

1 Noise will be generated during Project construction. However, construction between the
2 hours of 6:00 a.m. and 6:00 p.m. during the months of June through September and between
3 the hours of 7:00 a.m. and 6:00 p.m. during the months of October through May are exempt
4 from the standards in County Ordinance No. 847; thus, the County does not have a standard
5 with regard to construction noise during those hours. In addition to compliance with the
6 construction hours set forth in Ordinance No. 847, the Project will implement mitigation
7 measures MM Noise 3, MM Noise 4 and MM Noise 5, to reduce construction noise.
8 Therefore, with implementation of mitigation measures MM Noise 1 through MM Noise 5
9 and through compliance with current regulations, the proposed Project will not expose
10 persons to, or cause the generation of, noise levels in excess of current adopted standards.

11 **(DEIR, p. 5.0-153)**

12 **Mitigation Measures:**

13 **MM Noise-1 through MM Noise-5**

14
15 **E. Transportation/Traffic**

16 ***Impact:*** Construction, Emergency Access, and Public Transit

17 ***Threshold:*** The proposed project would not cause a significant adverse effect on circulation
18 during the project's construction, result in inadequate emergency access or access to nearby
19 uses, or conflict with adopted policies, plans, or programs regarding public transit,
20 bikeways or pedestrian facilities, or otherwise substantially decrease the performance or
21 safety of such facilities.

22 **Findings of Fact, Less Than Significant With Mitigation Measures:**

23 The proposed project would construct the following road improvements: southbound right-
24 turn-only lane at the Temescal Canyon Road/Indian Truck Trail intersection and northbound
25 left-turn-only lane at the Temescal Canyon Road/Project Driveway 3 intersection. The
26 project will also include construction of offsite water, sewer, and non-potable water pipeline
27 extensions in Temescal Canyon Road to connect to existing lines. Temporary lane closures
28 and minor detours may be required throughout construction, however, through traffic on

1 Temescal Canyon Road in each direction would be maintained at all times during
2 construction. The proposed project would not significantly impact emergency access and
3 access to nearby uses and would not conflict with adopted policies, plans or programs
4 regarding public transit, bikeways or pedestrian facilities, or otherwise substantially decrease
5 the performance or safety of such facilities. With implementation of Mitigation Measure
6 Trans-1, temporary impacts on traffic from construction will be reduced to less than
7 significant levels. (EA, p. 41)

8
9 **Mitigation Measures:**

10 **MM Trans 1:** A Construction Traffic Control Plan shall be prepared for each phase of
11 development (Phase I and Phase II) by the implementing developer and submitted to the
12 County of Riverside Transportation Department for approval prior to the issuance of
13 building permits for the Project. The Construction Traffic Control Plan shall include the
14 estimated day(s), time(s) and duration of any lane closures that are anticipated to be required
15 due to Project construction.

16 The Construction Traffic Control Plan shall include measures such as, but not limited to,
17 signage, flagmen, cones, advance community notice, or other acceptable measures to the
18 satisfaction of the County of Riverside Transportation Department. The purpose of the
19 measures shall be to safely guide motorists, cyclists, and pedestrians, minimize traffic
20 impacts and ensure the safe and even flow of traffic consistent with County level of service
21 standards and safety requirements.

22 The implementing developer or its general contractor shall be required to notify the County
23 of Riverside Transportation Department at least five (5) business days in advance of any
24 planned lane closure that will be caused by Project construction. The County shall evaluate
25 any other known lane closures, construction activities or special events which may conflict
26 with the Project's scheduled lane closure or create additional impacts to traffic flow and, if
27 deemed necessary by the County of Riverside Transportation Department, the Project's lane
28 closure may be postponed or rescheduled.

1 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the following impacts potentially
2 resulting from the adoption of the EIR No. 552 cannot be fully mitigated and will be only partially avoided
3 or lessened in consideration of existing regulations, Project Design Features or mitigation measures
4 specified in Attachment A (Mitigation Monitoring and Reporting Program, incorporated by reference into
5 this document). Accordingly, and as further explained below, the County makes the following findings as
6 to each of the following impacts as allowed by State CEQA Guidelines section 15091(a): “Changes or
7 alterations [that might further reduce Project impacts] are within the responsibility and jurisdiction of
8 another public agency and not the [County]. Such changes have been adopted by such other agency”; or
9 Specific economic, legal, social, technological, or other considerations, make infeasible the mitigation
10 measures or project alternatives identified in the final EIR.” Therefore, a statement of overriding
11 considerations consistent with State CEQA Guidelines sections 15093, 15216(b), and 15126.2(b) and
12 discussed in the Final EIR Section 15132 is required and included herein:

13 **A. Air Quality.**

14 *Impact: Conflict with Air Quality Plan.*

15 *Threshold: The proposed project would conflict with or obstruct implementation of the*
16 *applicable air quality plan, even with implementation of mitigation measures.*

17 Findings of Facts, Significant and Unavoidable:

18 The County of Riverside is located within the South Coast Air Basin (“the Basin”), which is
19 under the jurisdiction of the South Coast Air Quality Management District (SCAQMD).
20 SCAQMD has prepared an Air Quality Management Plan (AQMP) for the Basin to establish
21 a comprehensive program to lead the Basin into compliance with all federal and state air
22 quality standards. In particular, the proposed Project site is located within a portion of the
23 Basin that is designated as nonattainment for PM-10 by the state, as well as nonattainment
24 for ozone (O₃), and PM-2.5 under both the state and federal standards. The control measures
25 and related emission reduction estimates included in the AQMP are based upon emissions
26 projections for a future development scenario derived from land use, population, and
27 employment estimates defined in consultation with local governments. Accordingly, if a
28 project demonstrates compliance with local land use plans and/or population projections,

1 then the AQMP would have taken into account such uses when it was developed and the
2 project would not conflict with implementation of such a plan.

3 The Project site is currently designated as Community Development: Light Industrial
4 (CD:LI) in the County's General Plan (GP); however, the Project includes a General Plan
5 Amendment (GPA) to change the land use designation to Community Development:
6 Commercial Retail (CD:CR). Therefore, the proposed Project is not consistent with local
7 land use plans and has the potential to conflict with implementation of the SCAQMD
8 AQMP. In particular, the air quality analysis for the proposed Project shows that operation
9 of the proposed Project will exceed the SCAQMD long-term regional significance threshold
10 for NO_x. Therefore, operation of the proposed Project will contribute to the levels of O₃, a
11 pollutant for which the Basin is in nonattainment and may conflict the emission reduction
12 estimates in the AQMP. Because the proposed Project is not compliant with local land use
13 plans and because the proposed Project will exceed the SCAQMD regional significance
14 threshold for NO_x, the proposed Project would conflict with or obstruct implementation of
15 the AQMP and impacts will be significant and unavoidable (**DEIR, p. 5.0-22**). As the
16 proposed Project will result in significant operational NO_x emissions, those emissions in
17 turn contribute to poor air quality in the Basin, which has adverse effects on human health.
18 Both NO_x and O₃ have adverse effects on human health. NO₂ at atmospheric concentrations
19 is a potential irritant that can cause coughing in healthy people, can alter respiratory
20 responsiveness and pulmonary functions in people with preexisting respiratory illness, and
21 potentially lead to increased levels of respiratory illness in children. (**DEIR, p. 5.0-6**) O₃ is
22 a colorless, toxic gas that irritates the lungs and damages materials and vegetation. Ozone
23 represents the worst air pollution-related health threat in the Basin as it affects people with
24 preexisting respiratory illness, as well as, reduces lung function in healthy people. Studies
25 have shown that children living within the Basin experience a 10-15 percent reduction in
26 lung function. (**DEIR, p. 5.0-6**)

1 **Mitigation Measures:**

2 The Project will implement Existing Regulation (ER) and Mitigation Measures (MM) ER
3 AQ 1 to MM AQ 5, as outlined below, to reduce motor vehicle emissions to the greatest
4 extent feasible. These measures include preferential parking spaces for car-share, carpool,
5 and low emissions vehicles, synchronizing signals along Temescal Canyon Road, providing
6 infrastructure for charging stations, electrical hookups for refrigeration units and information
7 to future tenants to promote telecommuting and alternative work schedules to reduce
8 employee trips. However, despite implementation of all feasible mitigation, the proposed
9 Project cannot be fully mitigated below a level of significance for this issue area and impacts
10 would remain significant and unavoidable.

11
12 **ER AQ 1:** Consistent with the 2016 CalGreen Code, the Project shall provide reserved
13 preferential parking spaces for car-share, carpool, and ultra-low or zero emission vehicles;
14 or, provide larger parking spaces that can accommodate vans used for ride-sharing programs
15 and reserve them for vanpools and include adequate passenger waiting/loading areas.

16
17 **MM AQ 2:** The Project shall synchronize signals at the intersection of Temescal Canyon
18 Road and Indian Truck Trail and proposed signals at driveways 2, 3, and 4 along Temescal
19 Canyon Road, which is designated as an arterial.

20
21 **MM AQ 3:** The Project shall provide circuit and capacity for electric vehicle (EV) charging
22 stations in construction plans and specifications to facilitate future installation of electric
23 vehicle supply equipment (EVSE). As required by the 2016 CalGreen Building Code, 10
24 percent of the proposed parking spaces at the Project site will require EV charging circuit
25 and capacity and it is assumed that a minimum of 4 areas will contain these spaces.

1 **MM AQ 4:** Where transport refrigeration units (TRUs) are in use, electrical hookups will
2 be installed at all loading and unloading stalls in order to allow TRUs with electric standby
3 capabilities to use them.
4

5 **MM AQ 5:** The Project shall provide information to future office tenants about the benefits
6 of telecommuting and alternative work schedules that include reducing the number of
7 commute trips and therefore vehicle miles traveled from employees.
8

9 ***Impact: Air Quality Standards***

10 ***Threshold:*** *The proposed project would violate an air quality standard or contribute*
11 *substantially to an existing or projected air quality violation even with implementation of*
12 *mitigation measures.*

13 **Findings of Facts, Significant and Unavoidable:**

14 Based on the SCAQMD's Regional Significance Threshold (RST) analysis for the proposed
15 Project, the short-term construction emissions will not exceed any thresholds for any criteria
16 pollutants. The long-term operation emissions will only exceed the threshold for NO_x.
17 Therefore, long-term regional air quality impacts are significant and unavoidable prior to
18 implementation of mitigation.

19 Based on the SCAQMD's Localized Significance Threshold (LST) analysis of the proposed
20 Project, neither the short-term construction nor long-term operation of the Project will result
21 in localized air quality impacts to sensitive receptors in the Project vicinity for NO_x, CO,
22 PM-10 or PM-2.5. Additionally, the proposed Project will not form any CO hot spots in the
23 Project area. For these reasons, localized air quality impacts from short-term construction
24 and long-term operation are considered less than significant. Nonetheless, because long-term
25 operation of the proposed Project will exceed the SCAQMD threshold for NO_x, impacts are
26 considered to be significant and unavoidable before implementation of mitigation.

27 The Project will implement Existing Regulation (ER) and Mitigation Measures (MM) ER
28 AQ 1 to MM AQ 5, as outlined above, to reduce operational NO_x emissions. Existing

1 regulation ER AQ 1 requires the provision of preferential parking spaces for car-share,
2 carpool, and ultra-low or zero emission vehicles or larger parking spaces to accommodate
3 vans for ride-share programs, which is anticipated to reduce vehicle miles traveled in the
4 County by approximately 0.60% according to the County's Climate Action Plan. Low-
5 emission vehicle usage also reduces NO_x emissions. Signal synchronization, as required by
6 mitigation measure MM AQ 2, will reduce acceleration/deceleration associated with stop-
7 and-go traffic and has the potential to reduce mobile emissions up to 12% according to the
8 California Air Pollution Control Officers Association (CAPCOA) Quantification Report.
9 Implementation of mitigation measure MM AQ 3, which requires installation of circuit and
10 capacity for electric vehicles at the Project site is anticipated to reduce vehicle emissions by
11 approximately 95% per vehicle replaced by an electric vehicle, according to the County's
12 Climate Action Plan. MM AQ 4 will eliminate unnecessary idling from refrigerated trucks
13 accessing the Project site. MM AQ 5 will encourage telecommuting and alternative work
14 schedules which reduce the number of commute trips and therefore vehicle miles traveled
15 from employees.

