, Figure 7, *Temescal Canyon Area Plan Circulation*, (p. 52); and **Figure 6**, ***Aerial Photo***.

Findings of Fact:

No Impact

According to the *TCAP* (p. 36): "The Burlington Northern and Santa Fe Railway Company main track railroad runs northeast to northwest through the Area Plan. This line accommodates freight

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

transport and passenger service between the Riverside County area and points northwest. This line also provides a viable regional transportation option for residents, employees, and visitors to the area."

TCAP Figure 7 shows a railroad line approximately easterly of the Project site, across I-15. The Project site is located approximately 800 feet to the west of this line. Based on a review of aerial photos, the right of way exists, but there are no tracks. This line is not operable.

Based on the distance from the operational line, no adverse railroad noise impacts are anticipated at the Project site. No mitigation is required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

32. Highway Noise. NA☐ A☐ B☒ C☐ D☐	☐	☒	☐	☐

Source(s): *Temescal Canyon Road Project Noise Impact Analysis*, prepared by Kunzman Associated, Inc., March 4, 2015 (**Appendix H1**, *NIA*); and *Temescal Canyon Road Project Noise Impact Analysis Update Letter*, prepared by Kunzman Associated, Inc., June 2017 (**Appendix H2,** *NIA Update).*

Findings of Fact:

Less Than Significant Impact with Mitigation Incorporated

The proposed Project site is located westerly of I-15 and northerly of Temescal Canyon Road, which, according to the Riverside County General Plan, is classified as an Major Arterial with a 123'-133' right-of-way.

The County of Riverside Department of Public Health has published requirements for determining and mitigating traffic noise impacts to residential structures (November 23, 2009). Required noise standards are presented below

1. The Noise Element of the General Plan indicates that to avoid future noise hazard, the maximum capacity design standard for highways and major roads will be used for determining the maximum future noise level or, in the case of freeways and airports, the estimated conditions 20 years in the future.

2. The exterior noise level shall not exceed 65 Ldn/CNEL.

3. The interior noise levels in residential dwellings shall not exceed 45 Ldn/CNEL.

Exterior Noise

Figure 32-1, ***Unmitigated Traffic Noise Levels (CNEL)***, shows the current noise impacts from I-15 and Temescal Canyon Road on the Project sight with the Project superimposed on the Project site.

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

As shown on **Figure 32-1**, ten specific residence sites will exceed outside noise levels without mitigation.

Figure 32-2, *Mitigated Traffic Noise Levels (CNEL)*, shows the noise impacts from I-15 and Temescal Canyon Road on the Project sight with 6' and 8' walls incorporated as mitigation. With the incorporation of these walls, noise impacts will be reduced to a less than significant level (below the outside noise threshold of 65 dBA). **Mitigation Measure NOI-1** shall be incorporated that will require walls be installed, consistent with **Figure 32-2**, in order to mitigate noise impact to the Project.

Interior Noise

Taking into consideration required building setbacks and required construction of the proposed barriers, exterior noise levels at first and second story levels at future residential units are expected to be 65 dBA CNEL or lower with the incorporation of **Mitigation Measure NOI-1**. Standard residential building design (with windows closed) typically provides at least 20 dBA of attenuation; therefore, noise levels within the proposed residential units are not expected to exceed the County's interior noise standard of 45 dBA CNEL. Impacts are considered less than significant. No additional mitigation is required.

Mitigation:

Mitigation Measure NOI-1 **Prior to the issuance of a building permit, the Project applicant shall prepare a subsequent noise analysis for review and approval by the Building and Safety department demonstrating that noise from I-15 and Temescal Canyon Road will be reduced to less than 65 dBA for exterior.**

Monitoring: The Building and Safety Department shall review and approve subsequent plans.

33. Other Noise. NA ☒ A ☐ B ☐ C ☐ D ☐	☐	☐	☐	☒

Source(s): Project Site Visit – June 8, 2017 by Matthew Fagan; and **Figure 6**, ***Aerial Photo***.

Findings of Fact:

No Impact

The proposed Project is not anticipated to be affected by other types of noise as listed above and below (Sections 30, 31, 32, and 34). No impacts are anticipated. No mitigation is required.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

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

Source(s): *Temescal Canyon Road Project Noise Impact Analysis*, prepared by Kunzman Associates, Inc., March 4, 2015 (**Appendix H1**, *2015 NIA*); Noise Letter Report for Temescal Canyon Residential Project, prepared by Kunzman Associates, Inc., June 17, 2017 (**Appendix H2**, *2017 NIA Letter*); Section 9.52.020 of the County's Noise Regulation ordinance http://www.rivcocob.org/ords/800/847.pdf; and FTA Transit Noise & Vibration Assessment, Chapter 12, Construction, May, 2006 https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/FTA_Noise_and_Vibration_Manual.pdf

Findings of Fact:

Fundamentals of Sound and Environmental Noise

Noise can be defined as unwanted sound. Sound (and therefore noise) consists of energy waves that people receive and interpret. Sound pressure levels are described in logarithmic units of ratios of sound pressures to a reference pressure, squared. These units are called bels. In order to provide a finer description of sound, a bel is subdivided into ten decibels, abbreviated dB. To account for the range of sound that human hearing perceives, a modified scale is utilized known as the A-weighted decibel (dBA). Since decibels are logarithmic units, sound pressure levels cannot be added or subtracted by ordinary arithmetic means. For example, if one automobile produces a sound pressure level of 70 dBA when it passes an observer, two cars passing simultaneously would not produce 140 dBA. In fact, they would combine to produce 73 dBA. This same principle can be applied to other traffic quantities as well. In other words, doubling the traffic volume on a street or the speed of the traffic will increase the traffic noise level by 3 dBA. Conversely, halving the traffic volume or speed will reduce the traffic noise level by 3 dBA. A 3 dBA change in sound is the beginning at which humans generally notice a barely perceptible change in sound and a 5 dBA change is generally readily perceptible.

Noise consists of pitch, loudness, and duration; therefore, a variety of methods for measuring noise have been developed. According to the California General Plan Guidelines for Noise Elements, the following are common metrics for measuring noise:

L_{EQ} (Equivalent Energy Noise Level): The sound level corresponding to a steady-state sound level containing the same total energy as a time-varying signal over given sample periods. LEQ is typically computed over 1-, 8-, and 24-hour sample periods.

CNEL (Community Noise Equivalent Level): The average equivalent A-weighted sound level during a 24-hour day, obtained after addition of five decibels to sound levels in the evening from 7:00pm to 10:00pm and after addition of ten decibels to sound levels in the night from 10:00pm to 7:00am.

L_{DN} (Day-Night Average Level): The average equivalent A-weighted sound level during a 24- hour day, obtained after the addition of ten decibels to sound levels in the night after 10:00pm and before 7:00am.

CNEL and LDN are utilized for describing ambient noise levels because they account for all noise sources over an extended period of time and account for the heightened sensitivity of people to noise during the night. LEQ is better utilized for describing specific and consistent sources because of the shorter reference period.

a) *Would the Project result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project?*

Less Than Significant Impact

No permanent increases in ambient noise levels are anticipated during the construction phase of the Project. Construction by its nature is temporary. Construction related impacts to ambient noise levels are addressed below in Section 35.b).

Currently, noise from I-15 on adjacent residences (to the west of the Project site) may be in excess of 65dBA. The Project, once constructed will provide noise attenuation from I-15 to the existing residences to the west of the Project (as shown on **Figure 34-2**). This is seen as a beneficial aspect of the Project, as the 3 dBA and 5 dBA thresholds for ambient noise increase perception will not be increased, and may actually be decreased due to the Project.

Operational noise sources would be those typically associated with single-family residences (automobiles, landscaping equipment, occasional parties). The Project site is located in an area with existing and proposed single-family residences. Hence, there will be compatibility with the surrounding uses in terms of noise levels. Residential land uses are typically quiet in nature. Any impacts are considered less than significant.

Based on this information, the Project will not result in a substantial permanent increase in ambient noise levels in the Project vicinity above levels existing without the Project. No mitigation is required.

b) *Would the Project result in a substantial temporary or periodic increase in ambient noise levels in the Project vicinity above levels existing without the Project?*

Less Than Significant Impact with Mitigation Incorporated

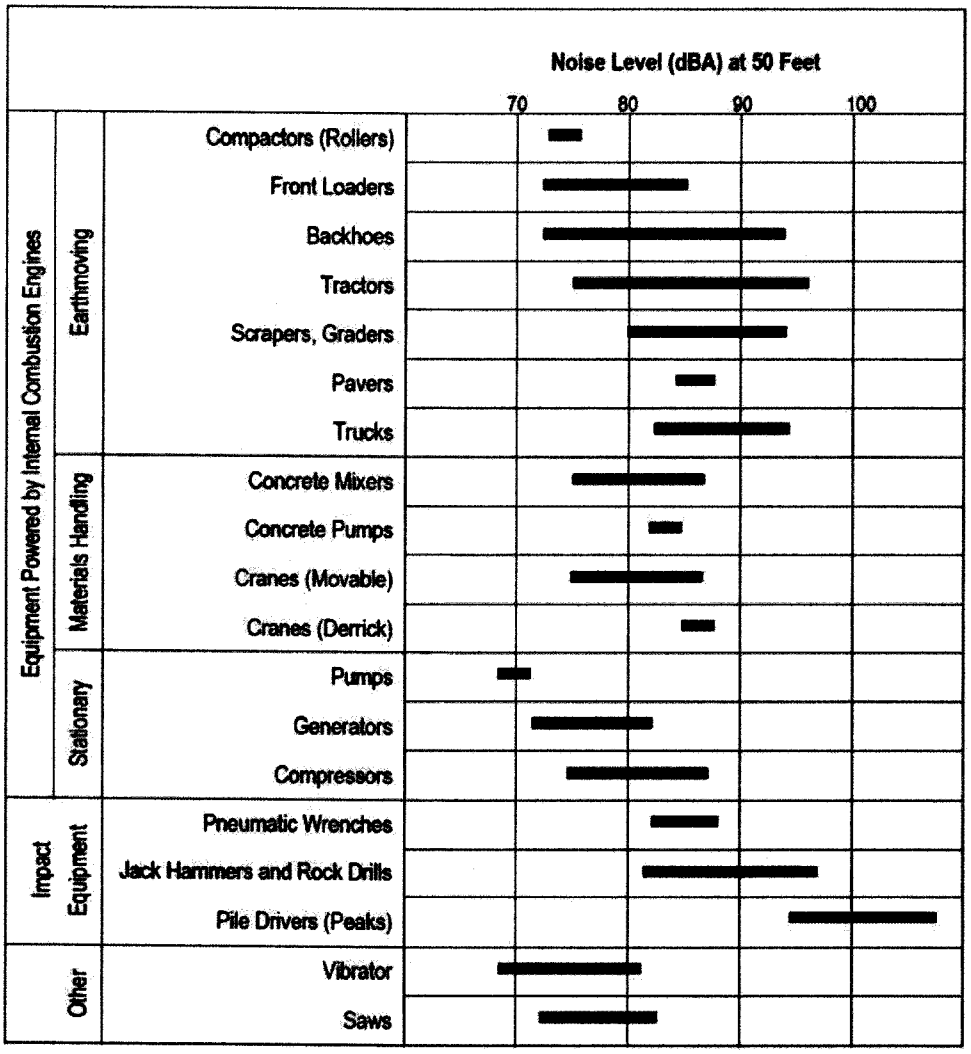
Due to the proximity of adjacent residences, immediately west of the Project site, the potential exists for significant temporary noise impacts from the proposed Project. Temporary increases in ambient noise levels will occur during the construction phase only. These impacts will be of short duration and will cease once the construction phase of the Project is completed. Precautions are taken to ensure the safety construction workers.

Noise generated by the Project construction equipment will include a combination of trucks, power tools, concrete mixers and portable generators that when combined can reach high levels. The number and mix of construction equipment is expected to occur in the following stages:

- Site Preparation;
- Grading;
- Building Construction;
- Paving; and
- Architectural Coating.

Table 34-1, *Typical Construction Equipment Noise Generation Levels*, below, shows the typical range of construction activity noise generation as a function of equipment used in various building phases. The earth-moving sources are seen to be the noisiest with equipment noise ranging up to about 90 dB (A) at 50 feet from the source.

Table 34-1
Typical Construction Equipment Noise Generation Levels



Source: EPA PB 206717, Environmental Protection Agency, December 31, 1971, "Noise from Construction Equipment and Operations."

Spherically radiating point sources of noise emissions are atmospherically attenuated by a factor of 6 dB per doubling of distance, or about 20 dB in 500 feet of propagation. The loudest earth-moving noise sources will, therefore, sometimes be detectable above the local background beyond 1,000 feet from the construction area. An impact radius of 1,000 feet or more pre-supposes a clear line-of-sight and no other machinery or equipment noise that would mask Project construction noise. With buildings and other topographical barriers to interrupt line-of-sight conditions, the potential "noise envelope" around individual construction sites is reduced. Construction noise impacts are, therefore, somewhat less than that predicted under idealized input conditions.

There are existing noise sensitive residential receivers directly west of the site. Construction noise is unavoidable and sensitive land uses adjacent to the Project site could potentially be impacted during construction activity. These noise impacts would be temporary and limited to the duration of the construction in any one location. However, these temporary impacts will cease once each Project component is completed. The Project is planned to be constructed in a single phase. **Mitigation Measures NOI-2**, below, which generally requires measures to reduce construction noise and vibrations emanating from the proposed Project via siting, types, maintenance and siting of construction equipment will be incorporated into the Project contract specifications to minimize noise nuisance impacts. With the implementation of **Mitigation Measure NOI-2**, impacts will be reduced to a less than significant level.

Operationally, the Project will result in noise sources typical of residential developments including personal vehicles, landscape equipment and delivery and service vehicles. Periodic noises that may be generated by the proposed parking lots include landscaping maintenance, solid waste disposal, conversations and/or yelling in parking lots, vehicle doors closing, and car alarms. These activities do not represent a substantial increase in periodic noise in the Project vicinity and are common in an urban environment. Periodic operational ambient noise increase will be less than significant.

c) *Would the Project result in the 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?*

Less Than Significant Impact

Existing noise levels are shown on **Figure 34-1, *Existing, Unmitigated Noise Levels***. As shown on this Figure, the northeast corner of the Project experiences noise levels above 75 dBA. The easterly, southerly northerly portions of the Project site, closes to I-15 and Temescal Canyon Road experience noise levels of 70-75 dBA. As you move internal to the Project site, further from these roadways, the westerly and southerly portions of the Project site experience noise levels of primarily in the 65-70 dBA range, with some limited portions of the Project site experiencing 60-65 dBA and less than 60 dBA.

As shown on **Figure 34-2, *Mitigated Noise Levels***, noise levels internal to the Project with the incorporation of a 6' high noise attenuation wall. This wall is included in the Project design. With incorporation of the walls, the majority of noise levels within the Project decrease to less than 60 dBA, with some area in the 60-65 dBA range. The County outside noise standard for this type of Project is 65dBA. This standard is met. The County inside noise standards for this

type of Project is 45dBA. This standard is met through standard home construction, which will attenuate noise 20 dBA.

Currently, noise from I-15 on adjacent residences (to the west of the Project site) may be in excess of 65dBA. As shown on **Figure 34-2**, the Project, once constructed will provide noise attenuation from I-15 to the existing residences to the west of the Project. This is seen as a beneficial aspect of the Project and existing noise levels at adjacent residences may actually be decreased due to the Project.

The Project will not result in the 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. Any impacts are considered less than significant. No mitigation is required.

d) *Would the Project result in the exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels?*

Less Than Significant Impact

Temporary increases in ground-borne vibration or ground-borne noise levels will occur during the construction phase only. These impacts will be of short duration and will cease once the construction phase of the Project is completed.