16 The implementation of ER AQ 1 through MM AQ 5 will reduce the Project's operational
17 NO_x emissions from mobile sources by encouraging low-emission vehicle use, improving
18 traffic flow, and reducing Vehicle Miles Traveled (VMT) and unnecessary idling; however,
19 the reductions will not reduce emissions below the operational NO_x threshold. The measures
20 don't have any specific quantitative reductions and are expected to be very small. Emissions
21 would need to be reduced by 85% to reach the threshold and reduction of these types of
22 vehicle emissions are outside of the project's direct control. Because long-term operation of
23 the proposed Project will exceed the SCAQMD threshold for NO_x, impacts are considered
24 to be significant and unavoidable after implementation of mitigation, and a Statement of
25 Overriding Considerations will be required should the County choose to approve the Project.
26 **(DEIR, p. 5.0-22-35)**. As the proposed Project will result in significant operational NO_x
27 emissions, those emissions in turn contribute to poor air quality in the Basin, which has
28 adverse effects on human health. Both NO_x and O₃ have adverse effects on human health.

1 NO₂ at atmospheric concentrations is a potential irritant that can cause coughing in healthy
2 people, can alter respiratory responsiveness and pulmonary functions in people with
3 preexisting respiratory illness, and potentially lead to increased levels of respiratory illness
4 in children. O₃ is a colorless, toxic gas that irritates the lungs and damages materials and
5 vegetation. Ozone represents the worst air pollution-related health threat in the Basin as it
6 affects people with preexisting respiratory illness, as well as, reduces lung function in
7 healthy people. Studies have shown that children living within the Basin experience a 10-15
8 percent reduction in lung function. (DEIR, p. 5.0-6)

9 **Mitigation Measures:**

10 **ER AQ1 through MM AQ5**

11
12 ***Impact:** Cumulatively Considerable Increase in Criteria Pollutants*

13 ***Threshold:** The proposed project would result in a cumulatively considerable net increase*
14 *in a criteria pollutant for which the project region is nonattainment under an applicable*
15 *federal or state ambient air quality standard (including releasing emissions which exceed*
16 *quantitative thresholds for ozone precursors) even with implementation of mitigation*
17 *measures.*

18 Findings of Facts, Significant and Unavoidable:

19 SCAQMD considers the thresholds for project-specific impacts and cumulative impacts to
20 be the same. Therefore, projects that exceed project-specific significance thresholds are
21 considered by SCAQMD to be cumulatively considerable. Based on SCAQMD's regulatory
22 jurisdiction over regional air quality, it is reasonable to rely on its thresholds to determine
23 whether there is a cumulative air quality impact.

24 None of the SCAQMD mass daily significance thresholds are exceeded during Project
25 construction however, the mass daily significance threshold for NO_x would be exceeded
26 during Project operation. In terms of localized air quality impacts, construction of the project
27 would not have a cumulatively considerable impact due to criteria pollutant emissions.
28

1 Because the Project would have a cumulatively considerable increase in emissions due to
2 operational NO_x, the impact is significant and unavoidable before implementation of
3 mitigation.

4 The Project will implement Existing Regulation (ER) and Mitigation Measures (MM) ER
5 AQ 1 to MM AQ 5, as outlined above, to reduce operational NO_x emissions. The
6 implementation of ER AQ 1 through MM AQ 5 will reduce the Project's operational NO_x
7 emissions from mobile sources by encouraging low-emission vehicle use, improving traffic
8 flow, and reducing Vehicle Miles Traveled (VMT) and unnecessary idling; however, the
9 reductions will not reduce emissions below the operational NO_x threshold. The measures
10 don't have any specific quantitative reductions and are expected to be very small. Emissions
11 would need to be reduced by 85% to reach the threshold and reduction of these types of
12 vehicle emissions are outside of the project's direct control. Because long-term operation of
13 the proposed Project will exceed the SCAQMD threshold for NO_x, impacts are considered
14 to be significant and unavoidable after implementation of mitigation, and a Statement of
15 Overriding Considerations will be required should the County choose to approve the Project.
16 **(DEIR, p. 5.0-30-31)**. As the proposed Project will result in significant operational NO_x
17 emissions, those emissions in turn contribute to poor air quality in the Basin, which has
18 adverse effects on human health. Both NO_x and O₃ have adverse effects on human health.
19 NO₂ at atmospheric concentrations is a potential irritant that can cause coughing in healthy
20 people, can alter respiratory responsiveness and pulmonary functions in people with
21 preexisting respiratory illness, and potentially lead to increased levels of respiratory illness
22 in children. **(DEIR, p. 5.0-6)** O₃ is a colorless, toxic gas that irritates the lungs and damages
23 materials and vegetation. Ozone represents the worst air pollution-related health threat in the
24 Basin as it affects people with preexisting respiratory illness, as well as, reduces lung
25 function in healthy people. Studies have shown that children living within the Basin
26 experience a 10-15 percent reduction in lung function. **(DEIR, p. 5.0-6)**

27 **Mitigation Measures:**

28 **ER AQ1 through MM AQ5**

1 **B. Transportation/Traffic**

2 *Impact: Traffic*

3 *Threshold: The proposed project would conflict with an applicable plan, ordinance or*
4 *policy establishing measures of effectiveness for the performance of the circulation system,*
5 *taking into account all modes of transportation including mass transit and non-motorized*
6 *travel and relevant components of the circulation system, including but not limited to*
7 *intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass*
8 *transit;*

9 *And conflict with an applicable congestion management program, including, but not limited*
10 *to level of service standards and travel demand measures, or other standards established by*
11 *the county congestion management agency for designated roads or highways.*

12 Findings of Facts, Significant and Unavoidable:

13 Impacts related to new or altered maintenance of roads, conflicts with adopted policies,
14 plans, or programs regarding public transit, bicycle, or pedestrian facilities, and impacts
15 associated with the provision of new or physically altered bike trails, were all found to be
16 less than significant, and no mitigation measures are required.

17
18 *Intersections*

19 Per the Riverside County Transportation Department Traffic Impact Analysis Preparation
20 Guide (2008), the minimum area to be studied shall include any intersections of “Collector”
21 or higher classification street with “Collector” or higher classification streets, at which the
22 proposed project will add 50 or more peak hour trips. The following eleven intersections
23 were selected for analysis in the Traffic Impact Analysis (DEIR Appendix G):

- 24 1. Temescal Canyon Road / Indian Truck Trail
25 2. I-15 NB Ramp / Indian Truck Trail
26 3. I-15 SB Ramp / Indian Truck Trail
27
28

- 1 4. Campbell Ranch Road / Indian Truck Trail
- 2
- 3 5. Campbell Ranch Road / Temescal Canyon Road
- 4
- 5 6. Mayhew Canyon Road / Campbell Ranch Road
- 6
- 7 7. Temescal Canyon Road / Horsethief Canyon Road
- 8
- 9 8. Temescal Canyon Road / Driveway 1
- 10
- 11 9. Temescal Canyon Road / Driveway 2
- 12
- 13 10. Temescal Canyon Road / Driveway 3
- 14
- 15 11. Temescal Canyon Road / Driveway 4

16 Intersections will continue to operate at acceptable Levels of Service (LOS) in the Existing
17 Plus Project Conditions (E+P), and the Existing Plus Ambient Plus Project (E+A+P) for both
18 Phase I and Phase II.

19 *Freeway Segments*

20 The I-15 southbound segment north of Indian Truck Trail freeway segment is anticipated to
21 operate at an unacceptable LOS during the PM peak hour in the E+P, and the E+A+P for
22 both Phase I and Phase II conditions. All other study area freeway segments are anticipated
23 to operate an acceptable LOS D or better during peak hours.

24 *Freeway Ramps*

25 The I-15 southbound off-ramp at Indian Truck Trail freeway ramp continues to operate at
26 an unacceptable LOS in both the E+P and E+A+P (Phase I and Phase II) conditions. All
27 other study area ramp locations are operating an acceptable LOS D or better during peak
28 hours.

Traffic mitigation is typically in the form of improvements to the roadway or intersection

1 that are engineered to enable more cars and trucks to pass through an intersection or along a
2 roadway. For example, a traffic signal organizes the traffic at the intersection and allows
3 each leg of the intersection a certain amount of time to complete their movement. While this
4 may result in a little more delay for some legs of the intersection, the signal light ensures
5 that all turning movements get a chance to occur which reduces the amount of backup
6 associated with vehicles waiting to make a turn. Widening of a roadway increases capacity
7 by adding physical area to the street, changes in timing of a signal light can improve the
8 efficiency of traffic flow, adding a median to prevent turning movements or even striping of
9 a roadway can help with traffic flow and efficiency. With implementation of mitigation
10 measures MM Trans 1 thru MM Trans 6, impacts to Riverside County roadway segments
11 and intersections will be less than significant.

12 Ramp and lane improvements would be necessary in order to reduce impacts to ramp and
13 freeway segments (I-15 southbound segment north of Indian Truck trail and I-15 southbound
14 off-ramp at Indian Truck Trail) to less than significant levels. However, all state freeways
15 are under the authority of Caltrans. The County of Riverside does not have jurisdiction over
16 the freeway improvements. Where traffic increases would affect freeways, there is no
17 mechanism for development project proponents to pay fees or make fair share contributions
18 toward improving mainline freeway segments or freeway ramps. Even if there were such a
19 mechanism, there is no way to ensure that such payments would be directed to a specific
20 freeway improvement project. Consequently, there are no feasible mitigation measures for
21 impacts to freeways; impacts would be significant and unavoidable and a statement of
22 overriding consideration would be required to be adopted by the County of Riverside prior
23 to project approval. (DEIR, p. 5.0-162-189).

24
25 **Mitigation Measures:**

26 The following mitigation measures will be implemented, as outlined below. Mitigation
27 measures MM Trans 1 and MM Trans 3 will ensure potential impacts related to circulation
28 during the Project's construction are less than significant. In addition to mitigation measure

1 MM Trans 1 through MM Trans 3, mitigation measures MM Trans 4 through MM Trans 7
2 are applicable to development of Phase II and will ensure potential impacts on local roadway
3 segments and intersections are less than significant. Because there are no feasible mitigation
4 measures or available funding mechanisms with which to contribute fair share fees for
5 potential project-specific impacts related to freeways, impacts on the I-15 freeway are
6 significant and unavoidable and a statement of overriding consideration is required.
7

8 *Construction Mitigation*

9 **MM Trans 1:** A Construction Traffic Control Plan shall be prepared for each phase of
10 development (Phase I and Phase II) by the implementing developer and submitted to the
11 County of Riverside Transportation Department for approval prior to the issuance of
12 building permits for the Project. The Construction Traffic Control Plan shall include the
13 estimated day(s), time(s) and duration of any lane closures that are anticipated to be required
14 due to Project construction.

15 The Construction Traffic Control Plan shall include measures such as, but not limited to,
16 signage, flagmen, cones, advance community notice, or other acceptable measures to the
17 satisfaction of the County of Riverside Transportation Department. The purpose of the
18 measures shall be to safely guide motorists, cyclists, and pedestrians, minimize traffic
19 impacts and ensure the safe and even flow of traffic consistent with County level of service
20 standards and safety requirements.

21 The implementing developer or its general contractor shall be required to notify the County
22 of Riverside Transportation Department at least five (5) business days in advance of any
23 planned lane closure that will be caused by Project construction. The County shall evaluate
24 any other known lane closures, construction activities or special events which may conflict
25 with the Project's scheduled lane closure or create additional impacts to traffic flow and, if
26 deemed necessary by the County of Riverside Transportation Department, the Project's lane
27 closure may be postponed or rescheduled.
28

1 **MM Trans 2:** Sight distance at the Project driveways shall be reviewed with respect to the
2 County's sight distance standards at the time of preparation of final grading, landscape, and
3 street improvement plans.

4
5 **MM Trans 3:** Signing/stripping shall be implemented in conjunction with detailed
6 construction plans for the Project site.

7
8 *Operation Mitigation Phase II*

9 **MM Trans 4:** Prior to issuance of occupancy permit for Phase II Buildings, the
10 implementing developer shall install a traffic signal at the intersection of Temescal Canyon
11 Road and Project Driveway No. 2.

12
13 **MM Trans 5:** Prior to issuance of occupancy permit for Phase II Buildings, the
14 implementing developer shall install a traffic signal at the intersection of Temescal Canyon
15 Road and Project Driveway No. 3.

16
17 **MM Trans 6:** Prior to issuance of occupancy permit for Phase II Buildings, the
18 implementing developer shall install a traffic signal at the intersection of Temescal Canyon
19 Road and Project Driveway No. 4.

20
21 **MM Trans 7:** Prior to issuance of occupancy permit for Phase II Buildings, the
22 implementing developer shall install the following improvements at the intersection of
23 Temescal Canyon Road and Indian Truck Trail:

- 24 • A second southbound through lane; and
- 25 • One southbound right turn overlap phase.

26 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it has considered, consistent with
27 CEQA's requirements, the impacts of the Project together with all other pending or approved projects within
28 the affected area for each resource area, and finds that:

1 **A. Aesthetics, Agriculture and Forestry Resources, Cultural Resources, Geology and**
2 **Soils, Hazards and Hazardous Materials, Mineral Resources, Population and Housing,**
3 **Public Services, Recreation, and Utility and Service Systems.**

4 **Cumulative Impact Finding: Not cumulatively considerable.**

5 As outlined in Section 4.0, Environmental Effects Found Not to be Significant, the following
6 environmental topics were found not to be significant during the preparation of the NOP and
7 therefore are not discussed further in the EIR:

- 8 • Aesthetics
- 9 • Agriculture and Forestry Resources
- 10 • Cultural Resources
- 11 • Geology and Soils
- 12 • Hazards and Hazardous Materials
- 13 • Mineral Resources
- 14 • Population and Housing
- 15 • Public Services
- 16 • Recreation
- 17 • Utility and Service Systems.

18 Section 21100(c) of the Public Resources Code states that an EIR shall contain a statement
19 briefly indicating the reasons that various possible significant effects of the project were
20 determined not to be significant and were therefore, not discussed in detail in the EIR.
21 Section 15128 of the CEQA Guidelines adds, "Such a statement may be contained in an
22 attached copy of an Initial Study." The Environmental Assessment Form: Initial Study that
23 was prepared for the proposed Project is included in Appendix A. Comment letters received
24 in response to the NOP and notes of comments received at the scoping meeting are also
25 contained in Appendix A. The Environmental Assessment Form: Initial Study was prepared
26 to evaluate the Project's potential to impact the environment. The Environmental
27 Assessment Form: Initial Study includes an analysis for the environmental issues and
28 thresholds that the proposed Project was determined to have no impact, a less than significant

1 impact, or less than significant impact with mitigation incorporated. The following
2 environmental topics were determined not to be significant and therefore were not discussed
3 further in the EIR. (DEIR pp. 4.0-1-7)

4 **B. Air Quality Cumulative Impacts.**

5 **Cumulative Impact Finding: Cumulatively considerable.**

6 The cumulative area for air quality impacts is the South Coast Air Basin (Basin). As
7 discussed in Section 5.1, the portion of the Basin within which the Project is located is
8 designated as a non-attainment area for particulate matter less than 10 microns in diameter
9 (PM-10) under State standards, and for ozone and PM less than 2.5 microns in diameter
10 (PM-2.5) under both State and federal standards (see DEIR Table 5.0-A). Ozone is not
11 directly emitted into the atmosphere; rather, it forms via a reaction of volatile organic
12 compounds (VOC) and oxides of nitrogen (NO_x) in the atmosphere. Therefore, it is also
13 important to consider these emissions and their potential to contribute to ozone pollution in
14 the region.

15 Based on the Air Quality analysis prepared for the proposed Project (DEIR Appendix B),
16 none of the SCAQMD mass daily significance thresholds are exceeded during Project
17 construction. As shown in DEIR Table 5.0-E and Table 5.0-F, the mass daily significance
18 threshold for NO_x would be exceeded during Project operation. Implementation of Existing
19 Regulation (ER) ER AQ 1 and Mitigation measures MM AQ 2 through MM AQ 5 will be
20 implemented to reduce operational NO_x emissions; however, they do not have quantitative
21 reductions associated with them available in the modeling software CalEEMod. Therefore,
22 operational emissions of NO_x will exceed the SCAQMD threshold, even after
23 implementation of mitigation measures.

24 SCAQMD considers the thresholds for project-specific impacts and cumulative impacts to
25 be the same. Therefore, projects that exceed project-specific significance thresholds are
26 considered by SCAQMD to be cumulatively considerable. Based on SCAQMD's regulatory
27 jurisdiction over regional air quality, it is reasonable to rely on its thresholds to determine
28 whether there is a cumulative air quality impact. As such, cumulative impacts regarding

1 operational NO_x emissions will be significant and unavoidable and the County will be
2 required to adopt a Statement of Overriding Considerations to move forward with the
3 Project. (DEIR p. 6.0-3). As the proposed Project will result in significant operational NO_x
4 emissions, those emissions in turn contribute to poor air quality in the Basin, which has
5 adverse effects on human health. Both NO_x and O₃ have adverse effects on human health.
6 NO₂ at atmospheric concentrations is a potential irritant that can cause coughing in healthy
7 people, can alter respiratory responsiveness and pulmonary functions in people with
8 preexisting respiratory illness, and potentially lead to increased levels of respiratory illness
9 in children. (DEIR, p. 5.0-6) O₃ is a colorless, toxic gas that irritates the lungs and damages
10 materials and vegetation. Ozone represents the worst air pollution-related health threat in the
11 Basin as it affects people with preexisting respiratory illness, as well as, reduces lung
12 function in healthy people. Studies have shown that children living within the Basin
13 experience a 10-15 percent reduction in lung function. (DEIR, p. 5.0-6)

14
15 **C. Biological Resources.**

16 **Cumulative Impact Finding: Not cumulatively considerable.**

17 This cumulative impact analysis considers development of the Project in conjunction with
18 other development projects in the geographic area covered by the Western Riverside County
19 MSHCP (MSHCP) based on a summary of projections approach resulting from full General
20 Plan buildout in Riverside County and other jurisdictions in the region within the boundaries
21 of the MSHCP.

22 The primary effects of the proposed Project, when considered with the buildout of long-
23 range plans in the geographic area covered by the MSHCP, would be the cumulative loss of
24 habitat for sensitive species. Although the Project site is disturbed and does not support
25 habitat for sensitive species, it still provides open space for foraging, refuse, and potentially
26 nesting habitat for birds, including raptors and passerines.

27 Anticipated cumulative impacts to biological resources are addressed within the MSHCP
28 cumulative study area. The MSHCP addresses 146 Covered Species that depend on a broad

1 range of habitats and geographic areas within Western Riverside County and includes
2 threatened and endangered species and regionally- or locally- sensitive species that have
3 specific habitat requirements and conservation and management needs. The MSHCP
4 addresses biological impacts for take of Covered Species within the MSHCP Area. Impacts
5 to Covered Species and establishment and implementation of a regional conservation
6 strategy and other measures included in the MSHCP address federal, state, and local
7 mitigation requirements for these species and their habitats. Specifically, Section 4.4 of the
8 MSHCP states that:

9 *The MSHCP was specifically designed to cover a large geographical area so that it*
10 *would protect numerous endangered species and habitats throughout the region. It*
11 *is the projected cumulative effect of future development that has required the*
12 *preparation and implementation of the MSHCP to protect multiple habitats and*
13 *multiple endangered species.*

14 The MSHCP goes on to state that:

15 *The LDMF [Local Development Mitigation Fee] is to be charged throughout the*
16 *Plan Area to all future development within the western part of the County and the*
17 *Cities in order to provide a coordinated conservation area and implementation*
18 *program that will facilitate the preservation of biological diversity, as well as*
19 *maintain the region's quality of life.*

20 The reason for the imposition of the mitigation fee over the entire region is that the loss of
21 habitat for endangered species is a regional issue resulting from the cumulative effect of
22 continuing development throughout all the jurisdictions in Western Riverside County.

23 Finally, Section 5.1 of the MSHCP states that:

24 *It is anticipated that new development in the Plan Area will fund not only the*
25 *mitigation of the impacts associated with its proportionate share of regional*
26 *development, but also the impacts associated with the future development of more*
27 *than 332,000 residential units and commercial and industrial development projected*
28 *to be built in the Plan Area over the next 25 years.*

1 As outlined in the Determination of biologically Equivalent or Superior Preservation
2 (DBESP) for impacts to riparian/riverine/wetland features, with implementation of the
3 project design features and the proposed minimization and mitigation measures, the project
4 would represent a biologically superior alternative to the existing project conditions. As
5 more habitat is being created and conserved on-site than is being lost, the Project would not
6 have a cumulatively-considerable impact.

7 The proposed Project would not conflict with any local policies or ordinances protecting
8 biological resources; accordingly, a cumulatively-considerable impact due to a conflict with
9 such local policies or ordinances would not occur. (DEIR pp, 6.0-3-5)

10
11 **D. Greenhouse Gas Emissions.**

12 **Cumulative Impact Finding: Not cumulatively considerable.**

13 Individual projects would incrementally contribute toward the potential for global climate
14 change on a cumulative basis in concert with all other past, present, and probable future
15 projects. While individual projects are unlikely to measurably affect global climate change,
16 each of these projects incrementally contributes toward the potential for global climate
17 change on a cumulative basis, in concert with all other past, present, and probable future
18 projects.

19 However, the County has adopted a Climate Action Plan (CAP) to set a goal to reduce
20 emissions back to 1990 levels by the year 2020. This target was calculated as a 15 percent
21 decrease from 2008 levels, as recommended in the AB 32 Scoping Plan. As described in
22 Section 5.4 - Greenhouse Gas Emissions, projects have the option of demonstrating
23 compliance with the CAP by obtaining 100 points on the County's screening table or by
24 demonstrating a 25 percent reduction in GHG emissions compared to the adjusted business
25 as usual scenario. The Project earned 125 points on the County's screening table by agreeing
26 to implement specific measures to reduce GHG emissions, which exceeds the County's 100-
27 point threshold for CAP compliance (DEIR Appendix B).

28 Consistent with CEQA Guidelines, projects that garner a total of 100 points or greater on the

1 County's CAP Screening Tables "would be determined to have a less than significant
2 individual and cumulative impact for GHG emissions" (CAP 2015). Accordingly, the
3 Project will have a less than significant individual and cumulative impact with
4 implementation of the Project's CAP Screening Table, ER AQ 1, and MM AQ 2 through
5 MM AQ 5. (DEIR p, 6.0-5)

6
7 **E. Hydrology and Water Quality**

8 **Cumulative Impact Finding: Not cumulatively considerable.**

9 For the purposes of evaluation, the Project's cumulatively considerable impacts to hydrology
10 and water quality, the cumulative study area encompasses the Santa Ana River watershed,
11 which would receive runoff from the Project site. The analysis in this section assumes
12 buildout of the cities and unincorporated lands in accordance with the applicable General
13 Plan land use designations.

14 The proposed Project BMPs that would ensure the Project's post-development drainage
15 conditions closely resemble the existing conditions and are consistent with Riverside County
16 requirements. The BMPs would ensure that substantial erosion and siltation do not occur
17 onsite or offsite, and that the Project's drainage would not exceed the capacity of existing
18 drainage systems.

19 Other projects within the cumulative study area similarly would be required to demonstrate
20 through site specific hydrology and hydraulics analyses that drainage would not substantially
21 increase because of development. As with the proposed Project, these cumulative
22 developments would be required to comply with Riverside County requirements for storm
23 drainage systems and post-development runoff. Therefore, since other projects within the
24 cumulative study area would be required to comply with similar measures as the proposed
25 Project, cumulatively significant impacts would not be expected.

26 During construction activities, the proposed Project and other projects within the cumulative
27 study area would be required to obtain NPDES permit that would regulate construction
28 activities to ensure that polluted runoff does not occur. Since construction activities would

1 be fully regulated pursuant to the NPDES, cumulatively considerable impacts from
2 construction activities would be prevented.

3 Under long-term operating conditions, the Project and other cumulative development
4 projects would be required to comply with the NPDES permit requirements for post-
5 construction activities, which require the preparation of site-specific WQMPs that ensure the
6 ongoing protection of the watershed basin by requiring structural and programmatic controls.
7 As each development proceeds, site-specific BMPs must be developed to further reduce the
8 potential for polluted runoff. Therefore, since long-term operational development for all
9 projects within the cumulative study area would be regulated through the NPDES permit,
10 long-term cumulatively significant impacts to water quality would also be prevented.