Construction activity can result in varying degrees of ground vibration, depending on the equipment and methods used, distance to the affected structures and soil type. It is expected that ground-borne vibration from Project construction activities would cause only intermittent, localized intrusion. The proposed Project's construction activities most likely to cause vibration impacts are:

- Heavy Construction Equipment: Although all heavy mobile construction equipment has the potential of causing at least some perceptible vibration while operating close to building, the vibration is usually short-term and is not of sufficient magnitude to cause building damage. It is not expected that heavy equipment such as large bulldozers would operate close enough to any residences to cause a vibration impact; and
- Trucks: Trucks hauling building materials to construction sites can be sources of vibration intrusion if the haul routes pass through residential neighborhoods on streets with bumps or potholes. Repairing the bumps and potholes generally eliminates the problem.

Construction activities generate ground-borne vibration when heavy equipment travels over unpaved surfaces or when it is engaged in soil movement. The effects of ground-borne vibration include discernible movement of building floors, rattling of windows, shaking of items on shelves or hanging on walls, and rumbling sounds. Within the "soft" sedimentary surfaces of much of southern California, ground vibration is quickly damped out. Because vibration is typically not an issue, very few jurisdictions have adopted vibration significance thresholds. Vibration thresholds have been adopted for major public works construction projects, but these relate mostly to structural protection (cracking foundations or stucco) rather than to human annoyance.

Vibration is most commonly expressed in terms of the root mean square (RMS) velocity of a vibrating object when considering vibration annoyance potential. RMS velocities are expressed in units of vibration decibels. The range of vibration decibels (VdB) is as follows:

65 VdB - threshold of human perception
72 VdB - annoyance due to frequent events
80 VdB - annoyance due to infrequent events
100 VdB - minor cosmetic damage

To determine potential impacts of the Project's construction activities, estimates of vibration levels induced by the construction equipment at various distances are presented in **Table 34-2, *Approximate Vibration Levels (VdB)***.

Table 34-2
Approximate Vibration Levels (VdB)*

Equipment	25 feet	50 feet	100 feet	350 feet	1000 feet
Large Bulldozer	87	81	75	64	55
Loaded Truck	86	80	74	63	54
Jackhammer	79	73	67	56	47
Small Bulldozer	58	52	46	35	26
Pile Driver	93	87	81	70	61

* (FTA Transit Noise & Vibration Assessment, Chapter 12, Construction, May 2006)

The on-site construction equipment that will create the maximum potential vibration is a large bulldozer or loaded truck. The stated vibration source level in the FTA Handbook for such equipment is 81 VdB at 50 feet from the source. The nearest residential structures to the Project site, are approximately 10 feet from the nearest site perimeter and heavy equipment activity. Vibration levels from heavy equipment could be as high as 87 VdB at the closest existing residences which could cause annoyance due to infrequent events.

Neither the County's General Plan nor Zoning Code establish numeric maximum acceptable construction source noise levels at potentially affected receivers, which would allow for a quantified determination of what CEQA constitutes a substantial temporary or periodic noise increase.

Further, the impacts at the site of the closest sensitive receivers are unlikely to be sustained during the entire construction period, but will occur rather only during the times that heavy construction equipment is operating adjacent to the Project site perimeter. To control noise impacts associated with the construction of the proposed Project, the County has established limits to the hours of operation. Section 9.52.020 of the County's Noise Regulation ordinance, indicates that noise associated with any private construction activity located within one-quarter of a mile from an inhabited dwelling is considered exempt between the hours of 6:00 a.m. and 6:00 p.m., during the months of June through September, and 7:00 a.m. and 6:00 p.m., during the months of October through May. While this does not remove the impact, it does limit its timeframe it could occur to limit the impacts significance. Construction at the Project site will be restricted to daytime hours consistent with County requirements thereby eliminating potential vibration impact during the sensitive nighttime hours. Therefore, based on this information,

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

Project will result in the exposure of persons to or generation of excessive ground-borne vibration or ground-borne noise levels; however, these impacts considered less than significant. No mitigation is required.

Mitigation:

Mitigation Measure NOI-2: **Prior to the issuance of grading and building permits, respectively, the following notes shall be added to grading and building plans to include the following:**

"During grading and construction, the Building and Safety Department shall verify that the following measures are implemented to reduce construction noise and vibrations, emanating from the proposed Project:

- **During all Project site demolition, excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturer standards.**
- **The contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the Project site.**
- **Equipment shall be shut off and not left to idle when not in use.**
- **The contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the Project site during all Project construction.**
- **The contractor shall limit the use of heavy equipment or vibratory rollers and soil compressors along the Project boundaries to the greatest degree possible."**

Monitoring: The Building and Safety Department shall monitor during grading and construction activities.

POPULATION AND HOUSING. Would the Project:				
35. Housing.	☐	☐	☐	☒
a) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				
b) Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
d) Affect a County Redevelopment Project Area?	☐	☐	☐	☒
e) Cumulatively exceed official regional or local population projections?	☐	☐	☒	☐

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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)?	☐	☐	☒	☐

Source(s): Project Site Visit – June 8, 2017 by Matthew Fagan; *Map My County,* (**Appendix A**); and *TCAP* Table 2, *Statistical Summary of Temescal Canyon Area Plan.*

Findings of Fact:

a) *Would the Project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

No Impact

The proposed Project site is currently vacant. There are no structures or housing on the site. Therefore, implementation of the proposed Project will not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. No impacts are anticipated. No mitigation is required.

b) *Would the Project create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?*

No Impact

The proposed Project is a residential subdivision and, as such, supplies housing and does not create any additional demand for housing. Based on the setting for the Project, type of development, and size of units proposed, it is anticipated that the proposed Project would contribute to the supply of homes for those with above moderate income. It would not provide housing affordable to those with lower income. Therefore, implementation of the proposed Project will not create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income. No impacts are anticipated. No mitigation is required.

c) *Would the Project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

No Impact

The proposed Project site is currently vacant. Therefore, implementation of the proposed Project will not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. No impacts are anticipated. No mitigation is required.

d) *Would the Project affect a County Redevelopment Project Area?*

No Impact

Since the dissolution of redevelopment areas statewide, there are no longer any County Redevelopment Project Areas. Therefore, implementation of the proposed Project cannot affect a County Redevelopment Project Area. No impacts are anticipated. No mitigation is required.

e) *Would the Project cumulatively exceed official regional or local population projections?*

Less Than Significant Impact

The Project proposes 83 single-family residences, and would have a build-out population of approximately 254 persons (based on 3.06 persons per single-family residential household). The addition of 254 new residents into the *TCAP* would be approximately 0.43 percent of the *TCAP*s anticipated population of 58,164 persons at buildout. Although the project proposes to change the General Plan land use designation from a non-residential to residential designation, the proposed change and implementing development from it would be accommodating existing growth and would not be substantial enough of a change to reasonably exceed population projections. While this represents an incremental increase, any impacts would be considered less than significant. No mitigation is required.

f) *Would the Project 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)?

Less Than Significant Impact

The Project proposes 83 single-family residences, and would have a build-out population of approximately 254 persons (based on 3.06 persons per single-family residential household). Direct impacts from people moving to the area were determined to be incremental, yet less than significant. All roadways in the area will developed per County standards to provide adequate facilities to meet the already planned growth for the area. Utilities and other infrastructure are available to the Project site. The current General Plan Land Use Designation on the site is Business Park (BP). Therefore, development was anticipated on the site under the General Plan. The General Plan amendment to Medium High Density Residential would not result in a substantial change in terms of directly inducing substantial population growth in an area. The Project proposes 83 single-family residences and would have a build-out population of approximately 254 persons (based on 3.06 persons per single-family residential household). The addition of 254 new residents into the *TCAP* would be approximately 0.43 percent of the *TCAP*s anticipated population of 58,164 persons at buildout. While this represents a potential increase in the buildout potential of the area, it would not be substantial enough relative to the total buildout currently anticipated to be determined as an inducement of substantial population growth. This change in land use designation alone would not necessarily induce substantial population growth elsewhere since other locations would have to comply with the General Plan and there are no facilities proposed that would accommodate additional growth that isn't already anticipated by the General Plan.

Temescal Canyon Road will be developed in accordance with the General Plan Circulation Element. Since this roadway was anticipated under the General Plan, the Project will not indirectly induce substantial population growth in an area.

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

Based on this, implementation of the Project will not induce substantial population growth in an area, either directly (for example, by proposing new homes, and businesses, road extensions, etc.) or indirectly (for example, through extension of roads or other infrastructure). Any impacts would be considered less than significant. No mitigation is required.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

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

36. Fire Services.	☐	☐	☒	☐

Source(s): Ordinance No. 659 (An Ordinance of the County of Riverside Amending Ordinance No. 659 Establishing a Development Impact Fee Program); and Google Maps.

Findings of Fact:

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 fire services?

Less Than Significant Impact

The Project site is served by the Riverside County Fire Department/CAL Fire. The closest station to the Project site is Fire Station #64, located at 25310 Campbell Ranch Rd, Corona, CA 92883. This station is located approximately 2 miles southeast of the Project site.

As part of the Project approval(s), standard conditions are assessed on the proposed Project to reduce impacts from the proposed Project to fire services. This is reflected in Ordinance No. 659. The Project site is located in Area Plan 6 – Temescal Canyon. DIF for single family residential for fire protection will be required prior to the issuance of a certificate of occupancy. The Project applicant shall comply with the provisions of Ordinance No. 659, which requires payment of the appropriate fees set forth in the Ordinance.

Payment of the DIF is required and is not considered unique mitigation under CEQA. Impacts from implementation of the proposed Project that would 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 fire services, are considered incremental, and less than significant. No mitigation is required.

Mitigation: No mitigation measures are required.

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

Monitoring: No mitigation monitoring is required.

37. Sheriff Services.	☐	☐	☒	☐

Source(s): Ordinance No. 659 (An Ordinance of the County of Riverside Amending Ordinance No. 659 Establishing a Development Impact Fee Program).

Findings of Fact:

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 sheriff services?

Less Than Significant Impact

The proposed Project would have law enforcement services available from the County Sheriff's Department and the California Highway Patrol. The California Highway Patrol has jurisdiction along the Interstate 15 and Interstate 215 freeways.
As part of the Project approval(s), standard conditions are assessed on the proposed Project to reduce impacts from the proposed Project to sheriff services. This is reflected in Ordinance No. 659. The Project site is located in Area Plan 6 – Temescal Canyon. Prior to the issuance of a certificate of occupancy, the Project applicant shall comply with the provisions of Ordinance No. 659, which requires payment of the appropriate Development Impact Fee (DIF) set forth in the Ordinance.

Payment of the DIF is required and is not considered unique mitigation under CEQA. Impacts from implementation of the proposed Project that would 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 sheriff services, are considered incremental, and less than significant. No mitigation is required.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

38. Schools.	☐	☐	☒	☐

Source(s): Corona-Norco Unified School District web site:
http://www.cnusd.k12.ca.us/cms/lib/CA01001152/Centricity/domain/15/documents/District%20Map1.pdf,http://www.cnusd.k12.ca.us/Page/319;and
http://www.cnusd.k12.ca.us/Page/333.

Findings of Fact:

Less Than Significant Impact

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

Implementation of the proposed Project will result in an incremental impact on the demand for school services. The proposed Project is located with the Corona-Norco Unified School District (CNUSD). According to the CNUSD web-site, the Corona-Norco Unified School District is a K-12 unified school district. The District was established in 1948 and has grown to approximately 54,000 students.

The following student generation factors are utilized by CNUSD for single-family detached units:

- Elementary school: 0.3666/dwelling unit
- Middle school: 0.1138/dwelling unit
- High school: 0.2366/dwelling unit

Based on 83 residential units, the Project will generate the following number of students, below. In practical terms, these numbers would be added to other projects; since you cannot have a "fraction" of a student.

- Elementary school: 30.4
- Middle school: 9.5
- High school: 19.6

Impacts to CNUSD facilities will be offset through the payment of impact fees to the CNUSD, prior to the issuance of a building permit. According to the "Developer Fees" page of the CNUSD web-site, residential rates are currently $3.48 per square foot. This fee is subject to change, and the applicable fees, at time of building permit issuance, shall apply. This is a standard condition and not considered unique mitigation under CEQA. After payment of the impact fee, any impacts will be considered less than significant. No mitigation is required.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

39. Libraries.	☐	☐	☒	☐

Source(s): Ordinance No. 659 (An Ordinance of the County of Riverside Amending Ordinance No. 659 Establishing a Development Impact Fee Program).

Findings of Fact:

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 libraries?

Less Than Significant Impact

Library impacts are typically attributed to residential development. This is reflected in Ordinance No. 659. The Project site is located in Area Plan 6 – Temescal Canyon. Prior to the issuance of a

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

certificate of occupancy, the Project applicant shall comply with the provisions of Ordinance No. 659, which requires payment of the appropriate fees set forth in the Ordinance.

With payment of the DIF, any impacts from implementation of the proposed Project that would 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 library services, are considered less than significant. No mitigation is required.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

40. Health Services.	☐	☐	☒	☐

Source(s): *General Plan.*

Findings of Fact:

Less Than Significant Impact

The Project proposes 83 single-family residences on 14.8 acres, and would have a build-out population of approximately 254 persons (based on 3.06 persons per single-family residential household). The proposed General Plan Land Use Plan designation of Community Development: Medium High Density Residential (CD:MHDR), 5-8 dwelling units/acre could allow a population ranging from approximately 226 people (at the bottom of the density range), up to 363 people (at the top of the density range). This increase in population to the Project area will create a need for additional health and medical services.

The Riverside County General Plan EIR states that impacts to medical facilities will be significant as a result of population increase. The following General Plan EIR Mitigation Measure (4.15.7A) was adopted with the County's General Plan in 2003 to aid in the reduction of significant impacts:
Mitigation Measure (4.15.7A):

> *Riverside County shall perform a periodic medical needs assessment to evaluate the current medical demand and level of medical service provided within each Area Plan. A periodic medical needs assessment shall be conducted every three years.*

As the County's population grows, new medical facilities will be required to provide health and medical services for an expanded population. Since the Project to change the existing County's General Plan Land Use Plan designation of Community Development: Commercial Office (CD:CO) to Community Development: Medium High Density Residential (CD:MHDR), the proposed Project would impact the County-wide health and medical facilities to a greater degree than was anticipated in the Riverside County General Plan.

Medical offices, urgent care clinics, local medical services, hospital beds and major facilities, such as trauma units and emergency rooms are available within proximity of the Project site. This fact, coupled with the Periodic Medical Needs Assessment, which is required by Mitigation Measure

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

4.15.7A of the County General Plan EIR, can ensure that adequate health and medical services are available to the Project residents. Based on this analysis, the potential impacts related to health services are considered less than significant. No mitigation will be required.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

RECREATION.				
41. Parks and Recreation.	☐	☐	☒	☐
a) Would the Project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				
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?	☐	☐	☒	☐
c) Is the Project located within a C.S.A. or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?	☐	☐	☒	☐

Source(s): Ordinance No. 460, Section 10.35 (Regulating the Division of Land – Park and Recreation Fees and Dedications); Ordinance No. 659 (An Ordinance of the County of Riverside Amending Ordinance No. 659 Establishing a Development Impact Fee Program); and Parks and Open Space Department Review.

Findings of Fact:

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?*

Less Than Significant Impact

The Project proposes 83 single-family residences on 14.8 acres, and would have a build-out population of approximately 254 persons (based on 3.06 persons per single-family residential household). This increase in population to the Project area will have a direct impact upon recreational facilities. Private recreational facilities are provided on-site and are included in the analysis for the Project. Section 10.35 A, B, and C of Ordinance No. 460 state the following as it pertains to parkland dedication:

"A. This section is adopted pursuant to Section 66477 of the Government Code which provides for the dedication of land or the payment of fees in lieu thereof for park and recreational facilities as a condition of approval of a tentative map or parcel map;

B. Whenever land that is proposed to be divided for residential use lies within the boundaries of a public agency designated to receive dedications and fees

pursuant to this section, a fee and/or the dedication of land shall be required as a condition of approval of the division of land;

C. It is hereby found and determined by the Board of Supervisors that the public interest, convenience, health, welfare, and safety requires that three acres of land for each 1,000 persons residing within the County of Riverside shall be devoted to neighborhood and community park and recreational facilities unless a Community Parks and Recreation Plan, as approved by the Board of Supervisors, determines that the amount of existing neighborhood and community park area exceeds that limit, in which case the Board determines that the public interest, convenience, health, welfare and safety requires that a higher standard, not to exceed five acres of land per 1,000 persons residing within the County, shall be devoted to neighborhood and community park and residential purposes."