11 BMPs proposed as part of the Project's WQMP would occur onsite within areas proposed
12 for disturbance by the Project. There are no direct or cumulative impacts that would result
13 from construction of these BMPs, except as noted otherwise in the direct and cumulative
14 analysis provided throughout this EIR. Cumulative significant impacts associated with the
15 Project's BMPs are not anticipated.

16 The Project has been designed to ensure that post-development flows do not substantially
17 exceed those that occur under existing conditions. The Project would not result in a
18 substantial change in the amount of stormwater runoff that would contribute to flooding
19 onsite or offsite or change the amount of surface water in any water body. Accordingly,
20 cumulative significant impacts would not occur. **(DEIR p, 6.0-5-6)**

21
22 **F. Land Use and Planning**

23 **Cumulative Impact Finding: Not cumulatively considerable.**

24 The proposed Project includes a GPA for land use designation change from LI to CR, a CZ
25 from M-SC to C-P-S, and development of restaurant, gas station with convenient store, retail,
26 office, supermarket, bank, and pharmacy uses. The CR land use designation proposed by the
27 Project would not differ substantially from the range of uses that are allowed under existing
28 land use designations and zoning. Thus, the Project's conversion of areas planned for LI to

1 CR is not regarded as a substantial alteration of the planned land use for the Project site. The
2 proposed GPA and associated commercial/retail/office development would complement the
3 surrounding and planned residential land uses. When considered in the context of other past,
4 present, and reasonably foreseeable developments within nearby portions of the Temescal
5 Valley, the Project's proposed change to the site's land use designation also would not result
6 in any cumulatively considerable impacts related to land use and planning. The proposed
7 Project will not conflict with the Riverside County General Plan, the Elsinore Area Plan or
8 SCAG's RTP/SCS. Accordingly, a cumulatively significant impact would not occur. **(DEIR**
9 **pp, 6.0-6-7)**

10
11 **G. Noise**

12 **Cumulative Impact Finding: Not cumulatively considerable.**

13 The geographic scope for noise impacts associated with on-site construction and operations
14 is the immediate vicinity of the Project site because noise is a localized phenomenon, and
15 drastically reduces in magnitude as the distance from the noise sources increases.
16 Consequently, only those cumulative development projects within the immediate vicinity of
17 the proposed Project will be likely to contribute to cumulative noise impacts resulting from
18 Project construction or operation. Only two of the cumulative development projects
19 identified in DEIR Table 6.0-A: Cumulative Developments are within one-half (0.5) mile of
20 the Project site: TR 36316 and TR 36317.

21 Potential impacts from Project-related construction will be less than significant through
22 compliance with Ordinance No. 847 and implementation of mitigation measures MM Noise
23 3 through MM Noise 5. Potential cumulative impacts from construction noise could result if
24 construction of the proposed Project and one or more of the two cumulative development
25 projects within 0.5 miles of the Project site occurred simultaneously. However, because TR
26 36316 and TR 36317 are located south of I-15, any construction-generated noise from the
27 proposed Project to these locations would be masked by the traffic noise from I-15.
28 Therefore, the Project's contribution to construction noise is not cumulatively considerable

1 and cumulative impacts from construction noise are less than significant.

2 The geographic scope for noise impacts associated with Project operations are sensitive
3 receptors in proximity to the Project site because noise is a localized phenomenon, and
4 drastically reduces in magnitude as the distance from the noise sources increases. Further,
5 because the dominant noise source in the Project are is traffic-noise from I-15, sensitive
6 receptors south of I-15 would not likely perceive operational noise from the Project site, so
7 the concern would be limited to sensitive receptors north of I-15. There are no existing
8 sensitive receptors north of I-15 within 0.5 miles of the Project site. Cumulative development
9 projects TR 36593 and SP 387 are north of I-15; however, they are approximately one mile
10 away from the Project site. Because noise is such a localized phenomenon, cumulative
11 impacts with regard to operational noise are not significant.

12 The geographic scope for noise impacts associated with Project-generated vehicular noise is
13 the roadways that will be used by Project-generated traffic in combination with traffic from
14 the cumulative development projects. As shown in DEIR Table 5.0-P: Existing and Existing
15 Plus Project Traffic Noise Levels, the Project's contribution to future noise levels on area
16 roadways is less than 2 dBA CNEL for all roadway segments except for Temescal Canyon
17 Road from Campbell Ranch Road to I-15 Freeway (3.01 dBA CNEL increase), Temescal
18 Canyon Road north of Indian Truck Trail (8.47 dBA CNEL increase), and Indian Truck Trail
19 from Temescal Canyon Road to I-215 Freeway NB ramps (3.68 dBA CNEL increase).
20 Although these noise levels will be perceptible, because there are no sensitive receptors in
21 proximity to these roadway segments, the Project's contribution to cumulative traffic noise
22 is not cumulatively considerable and cumulative impacts with regard to traffic noise are not
23 significant. (DEIR pp, 6.0-7-8)

24 **H. Transportation/ Traffic**

25 **Cumulative Impact Finding: Cumulatively considerable.**

26 Utilizing the list method, the cumulative impact area for transportation and traffic includes
27 existing, proposed, planned and approved projects in the County of Riverside. As
28

1 development in the County region would change the intensity of land uses in the region and
2 increase housing, employment, shopping and recreational opportunities, regional traffic
3 volume conditions anticipated for the buildout of County of Riverside are also included.

4 Pursuant to State CEQA Guidelines Section 15130, an EIR shall discuss cumulative impacts
5 of a project when the project's incremental effect is cumulatively considerable. To ascertain
6 Project impacts to Study Area intersections, freeway segments, and freeway ramps in
7 combination with other approved and pending projects in the vicinity, an analysis of the
8 existing traffic, plus traffic from ambient growth, plus traffic from cumulative development
9 projects, plus Project traffic (E+A+C+P) was performed for both Phase I and Phase II Project
10 conditions.

11 The future, cumulative model includes "reasonably foreseeable" projects in the study area,
12 and generally corresponds to a year 2035 horizon, and includes all projected projects from
13 the General Plan and RTP/SCS and includes approved and pending development projects in
14 the study area, including within the cities of Hemet, Moreno Valley, Perris, Riverside, and
15 San Jacinto. That is to say, any approved or pending project that was not already included in
16 the 2012-2035 RTP/SCS land use data set were added to the model to ensure all reasonably
17 foreseeable development projects were included in the assessment. The list of approved and
18 pending projects obtained for this assessment is included in the Traffic Impact Analysis
19 (DEIR Appendix G).

20
21 *Cumulative Project List - Intersections*

22 The following intersections exceed the acceptable LOS in the cumulative traffic conditions
23 with inclusion of Project (Phase II) traffic without improvements scenario:

- 24 • Temescal Canyon Road/Indian Truck Trail
- 25 • Temescal Canyon Road/Driveway 2
- 26 • Temescal Canyon Road/Driveway 3

1 *Cumulative Project List - Freeway Segments*

2 The following freeway segments exceed the acceptable LOS in the cumulative traffic
3 conditions with inclusion of Project traffic without improvements scenario:

- 4 • I-15 Southbound, north of Indian Truck Trail

5
6 *Cumulative Project List - Freeway Ramps*

7 The following freeway ramps exceed the acceptable LOS in the cumulative traffic conditions
8 with inclusion of Project traffic without improvements scenario:

- 9 • I-15 southbound off-ramp at Indian Truck Trail

10 Intersections that will operate at an unacceptable LOS with implementation of the proposed
11 Project in the cumulative condition will require payment of fees that will contribute to these
12 needed improvements. Payment of fees for these improvements are required as mitigation
13 for the Project.

14 The General Plan buildout traffic conditions analyses can be used to determine whether
15 improvements funded through regional transportation mitigation fee programs, such as the
16 Transportation Uniform Mitigation Fee (TUMF), City Development Impact Fee (DIF)
17 programs, or other approved funding mechanism can accommodate the long-range
18 cumulative traffic at the target level of service identified by the County of Riverside General
19 Plan. If the funded improvements can provide the target LOS, the project's payment into
20 TUMF, DIF or other fair share contribution programs will be considered as cumulative
21 mitigation through the conditions of approval. Other improvements needed beyond the
22 funded improvements (such as localized improvements to non-TUMF or DIF facilities) are
23 identified as such.

24
25 *General Plan Buildout - Intersections*

26 The following intersections exceed the acceptable LOS in the cumulative traffic conditions
27 with and without inclusion of Project traffic without improvements scenario:

- 1 • Temescal Canyon Road/Indian Truck Trail
- 2 • I-15 NB Ramps/Indian Truck Trail
- 3 • Campbell Ranch Road/Indian Truck Trail
- 4 • Campbell Ranch Road/Temescal Canyon Road
- 5 • Temescal Canyon Road/Horsethief Road

6

7 *General Plan Buildout - Freeway Segments*

8 The following segments of I-15 exceed the acceptable LOS in the cumulative traffic
9 conditions with and without inclusion of Project traffic without improvements scenario:

- 10 • I-15 Southbound, north of Indian Truck Trail
- 11 • I-15 Southbound, south of Indian Truck Trail
- 12 • I-15 Northbound, north of Indian Truck Trail

13 *General Plan Buildout - Freeway Ramps*

14 The following freeway ramps exceed the acceptable LOS in the cumulative traffic conditions
15 with and without inclusion of Project traffic without improvements scenario:

- 16 • I-15 southbound off-ramp at Indian Truck Trail
- 17 • I-15 northbound on-ramp at Indian Truck Trail

18 In the buildout condition, despite implementation of mitigation measures, including the
19 payment of TUMF/DIF fees, the intersection of Temescal Cyn Rd / Dwy 1 will exceed
20 acceptable LOS. No other intersections, freeway segments, or freeway ramps will exceed
21 acceptable LOS in the cumulative or buildout conditions with implementation of project
22 mitigation measures identified in DEIR Section 5.7 and payment of TUMF/DIF fees for the
23 project.

24 The Project will be required to pay for and construct general plan level road improvements
25 on roads adjacent to the development sites and will pay “fair share” fees for construction of
26 area wide improvements necessary to address the cumulative impact of area-wide
27 development. While the proposed Project includes mitigation measures for area-wide
28

1 improvements, improvements in regional transportation facilities associated with cumulative
2 and buildout traffic conditions are intended to be addressed through implementation of
3 regional programs such as the SCAG Regional Transportation plan.

4 Additionally, all state freeways are under the authority of Caltrans. Thus, where traffic
5 increases would affect freeways, there is no mechanism for development project proponents
6 to pay fees or make fair share contributions toward improving mainline freeway lanes. Also,
7 even if there were such a mechanism, there is no way to ensure that such payments would
8 be directed to a specific freeway improvement project. Consequently, there are no feasible
9 mitigation measures for impacts to freeways; impacts would be significant and unavoidable.
10 (Riverside County General Plan Final EIR, p. 5-13).

11 The County of Riverside does not have jurisdiction over all the freeway improvements that
12 require mitigation. These improvements are under the control of Caltrans. While the Project
13 will be conditioned to make the recommended improvements or contributions to fair share
14 mechanisms to reduce project specific and cumulative impacts, there is no guarantee that
15 Caltrans will allow the improvements to freeways to occur. Furthermore, the precise timing
16 of future development that will occur to reach general plan buildout cannot be determined
17 presently because of the complex nature of land development.