The Project would generate the need for 1.27 acres (at 5 acres per 1,000 persons). Since only private facilities are provided on-site, the payment of in-lieu fees will be required. These in-lieu fees can be used for acquisition of land and construction of park facilities to help offset the incremental impact this project has. Such future parks would be required to be analyzed based on the specifics of that project on location and design when it is proposed.

As part of the Project approval(s), standard conditions are assessed on the proposed Project to reduce impacts from the proposed Project to parks. This is reflected in Ordinance No. 659. The Project site is located in Area Plan 6 – Temescal Canyon. Prior to the issuance of a certificate of occupancy, the Project applicant shall comply with the provisions of Ordinance No. 659, which requires payment of the appropriate fees set forth in the Ordinance. Payment of the DIF are required, and is not considered unique mitigation under CEQA.

Impacts from implementation of the proposed Project that would require construction or expansion of recreational facilities which might have an adverse physical effect on the environment, are considered incremental, and less than significant after payment of in-lieu parkland fees and the DIF. No mitigation is required.

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?*

Less Than Significant Impact

The Project would generate the need for 1.27 acres (at 5 acres per 1000 residents). Since only private facilities are provided on-site, the payment of in-lieu fees will be required. The Project is located in County Service Area 152 (CSA 152) and is subject to Quimby Fees. Project impacts would be incremental to existing and proposed facilities. Quimby fee payment will offset incremental impacts of project on existing facilities by partially funding construction of new parks.

Prior to the issuance of a certificate of occupancy, the Project applicant shall comply with the provisions of Ordinance No. 659 (As Amended through 659.12, an Ordinance of the County of Riverside Amending Ordinance No. 659 Establishing a Development Impact Fee Program),

which requires payment of the appropriate fees set forth on the Ordinance. Ordinance No. 659 sets forth policies, regulations, and fees related to the funding and construction of facilities necessary to address direct and cumulative environmental effects generated by new development.

With payment of the DIF, and Quimby Fees, any impacts from implementation of the proposed Project, that would 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, are considered less than significant. No mitigation is required.

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)?*

Less Than Significant Impact

The Project is located in County Service Area 152 (CSA 152). County Service Areas (CSAs) are an alternative method of providing governmental services by the County within unincorporated areas to provide extended services such as sheriff protection, fire protection, local park maintenance services, water and sewer services, ambulance services, streetlight energy services, landscape services and street sweeping. The governing body, which is established by law to administer the operation of CSAs, is the Riverside County Board of Supervisors.

The Project would generate the need for 1.27 acres (at 5 acres per 1000 residents). Since only private facilities are provided on-site, the payment of in-lieu fees will be required.

Since the Project is located in a CSA and is subject to Quimby Fees, any impacts would be incremental. Impacts would be considered less than significant after payment of in-lieu parkland fees. No mitigation is required.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

42. Recreational Trails.	☐	☐	☒	☐

Source(s): *TCAP* Figure 8, *Temescal Canyon Area Plan Trails and Bikeway System;* **Figure 1, *TR 37153***; and National Park Service website: https://www.nps.gov/juba/index.htm

Findings of Fact:

Less Than Significant Impact

According to T*CAP* Figure 8, *Temescal Canyon Area Plan Trails and Bikeway System*, a "historic trail" (Southern Immigrant Trail, Juan Batista De Anza National Historic Trail) is generally located along Temescal Canyon Road. The Juan Bautista de Anza National Historic Trail is a 1,210-mile (1,950 km) National Park Service unit in the United States National Historic Trail and National Millennium Trail programs. The trail route extends from Nogales on the U.S.-Mexico border in Arizona, through the California desert and coastal areas in Southern California and

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

the Central Coast region to San Francisco. As shown in Sections 'A-A' thorough 'C-C' of TR 37153, a 10' wide, multi-purpose trail (hiking and biking), consisting of decomposed granite (DG) will be installed on the north side of Temescal Canyon Road, adjacent to the Project's southerly property line. This will serve as an addition to the Juan Bautista de Anza National Historic Trail. Therefore, implementation of the proposed Project will not impact recreational trails. With the inclusion of the trail, less than significant impacts are anticipated to recreational trails. No mitigation is required.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

TRANSPORTATION/TRAFFIC. Would the Project:				
43. Circulation. a) Conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
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?	☐	☐	☐	☒
d) Alter waterborne, rail or air traffic?	☐	☐	☐	☒
e) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	☐	☐	☐	☒
f) Cause an effect upon, or a need for new or altered maintenance of roads?	☐	☐	☒	☐
g) Cause an effect upon circulation during the project's construction?	☐	☐	☒	☐
h) Result in inadequate emergency access or access to nearby uses?	☐	☐	☐	☒
i) Conflict with adopted policies, plans or programs regarding public transit, bikeways or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?	☐	☐	☒	☐

Source(s): *General Plan*; *TCAP* Figure 8, *Temescal Canyon Area Plan Trails and Bikeway System*; Ordinance No. 348 (Providing for Land Use Planning and Zoning Regulations and Related Functions of the County Of Riverside, As Amended Through Ordinance No. 348.4818); *Temescal Canyon Road Project Traffic Impact Analysis*, prepared by Kunzman Associated, Inc., December 7, 2016 (**Appendix I1**,

TIA); Update Letter, prepared by Kunzman Associated, Inc., June 19, 2017 (**Appendix I2**, *Update Letter*); **Figure 1, *TR 37153***; *General Plan* Figure S-20, *Airport Locations*, (p. S-73); *Map My County, (***Appendix A**); *TCAP* Figure 5, *Temescal Canyon Area Plan Airport Influence Area*; **Figure 6, *Aerial Photo***; Riverside Transit Agency (RTA) website; Riverside County Transportation Commission website; Ordinance No. 659 (An Ordinance of the County of Riverside Establishing a Development Impact Fee Program); Ordinance No. 824 (An Ordinance of the County of Riverside Authorizing Participation in the Western Riverside County Transportation Uniform Mitigation Fee Program); Ordinance No. 461 (County of Riverside, State of California Road Improvement Standards and Specifications); and Project conditions of approval.

Findings of Fact:

It should be noted that the previous original Project submitted to the County consisted of 88 single family detached residential dwelling units. Subsequent to the preparation of the *TIA*, the scope of the Project has been reduced from 88 to 83 dwelling units. According to the *Update Letter*, this reduction should have diminishing effects on the impacts such that the change is negligible to the *TIA*. The Levels of Service for the "with project" traffic conditions in the tables and the analysis worksheets within the appendix are for the original "worst case." The analysis below was based on 88 dwelling units; however, the current Project has 83 dwelling units.

a) *Would the Project conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?*

Less Than Significant Impact

Existing Conditions

Area Roadway System

Roadways that will be utilized by the development or included in the study area include: Temescal Canyon Road, Campbell Ranch Road, Indian Truck Trail, Lawson Road, and Trilogy Parkway.

1. Temescal Canyon Road.

This north-south two lane undivided to four lane divided roadway is classified as a Collector (74 foot right of way) from I-15 SB Ramps to Trilogy Parkway and a Major Highway (118 foot right-of-way) north and south of that segment on the County of Riverside General Plan Circulation Element in the Project study area. This roadway is classified as a Major Arterial (4 Lane) from the I-15 Freeway NB Ramps to Lawson Road and a Secondary (4 Lane) north and south of that segment on the City of Corona Circulation Element. It currently carries approximately 1,200 to 14,300 vehicles per day in the Project study area.

2. Campbell Ranch Road.

This north-south four lane divided roadway is classified as a Major Highway (118 foot right-of-way) on the County of Riverside General Plan Circulation Element. It currently carries approximately 5,400 to 12,500 vehicles per day in the Project study area.

3. Indian Truck Trail.

This east-west four lane divided roadway is classified as an Urban Arterial (152 foot right-of-way) on the County of Riverside General Plan Circulation Element. It currently carries approximately 2,400 to 12,000 vehicles per day in the Project study area.

4. Trilogy Parkway.

This east-west four lane divided roadway is classified as a Major Highway (118 foot right-of-way) on the County of Riverside General Plan Circulation Element. This roadway is classified as a Secondary (4 Lane) on the City of Corona Circulation Element. It currently carries approximately 2,500 vehicles per day in the Project study area.

5. Lawson Road.

This east-west two lane undivided roadway is not classified on the County of Riverside General Plan Circulation Element. This roadway is classified as a Secondary (4 Lane) on the City of Corona Circulation Element. It currently carries approximately 1,600 vehicles per day in the Project study area.

Figure 43-1, *Existing Through Travel Lanes and Intersection Controls*, identifies the existing roadway conditions for Project study area roadways. The number of through lanes for existing roadways and the existing intersection controls are identified.

Existing Average Daily Traffic Volumes

Figure 43-2, *Existing Average Daily Traffic Volumes*, depicts the Existing average daily traffic volumes. Existing average daily traffic volumes were obtained from the 2014 Traffic Volumes on California State Highways by the California Department of Transportation and factored from peak hour counts obtained by Kunzman Associates, Inc. in March and April 2015 (see Appendix C of the *TIA*), using the following formula for each intersection leg:

PM Peak Hour (Approach + Exit Volume) x 12 = Leg Volume.

This is a conservative estimate and may over-estimate the average daily traffic volumes. The larger of the traffic census data or the factored average daily traffic volume are shown on **Figure 43-2**.

Existing intersection traffic conditions were established through morning and evening peak hour traffic counts obtained by Kunzman Associates, Inc. from March and April 2015 (see Appendix C of the TIA) and shown on **Figure 43-3, *Existing Morning Peak Hour Intersection Turning Movement Volumes***, and **Figure 43-4, *Existing Evening Peak Hour Intersection Turning Movement Volumes***, respectively. The morning and evening peak hour traffic volumes were identified by counting the two-hour periods from 7:00 AM – 9:00 AM and 4:00 PM – 6:00 PM. Explicit peak hour factors have been calculated using the data collected for this effort as well.

Existing Intersection Delay

The existing delay and Level of Service for intersections in the vicinity of the project are shown in **Table 43-1, Existing Intersection Delay and Level of Service**, below. The Project study area intersections currently operate within acceptable Levels of Service during the peak hours for Existing traffic conditions. The definition of an intersection deficiency has been obtained from the *General Plan*. The *General Plan* states that peak hour intersection operations of Level of Service C or better are generally acceptable along all County maintained roads and conventional state highways. As an exception, Level of Service D may be allowed in Community Development areas, only at intersections of any combination of Secondary Highways, Major Highways, Arterial Highways, Urban Arterial Highways, Expressways, conventional state highways or freeway ramp intersections.

Existing delay worksheets are provided in Appendix D of the *TIA*.

Table 43-1
Existing Intersection Delay and Level of Service

Intersection	Jurisdiction	Traffic Control[3]	Intersection Approach Lanes[1] Northbound L	T	R	Southbound L	T	R	Eastbound L	T	R	Westbound L	T	R	Peak Hour Delay-LOS[2] Morning	Evening
Temescal Canyon Road (NS) at:																
Lawson Road (EW) -#1	County	CSS	0.5	0.5	0	0	0.5	0.5	1	0	d	0	0	0	21.2-C	17.7-C
Trilogy Parkway (EW) -#2	County	TS	1	1	0	0	1	1	1	0	1	0	0	0	9.1-A	10.1-B
Campbell Ranch Road (NS) at:																
Temescal Canyon Road (EW) -#4	County	TS	1	0	1	0	0	0	0	1	1	1	1	0	22.2-C	14.1-B
Indian Truck Trail (EW) -#5	County	TS	1	2	1>	2	1.5	0.5	0	1	0	1.3	0.3	1.3	15.0-B	15.9-B
I-15 Freeway SB Ramps (NS) at:																
Temescal Canyon Road (EW) -#6	Caltrans	TS	0	0	0	0.5	0.5	1	0	1	1>>	1	1	0	21.7-C	21.0-C
Indian Truck Trail (EW) -#7	Caltrans	TS	0	0	0	1	0.5	1.5	0	3	1	1	2	0	13.2-B	14.2-B
I-15 Freeway NB Ramps (NS) at:																
Temescal Canyon Road (EW) -#8	Caltrans	TS	0	1	0	0	0	0	1	2	0	0	2	1>>	43.8-D	16.7-B
Indian Truck Trail (EW) -#9	Caltrans	TS	1.3	0.3	1.3	0	0	0	2	2	0	0	2	1	16.5-B	15.3-B

Source: Table 1 of *TIA*, **Appendix I1**

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes. L = Left; T = Through; R = Right; d = De Facto Right Turn; > = Right Turn Overlap; >> = Free Right Turn.

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the 2000 Highway Capacity Manual, overall average intersection delay and level of service are shown for intersections with traffic signal or all way stop control. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] CSS = Cross Street Stop; TS = Traffic Signal.

Project Trip Generation

Table 43-2, *Project Trip Generation*, below, shows the Project trip generation based upon rates obtained from the Institute of Transportation Engineers, Trip Generation Manual, 9th Edition, 2012. Trip generation rates were determined for daily trips, morning peak hour inbound and outbound trips, and evening peak hour inbound and outbound trips for the proposed land use. The Project trip forecast was determined by multiplying the trip generation rates by the land use quantity.

As shown in **Table 43-2**, the proposed Project is projected to generate approximately 838 daily

vehicle trips of which 67 will occur during the morning peak hour and 88 will occur during the evening peak hour.

Table 43-2
Project Trip Generation[1]

Land Use	Quantity	Units[2]	Morning			Evening			Daily
			Inbound	Outbound	Total	Inbound	Outbound	Total	
Trip Generation Rates									
Single-Family Detached Residential		DU	0.19	0.56	0.75	0.63	0.37	1.00	9.52
Trips Generated									
Single-Family Detached Residential	88	DU	17	50	67	55	33	88	838

Source: Table 2 of *TIA*, **Appendix I1.**
[1] ITE = Institute of Transportation Engineers, Trip Generation Manual, 9th Edition, 2012; Land Use Code 210.
[2] DU = Dwelling Units.

Trip Distribution

Figure 43-5, *Project Trip Distribution - Inbound*, and **Figure 43-6, *Project Trip Distribution - Outbound***, contain the directional distributions of the Project trips for the proposed land use. To determine the trip distributions for the proposed Project, peak hour traffic counts of the existing directional distribution of traffic for existing areas in the vicinity of the Project site, and other additional information on future development and traffic impacts in the area were reviewed.

Trip Assignment

Based on the identified trip generation and distributions, Project average daily traffic volumes have been calculated and shown on **Figure 43-7, *Project Average Daily Traffic Volumes***. Morning and evening peak hour intersection turning movement volumes expected from the Project are shown on **Figure 43-8, *Project Morning Peak Hour Intersection Turning Movement Volumes***, and **Figure 43-9, *Project Evening Peak Hour Intersection Turning Movement Volumes***, respectively.

Impact Analysis

To assess future traffic conditions, existing traffic is combined with ambient growth, other development, and Project traffic. The opening year for analysis purposes in the TIA is 2017.

Method of Projection

1. Background Traffic

To assess background traffic conditions, existing traffic is combined with ambient growth, and other development traffic. The opening year for analysis purposes in the TIA is 2017.

2. Ambient Growth

To account for ambient growth on roadways, Opening Year (2017) traffic volumes have been calculated based on a "conservative" 2.0 percent annual growth rate of existing traffic volumes over a two (2) year period.

3. Other Development

Potential developments within the Project study area are included in the analysis if they are not currently built, they are approved, their approval has not expired, and they would contribute trips to the study area intersections.

Table 43-3, *Other Development Trip Generation*, lists the proposed land uses for the other developments (see **Figure 43-10, *Other Development Location Map***), and shows the daily and peak hour vehicle trips generated by the other development in the Project study area.

Table 43-3
Other Development Trip Generation

	Project Name[2]	Land Use	Quantity	Units[3]	Peak Hour						Daily
					Morning			Evening			
					Inbound	Outbound	Total	Inbound	Outbound	Total	
1	CUP03246	Commercial Retail	10.000	TSF	6	4	10	18	19	37	427
		Amusement Park	0.5	AC	0	0	0	1	1	2	38
	Subtotal				6	4	10	19	20	39	465
2	TR 36316	Single-Family Detached Residential	87	DU	16	49	65	55	32	87	828
3	TR 36317	Single-Family Detached Residential	94	DU	18	53	71	59	35	94	895
Total					46	110	46	152	107	152	2,553

Source: Table 4 of *TIA*, **Appendix I1.**
[1] ITE = Institute of Transportation Engineers, Trip Generation Manual, 9th Edition, 2012; Land Use Codes 820, 210 and 480.
[2] Source: County of Riverside.
[3] TSF = Thousand Square Feet; AC = Acres; DU = Dwelling Units.

Intersection Delay and Level of Service

Delay calculation worksheets are provided in Appendix D of the *TIA* for following traffic condition scenarios:

1. Existing Plus Project

The Existing Plus Project delay and Level of Service for the study area roadway network are shown in **Table 43-4, *Existing Plus Project Intersection Delay and Level of Service***, below. **Table 43-4** shows delay values based on the geometrics at the study area intersections without and with improvements. For Existing Plus Project traffic conditions, the study area intersections are projected to operate within acceptable Levels of Service during the peak hours.

Table 43-4
Existing Plus Project Intersection Delay and Level of Service

Intersection	Jurisdiction	Traffic Control[2]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[3]	
			Northbound			Southbound			Eastbound			Westbound				
			L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Temescal Canyon Road (NS) at:																
Lawson Road (EW) -#1	County	CSS	0.5	0.5	0	0	0.5	0.5	1	0	d	0	0	0	22.1-C	18.2-C
Trilogy Parkway (EW) -#2	County	TS	1	1	0	0	1	1	1	0	1	0	0	0	9.2-A	10.1-B
Project Access (NS) at:																
Temescal Canyon Road (EW) -#3	County	**CSS**	0	0	0	**1**	0	**1**	**1**	1	0	0	1	0	15.8-C	11.5-B
Campbell Ranch Road (NS) at:																
Temescal Canyon Road (EW) -#4	County	TS	1	0	1	0	0	0	0	1	1	1	1	0	23.8-C	15.1-B
Indian Truck Trail (EW) -#5	County	TS	1	2	1>	2	1.5	0.5	0	1	0	1.3	0.3	1.3	15.2-B	16.0-B
I-15 Freeway SB Ramps (NS) at:																
Temescal Canyon Road (EW) -#6	Caltrans	TS	0	0	0	0.5	0.5	1	0	1	1>>	1	1	0	22.6-C	21.9-C
Indian Truck Trail (EW) -#7	Caltrans	TS	0	0	0	1	0.5	1.5	0	3	1	1	2	0	13.9-B	14.3-B
I-15 Freeway NB Ramps (NS) at:																
Temescal Canyon Road (EW) -#8	Caltrans	TS	0	1	0	0	0	0	1	2	0	0	2	1>>	43.8-D	15.7-B
Indian Truck Trail (EW) -#9	Caltrans	TS	1.3	0.3	1.3	0	0	0	2	2	0	0	2	1	16.5-B	15.6-B

Source: Table 5 of *TIA*, **Appendix I1**.

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes. L = Left; T = Through; R = Right; d = De Facto Right Turn; > = Right Turn Overlap; >> = Free Right Turn; **BOLD** = Improvement.

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall average for intersection delay and level of service are shown for intersections with traffic signal or all way stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] CSS= Cross Street Stop; TS= Traffic Signal.

For on-site roadway improvements, the Project will be required to construct Temescal Canyon Road from the west project boundary to east project boundary at its ultimate half-section width including an eastbound 150 foot left turn lane on Temescal Canyon Road at the Project. More specifically, the Temescal Canyon Road ROW varies from 123' to 133' (adjacent to the Campbell Ranch Road intersection. Temescal Canyon Road is described as follows, based on 3 sections provided on TR 37153 (A'-A', B'-B', and C'-C').

A'-A' and B'-B'

- 80' ROW (existing);
- 123' ROW (ultimate);
- 30' of existing pavement (to remain);
- 32' of pavement to be added (adjacent to Project site);
- 26'-wide parkway:
    - 4'-wide parkway (street adjacent);
    - 5'-wide sidewalk;
    - 4'-wide parkway (behind sidewalk);
    - 10'-wide multi-purpose decomposed granite trail; and
    - 3'-wide additional parkway.

C'-C'

- 80' ROW (existing);
- 133' ROW (ultimate);

- 52' of existing pavement (to remain);
- 34' of pavement to be added (adjacent to Project site);
- 26'-wide parkway:
  - 4'-wide parkway (street adjacent);
  - 5'-wide sidewalk;
  - 4'-wide parkway (behind sidewalk);
  - 10'-wide multi-purpose decomposed granite trail; and
  - 3'-wide additional parkway.

In addition, the developer will be required to pay the County of Riverside's Development Impact Fee (DIF) and the regional Transportation Uniform Mitigation Fee (TUMF) to address the direct and cumulative environmental effects generated by new development projects.

2. Existing Plus Ambient Growth Plus Project

The Existing Plus Ambient Growth Plus Project delay and Level of Service for the study area roadway network are shown in **Table 43-5, *Existing Plus Ambient Growth Plus Project Intersection Delay and Level of Service***. **Table 43-5** shows delay values based on the geometrics at the Project study area intersections without and with improvements.

For Existing Plus Ambient Growth Plus Project traffic conditions, the Project study area intersections are projected to operate within acceptable Levels of Service during the peak hours.

Table 43-5
Existing Plus Ambient Growth Plus Project Intersection Delay and Level of Service

Intersection	Jurisdiction	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
			Northbound			Southbound			Eastbound			Westbound				
			L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Temescal Canyon Road (NS) at:																
Lawson Road (EW) -#1	County	CSS	0	1	0	0	1	0	0	1	0	0	0	0	23.9-C	19.1-C
Trilogy Parkway (EW) -#2	County	TS	1	1	0	0	1	1	1	0	1	0	0	0	9.3-A	10.2-B
Project Access (NS) at:																
Temescal Canyon Road (EW) -#3	County	**CSS**	0	0	0	**1**	0	**1**	**1**	1	0	0	1	0	16.3-C	11.6-B
Campbell Ranch Road (NS) at:																
Temescal Canyon Road (EW) -#4	County	TS	1	0	1	0	0	0	0	1	1	1	1	0	25.2-C	15.4-B
Indian Truck Trail (EW) -#5	County	TS	1	2	1>	2	1.5	0.5	0	1	0	1.3	0.3	1.3	15.3-B	16.2-B
I-15 Freeway SB Ramps (NS) at:																
Temescal Canyon Road (EW) -#6	Caltrans	TS	0	0	0	0.5	0.5	1	0	1	1>>	1	1	0	23.9-C	23.0-C
Indian Truck Trail (EW) -#7	Caltrans	TS	0	0	0	1	0.5	1.5	0	3	1	1	2	0	14.0-B	14.4-B
I-15 Freeway NB Ramps (NS) at:																
Temescal Canyon Road (EW) -#8	Caltrans	TS	0	1	0	0	0	0	1	2	0	0	2	1>>	50.8-D	16.9-B
Indian Truck Trail (EW) -#9	Caltrans	TS	1.3	0.3	1.3	0	0	0	2	2	0	0	2	1	16.6-B	15.6-B

Source: Table 6 of *TIA*, **Appendix I1**.

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes. L = Left; T = Through; R = Right; d = De Facto Right Turn; > = Right Turn Overlap; >> = Free Right Turn; **BOLD** = Improvement.

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall average for intersection delay and level of service are shown for intersections with traffic signal or all way stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] CSS= Cross Street Stop; TS= Traffic Signal.

3. Existing Plus Ambient Growth Plus Project Plus Cumulative

The Existing Plus Ambient Growth Plus Project Plus Cumulative delay and Level of Service for the study area roadway network are shown in **Table 43-6, *Existing Plus Ambient Growth Plus Project Plus Cumulative Intersection Delay and Level of Service***. **Table 43-6** shows delay values based on the geometrics at the study area intersections without and with improvements.

For Existing Plus Ambient Growth Plus Project Plus Cumulative traffic conditions, the Project study area intersections are projected to operate within acceptable Levels of Service during the peak hours.

Table 43-6
Existing Plus Ambient Growth Plus Project Plus Cumulative Intersection Delay and Level of Service

Intersection	Jurisdiction	Traffic Control[3]	Intersection Approach Lanes[1]												Peak Hour Delay-LOS[2]	
			Northbound			Southbound			Eastbound			Westbound				
			L	T	R	L	T	R	L	T	R	L	T	R	Morning	Evening
Temescal Canyon Road (NS) at:																
Lawson Road (EW) -#1	County															
-Without Improvements		CSS	0	1	0	0	1	0	0	1	0	0	0	0	24.8-C	20.1-C
-With Improvements		**TS**	0	1	0	0	1	0	0	1	0	0	0	0	20.6-C	17.8-B
Trilogy Parkway (EW) -#2	County	TS	1	1	0	0	1	1	1	0	1	0	0	0	9.3-A	10.2-B
Project Access (NS) at:																
Temescal Canyon Road (EW) -#3	County	**CSS**	0	0	0	**1**	0	**1**	**1**	1	0	0	1	0	16.6-C	11.9-B
Campbell Ranch Road (NS) at:																
Temescal Canyon Road (EW) -#4	County	TS	1	0	1	0	0	0	0	1	1	1	1	0	25.3-C	15.9-B
Indian Truck Trail (EW) -#5	County	TS	1	2	1>	2	1.5	0.5	0	1	0	1.3	0.3	1.3	15.7-B	16.7-B
I-15 Freeway SB Ramps (NS) at:																
Temescal Canyon Road (EW) -#6	Caltrans	TS	0	0	0	0.5	0.5	1	0	1	1>>	1	1	0	24.1-C	23.4-C
Indian Truck Trail (EW) -#7	Caltrans	TS	0	0	0	1	0.5	1.5	0	3	1	1	2	0	14.6-B	14.6-B
I-15 Freeway NB Ramps (NS) at:																
Temescal Canyon Road (EW) -#8	Caltrans	TS	0	1	0	0	0	0	1	2	0	0	2	1>>	51.4-D	17.0-B
Indian Truck Trail (EW) -#9	Caltrans	TS	1.3	0.3	1.3	0	0	0	2	2	0	0	2	1	17.6-B	15.8-B

Source: Table 7 of *TIA*, **Appendix I1**.

[1] When a right turn lane is designated, the lane can either be striped or unstriped. To function as a right turn lane, there must be sufficient width for right turning vehicles to travel outside the through lanes. L = Left; T = Through; R = Right; d = De Facto Right Turn; > = Right Turn Overlap; >> = Free Right Turn; **BOLD** = Improvement.

[2] Delay and level of service has been calculated using the following analysis software: Traffix, Version 7.9.0215 (2008). Per the Highway Capacity Manual, overall average for intersection delay and level of service are shown for intersections with traffic signal or all way stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown.

[3] CSS= Cross Street Stop; TS= Traffic Signal.

The unsignalized intersection of Temescal Canyon Road (NS) at Lawson Street (EW) has been evaluated for a traffic signal using the California Department of Transportation Warrant 3 Peak Hour traffic signal warrant analysis, as specified in the California Manual of Uniform Traffic Control Devices (2014 Edition). A traffic signal is projected to be warranted at that intersection for Existing Plus Ambient Growth Plus Project Plus Cumulative traffic conditions (see Appendix E of the *TIA*).

The Project shall participate in the phased construction of future off-site traffic signals through payment of fair share traffic signal mitigation fees. The traffic signals within the study area at build out should specifically include an interconnect of the traffic signals to function in a

coordinated system. The Project fair share percentage has been based on the proportion of Project peak hour trips contributed to the improvement location relative to the total new peak hour Existing Plus Ambient Growth Plus Project Plus Cumulative traffic volumes.

This is consistent with, and implements the General Plan Circulation Element requirements. Therefore, the Project does not conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system.

In addition, the developer will be required to pay the County of Riverside's Development Impact Fee (DIF) and the regional Transportation Uniform Mitigation Fee (TUMF) to address the direct and cumulative environmental effects generated by new development projects. These are standard conditions, and are not considered mitigation for CEQA implementation purposes.

Therefore, the Project will not conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation, including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. With the payment of TUMF and DIF, any impacts are anticipated to remain at a less than significant level. No mitigation is required.

b) *Would the Project conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?*

Less Than Significant Impact

Every county in California is required to develop a Congestion Management Program (CMP) that looks at the links between land use, transportation, and air quality. In its role as Riverside County's Congestion Management Agency, the Riverside County Transportation Commission (RCTC) prepares and periodically updates the county's CMP to meet federal Congestion Management System guidelines as well as state CMP legislation. The Southern California Association of Governments (SCAG) is required under federal planning regulations to determine that CMPs in the region are consistent with the Regional Transportation Plan. The RCTC's current Congestion Management Program was adopted in March 2011. Interstate 15 is included in the CMP.

The Riverside County Transportation Commission (RCTC) CMP does not require traffic impact assessments for development proposals. However, local agencies are required to maintain the minimum level of service thresholds included in their respective general plans. If a street or highway segment included as part of the CMP falls below the adopted minimum level of service of E, a deficiency plan is required.

Some of the vehicle trips generated by the development on the Project site will connect to the CMP network at Interstate 15, and development associated with the proposed Project may add an additional increment of traffic to the designated CMP network. The proposed Project is estimated to result in 838 daily vehicle trips. Figure 4 (Existing Average Daily Traffic Volumes) of the *TIS* shows 14,300 existing trips on Temescal Canyon Road at the I-15 Freeway, and 12,000 existing ADT at the I-15 Freeway Indian Truck Trail. Figure 16 (Project Average Daily Traffic

Volumes) of the *TIS* shows that the Project will add 300 ADT to the I-15 at Temescal Canyon Road and 300 ADT to the I-15 at Indian Truck Trail. This represents a 2.1% increase at each respective intersection from the Project. According to Figure 4 of the *TIS*, there are 128,000 ADT on I-15 in proximity of the Project. The Project would result in an addition of 600 ADT to the I-15 at both interchanges, combined. This would equate to a 0.47% increase to I-15 ADT. While this does represent an increase in trips, the County has determined that this increase is not considered cumulatively considerable due to the small percentage increase.

Any impacts would be less than significant. No mitigation is required.

c) *Would the Project 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?*

No Impact

The closest airport is the Corona Municipal Airport, located approximately 14 miles to the north of the Project site. The closest airport influence area stops at State Route 91, approximately 11 miles from the Project site. Due to this distance of from the Project site, implementation of the Project will 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. No impacts are anticipated. No mitigation is required.

d) *Would the Project alter waterborne, rail or air traffic?*

No Impact

There are no waterbodies that would support waterborne traffic in proximity of the Project site. The closest airport is the Corona Municipal Airport, located approximately 14 miles to the north of the Project site. The closest airport influence area stops at State Route 91, approximately 11 miles from the Project site. There is a railroad line approximately easterly of the Project site, across I-15. The Project site is located approximately 800 feet to the west of this line. The right of way exists, but there are no tracks. This line is not operable. Therefore, implementation of the proposed Project will not alter waterborne, rail, or air traffic. No impacts are anticipated. No mitigation is required.

e) *Would the Project substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?*

No Impact

Roadway improvements are proposed along the Temescal Canyon Road frontage, and internal to the Project. Roadways will be installed in conformance with Ordinance No. 461, and will be installed concurrently with other Project utilities or infrastructure facilities. Conditions of approval have been added to the Project to implement Ordinance No. 461. Therefore, implementation of the proposed Project will not create any roadways or road improvements that could increase hazards to a circulation system design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment). No impacts are anticipated. No mitigation is required.

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

f) Would the Project cause an effect upon, or a need for new or altered maintenance of roads?

Less Than Significant Impact

The Project will result in an incremental impact for additional roadway maintenance; and it will result in impacts to new, roadway maintenance. The Project is located off of Temescal Canyon Road. Temescal Canyon Road is an existing roadway assigned by the County of Riverside's roadway maintenance list, which requires maintenance to be continuing and on-going on an annual basis. According to the *TIA*, 838 average daily trips (ADTs) will be added. This represents a 1.5% increase to existing volumes. This percentage will decrease as a percentage of the overall traffic, as additional development occurs over time.