18 Hence, the timing of improvements needed to improve levels of service on a regional basis
19 would be determined by the County of Riverside and Caltrans based upon need and the
20 availability of funding. The priority and timing of these improvements cannot be determined
21 now, nor are they under the sole control of the Project proponent or the County of Riverside
22 to implement. Thus, it is possible that the required improvements will not be constructed in
23 time to mitigate the project's direct and cumulative impacts upon freeways to below the level
24 of significance. Therefore, because of the uncertainty of when mitigation would be
25 implemented in relationship to project development, cumulative impacts are significant and
26 unavoidable and a statement of overriding consideration would be required to be adopted by
27 the County of Riverside prior to project approval. **(DEIR pp, 6.0-8-21)**

1 **I. Tribal Cultural Resources**

2 **Cumulative Impact Finding: Not cumulatively considerable.**

3 The analysis in this section assumes buildout in accordance with the applicable General Plan
4 land use designations. Requirements in addressing tribal cultural resources are part of
5 CEQA's AB52 regulation that, among other elements, requires lead agencies to coordinate
6 with designated and interested tribes that have a potential tribal cultural resource within a
7 project's site or around the area of a project's site. Thus, impacts to tribal cultural resources
8 are typically considered in a project-by-project basis where project characteristics, such as
9 ground disturbance, are analyzed and considered by tribes for the potential to uncover tribal
10 cultural resources. Likewise, other projects within the cumulative study area similarly would
11 be required to demonstrate through site specific cultural and tribal resources assessment that
12 tribal cultural resources would not be significantly impacted because of development. As
13 with the proposed Project, these cumulative developments would be required to comply with
14 CEQA and Riverside County requirements for potential tribal cultural resources impacts.
15 Therefore, when considered in the context of other past, present, and reasonably foreseeable
16 developments within nearby portions of the Temescal Valley, the proposed Project's
17 construction and operations and maintenance activities would not result in any cumulatively
18 significant impacts related to tribal cultural resources. **(DEIR pp, 6.0-21-22)**

19 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it has considered the following
20 alternatives identified in EIR No. 552 in light of the environmental impacts which cannot be avoided or
21 substantially lessened and has rejected those alternatives as failing to meet most of the Project's objectives,
22 as failing to reduce or avoid the Project's significant impacts or as infeasible for the reasons hereinafter
23 stated:

- 24 A. Pursuant to Public Resources Code Section 21002 and the State CEQA Guidelines section
25 15126.6(a), an EIR must assess a reasonable range of alternatives to the project action or
26 location. Section 15126.6(a) places special emphasis on focusing the discussion on
27 alternatives which provide opportunities for eliminating any significant adverse
28 environmental impacts, or reducing them to a level of insignificance, even if the alternative

1 would impede to some degree the attainment of the project objectives, or would be more
2 costly. In this regard, the EIR must identify an environmentally superior alternative among
3 the other alternatives. As with cumulative impacts, the discussion of alternatives is governed
4 by the “rule of reason.” The EIR need not consider an alternative whose effect cannot be
5 reasonably ascertained, or does not contribute to an informed decision-making and public
6 participation process. The range of alternatives is defined by those alternatives, which could
7 feasibly attain the objectives of the project. As directed by State CEQA Guidelines section
8 15126.6(a), an EIR shall include alternatives to the project that could feasibly accomplish
9 most of the basic objectives of the project.

10 B. The Project has been developed to achieve the following objectives:

- 11 • **OBJ-1:** Provide a mix of commercial uses that utilizes the site’s job-creation
12 potential and that will be conveniently located in proximity to Temescal Valley
13 residents, thereby helping to diversify employment opportunities in the vicinity,
14 provides the chance to live and work within their community, and helps improve the
15 relationship and ratio between jobs and housing.
- 16 • **OBJ-2:** Develop the site with a variety of uses that serve the local community and
17 will be located close to residential areas to help reduce automobile trips and travel
18 distances, which can help improve air quality and encourage non-automobile trips.
- 19 • **OBJ-3:** Provide a highly convenient location for shopping and dining for the local
20 developing community of Terramor, that caters to the 55+ crowd.
- 21 • **OBJ-4:** To create a visually attractive development through consistent application
22 of architectural elements and landscape standards that will create a community
23 atmosphere, reinforce the community character of Temescal Valley utilizing specific
24 quality materials and Tuscan theme styles.
- 25 • **OBJ-5:** To establish a well-balanced and carefully planned collection of specialized
26 and general retail uses that can take full advantage of the site’s visibility and
27 accessibility from I-15 Freeway/ transit corridor.

- 1 • **OBJ-6:** To provide daytime and nighttime shopping and dining opportunities in a
2 safe and secure environment.
- 3 • **OBJ-7:** To augment the County's economic base by providing a variety of sales tax-
4 generating uses which minimize leakage of sales from Temescal Valley.
- 5 • **OBJ-8:** To accommodate the development of a balance of land uses that maintains
6 and enhances the county's fiscal viability, economic diversity, and environmental
7 integrity.

8 These Project objectives (**DEIR pp, 1.0-5-6**) were defined consistent with the development
9 proposal for this location. As directed in State CEQA Guidelines section 15126.6(a), an EIR
10 shall include alternatives to the project that could avoid or substantially reduce one or more
11 of the significant effects. Because not all significant effects can be substantially reduced to
12 a less-than-significant level, either by adoption of mitigation measures, Project Design
13 Features, existing regulations, or by standard conditions of approval, the following section
14 considers the feasibility of the Project alternatives as compared to the proposed Project. As
15 explained below, these findings describe and reject, for reasons documented in the Final EIR
16 No. 552 and summarized below, each one of the Project alternatives. The evidence
17 supporting these findings is presented in Chapter 7, *Alternative to the Proposed Project*, of
18 the DEIR and elsewhere in the administrative record as a whole.

19
20 C. Alternative 1: No Project Alternative -No Development Alternative

- 21 1. This alternative evaluated the environmental impacts resulting from a hypothetical
22 continuance of the existing land uses, under which the Project site would remain
23 vacant and no development would occur.
- 24 2. With respect to the No Project Alternative-No Build Alternative, Project objectives
25 are not attained because no development is included as a part of this alternative. With
26 respect to the significant unavoidable impacts of the Project, this alternative would
27 avoid all the unavoidable significant impacts of the Project; however, it would not
28 generate substantial benefits to the County and local economy, by providing new

1 jobs and additional tax revenues. None of the Project objectives would be met under
2 this alternative.

- 3 3. The Board of Supervisors rejects as infeasible Alternative 1, the No Project
4 Alternative-No Development Alternative on the following ground, which
5 individually provides sufficient justification for rejection of this alternative: (1)
6 Alternative 1 fails to meet any of the Project objectives. Therefore, Alternative 1 is
7 eliminated from further consideration.

8 D. Alternative 2: No Project/ Existing General Plan Designation Alternative

- 9 1. This alternative would involve development of the Project site that is in conformance
10 with the Project site's existing General Plan and Elsinore Area Plan land use
11 designation of Community Development – Light Industrial (CD-LI). The CD-LI land
12 use designation allows for industrial and related uses including
13 warehousing/distribution, assembly and light manufacturing, repair facilities, and
14 supporting retail uses with a building intensity range from a minimum of 0.25 floor-
15 area-ratio (FAR) to a maximum building intensity of 0.60 FAR.
- 16 2. With respect to the No Project-Existing General Plan Designation Alternative it
17 would result in similar impacts related to Air Quality impacts from emissions,
18 Biological Resources, Greenhouse Gas (GHG) emissions, Hydrology & Water
19 Quality, Noise, and Transportation/ Traffic, and Tribal Cultural Resources as the
20 proposed Project. The No Project-Existing General Plan Designation Alternative
21 would result in fewer impacts related to Air Quality with compliance with the Air
22 Quality Management Plan and Land Use and Planning. However, the No Project-
23 Existing General Plan Designation Alternative would not eliminate the significant
24 and unavoidable air quality and traffic impacts that would occur under the proposed
25 Project. Furthermore, this alternative does not achieve any of the objectives of the
26 Project and would not generate substantial benefits to the County and local economy,
27 by providing new jobs and additional tax revenues.

1 3. The Board of Supervisors rejects as infeasible Alternative 2, the No Project-Existing
2 General Plan Designation Alternative, on the following grounds, each of which
3 individually provides sufficient justification for rejection of this alternative: (1)
4 Alternative 2 fails to meet any of the Project objectives and would not generate
5 substantial benefits to the County and local economy; and (2) Alternative 2 would
6 not avoid the significant and unavoidable air quality and traffic impacts that would
7 occur under the proposed Project. Therefore, Alternative 2 is eliminated from further
8 consideration.

9
10 E. Alternative 3: Mixed Use - Light Industrial and Commercial Alternative

11 1. Implementation of the Mixed Use – Light Industrial and Commercial Retail
12 Alternative would involve the construction of 28,300 square feet of fast food and sit
13 down restaurants, a gas station & convenient store for Phase I. Phase II would be
14 developed with light industrial and office buildings for a total of 131,700 square feet
15 of building area. Phase I would not be in conformance with the General Plan land
16 use designation and Phase II would be in conformance.

17 2. The Mixed Use – Light Industrial and Commercial Retail Alternative No Project-
18 Existing General Plan Designation Alternative it would result in similar impacts
19 related to Air Quality (conflict with air quality plan and emissions impacts),
20 Biological Resources, Greenhouse Gas (GHG) emissions, Hydrology & Water
21 Quality, Land Use and Planning, Noise, and Transportation/ Traffic, and Tribal
22 Cultural Resources as the proposed Project. However, the No Project-Existing
23 General Plan Designation Alternative would not eliminate the significant and
24 unavoidable air quality and traffic impacts that would occur under the proposed
25 Project. Furthermore, this alternative would only partially achieve the objectives of
26 the Project and would not generate the same level of substantial benefits to the
27 County and local economy, by providing the same level of new jobs and additional
28 tax revenues.

- 1 3. The Mixed Use – Light Industrial and Commercial Retail Alternative would partially
2 meet Objectives 1-8, in that it would develop commercial retail uses on
3 approximately half of the site. The development of approximately half of the site for
4 commercial retail is also less desirable than development of the entire site as
5 commercial retail, as it would not generate as many jobs and as much tax revenue as
6 the proposed Project.
- 7 4. The Board of Supervisors rejects as infeasible Alternative 3, Mixed Use – Light
8 Industrial and Commercial Retail Alternative, on the following grounds, each of
9 which individually provides sufficient justification for rejection of this alternative:
10 (1) Alternative 3 would not fully meet any of the Project Objectives; and (2)
11 Alternative 3 does not eliminate any of the significant impacts of the proposed
12 Project. Therefore, Alternative 3 is eliminated from further consideration.

13

14 F. Environmentally Superior Alternative.

15 Section 15126.6(e)(2) of the State CEQA Guidelines indicates that an analysis of alternatives
16 to a proposed Project shall identify an environmentally superior alternative among the
17 alternatives evaluated in an EIR. This issue is evaluated in Section 7.6 of the DEIR. Here,
18 Alternative 1, the No Project Alternative is the environmentally superior alternative. Aside
19 from the No Project Alternative, the No Project—Existing General Plan Land Use
20 Designation Alternative is the environmentally superior alternative as it would not conflict
21 with Air Quality Management Plan or the Riverside County General Plan and Elsinore Area
22 Plans vision for development of employment-generating Light Industrial uses adjacent to
23 the state highway system. However, the No Project—Existing General Plan Land Use
24 Designation Alternative fails to meet any of the Project objectives, would not generate
25 substantial benefits to the County and local economy; and would not avoid the significant
26 and unavoidable air quality and traffic impacts that would occur under the proposed Project.
27 The DEIR also considered alternatives that were rejected from further analysis on grounds
28 they were infeasible. First, an alternative site location was considered in the DEIR, but then

1 rejected from further analysis because all undeveloped land within the surrounding area that
2 is similar in size to the Project site that would be available for Community Development –
3 Light Industrial land use is located farther from I-15 than the Project site. Therefore,
4 operational impacts associated with traffic and vehicular noise and air emissions would be
5 greater as the vehicles traveling to and from the proposed Project would need to travel farther
6 distances on local roads to reach the state highway system. Development of the proposed
7 Project on an adjacent property would have the same impacts including significant and
8 unavoidable impacts related to air quality and traffic. Therefore, the development of the
9 Project on a different but nearby site would not avoid or lessen the significant impacts from
10 the proposed Project. Second, a reduced project alternative was considered in the DEIR, but
11 then rejected from further analysis because in order to reduce impacts related to traffic and
12 air quality a reduction in the proposed Project would be required that would in turn reduce
13 the associated vehicle trips. A reduction of approximately 80-85% of operational NOx
14 emissions would be required to reduce emissions to below the SCAQMD threshold. To
15 accomplish this an approximate 80-85% reduction in the Project's size based on square
16 footage would be required. An alternative such as this would also be expected to reduce
17 traffic related impacts on the freeway as well. While impacts to air quality and traffic would
18 be reduced to less than significant, this alternative would grossly underutilize the site and
19 would not meet any of the Project objectives. Section 15126.6(f)(1) of the State CEQA
20 Guidelines states that economic viability may be taken in to account when addressing the
21 feasibility of alternatives. This alternative is infeasible because constructing the 15-20% of
22 the total project would still require the extension of water, sewer, and non-potable pipelines
23 as well as storm drain and roadway improvements. The infrastructure costs carried by the
24 significantly reduced Project would make the cost of renting or selling the 15-20% project
25 uncompetitive due to cost. Therefore, a Reduced Project Alternative that would reduce air
26 quality impacts, and presumably traffic impacts as well, to less than significant levels is
27 economically infeasible and is rejected and not considered further.