As part of the Project approval(s), standard conditions are assessed on the proposed Project to reduce impacts from the proposed Project to traffic improvement facilities. This is reflected in Ordinance No. 659. The Project site is located in Area Plan 6 – Temescal Canyon. DIF for single family residential for traffic improvement facilities will be required prior to the issuance of a certificate of occupancy. The Project applicant shall comply with the provisions of Ordinance No. 659, which requires payment of the appropriate fees set forth in the Ordinance.

Therefore, any impacts from the Project are considered less than significant. No mitigation is required.

g) Would the Project cause an effect upon circulation during the Project's construction?

Less Than Significant Impact

Construction of the proposed Project may temporarily affect the operation of the immediate circulation network during the construction phase of the Project. The Project will be required to obtain an encroachment permit prior to commencing any construction within the public right-of-way. This will also include the submittal and approval of a traffic control plan (TCP) which is designed to mitigate any construction circulation impacts. The TCP is a standard condition and is not considered unique mitigation under CEQA. Lastly, any impacts will be short-term and will cease once the construction phase is completed. Therefore, any impacts upon circulation during the Project's construction will be considered less than significant. No mitigation is required.

h) Would the Project result in inadequate emergency access or access to nearby uses?

No Impact

The Project will take access from an existing, improved roadway (Temescal Canyon Road) that will connect into part of an adopted emergency response plan/emergency evacuation plan, as implemented by the County of Riverside. None of the Project components will create impacts that would result in inadequate emergency access or access to nearby uses. No impacts are anticipated and no mitigation is required.

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

i) Would the Project conflict with adopted policies, plans or programs regarding public transit, bikeways or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities?

Less Than Significant Impact

There is no local serving transit in the vicinity of the Project. Riverside Transit Agency Route 206 provides commuter bus service between the Corona Transit Center and the Promenade Mall in Temecula; Route 206, which only operates on weekdays, it is not located in the immediate vicinity of the Project site. At its closest point, Route 206 stops at Tom's Farms approximately 0.9 miles northwest of the Project site. The Project proposes no changes to this routing. A bus turnout is proposed on the southwestern portion of the Project site on Temescal Canyon Road to accommodate a potential future bus route in this area that may utilize Temescal Canyon Road.

According to TCAP Figure 8, *Temescal Canyon Area Plan Trails and Bikeway System*, a "historic trail" (Southern Immigrant Trail, Juan Batista De Anza National Historic Trail) is generally located along Temescal Canyon Road. The Juan Bautista de Anza National Historic Trail is a 1,210-mile (1,950 km) National Park Service unit in the United States National Historic Trail and National Millennium Trail programs. The trail route extends from Nogales on the U.S.-Mexico border in Arizona, through the California desert and coastal areas in Southern California and the Central Coast region to San Francisco. As shown in Sections 'A-A' thorough 'C-C' of TR 37153, a 10' wide, multi-purpose trail (hiking and biking), consisting of decomposed granite (d.g.) will be installed on the north side of Temescal Canyon Road, adjacent to the Project's southerly property line. This will serve as an addition to the Juan Bautista de Anza National Historic Trail. Therefore, implementation of the Project will not result in any conflicts with any adopted policies supporting alternative transportation (e.g. bus turnouts). Less than significant impacts are anticipated. No mitigation is required.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

44. Bike Trails.	☐	☐	☐	☒

Sources: *TCAP* Figure 8, *Temescal Canyon Area Plan Trails and Bikeway System;* **Figure 1, *TR 37153***; and National Park Service website: https://www.nps.gov/juba/index.htm

Findings of Fact:

No Impact

According to TCAP Figure 8, *Temescal Canyon Area Plan Trails and Bikeway System*, a "historic trail" (Southern Immigrant Trail, Juan Batista De Anza National Historic Trail) is generally located along Temescal Canyon Road. The Juan Bautista de Anza National Historic Trail is a 1,210-mile (1,950 km) National Park Service unit in the United States National Historic Trail and National Millennium Trail programs. The trail route extends from Nogales on the U.S.-Mexico border in Arizona, through the California desert and coastal areas in Southern California and the Central Coast region to San Francisco. As shown in Sections 'A-A' thorough 'C-C' of TR 37153,

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

a 10' wide, multi-purpose trail (hiking and biking), consisting of decomposed granite (d.g.) will be installed on the north side of Temescal Canyon Road, adjacent to the Project's southerly property line. This will serve as an addition to the Juan Bautista de Anza National Historic Trail. As shown in Sections 'A-A' thorough 'C-C' of TR 37153, a 10' wide, multi-purpose trail (hiking and biking), consisting of decomposed granite (DG.) will be installed on the north side of Temescal Canyon Road, adjacent to the Project's southerly property line. Therefore, implementation of the proposed Project will not impact bike trails. No impacts are anticipated. No mitigation is required.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

TRIBAL CULTURAL RESOURCES Would the project				
45.Tribal Cultural Resources a) Would the project cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources 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: Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k); or,	☐	☐	☐	☒
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 Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c). of Public Resources Code Section 5024.1 for the purpose of this paragraph, the lead agency shall consider the significance to a California Native tribe.	☐	☐	☒	☐

Source(s): *Temescal Canyon Residential Project Phase I and II Cultural Resources Assessment*, prepared by ESA PCR, November 2016 (**Appendix D1**, *2016 CRA*); *Assembly Bill 52 (AB 52)/Senate Bill 18 (SB 18) Formal Notification (GPA 1203, TR 37153)*, prepared by County of Riverside, August 16, 2016 (**Appendix D2** *County AB52/SB18 Letter*); *Pechanga Tribe Request for Consultation Pursuant to AB52/SB18 for GPA 1203, TR 37153,* received from Pechanga Band of *Luiseño* Indians, August 26, 2016 (**Appendix D3**, *Pechanga Letter*); and *General Plan Amendment No. 1203 Response Letter,* received from the Pala Tribal Historic Preservation Office, September 28, 2016 (**Appendix D4**, *Pala Letter*).

Findings of Fact:

a,b) Is the Project listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section

5020.1 (k), or 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 I of Public Resources Code Section 5024.1?

Less Than Significant Impact

SB18 notices were sent out to 16 Tribes on September 6, 2016. Pechanga requested consultation, Pala did not wish to consult unless there was ground disturbance associated with the Project. There was no response from the other 14 tribes. AB52 notifications were sent out on August 16, 2016 to the following seven (7) tribes: Cahuilla Band of Indians, Colorado River Indian Tribes (CRIT), Gabrieleno Band of Mission Indians-Kizh Nation, Ramona Band of Cahuilla, Rincon Band of Luiseño Indians, Soboba Band of Luiseño Indians and the Pechanga Cultural Resources Department. The Pechanga Tribe requested to consult on the Project. The Pala Tribe did not request consultation. There was no response from the remaining Tribes.

A meeting was held in which this Project was discussed with the Pechanga Tribe on March 22, 2017. During consultation, the Pechanga Tribe stated that the Project was within a cultural landscape and within a village. A tribal representative also stated that on a site visit associated with another project, "pestles, manos, flakes, etc." had been observed. County Staff conducted a site visit on April 10, 2017 along with two Tribal members and did not find any "pestles, manos, etc." Two possible flakes were observed and are thought to be associated with the prehistoric site that was previously recorded on the property but that was not relocated during the cultural survey. On April 17, 2017, the agreed upon conditions of approval were sent to Pechanga, closing consultation on the Project.

CEQA defines the term "tribal cultural resource" and delineates restrictions on the meaning of the term "cultural landscape." Pursuant to Public Resources Code section 21074(a), "tribal cultural resources" consist of either of the following:

> "(1) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following: (A) Included or determined to be eligible for inclusion in the California Register of Historical Resources. (B) Included in a local register of historical resources as defined in subdivision (k) of [Public Resources Code] Section 5020.1; or
>
> (2) 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 I of [Public Resources Code] Section 5024.1."
>
> Regarding the application of the term "cultural landscape," Public Resources Code section 21074(b) limits its definition such that "[a] cultural landscape that meets the definition of [Public Resources Code section 21074] subsection (a) is a tribal cultural resource *to the extent that the landscape is geographically defined in terms of the size and scope of the landscape*." (Emphasis added.) Accordingly, if an area that may potentially be considered a "cultural landscape" is *not* geographically defined in terms of the size and scope of the landscape, it cannot be found to be a "tribal cultural resource" even if it otherwise meets the qualifications for such in Public Resources code section 21074(a).

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

The County did not receive any evidence, from Pechanga or from any other source, geographically defining the size and scope of any cultural landscape in the Project area. Because the County has no substantial evidence to support a finding that the potential cultural landscape meets the requirements of Public Resources Code section 21074(b), the County is precluded from determining that the potential cultural landscape is a "tribal cultural resource." Because any potential cultural landscape at the Project site does not meet the definition of a tribal cultural resource as defined in Public Resources Code section 21074, the Project will have a less than significant on tribal cultural resources in this regard. No mitigation is required. However, tribal monitoring will be included as a condition of approval. Impacts in this regard will be less than significant.

The Project could cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code section 21074 as either a site 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 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 I of Public Resources Code Section 5024.1. **Mitigation Measures CUL-3** through **CUL-6**), above, shall be implemented in order to reduce potentially significant impacts to previously unknown archaeological resources (that are unexpectedly discovered during Project implementation) to a less than significant level.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

UTILITY AND SERVICE SYSTEMS. 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?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐

Source(s): *Sewer and Water Availability Letters*, prepared by Temescal Valley Water District, July 5, 2016. (**Appendix J**, *TVWD Letter*); and Western Municipal Water District Urban Water Management Plan Update 2015 http://www.wmwd.com/DocumentCenter/View/3162 (*2015 UWMP*)

Findings of Fact:

a) *Would the Project 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?*

Less Than Significant Impact

The proposed Project will tie into an existing 30" Temescal Valley Water District (TVWD) water line, which is located in Temescal Canyon Road.

TVWD gets water from Western Municipal Water District (WMWD). WMWD's retail service area includes the unincorporated areas around Lake Mathews, the City of Murrieta, and unincorporated Riverside County south of the City of Temecula.

WMWD has prepared the Western Municipal Water District Urban Water Management Plan Update 2015 (*2015 UWMP*).

According to Table 4-7, Projected Wholesale Demands on Western from Western's Imported Water Agencies (2015 UWMP, p. 4-7), the following demands (in acre feet per year – AFY) are projected for the TVWD though the year 2040, at 5 year increments:

- 2020: 3,000 AFY
- 2025: 3,250 AFY
- 2030: 3,500 AFY
- 2035: 4,000 AFY
- 2040: 4,100 AFY

According to Table 6-1, Current and Planner Water Supplies (2015 UWMP, p. 4-7), the existing and planned supplies (in acre feet per year – AFY) are projected for the WMWD though the year 2040, at 5 year increments:

- 2020: 152,491 AFY
- 2025: 159,389 AFY
- 2030: 169,372 AFY
- 2035: 178,155 AFY
- 2040: 184,095 AFY

As demonstrated, as the demand for water increases, the planned supply for the entire WMWD increases.

As stated on p. ES-4 of the 2015 UWMP, WMWD's water supply reliability analysis shows that with implementation of local projects and conservation measures and Metropolitan's storage capacity and implementation of conservation programs, available supplies can exceed demands under normal, single-dry year, and multiple-dry year hydrologic conditions.

In addition, as it pertains to the Project, TVWD indicates in the *TVWD Letter* that it is the intent of the TVWD to provide potable water service to the Project. Implementation of the proposed Project will not require, or result in, the construction of new treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects. Any impacts are considered less than significant. No mitigation is required.

b) *Would the Project have sufficient water supplies available to serve the Project from existing entitlements and resources, or are new or expanded entitlements needed?*

Less Than Significant Impact

The proposed Project will tie into an existing 30" Temescal Valley Water District (TVWD) water line, which is located in Temescal Canyon Road.

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

According to the *2015 UWMP*:

> *"One of the key requirements of UWMPs is the inclusion of a long-term supply reliability analysis that demonstrates the supply-demand balance in normal, single-dry year, and multiple-dry year hydrologic conditions. Western's water supply reliability analysis shows that with implementation of local projects and conservation measures and Metropolitan's storage capacity and implementation of conservation programs, available supplies can exceed demands under all hydrologic scenarios."*

WMWD's water supply reliability analysis shows that with implementation of local projects and conservation measures and Metropolitan's storage capacity and implementation of conservation programs, available supplies can exceed demands under normal, single-dry year, and multiple-dry year hydrologic conditions.

The TVWD indicates in the *TVWD Letter* that it is the intent of the TVWD to provide potable water service to the Project. Sufficient water supplies are available to serve the Project from existing entitlements and resources. No new or expanded entitlements needed. Any impacts are considered less than significant. No mitigation is required.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

47. Sewer. a) Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, the construction of which would cause significant environmental effects?	☐	☐	☒	☐
b) Result in a determination by the wastewater treatment provider that serves or may service the Project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐

Source(s): *Sewer and Water Availability Letters*, prepared by Temescal Valley Water District, July 5, 2016. (**Appendix J**, *TVWD Letter*); Temescal Valley Water District web site: https://www.temescalvwd.com/FAQ.cfm; and Temescal Valley Water District Comprehensive Water, Recycled Water, and Wastewater Cost of Service Study (Draft Report, December 7, 2016) https://www.temescalvwd.com/pdf/TVWD_Rate_Report.pdf

Findings of Fact:

a) *Would the Project 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?*

Less Than Significant Impact

The Project is located within the boundaries of the Temescal Valley Water District (TVWD). TVWD owns and operates a regional wastewater treatment facility adjacent to its Administration and Operation complex within the Wild Rose Business Park. The Reclamation Facility is capable of treating 1.57 million gallons per day (gpd) of raw sewage and producing tertiary reclaimed water usable for landscape irrigation and other non-consumptive purposes. The Reclamation Facility is currently running at about 1,000,000 gpd, or at approximately 63.7% of capacity.

The Project will tie into an existing 24" TVWD sewer line, which is located in Temescal Canyon Road. At Campbell Ranch Road, this sewer line ties into an existing sewer lift station located at the southeastern corner of Temescal Canyon Road and Campbell Ranch Road.

The TVWD indicates in the *TVWD Letter* that it is the intent of the TVWD to provide sewer service to the Project.

Implementation of the proposed Project will not require or result in the construction of new wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects. No septic facilities are proposed. Any impacts are considered less than significant. No mitigation is required.

b) *Would the Project 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?*

Less Than Significant Impact

The Project will tie into an existing 24" Temescal Valley Water District (TVWD) sewer line, which is located in Temescal Canyon Road. At Campbell Ranch Road, this sewer line ties into an existing sewer lift station located at the southeastern corner of Temescal Canyon Road and Campbell Ranch Road.

The Project is located within the boundaries of the Temescal Valley Water District (TVWD). TVWD owns and operates a regional wastewater treatment facility adjacent to its Administration and Operation complex within the Wild Rose Business Park. The Reclamation Facility is capable of treating 1.57 million gallons per day of raw sewage and producing tertiary reclaimed water usable for landscape irrigation and other non-consumptive purposes. Currently, the facility is at approximately 63.7% of capacity. Therefore, sufficient wastewater capacity is available to serve the Project from existing resources.

In addition, the TVWD indicates in the *TVWD Letter* that it is the intent of the TVWD to provide potable sewer service to the Project.

Any impacts are considered less than significant. No mitigation is required.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No 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?	☐	☐	☒	☐
b) Does the Project comply with federal, state, and local statutes and regulations related to solid wastes (including the CIWMP (County Integrated Waste Management Plan)?	☐	☐	☒	☐

Source(s): *General Plan.*

Findings of Fact:

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

Less Than Significant Impact

The Project site is located about 3.5 miles south of the El Sobrante Landfill and 42 miles southwest of the Lamb Canyon Landfill. The Lamb Canyon Landfill is located between the City of Beaumont and City of San Jacinto at 16411 Lamb Canyon Road (State Route 79). The landfill property encompasses approximately 1,189 acres, of which 580.5 acres encompass the current landfill permit area. Of the 580.5-acre landfill permit area, approximately 144.6 acres are permitted for waste disposal. The landfill is currently permitted to receive about 5,000 tons of refuse per day and had an estimated total disposal capacity of approximately 15.646 million tons as of June 30, 2009. As of January 2011, the landfill had a total remaining capacity of approximately 8.647 million tons. The current landfill remaining disposal capacity is estimated to last, at a minimum, until approximately 2021. During 2010 the Lamb Canyon Landfill accepted daily average volume of 1,703 tons and a period total of approximately 529,744 tons. Landfill expansion potential exists at this landfill site.