1 No other reasonable and feasible alternatives were identified during the environmental
2 review process for consideration.

3 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it has, pursuant to State CEQA
4 Guidelines section 15093, balanced the “economic, legal, social, technological, and other benefits” of the
5 Project, against the unavoidable adverse environmental effects described herein, and has determined that
6 each and every one of the following benefits individually outweigh and render acceptable each and every
7 one of those environmental effects:

8 A. The Project would place commercial retail and office uses in a strategic location in close
9 proximity to the I-15 Freeway and nearby residential communities. This location provides a
10 highly convenient location for shopping and dining for the local developing community of
11 Terramor thereby reducing vehicle miles traveled to other commercial/retail sites and
12 associated emissions. The site’s close proximity to I-15 Freeway also allows efficient and
13 direct access by travelers along the I-15 and service/ delivery trips to serve the proposed
14 Project site uses.

15 B. The Project would provide local employment and economic opportunities for residents of
16 Temescal Valley, thereby serving to balance the jobs-to-housing ratio. The General Plan
17 estimates that Commercial Retail (CR) would employ one (1) worker for every 500 square
18 feet of building area and that Commercial Office (CO) would employ one (1) worker for
19 every 300 square feet of building space. Based on this employment generation rate, the
20 Project is expected to create approximately 470 new jobs. The Project would also create
21 short-term construction related jobs. Riverside County overall is housing rich/jobs poor, with
22 an even greater housing rich/jobs poor condition in the unincorporated areas. It is expected
23 that the majority of the new long-term jobs as well as the short-term construction jobs would
24 be filled by the existing labor force available in the County of Riverside, as the County has
25 a shortage of jobs.

26 C. The Project will maximize the use of a currently underutilized site and promote the efficient
27 use of land, while still providing natural open space consistent with the rural identity of the
28 community. The Project will permanently create and protect 1.8 acres of the Project site as

1 riparian/riverine habitats that will increase habitat opportunities for wildlife and maintain
2 connectivity to Temescal Creek. The proposed Project will have a consistent application of
3 architectural elements and landscape standards that will create a community atmosphere,
4 reinforce the community character of Temescal Valley utilizing specific quality materials
5 and Tuscan theme styles.

6 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the State CEQA Guidelines
7 section 15126(g) requires an EIR to discuss how a proposed project could directly or indirectly lead to
8 economic, population, or housing growth. A project may be growth inducing if it removes obstacles to
9 growth, taxes, community service facilities, or encourages other activities which cause significant
10 environmental effect. The discussion is as follows:

- 11 A. The Project does not include the development of housing and therefore, would not directly
12 induce population growth. Although the Project will include infrastructure improvements,
13 including roadway improvements and extension and connections of water, non-potable
14 water, sewer and storm drains, backbone infrastructure already occurs in the Project area and
15 these improvements from the Project would not remove obstacles to population growth.
- 16 B. Because all users of the Project's buildings are not yet known, the number of jobs that the
17 Project would generate cannot be precisely determined; therefore, for the purposes of
18 analysis, employment estimates were calculated using data and average employment density
19 factors (square feet/employee factor) utilized in the County of Riverside General Plan (GP
20 Appendix E-1). The General Plan estimates that Commercial Retail (CR) would employ one
21 (1) worker for every 500 square feet of building area and that Commercial Office (CO)
22 would employ one (1) worker for every 300 square feet of building space. Based on this
23 employment generation rate, the Project is expected to create approximately 470 new jobs.
24 The Project would also create short-term construction related jobs. Riverside County overall
25 is housing rich/jobs poor, with an even greater housing rich/jobs poor condition in the
26 unincorporated areas. It is expected that the majority of the new long-term jobs as well as
27 the short-term construction jobs would be filled by the existing labor force available in the
28 County of Riverside, as the County has a shortage of jobs. Thus, the Project would not

1 indirectly induce substantial population growth in an area.

2 C. While there is vacant land in the vicinity of the Project site, the proposed Project does not
3 include any changes to the underlying land use designations on off-site properties. Thus,
4 any future development proposed on adjacent or nearby lands would be required either to be
5 consistent with the existing land use designations or to apply for approvals to alter land use
6 designations. No growth beyond that which is provided for in the County and/or City land
7 use policies and plans could occur without subsequent review, including a separate
8 environmental analysis, of land use policy. To reiterate, any future development that might
9 be proposed for the land in the vicinity of the proposed Project would require subsequent
10 environmental review, including review for consistency with the General Plan. Similarly,
11 any change in land use designations that might be proposed for land in the vicinity of the
12 Project would require subsequent environmental review.

13 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the Project will implement
14 applicable elements of the Riverside County General Plan as follows:

15 A. Land Use Element.

16 Analysis of applicable policies of the Land Use Element is presented throughout EIR No.
17 552 and concludes that the Project would not conflict with any applicable policy of the
18 General Plan Land Use Element. Furthermore, the proposed Project complies with all design
19 standards for the proposed land use designation and considers the unique characteristics and
20 features of the Project site and surrounding community. The proposed Project is consistent
21 with the General Plan Land Use Element and is therefore consistent with the General Plan.

22 B. Circulation Element.

23 The Project will construct or contribute its fair share of the costs associated with the
24 improvement of roadways and certain intersections. The Project will implement mitigation
25 measures that address Project-specific and cumulative transportation and traffic impacts, and
26 based thereon, the Board of Supervisors finds that the Project is consistent with the General
27 Plan Circulation Element. All required improvements that are directly attributable to the
28 Project would be constructed as part of the Project, and fair share costs would be contributed

1 towards improvements to affected off-site roadways through payment of the TUMF, and the
2 County's Development Impact Fee. The proposed Project is consistent with the General
3 Plan Circulation Element and is therefore consistent with the General Plan.

4 C. Multipurpose Open Space Element.

5 The Multipurpose Open Space Element of the General Plan describes an open space system
6 which includes methods for the acquisition, maintenance, and operation of a variety of open
7 spaces. The County's open spaces are utilized for visual relief, natural resources protection,
8 habitat protection, recreational uses, and protection from natural hazards for public health
9 and safety. The site is located within a MSHCP criteria cell; however, the site is not
10 identified as important for conservation. However, the Plan requires that a project must
11 comply with the MSHCP policies identified in Section 6 of the MSHCP. This Project must
12 comply with the following policies: (1) Riparian/Riverine Areas/Vernal Pools; (2) Narrow
13 Endemic Plant Species; and (3) appropriate surveys set forth in Sections 6.1.2 (Protection of
14 Species Associated with Riparian/Riverine Areas and Vernal Pools), 6.1.3 (Protection of
15 Narrow Endemic Plant Species), and 6.3.2 (Additional Survey Needs and Procedures).

16 Implementation of the Project will not result in cultural resource impacts (including
17 paleontological resources) that will exceed the established thresholds of significance.
18 Nonetheless, standard conditions of approval shall be implemented if any unknown cultural
19 resources are encountered during construction activities. The proposed Project would not
20 create additional dwelling units or otherwise induce substantial population growth in the
21 area, and therefore would not result in any significant adverse impacts to the area recreation
22 resources.

23 The proposed Project would preserve 1.8 acres of the Project site as open space/natural
24 habitat and is consistent with the General Plan's Multipurpose Open Space Element and is
25 therefore consistent with the General Plan.

26 D. Safety Element.

27 The Project complies with all applicable building codes, County Ordinances, and State and
28 Federal laws. The Project complies with all applicable provisions of the Alquist-Priolo

1 Earthquake Fault Zoning Act, and as concluded by the Project geotechnical study, the Project
2 site is not subject to significant hazards associated with earthquake induced liquefaction,
3 landsliding, or settlement (assuming the implementation of mitigation). In addition, the
4 proposed Project would not be subject to significant flood or dam inundation. The Project
5 also would comply with all applicable standards for fire safety and be consistent with the
6 Riverside County Fire Protection Master Plan. Furthermore, the proposed Project would not
7 conflict with any disaster preparedness plans nor subject individuals to significant risk of
8 loss, injury, or death involving wildland fires, erosion, seismic activity, blowsand, or
9 flooding. The proposed Project is consistent with the General Plan Safety Element and is
10 therefore consistent with the General Plan.

11 E. Noise Element.

12 The impacts with regards to highway noise to the proposed Project will be reduced to less
13 than significant levels with implementation of Mitigation Measure MM Noise 1 and MM
14 Noise 2. Likewise, all construction noise impacts will be mitigated to less than significant
15 with Mitigation Measures MM Noise 3 to MM Noise 5. All other Project-related noise
16 impacts would be less than significant. With implementation of the recommendations
17 provided in the noise impact analysis and the required mitigation measures, the Project
18 would be consistent with the General Plan Noise Element and is therefore consistent with
19 the General Plan.

20 F. Air Quality Element.

21 The Project-specific evaluation of emissions demonstrates that even after implementation of
22 the recommended mitigation measures, operation of the proposed Project would result in
23 emissions that exceed the SCAQMD regional air quality threshold for nitrogen oxides
24 (NO_x). No feasible mitigation measures have been identified that would reduce these
25 emissions to levels that are less-than-significant. Thus, operational-source emissions are
26 projected to result in an unavoidable significant adverse impact with respect to NO_x
27 emissions. This exceedance of the SCAQMD regional thresholds is considered significant
28 and unavoidable. Implementation of the mitigation measures and recommendations provided

1 in Section 5.1 of EIR No. 552, and in the air quality technical study, would ensure that the
2 proposed Project would be consistent with the Air Quality Element and General Plan, by
3 reducing potential air emissions to the lowest achievable level.

4 G. Housing Element.

5 The purpose of the General Plan Housing Element is to meet the needs of existing and future
6 residents in Riverside County through the establishment of policies to guide County
7 decision-making and to establish an action plan to meet the County's housing goals in the
8 next seven years. The proposed Project would not construct new dwellings and would not
9 induce substantial population growth in the area. The Project and the new jobs it would
10 create would help balance the housing/jobs ratio in the area, and the Project would be
11 consistent with the General Plan Housing Element and General Plan.

12 H. Administration Element.

13 The Administration Element contains information regarding the structure of the General
14 Plan as well as general planning principles and a statement regarding the vision for Riverside
15 County. The General Plan Amendment proposed by the Project would be consistent with
16 the Administration Element policies governing Entitlement/Policy Amendments, as the
17 proposed Project would help to achieve the purposes of the General Plan through compliance
18 with applicable General Plan policies.

19 I. Healthy Communities Element.

20 The Healthy Communities Element provides a framework for translating the General Plan
21 vision for a healthy Riverside County into reality by identifying policies to achieve that
22 vision. The Healthy Communities Element addresses areas where public health and
23 planning intersect, including transportation and active living, access to health care, mental
24 health, quality of life, and environmental health. The Project would be consistent with the
25 Healthy Communities Element policies governing Overall Health, Land Use and
26 Community Design, Transportation System, Social Capital, Complete Communities, Parks,
27 Trails, and Open Space, as the proposed Project would help to achieve the purposes of the
28 General Plan through compliance with applicable General Plan policies.

1 **BE IT FURTHER RESOLVED** by the Board of Supervisors that the Final EIR also discusses,
2 pursuant to State CEQA Guidelines sections 15126(c) and 15126.2(c), significant irreversible
3 environmental changes and provides in **DEIR Section 6.4**, the following:

4 A. An “Energy Analysis” of the proposed Project was prepared and is included in Section 6.5
5 of the DEIR.

6 B. The following summary of findings relating to energy use and efficiency, was provided in
7 the analysis in the **DEIR at pages 6.0-25 through 6.0-28**. Fuel energy consumed during
8 construction would be temporary in nature and would not represent a significant demand on
9 energy resources. Construction equipment is also required to comply with regulations
10 limiting idling to five minutes or less (CCR Title 13 §2449(d)(3)). Furthermore, there are no
11 unusual characteristics of the proposed Project that would necessitate the use of construction
12 equipment that would be less energy-efficient than at comparable construction sites in other
13 parts of the State. Further, construction would be required to comply with all applicable
14 local, state, and federal fuel efficiency standards. For comparison, the State of California
15 consumed 15.39 billion gallons of gasoline and 2.90 billion gallons of diesel fuel in fiscal
16 year 2015-2016 (CA Board of Equalization 2017 (a), (b)). The fuel usage during Project
17 construction would account for approximately 0.0006 percent of the existing gasoline related
18 energy consumption and 0.005 percent of the existing diesel fuel related energy consumption
19 in the State of California. Therefore, it is expected that construction-related fuel consumption
20 associated with the Project would not be any more inefficient, wasteful, or unnecessary than
21 at other construction sites in the region.

22 C. The Project will promote building energy efficiency through compliance with energy
23 efficiency standards (Title 24 and Cal Green). The Project also reduces vehicle fuel usage
24 due to compliance with regulatory programs and Project design features that reduce VMT,
25 such as installation of sidewalks to connect to neighborhoods in the Project vicinity.
26 Regulations previously identified related to energy conservation and fuel efficiency include,
27 but are not limited to, Title 24 requirements for windows, roof systems, and electrical
28 systems, and Pavley standards and Advanced Clean Cars Program. Implementation of the

1 Riverside County Climate Action Plan (CAP) Screening Table measures (DEIR Appendix
2 D) identified in DEIR Section 5.3, and mitigation measures MM ES 1 through MM AQ 4
3 and MM AQ 5 identified in Section 5.1, Air Quality, also serve to reduce energy and fuel
4 consumption.

5 Specifically, mitigation measures MM ES 1 and MM AQ 3 will reduce mobile emissions by
6 encouraging use of car-share, carpool, and ultra-low or zero emission vehicles. MM AQ 2
7 will also reduce mobile emissions by requiring signal synchronization of the signal at the
8 intersection of Temescal Canyon Road and Indian Truck Trail as well as proposed signals at
9 Project driveways 2, 3, and 4. Mitigation measure MM AQ 5 has the potential to further
10 reduce fuel use by encouraging telecommuting and alternative work schedules for future
11 office tenants. Collectively, compliance with regulatory programs and implementation of
12 these mitigation measures would ensure that the Project would not result in the inefficient,
13 unnecessary, or wasteful consumption of energy.

14 Implementation of the proposed Project would comply with applicable County, state, and
15 federal energy conservation measures. Many of the regulations regarding energy efficiency
16 are focused on increasing building efficiency and renewable energy generation, promoting
17 sustainability through energy conservation measures, as well as reducing water consumption
18 and vehicle miles traveled. As described in Section 5.1 and Section 5.3 of the DEIR, the
19 proposed Project will meet and/or exceed these regulatory requirements. Additionally, the
20 Project will be consistent with applicable goals and policies of the County's General Plan
21 and the County CAP.

- 22 D. There are no unusual characteristics of the Project that would necessitate the use of
23 equipment during construction or operation that would be less energy-efficient than at
24 comparable facilities in other parts of the State. Through implementation of energy
25 conservation measures and sustainable practices, the Project will not use large amounts of
26 energy in a manner that is wasteful or otherwise inconsistent with adopted plans or policies.
27 Accordingly, pursuant to State CEQA Guidelines Appendix F, this Project will not result in
28 the wasteful or inefficient use or consumption of energy.

1 **BE IT FURTHER RESOLVED** by the Board of Supervisors that General Plan Amendment No.
2 1146, Change of Zone No. 7859, Conditional Use Permit No. 3712, and Plot Plan No. 26290 are consistent
3 with the Riverside County General Plan.

4 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it has reviewed and considered
5 EIR No. 552 in evaluating General Plan Amendment No. 1146, Change of Zone No. 7859, Conditional Use
6 Permit No. 3712, and Plot Plan No. 26290; and, that EIR No. 552 is an accurate and objective statement
7 that complies with the California Environmental Quality Act and reflects the County's independent
8 judgment, and that EIR No. 552 is incorporated herein by this reference.

9 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it **ADOPTS** the statement of
10 overriding consideration, **CERTIFIES** EIR No. 552 and **ADOPTS** the Mitigation Monitoring and
11 Reporting Plan attached as Attachment A hereto. To the extent that there are any inconsistencies between
12 the mitigation measures as set forth in EIR No. 552, and those set forth in the Mitigation Monitoring and
13 Reporting Program, the mitigation that is deemed more stringent shall control.

14 **BE IT FURTHER RESOLVED** by the Board of Supervisors that Plot Plan No. 26290, on file with
15 the Clerk of the Board, including the final exhibits and related cases, is hereby approved for the real property
16 described and shown on the final exhibits, and said real property shall be developed substantially in
17 accordance with General Plan Amendment No. 1146, Change of Zone No. 7859, and Conditional Use
18 Permit No. 3712, and unless amended by the Board of Supervisors.

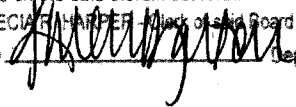
19 **BE IT FURTHER RESOLVED** by the Board of Supervisors that copies of General Plan
20 Amendment No. 1146, Change of Zone No. 7859, Conditional Use Permit No. 3712, and Plot Plan No.
21 26290 shall be available and placed on file in the Office of the Clerk of the Board, in the Office of the
22 County Planning Department, and the Office of the Building and Safety Director.

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

26 ROLL CALL:

27 Ayes: Jeffries, Washington, Perez and Hewitt
Nays: None
28 Absent: Spiegel

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

By  Deputy

2
3 **RESOLUTION NO. 2019-050**
4 **AMENDING THE RIVERSIDE COUNTY**
5 **GENERAL PLAN**
6 **(First Cycle of General Plan Amendments for 2019)**

7 **WHEREAS**, pursuant to the provisions of Government Code Section 65350 et seq., notice was
8 given and public hearings were held before the Riverside County Board of Supervisors and the Riverside
9 County Planning Commission in Riverside and/or Palm Desert, California to consider proposed
10 amendments to the Elsinore Area Plan, Lakeview/Nuevo Area Plan, Southwest Area Plan, and Western
11 Coachella Valley Area Plan, and of the Riverside County General Plan; and,

12 **WHEREAS**, all provisions of the California Environmental Quality Act (“CEQA”) and Riverside
13 County CEQA implementing procedures have been satisfied; and,

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

16 **BE IT RESOLVED, FOUND, DETERMINED AND ORDERED** by the Board of Supervisors
17 of the County of Riverside in regular session assembled on April 16, 2019 that:

- 18 **A. General Plan Amendment (GPA) No. 1146** amends the current General Plan land use
19 designation of approximately 28 acres from Community Development: Light Industrial
20 (CD: LI) [0.25 - 0.60 FAR] to Community Development: Commercial Retail (CD: CR)
21 [0.20 – 0.35 FAR], as shown on Exhibit 5 titled “CZ07859 GPA01146 CUP03712
22 PP26290,” attached hereto and incorporated herein by reference. The project site is
23 located within the Elsinore Area Plan in the First Supervisorial District, specifically
24 located west of Temescal Canyon Road, north of Indian Truck Trail, and east of Interstate
25 15. GPA No. 1146 is associated with Change of Zone No. 7859, Plot Plan No. 26290,
26 Conditional Use Permit No. 3712, Variance No. 180004, and Environmental Impact
27 Report No. 552, which were considered concurrently with this amendment at the public
28 hearings before the Planning Commission and Board of Supervisors. The Planning
Commission recommended that the Board of Supervisors tentatively approve GPA No.

FORM APPROVED COUNTY COUNSEL
BY: LEILA J. MOSHREF-DANESH DATE

1 1146 on December 19, 2018. After taking public testimony, the Board of Supervisors
2 closed the public hearing and tentatively approved General Plan Amendment No. 1146
3 on January 29, 2019.

4 **BE IT FURTHER RESOLVED** by the Board of Supervisors, based on the evidence
5 presented on this matter, both written and oral, including Environmental Impact Report No. 552, that:

- 6 1. The site is located within the Elsinore Area Plan.
- 7 2. The Elsinore Area Plan Land Use Map establishes the extent, intensity, and location
8 of land uses within the Elsinore area.
- 9 3. GPA No. 1146 is an Entitlement/Policy Amendment.
- 10 4. The project site has an existing General Plan land use designation of Community
11 Development: Light Industrial (CD: LI) [0.25 - 0.60 FAR].
- 12 5. GPA No. 1146 proposes to modify the existing General Plan land use designation to
13 Community Development: Commercial Retail (CD: CR) [0.20 – 0.35 FAR], as
14 shown on Exhibit 5.
- 15 6. The project site is generally surrounded by properties having General Plan land use
16 designations of Light Industrial and Conservation to the north; Light Industrial, Rural
17 Mountainous, and Mixed Use Area to the east; Commercial Retail to the south; and
18 Commercial Retail and Conservation to the west.
- 19 7. An Entitlement/Policy General Plan amendment may be approved if the change does
20 not involve a change in or conflict with the Riverside County Vision, any General
21 Planning Principle set forth in General Plan Appendix B, or any Foundation
22 Component Designation in the General Plan; the proposed amendment would either
23 contribute to the purposes of the General Plan or, at a minimum, would not be
24 detrimental to them; and an amendment is required to expand basic employment job
25 opportunities (jobs that contribute directly to the County's economic base) and that
26 would improve the ratio of jobs-to-workers in the County.
- 27 8. GPA No. 1146 does not involve a change in or conflict with the Riverside County
28 Vision. Specifically, GPA No. 1146 is consistent with the following:

- 1 a. The General Plan Vision Statement, in its introductory discussion on Risk,
2 provides, “We readily acknowledge that there is a certain degree of risk and
3 uncertainty regarding future expectations, especially as they relate to land
4 resources and how we manage them. At the same time, through the unique
5 planning opportunities present here, we seek to make the risks known and
6 avoid arbitrary and capricious decision making that aggravates the normal
7 risks in human affairs.” The project as proposed is not without its risks and
8 potential impacts to the environment, but these have been documented in the
9 Environmental Impact Report and made available for the public and for
10 decision makers on the project to consider.
- 11 b. On the introductory discussion of Employment, the General Plan Vision
12 Statement provides, “We acknowledge gainful employment as one of the
13 most basic individual needs and value a growing and diversified job base
14 within which our residents may find a wide range of income opportunities in
15 the agricultural, commercial, industrial, office, tourism, and institutional
16 sectors of our economy.” The project would continue to support employment
17 in the area and in a type of use or business that is needed in the area to provide
18 greater services for the growing Temescal Valley area.
- 19 c. On the topic of Air Quality, the General Plan Vision Statement provides, “Air
20 quality is viewed as such an important factor in quality of life that its
21 measurements are used as a major factor in evaluating the Plan’s
22 performance.” GPA No. 1146 will change the project site’s land use
23 designation from Light Industrial to Commercial Retail. While the project’s
24 Environmental Impact Report analyzes the emissions primarily from vehicles
25 that result in a potentially significant impact related to NOx emissions, the
26 development of the site with retail and service uses pursuant to the
27 Commercial Retail land use designation provides for more opportunities for
28 residents of Temescal Valley to have shorter drives and thus less emissions

1 compared to current conditions where they may have to drive further and
2 have greater emissions.

3 d. On the topic of Sustainability and Global Environmental Stewardship, the
4 General Plan Vision Statement provides, “Measures that reduce carbon
5 emissions and increase energy efficiency are now routinely included in all
6 areas of growth within Riverside County – new development, retrofitting of
7 existing structures, as well as new and ongoing operations.” As is shown in
8 the Climate Action Plan screening tables included with the project
9 Environmental Impact Report, the project is providing certain design and
10 operational measures to limit the project’s contribution to greenhouse gas
11 emissions to be consistent with state reduction goals.

12 e. On the topic of Jobs and the Economy, the General Plan Vision Statement
13 provides, “Implementation of the RCIP provides a clear picture of the fiscal
14 implications of land use policies and documents the financial, as well as
15 physical and social viability of communities in Riverside County.” The
16 proposed project would continue to support employment in the area and in a
17 type of use or business that is needed in the area to provide greater services
18 for the growing Temescal Valley area. Additionally, the project has been
19 designed in consideration of the surrounding area to design and operate the
20 project to minimize impacts to the surrounding area, which is detailed in the
21 project’s Environmental Impact Report, in particular on aesthetics, local air
22 quality, and noise.

23 f. For the above reasons, GPA No. 1146 does not involve a change in or conflict
24 with the Riverside County Vision.