The El Sobrante Landfill is located east of Interstate 15 and Temescal Canyon Road to the south of the City of Corona and Cajalco Road at 1910 Dawson Canyon Road. The landfill is owned and operated by USA Waste of California, a subsidiary of Waste Management, Inc. It encompasses 1,322 acres, of which 645 acres are permitted for landfill operations. According to the El Sobrante operating permit, the Landfill has a total disposal capacity of approximately 209.91 million cubic yards and can receive up to 70,000 tons per week of refuse. The operating permit allows a maximum of 16,054 tons per day of waste to be accepted at the landfill, due to limitations on the number of vehicle trips per day. As of January 2011, the landfill had a remaining in-County disposal capacity of approximately 38.506 million tons. In 2010, the El Sobrante Landfill accepted a total of 694,963 tons, or approximately 0.695 million tons of waste generated within Riverside County. The daily average for in-County waste was 2,235 tons during 2010. The landfill is expected to reach capacity in approximately 2036. Development of all phases of the Project would be served by a landfill with sufficient permitted capacity to accommodate the proposed Project's solid waste disposal needs. Impacts are considered incremental, yet less than significant. No mitigation is required.

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

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

Less Than Significant Impact

The County evaluates solid waste generation based on a per capita generation rate. A residential solid waste generation rate of 13 lbs./residential unit per day was selected to forecast the daily and annual capacity of solid waste generation at full development, 83 single family residences. Average daily solid waste generation would be about 1,079 lbs. per day (0.54 tons). Annual average solid waste generation would be about 393,835 lbs. or about 197 tons per year. Assuming a mandatory 50% recycling rate, daily solid waste generation is forecast to be about 0.27 tons per day for disposal at either the El Sobrante Landfill or the Lambs Canyon Landfill. This is approximately one quarter per day or an increase in solid waste disposal of about 0.024% at either landfill. Thus, the proposed Project will consume some capacity of the existing landfills, but the level of adverse impact is considered less than significant. There is adequate capacity at the area landfills to accommodate the solid waste generated by the proposed Project, and the Project will comply with all laws and regulations in managing solid waste.

The Project will be required to comply with the following conditions of approval:

- Condition of Approval 80.WASTE 001 (USE - WASTE RECYCLE PLAN – WRP);
- Condition of Approval 80.WASTE 002 (USE RECYCLING COLLECTION PLAN);
- Condition of Approval 90.WASTE 001 (USE - WASTE REPORTING PLAN – WRP); and
- Condition of Approval 90.WASTE 002 (USE – RECYCLING COLLECTION AREA).

These are standard conditions, and are not considered unique mitigation pursuant to CEQA. The proposed Project would be consistent with the County Integrated Waste Management Plan. Any impacts would be less than significant. No mitigation is required.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

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?	☐	☐	☒	☐
b) Natural gas?	☐	☐	☒	☐
c) Communications systems?	☐	☐	☒	☐
d) Storm water drainage?	☐	☐	☒	☐
e) Street lighting?	☐	☐	☒	☐
f) Maintenance of public facilities, including roads?	☐	☐	☒	☐
g) Other governmental services?	☐	☐	☐	☒

Source(s): Project Application Materials; *Temescal Canyon Road Project Air Quality, Global Climate Change, and Health Risk Assessment Impact Analysis,* prepared by Kunzman Associated, Inc., January 17, 2017, Revised June 14, 2017 (**Appendix B**, *AQ/GHG/HRA*); Ordinance No. 461 (County of Riverside, State of California Road Improvement Standards and Specifications); and Ordinance No. 659 (An Ordinance of the County of Riverside Establishing a Development Impact Fee Program); Riverside County Network of Care website.

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

Findings of Fact:

a) *Would the Project impact electricity 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?*

Less Than Significant Impact

The proposed future residences will consume electricity. Southern California Edison supplies electricity to the Project. Electrical power exists directly adjacent to the Project site along Temescal Canyon Road. Annual estimated electricity consumption based on SCAQMD values for single-family residential units is 5,626 Kw per year. For the proposed 83 single family residential units, annual energy consumption is estimated to be about 466,958 Kw per year or approximately 467 Mw per year.

Electrical facilities planning was based on a General Plan Land Use Designation of Business Park (BP). Using a Floor Area Ratio of 0.45 (this is a mid-range number based on information from Table LU-4 of the County's General Plan), the 14.8-acre site would anticipate approximately 290,110 square feet of BP uses. Annual estimated electricity consumption based on SCAQMD (CalEEMOD) values in Riverside County (climate zone 10) for business park (office park) is 10.17 Kilowatt hours per square foot per year (KWhr/sf/yr). CalEEMod breaks down electricity usage into 3 categories: Title 24 Electricity (3.22 KWhr/sf/yr), Nontitle 24 Electricity (2.6 KWhr/sf/yr), and Lighting Electricity (4.35 KWhr/sf/yr). For the 290,110 square feet of BP uses, annual energy consumption is estimated to be about 2,950,419 Kw per year or about 2,950 Mw per year.

The Project will result in lesser electricity usage than anticipated under the current General Plan Land Use Designation and zoning classification. Adequate commercial electricity supplies are presently available in southern California to meet this forecast demand. Any impacts are considered less than significant. No mitigation is required.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

b) *Would the Project impact natural gas 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?*

Less Than Significant Impact

The proposed Project will be connected to The Gas Company's natural gas distribution system. Connections are available in Temescal Canyon Road to the south of the Project site. According to SCAQMD consumption data, new single-family units consume 6,665 cubic feet per month. Annual consumption of natural gas by the proposed 83 residential units is forecast to be approximately 553 MCF (the term MCF equals 1,000 cubic feet) per year.

Natural gas facilities planning was based on a General Plan Land Use Designation of Business Park (BP). Using a Floor Area Ratio of 0.45 (this is a mid-range number based on information

from Table LU-4 of the County's General Plan), the 14.8-acre site would anticipate approximately 290,110 square feet of BP uses. Annual estimated natural gas consumption based on SCAQMD CalEEMOD) values in Riverside County (climate zone 10) for business park (office park) is 2.93 thousand British thermal units per square foot per year (kBTU/sf/year). This equates to 0.00287 thousand cubic feet of natural gas (MCF) or 2.87 cubic feet. For the 290,110 square feet of BP uses, annual natural gas consumption is estimated to be about 833 MCF per year.

The Project will result in lesser natural gas usage than anticipated under the current General Plan Land Use Designation and zoning classification. Adequate commercial natural gas supplies are available to meet this forecast demand. Any impacts are considered less than significant. No mitigation is required.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

c) *Would the Project impact communications systems 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?*

Less Than Significant Impact

The communication system is provided by Verizon. Verizon is a private company that provides connection to the communication system on an as needed basis. No expansion of facilities will be necessary to connect the Project to the communication system located adjacent to the Project site. Any impacts are considered less than significant. No mitigation is required.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

d) *Would the Project impact storm water drainage 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 for storm water drainage?*

Less Than Significant Impact

The proposed Project is divided into 3 drainage management areas (DMAs). The Project applicant will install new storm water treatment facilities, including: new storm drains, catch basins, two (2) detention/retention basins located at the eastern/northeastern portions of the Project site. Drainage from the Project entry drivelane will flow southerly into Temescal Canyon Road, and the easterly into a biotreatment MSW unit (with a curb opening).

The proposed Project has been reviewed and conditioned by the RCFC&WCD, County Building Department, and County Transportation Department, to mitigate any potential impacts as listed above through site design and the preparation of a WQMP and adherence to the requirements of the NPDES.

These are standard conditions for the County of Riverside and are not considered not considered mitigation for CEQA implementation purposes. With the inclusion of these standard conditions, any impacts from implementation of the proposed Project that would create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, are considered less than significant. No mitigation is required.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

e) *Would the Project impact street lighting 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?*

Less Than Significant Impact

New streetlights will be installed by the proposed Project in accordance with standard requirements and County Ordinance No. 655. The installation of these lighting improvements are part of the proposed Project and with compliance with Ordinance No. 655, the installation and future operation of these street lights can be accomplished without causing significant adverse environmental impact. Any impacts from light and glare are discussed in Section 2 (Mt. Palomar Observatory) and Section 3 (Other Lighting Issues), above. Impacts are considered less than significant. No mitigation is required.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

f) *Would the Project impact maintenance of public facilities, including roads requiring or resulting in the construction of new facilities or the expansion of existing facilities; the construction of which could cause significant environmental effects?*

Less Than Significant Impact

The proposed Project will have a less than significant impact on public facilities. Riverside County Ordinance No. 659 establishes a developer impact fee to mitigate the cost of public facilities, including roads. The Project does include roads requiring or resulting in the construction of new facilities or the expansion of existing facilities. No mitigation is required.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

g) *Would the Project impact other governmental services, requiring or resulting in the construction of new facilities or the expansion of existing facilities; the construction of which could cause significant environmental effects?*

No Impact

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

Regional Multi-Service Centers impacts are typically attributed to residential development. This is reflected in Ordinance No. 659. Regional Multi-Service Centers are located throughout the County and provide a variety of services on a regional basis with events ranging from: athletic programs, wellness programs, senior citizen activities, arts and crafts, etc.

The Project site is located in Area Plan 6 – Temescal Canyon. Prior to the issuance of a certificate of occupancy, the Project applicant shall comply with the provisions of Ordinance No. 659, which requires payment of the appropriate DIF set forth in the Ordinance.

Payment of the DIF is required, and is not considered unique mitigation under CEQA. Impacts from implementation of the proposed Project that would 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 regional multi-service centers, are considered incremental, and less than significant. No mitigation is required.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

50. Energy Conservation. a) Would the Project conflict with any adopted energy conservation plans?	☐	☐	☐	☒

Source(s): Project Application Materials.

Findings of Fact:

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

No Impact

Refer to the discussion under Section 49 above. The Project would increase the site's demand for energy compared to it existing undeveloped state. Specifically, the proposed Project would increase consumption of energy for space and water heating, air conditioning, lighting, and operation of miscellaneous equipment and appliances. The Project will comply with all Title 24 energy conservation requirements. The Title 24 Building Energy Efficiency Standards were developed by the CEC and apply to energy consumed for heating, cooling, ventilation, water heating, and lighting in new residential and non-residential buildings. Adherence to these efficiency standards would result in a "maximum feasible" reduction in unnecessary energy consumption. No conflict with any adopted energy conservation plans would occur if the proposed Project is implemented. No impacts are anticipated. No mitigation is required.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
MANDATORY FINDINGS OF SIGNIFICANCE.				
51. Does the Project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare, or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐

Source(s): Staff review, and Project Application Materials.

Findings of Fact:

Less Than Significant Impact with Mitigation Incorporated

Implementation of the proposed Project does not have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare, or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.

Please reference the discussion in Section 7 (Biological Resources – Wildlife & Vegetation), Section 9 (Cultural Resources – Archaeological Resources), Section 10 (Cultural Resources – Paleontological Resources), and Section 45 (Tribal Cultural Resources). In addition to mitigation measures, standard conditions will apply to the proposed Project. Any impacts are considered less than significant.

52. Does the Project have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of other current projects)?	☐	☒	☐	☐

Source(s): Staff review and Project Application Materials.

Findings of Fact:

Less Than Significant Impact with Mitigation Incorporated

As demonstrated in Sections 1 - 50 of this Environmental Assessment, the proposed Project does not have impacts which are individually limited, but cumulatively considerable. Mitigation Measures and Standard conditions, where applicable, shall be implemented on the proposed Project.

Aesthetics

Cumulative visual impacts would occur if the visual character of the Project site, or the immediately adjacent areas, would be degraded by the proposed Project in combination with other past, present, or reasonably foreseeable projects, thereby having a substantially negative effect on the

surrounding aesthetics, including visual character, views, and light/glare and shade/shadow conditions. The cumulative impact study area for visual resources for the proposed Project is the Project site's viewshed.

Implementation of the proposed Project would not contribute to cumulative visual resource or aesthetic impacts. The Project proposes several design measures to minimize light pollution. This Project and other projects in the County are required to comply with the County's light pollution ordinance, which is designed to eliminate cumulative light pollution impacts. The Project is in compliance with the County's zoning and design standards and guidelines, which regulate building design, mass, bulk, height, color, and compatibility with surrounding uses. Thus, the proposed Project would have a less than cumulatively considerable impact to aesthetics.

Agricultural Resources

The cumulative area for agricultural resource impacts is Riverside County. Implementation of the proposed Project would not result in any impacts to agricultural or forestry resources and would therefore not contribute to cumulative impacts to these resources.

Air Quality

The South Coast Air Quality Management District's (SCAQMD) approach for assessing cumulative impacts is based on the Air Quality Management Plan forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and California Clean Air Acts. In other words, the SCAQMD considers projects that are consistent with the AQMP, which is intended to bring the basin into attainment for all criteria pollutants, to also have less than significant cumulative impacts. The discussion under Issue a) in Section 6, Air Quality, describes the SCAQMD criteria for determining consistency with the AQMP and further demonstrates that the proposed Project would be consistent with the Plan.

In addition, the Riverside County Guidelines require an analysis of cumulative conditions that describes project conditions at build out with impacts from cumulative projects added to impacts from the proposed Project. Any impacts have been shown to be less than significant.

Therefore, the Project would have a less than cumulatively considerable impact on air quality.

Biological Resources

Because the proposed Project and the cumulative projects in this region of Riverside County would comply with the MSHCP, cumulative impacts to biological resources associated with the proposed Project have been previously considered and analyzed under the MSHCP. It was determined that cumulative impacts to biological resources would be less than significant through the implementation of the MSHCP. The potential for the proposed Project to result in direct biological impacts is addressed through the payment of MSHCP Mitigation Fees pursuant to Ordinance No. 810.2, **Mitigation Measure BIO-1** and adherence to any standard conditions, as well as conducting a 30-day preconstruction survey for burrowing owls. Therefore, the proposed Project would have a less than cumulatively considerable impact on biological resources.

Cultural Resources

The cumulative study area for cultural and paleontological resources is the geographical area of the County of Riverside, which is the geographical area covered by the County's General Plan, including all goals and policies included therein. Future development in the County could include excavation and grading that could potentially impact archaeological and paleontological resources, as well as human remains. The cumulative effect of the proposed Project is the continued loss of these resources. Therefore, the proposed Project, in conjunction with other development in the County, has the potential to cumulatively impact archaeological and paleontological resources. **Mitigation Measures CUL-1** though **CUL-6** would reduce the potential impacts associated with development on the Project site. Thus, the Project would have a less than cumulatively considerable impact.

Geology and Soils

The study area considered for the cumulative impacts related to geology and soils includes the Project site and the immediately adjacent areas. In general, only projects occurring adjacent to or very close to the project site have the potential to generate cumulative geologic and soil impacts. Current land use is vacant; adjacent land use is residential to the north, 1-15 to the east, vacant to the south, residential to the west. Therefore, the area for cumulative geology and soils area is the Project site.

Project-related impacts on geology and soils associated with development on the Project site are site-specific, and development on the site would not contribute to seismic hazards or soil erosion. Compliance with the California Building Code (CBC) requirements (as implemented through Ordinance No. 457 would result in decreased exposure to the risks associated with seismic activity. Therefore, the proposed Project is anticipated to have no impact on cumulative geophysical conditions in the region.

Greenhouse Gas Emissions

Riverside County Guidelines require an analysis of cumulative conditions that describes project conditions at build out with impacts from cumulative projects added to impacts from the proposed Project. Any impacts have been shown to be less than significant.

The greenhouse gas analysis provided in Section 21, Greenhouse Gas Emissions, analyzed the proposed Project's cumulative contribution to global climate change and determined that the Project would not create a cumulatively considerable environmental impact resulting from greenhouse gas emissions. Thus, the Project would reduce overall greenhouse gas emissions on a cumulative basis.

Hazards and Hazardous Materials

The hazardous materials study area considered for cumulative impacts consists of (1) the area that could be affected by proposed activities, such as the release of hazardous materials, and (2) the areas affected by other projects whose activities could directly or indirectly affect the presence or fate of hazardous materials on site. In general, only the Project site and areas adjacent to the Project site are considered for cumulative impacts due to the limited potential impact area associated with release of hazardous materials into the environment.

The proposed Project is not expected to utilize or contribute to hazards associated with the accidental release of hazardous materials. Furthermore, compliance with federal, state, and local regulations would ensure that cumulative hazard conditions are less than cumulatively considerable.

Hydrology and Water Quality

The cumulative study area for hydrology and water quality is the Santa Ana Watershed. Each of the cumulative projects, individually and cumulatively, could potentially increase the volume of storm water runoff and contribute to pollutant loading in storm water runoff reaching both the County's storm drain system and the Santa Ana River, resulting in cumulative impacts to hydrology and surface water quality. However, as with the proposed Project, each of the cumulative projects would also be subject to NPDES and MS4 Permit requirements for both construction and operation. Each project would be required to develop a SWPPP and WQMPs and would be evaluated individually to determine appropriate BMPs to minimize impacts to surface water quality. In addition, the County reviews all development projects on a case-by-case basis to ensure that sufficient local and regional drainage capacity is available. Water quality measures included in the proposed Project and the WQMP and SWPPP prepared for the Project would protect the quality of water discharged from the site during both construction and operational activities. Therefore, the Project would have a less than cumulatively considerable impact on water quality.

Land Use and Planning

Implementation of the proposed Project, when considered in conjunction with other existing and planned developments in the Project area, would result in the development of a currently vacant and undeveloped site. The cumulative study area analyzed for potential land use impacts is the County of Riverside.

The proposed Project includes GPA 01203, which proposes to modify the General Plan Land Use Designation for Parcels 290-060-024 and -025 from Business Park (BP), 0.25 – 0.60 Floor Area Ratio (FAR); to Medium High Density Residential (MHDR), 5-8 dwelling units per acre. The current zoning classification for the Project site is Commercial Office (CO). The Project is not consistent with this zoning classification. CZ 07913 proposes to revise the current zoning classification on the Project site from Commercial Office (CO) to R-4 (Planned Residential). The Project will be consistent with existing surrounding residential zoning designations of R-1 (north) and R-T to the west. There are appropriate special distances between the existing uses to the east and south such that there will not be any compatibility issues. Therefore, the proposed Project would have a less than cumulatively considerable impact that would result in a substantial alteration of the present or planned land use of an area.

Mineral Resources

The cumulative study area for mineral resources encompasses the entire Riverside County region due to the demand for aggregate construction materials in the region. The Project site is located within MRZ-3, which indicates that the Project site contains aggregate mineral resources. Although implementation of the proposed Project would result in minor impacts associated with the loss of availability of sand and gravel resources on the Project site, sand and gravel resources are available elsewhere in Riverside County and Southern California. In addition, the proposed Project would not result in the loss of availability of a locally important mineral resource recovery site.

The proposed Project would have no impact related to mineral resources and would therefore not contribute to any cumulative impacts to such resources.

Noise

The cumulative study area for traffic noise is the proposed Project's traffic study area.

As discussed in Sections 30-34, Noise, operation of the proposed Project would comply with all applicable noise standards and would have less than significant direct impacts related to noise. Project construction could result in some noise disturbance; however, these impacts would be temporary and would be restricted to conform to the County Noise General Plan and Ordinance standards. In addition, best management practices shall be implemented to reduce construction related noise. When the Project noise sources are added to the ambient noise sources in the Project area, any cumulative impacts will remain below established noise thresholds for construction and operation.

Population and Housing

The cumulative study area used to assess potential cumulative population and housing impacts includes the County of Riverside and adjacent municipalities.

Since the Project site is currently vacant, no housing units or people would be displaced and the construction of replacement housing is not required. The Project would not displace any houses or people requiring the construction of new housing elsewhere. The Project proposes 83 single-family residences, and would have a build-out population of approximately 254 persons (based on 3.06 persons per single-family residential household). The addition of 253 new residents into the *TCAP* would be approximately 0.43 percent of the *TCAP*s anticipated population of 58,164 persons at buildout. Therefore, the Project would have a less than cumulatively considerable impact related to population and housing.

Public Services

Implementation of the proposed Project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development in the immediate area, may increase the demand for public services such as fire and police protection. However, as a standard condition of approval, the Project applicant would be required to pay development impact fees to fund the expansion of such services. Development of any future public facilities would be subject to CEQA review prior to approval that would identify and address any resulting impacts. Therefore, the proposed Project would have a less than cumulatively considerable impact on public services.

Recreation

The increase in population to the Project area (254 residents) will have a direct impact upon recreational facilities. The Project would generate the need for 1.27 acres (at 5 acres per 1,000 persons). Since only private facilities are provided on-site, the payment of in-lieu fees will be required. With payment of the DIF and Quimby Fees, any impacts from implementation of the proposed Project that would 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, would have a less than cumulatively considerable impact on recreation services.

Transportation/Traffic

The CEQA Guidelines require that other reasonably foreseeable development projects which are either approved or being processed concurrently in the study area also be included as part of a cumulative analysis scenario. The cumulative setting for the proposed Project includes the nearby development for opening year traffic conditions provided by City of Wildomar Public Works and Engineering staff. Cumulative traffic impacts are created as a result of a combination of the proposed Project and other future developments contributing to the overall traffic impacts and requiring additional improvements to maintain acceptable level of service operations with or without the Project. A project's contribution to a cumulatively significant impact can be reduced to less than significant if the project implements or funds its fair share of improvements designed to alleviate the potential cumulative impact. As enforced by City Municipal Code Chapter 3.40, the Western Riverside County Transportation Uniform Mitigation Fee, and the adopted City Traffic Signal Development Impact Fee (Article I, Development Impact Fees, of Municipal Code Chapter 3.44), the Project applicant will be required to participate in the funding of off-site improvements, including traffic signals that are needed to serve cumulative traffic conditions. Specifically, this will be accomplished through the payment of Western Riverside County TUMF, City of Wildomar development impact fees, and a fair-share contribution as directed by the City. Per Municipal Code Chapters 3.40 and 3.44, these fees are collected as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with projected population increases. The Project's impacts to cumulative traffic conditions would be less than significant.

Tribal Cultural Resources

The cumulative study area for tribal cultural resources is the geographical area of the County of Riverside, which is the geographical area covered by the County's General Plan, including all goals and policies included therein. Future development in the County could include excavation and grading that could potentially impact tribal cultural resources. The cumulative effect of the proposed Project is the continued loss of these resources. Therefore, the proposed Project, in conjunction with other development in the County, has the potential to cumulatively impact tribal cultural resources.

The Project could cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code section 21074 as either a site 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 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 I of Public Resources Code Section 5024.1. **Mitigation Measures CUL-3** through **CUL-6**), shall be implemented in order to reduce potentially significant impacts to previously unknown archaeological resources (that are unexpectedly discovered during Project implementation) to a less than significant level. Any impacts would be less than cumulatively considerable.

Utilities and Service Systems

Implementation of the proposed Project, in combination with other existing, planned, proposed, approved, and reasonably foreseeable development in the immediate area, would increase demand for public utilities. Construction activities related to development of the Project site may result in impacts to utilities and service systems, including solid waste. Operational impacts are incremental.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Adequate capacity exists to serve the Project. Any impacts would be less than cumulatively considerable.				
53. Does the Project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☒	☐	☐

Source(s): Staff review and Project Application Materials.

Findings of Fact:

Less Than Significant Impact with Mitigation Incorporated

Certain environmental issues address the potential for direct or indirect adverse impacts to human beings. The following issues were determined to have the potential for direct or indirect impacts on humans in the vicinity of the Project site or in the region: air quality, geology/soils, greenhouse gas/climate change, hazards and hazardous materials, hydrology and water quality, noise and transportation/traffic. Based on the evaluation of the following issues in this Environmental Assessment (geology/soils and hazards and hazardous materials), no potential for significant adverse impact is forecast if the project is implemented and no mitigation is required to be implemented to reach this finding for these issues. For the following issues, hydrology/water quality and noise the proposed project has a potential to cause significant adverse cumulative impacts, but mitigation is identified that can reduce the potential for impacts to human beings to a less than significant impact level.

VI. EARLIER ANALYSES

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

Earlier Analyses Used, if any:

Earlier Project-Specific Analyses Used, if any: N/A

Location Where Earlier and Project-Specific Analysis, if used, are available for review:

Location: County of Riverside Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501

VII. AUTHORITIES CITED

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

VIII. SOURCES CITED

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SWAP Figure 6, *Temescal Canyon Area Plan Mt. Palomar Nighttime Lighting Policy Area* (p. 41)
http://planning.rctlma.org/Portals/0/genplan/general_plan_2014/GPA960/GPAVolume3/8Temescal%20Canyon%20Area%20Plan-%20GPA%20No%20960%20Volume%203%202014-02-20.pdf

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http://planning.rctlma.org/Portals/0/genplan/general_plan_2016/elements/Ch05_MOSE_120815.pdf?ver=2016-04-01-100801-367

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Riverside County General Plan Figure OS-8, *Paleontological Sensitivity*
http://planning.rctlma.org/Portals/0/genplan/general_plan_2016/elements/Ch05_MOSE_120815.pdf?ver=2016-04-01-100801-367

Riverside County General Plan Figure S-2 *Earthquake Fault Study Zones*, (p. S-15)
http://planning.rctlma.org/Portals/0/genplan/general_plan_2016/elements/Ch06_Safety-120815.pdf?ver=2016-04-01-100802-943

Riverside County General Plan Figure S-3 *Generalized Liquefaction*, (p. S-17)
http://planning.rctlma.org/Portals/0/genplan/general_plan_2016/elements/Ch06_Safety-120815.pdf?ver=2016-04-01-100802-943

California Building Code (CBC) http://www.bsc.ca.gov/Home/Current2013Codes.aspx

Riverside County General Plan Figure S-4 *Earthquake-Induced Slope Instability Map*, (p. S-19) and Figures S-13 through S-21 (showing General Ground Shaking Risk)
http://planning.rctlma.org/Portals/0/genplan/general_plan_2016/elements/Ch06_Safety-120815.pdf?ver=2016-04-01-100802-943

Riverside County General Plan Figure S-5 *Regions Underlain by Steep Slope*, (p. S-21)
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Riverside County General Plan Figure S-7 Documented Subsidence Areas Map, (p. S-29)
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County's Climate Action Plan
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CARB Scoping Plan
http://www.arb.ca.gov/cc/scopingplan/document/updatedscopingplan2013.htm

Title 24 building requirements http://www.bsc.ca.gov/codes.aspx

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The Department of Toxic Substances Control's Hazardous Waste and Substances Site List (Cortese List) web site: http://www.envirostor.dtsc.ca.gov

Riverside County General Plan Figure S-20, *Airport Locations*, (p. S-73)
http://planning.rctlma.org/Portals/0/genplan/general_plan_2016/elements/Ch06_Safety-120815.pdf?ver=2016-04-01-100802-943

Riverside County General Plan Figure S-11, *Wildlife Susceptibility*, (p. S-45)
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Riverside County General Plan Figure S-9, *Special Flood Hazard Areas*, (p. S-37)
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Figure S-10, *Dam Failure Inundation Zone*, (p. S-39)
http://planning.rctlma.org/Portals/0/genplan/general_plan_2016/elements/Ch06_Safety-120815.pdf?ver=2016-04-01-100802-943

Riverside County General Plan http://planning.rctlma.org/ZoningInformation/GeneralPlan.aspx

City of Temecula General Plan website:
http://www.cityoftemecula.org/Temecula/Government/CommDev/Planning/zoningdocuments/generalplan.htm

City of Temecula (City) General Plan Land Use Map (Figure LU-3, *Land Use Policy Map*)
http://www.cityoftemecula.org/NR/rdonlyres/0627D42B-8BF8-4971-80A0-AF411E8DF02D/0/GPLU.pdf

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Riverside County General Plan, *Multipurpose Open Space Element*, Figure OS-6, "Mineral Resources Area" (p. OS-41)
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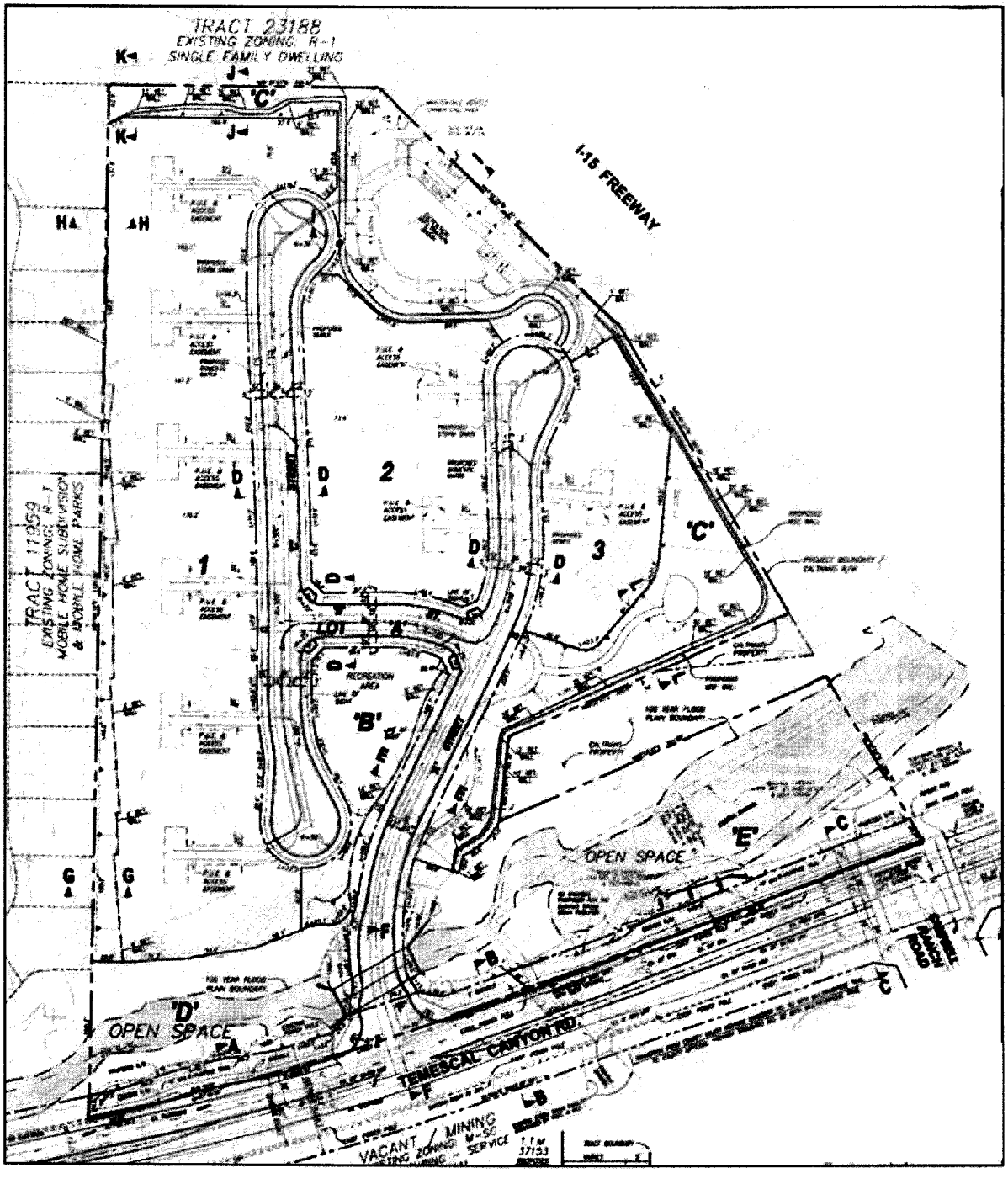
http://www.wmwd.com/DocumentCenter/View/3162

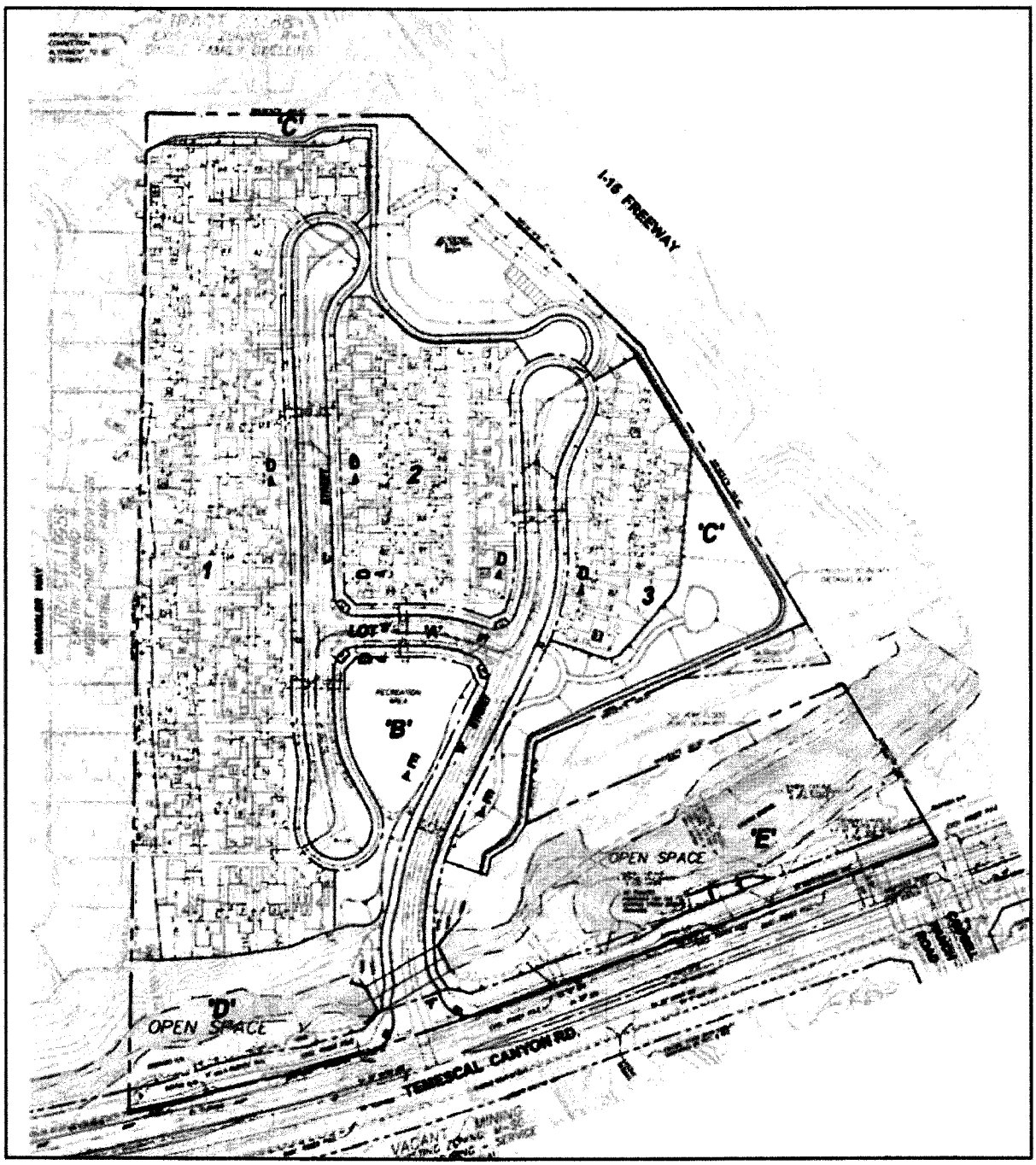
IX. FIGURES

Figure 1
TR 37153



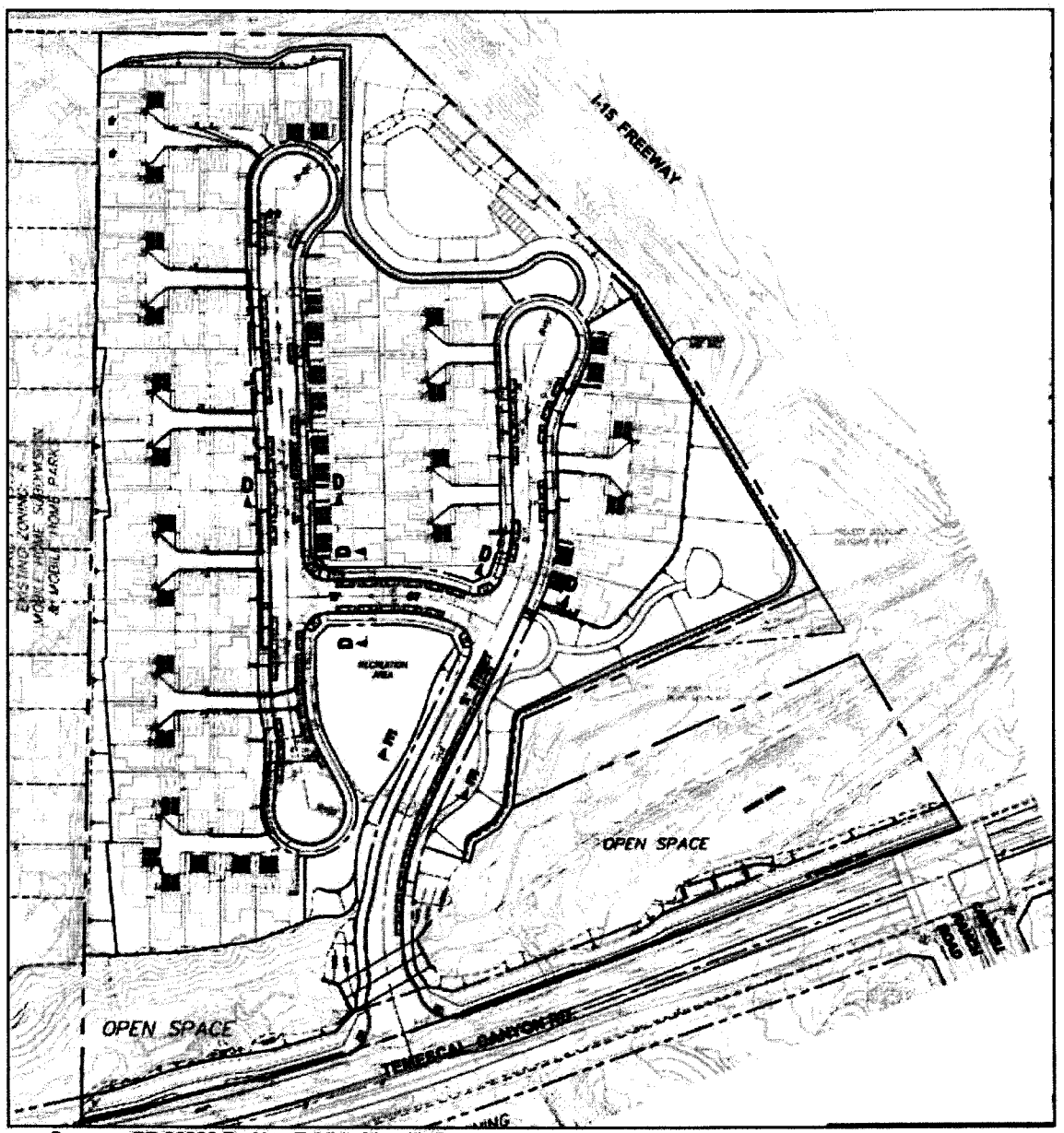
Source: TR 37153 Exhibit, May 2017.

Figure 2
Plot Plan 26209



Source: PP 26209 Exhibit, May 2017.

Figure 3
Plot Plan 26209 Parking Exhibit

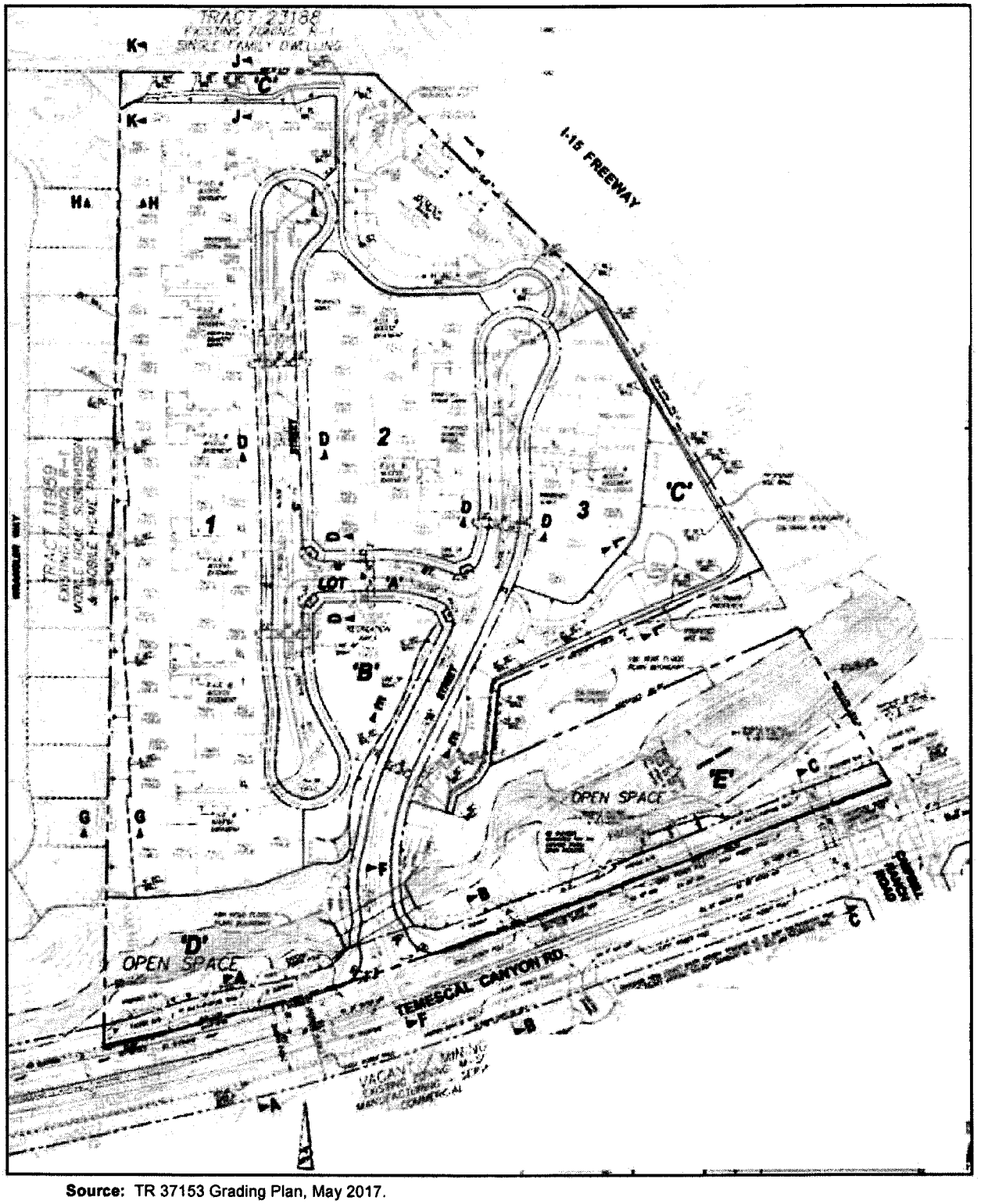


Source: PP 26209 Parking Exhibit, May 2017.

LEGEND

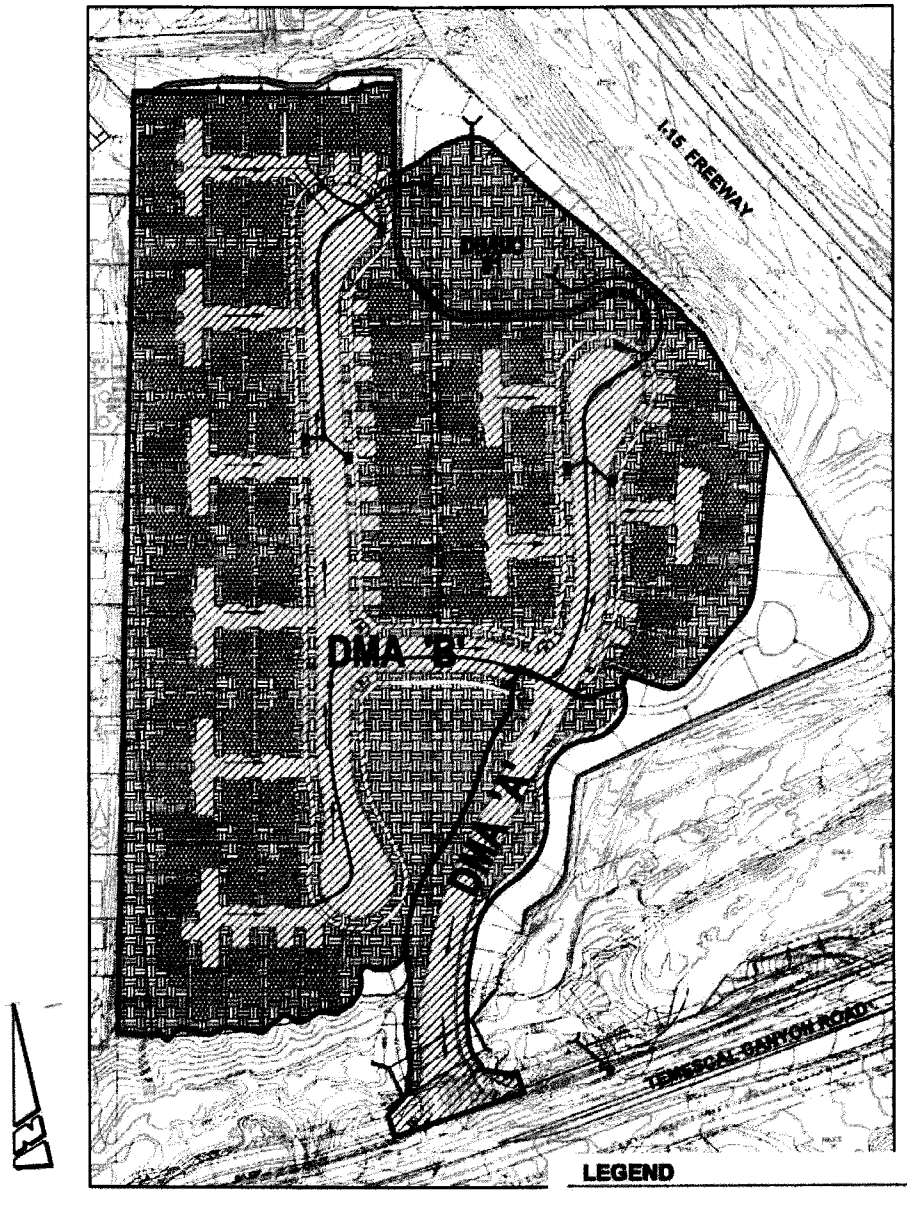
- **PATH OF TRAVEL FROM RESIDENCE FRONT ENTRY TO ON STREET PARKING SPACE.**
- * **PARKING SPACE EXCEEDS 200' MAXIMUM DISTANCE FROM UNIT IT SERVES (3 RESIDENCES TOTAL).**
- **VISITOR PARKING SPACE IN RESIDENCE DRIVEWAY.**

Figure 4
TR 37153 Conceptual Grading Plan



Source: TR 37153 Grading Plan, May 2017.

Figure 5
TR 37153 WQMP Site Map



Source: Exhibit A of the WQMP (**Appendix G1**).

Figure 6
Aerial Photo

Source: Map My Country, http://mmc.rivcoit.org/MMC_Public/Viewer.html?Viewer=MMC_Public, accessed May 2017.