25 9. GPA No. 1146 does not involve a change in or conflict with any General Planning
26 Principle set forth in General Plan Appendix B. Specifically, GPA No. 1146 is
27 consistent with the following principles:
28

1 a. General Plan Principle I.C (Maturing Communities) provides, "The General
2 Plan Vision acknowledges that every community in the County is maturing
3 in its own way its own way, at its own pace and within its own context..."

4 This Principle highlights that communities are not fixed in their development
5 patterns, but that over time may transition, in particular to more urban uses
6 and intensities, while still respecting the existing communities where they
7 meet by transitioning densities and providing buffers where appropriate.
8 Such maturing communities may require changes to land use designations to
9 accommodate for expanding markets in certain industries. The Temescal
10 Valley area, in particular, has experienced a great deal of residential
11 development in the past, whereas commercial development has not been as
12 extensive in the area to serve these residents. The project site provides a well-
13 located opportunity for residents to be more conveniently served by
14 commercial services.

15 b. General Plan Principle VII (Economic Development Principles) provides for
16 Economic Development, which aims to expand the current and future
17 economic and employment base within the County to allow residents to both
18 live and work within the County, and to become part of regional, national,
19 and international markets and not just local markets. The proposed
20 development not only includes typical retail and food service uses, but also
21 office type uses to diversify the services offered in the community, but also
22 the range of jobs available in the community.

23 c. For the above reasons, GPA No. 1146 would not involve a change in or
24 conflict with any Riverside County General Planning Principle set forth in
25 General Plan Appendix B.

26 10. GPA No. 1146 does not involve a change in or conflict with any Foundation
27 Component Designation in the General Plan because GPA No. 1146 proposes a
28 change in the land use designation from Community Development: Light Industrial

1 to Community Development: Commercial Retail. The changed land use designation
2 will be within the same Foundation Component as the existing land use designation.

3 11. GPA No. 1146 will contribute to the purposes of the General Plan or, at a minimum,
4 will not be detrimental to them. The purposes of the General Plan, as provided in the
5 Riverside County Integrated Project, include setting the direction for land use and
6 development in strategic locations, providing for the development of the economic
7 base, establishing a framework of the transportation system, and preserving
8 extremely valuable natural and cultural resources. The project is strategically
9 planning for anticipated land uses in the area by providing for necessary commercial
10 services located near existing and planned future residential areas. Therefore, the
11 proposed General Plan Amendments are not detrimental to the purposes of the
12 General Plan and specifically implement it by strategically planning for land uses in
13 specific locations.

14 12. GPA No. 1146 would expand basic employment job opportunities (jobs that
15 contribute directly to the County's economic base) and would improve the ratio of
16 jobs-to-workers in the County. The project site has been vacant since its designation
17 as Community Development: Light Industrial in 2003. In the fifteen years since, the
18 project site has been unable to attract a viable development or project with its current
19 land use designation. The proposed project presents a viable use for the site with a
20 Commercial Retail land use designation, with jobs created by the construction of the
21 project and the potential for additional jobs once construction is completed in retail,
22 restaurant, and office uses that are anticipated on the site. Based on General Plan
23 Appendix E-1 employment factors and the amount of building area proposed for
24 Phase 1 alone, the project is anticipated to generate 470 new jobs. Appendix E-1
25 estimates 1 employee per 500 square feet of building area for Commercial Retail
26 land uses, compared to 1 employee per 1,030 square feet for the existing Light
27 Industrial land use on the site. Therefore, the proposed change to Commercial Retail
28

1 would be expected to yield a greater density of employment and therefore an
2 improved jobs to works ratio.

3 13. GPA No. 1146 has been reviewed in conjunction with each of the Riverside County
4 General Plan Elements and the Elsinore Area Plan; and it has been determined that
5 GPA No. 1146 is in conformance with the policies and objectives of each Element
6 and the Area Plan. As a result, GPA No. 1146 does not create an internal
7 inconsistency among any component of the Riverside County General Plan.

8 14. Based on the above, GPA No. 1146 will not be detrimental to the public's health,
9 safety, or welfare.

10 15. GPA No. 1146 will have a significant effect on the environment, with most of the
11 potential significant effects being avoided or substantially lessened (reduced to a
12 level of insignificance) by the mitigation measures listed in Resolution No. 2019-
13 084 Certifying Environmental Impact Report (EIR) No. 552, which is incorporated
14 herein by reference in its entirety.

15 16. EIR No. 552 also addresses potential impacts on Air Quality and Transportation and
16 Traffic, which will be only partially avoided or lessened by the mitigation measures
17 listed in Resolution No. 2019-084. Accordingly, findings and a statement of
18 overriding considerations were included in Resolution No. 2019-084.

19 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it **CERTIFIES** Environmental
20 Impact Report No. 552 and **ADOPTS** General Plan Amendment No. 1146, as described herein and shown
21 on Exhibit 5 titled "CZ07859 GPA01146 CUP03712 PP26290," attached hereto and incorporated herein
22 by reference.

23 **B. General Plan Amendment (GPA) No. 1183** amends the current General Plan foundation
24 component designation and current General Plan land use designation of approximately
25 18.39 acres from Rural Community: Low Density Residential (RC: LDR) (½ Acre
26 Minimum) to Community Development: Medium Density Residential (CD:MDR) [2 – 5
27 Dwelling Units/Acre], as shown on Exhibit 6 titled "CZ07919 GPA01183 TR37134,"
28

1 attached hereto and incorporated herein by reference. The project site is located within
2 the Lakeview/Nuevo Area Plan in the Fifth Supervisorial District, specifically located
3 southerly of Central Avenue, northerly of Porter Street, easterly of Palomar Road, and
4 westerly of Menifee Road. GPA No. 1183 is associated with Change of Zone No. 7919,
5 Tentative Parcel Map No. 37134, and the Mitigated Negative Declaration for
6 Environmental Assessment (EA) No. 42945, which were considered concurrently with
7 this amendment at public hearings before the Planning Commission and the Board of
8 Supervisors. The Planning Commission recommended that the Board of Supervisors
9 tentatively approve GPA No. 1183 on January 16, 2019. After taking public testimony,
10 the Board of Supervisors closed the public hearing and tentatively approved General Plan
11 Amendment No. 1183 on March 19, 2019.

12 **BE IT FURTHER RESOLVED** by the Board of Supervisors, based on the evidence
13 presented on this matter, both written and oral, including Environmental Assessment No. 42945, that:

- 14 1. The site is located within the Lakeview/Nuevo Area Plan.
- 15 2. The Lakeview/Nuevo Area Plan Land Use Map establishes the extent, intensity, and
16 location of land uses within the Lakeview/Nuevo area.
- 17 3. GPA No. 1183 is a Foundation Component Amendment – Regular and an
18 Entitlement/Policy Amendment.
- 19 4. An application for the project was submitted on May 1, 2016 for the 2016 General
20 Plan review cycle period, and the Board of Supervisors adopted an order initiating
21 proceedings for GPA No. 1183 on January 24, 2017.
- 22 5. The project site has an existing General Plan land use designation of Rural
23 Community: Low Density Residential (RC: LDR) (½ Acre Minimum).
- 24 6. GPA No. 1183 proposes to change the existing General Plan land use designation to
25 Community Development: Medium Density Residential (CD:MDR) [2 – 5 Dwelling
26 Units/Acre], as shown on Exhibit 6.
- 27 7. The project site is generally surrounded by properties having General Plan land use
28 designations of Rural Community: Low Density Residential to the north and west;

1 Community Development: Medium Density Residential and Commercial Retail to
2 the south and east.

3 17. A General Plan Foundation Component Amendment – Regular may be approved if
4 new conditions or circumstances disclosed during the review process justify
5 modifying the General Plan; the modifications do not conflict with the overall
6 Riverside County Vision; and the modifications would not create internal
7 inconsistency among the elements of the General Plan. An Entitlement/Policy
8 General Plan amendment may be approved if the change does not involve a change
9 in or conflict with the Riverside County Vision, any General Planning Principle set
10 forth in General Plan Appendix B, or any Foundation Component Designation in the
11 General Plan; the proposed amendment would either contribute to the purposes of
12 the General Plan or, at a minimum, would not be detrimental to them; and an
13 amendment is required due to special circumstances or conditions that have emerged
14 that were unanticipated in preparing the General Plan.

15 8. New conditions or circumstances disclosed during the review process justify
16 modifying the General Plan. The Lakeview/ Nuevo Area Plan's objectives include a
17 rural community with an equestrian focus. The proposed change would allow an
18 increase in density, but the designation proposed is 2 to 5 dwellings per acre lots
19 which maintains the density with the neighboring properties to the southeast.
20 Further to the west, a Tract Map for 283 single family residences, with a minimum
21 lot size of 4,000 square feet, was recently approved. Much of the urbanization in the
22 area is found to the south and east of the subject site, where multiple tracts and
23 Specific Plan No. 114 have been approved since 1974 which increased the density in
24 the project area. The incorporation of the City of Perris, with its increasing density,
25 which lies to the west of the site also serves as a sign of urbanization and an overall
26 change for the area. These new conditions and circumstances justify modifying the
27 General Plan to reflect the increasingly urbanized character of the area, while still
28 respecting the rural and equestrian character of the community.

1 9. GPA No. 1183 does not conflict with the overall Riverside County Vision. As
2 provided in the General Plan Vision Statement, "Riverside County is a family of
3 special communities in a remarkable environmental setting." The Lakeview/ Nuevo
4 Area Plan was originally developed for predominantly residential and agricultural
5 uses, with an equestrian focus. Dairies and agricultural uses dominate the land north
6 of the Ramona Expressway, and residential/equestrian uses are found south of the
7 expressway. The residential uses in Lakeview are rural in nature and typically are
8 located on lots between one-half and two acres in size. The Nuevo Area is a rural
9 community with an equestrian focus. While there are some smaller parcels, the vast
10 majority of lots are typically between one-half and two acres in size. The community
11 of Nuevo is anchored by a small neighborhood village located at the intersection of
12 Lakeview Avenue and Nuevo Road, which encourages development in a manner that
13 promotes and preserves this community's unique character. GPA No. 1183 would
14 allow an increase in density, but the designation proposed is 2 to 5 dwellings per acre
15 lots which is consistent with the density of the neighboring properties to the
16 southeast.

17 10. The Riverside County Vision also provides, "We readily acknowledge that there is a
18 certain degree of risk and uncertainty regarding future expectations, especially as
19 they relate to land resources and how we manage them." Further to the west, a Tract
20 Map for 283 single family residences, with a minimum lot size of 4,000 square feet,
21 was recently approved. Much of the urbanization in the area is found to the south
22 and east of the subject site, where multiple tracts and Specific Plan No. 114 have
23 been approved since 1974, which increased the density in vicinity of the project area.
24 The incorporation of the City of Perris, with its increased density, also lies to the
25 west of the site and serves as a sign of urbanization and an overall change for the
26 area. Moreover, the Circulation Element of the General Plan identifies Central
27 Avenue as a Secondary Roadway, ultimately having a 100 foot right-of-way and
28 improving circulation within the area. The proposed project is consistent with

1 evolving, more urbanized vision of the area while respecting the residential and
2 equestrian elements. Therefore, the proposed project would not conflict with the
3 Riverside County Vision.

4 11. GPA No. 1183 does not create an internal consistency among the elements of the
5 Riverside County General Plan. GPA No. 1183 has been reviewed in conjunction
6 with each of the Riverside County General Plan Elements, including the Land Use,
7 Circulation, Multi-Purpose Open Space, Safety, Noise, Housing, Air Quality,
8 Healthy Communities and Administration Elements, and the Lakeview/Nuevo Area
9 Plan; and it has been determined that GPA No. 1183 is in conformance with the
10 policies and objectives of each Element and the Area Plan. As a result, GPA No.
11 1183 does not create an internal inconsistency among any elements of the Riverside
12 County General Plan.

13 12. GPA No. 1183 does not involve a change in or conflict with any General Plan
14 Principle set forth in General Plan Appendix B. GPA No. 1183 meets the General
15 Plan Principles of conserving sensitive habitats with the preservation of the existing
16 drainage onsite (Principle III.B.1); provision of open space areas through the
17 preservation of natural open areas as well as the development of a neighborhood
18 serving recreational space (Principle III.C.1); and encouraging a wide range of
19 housing opportunities for residents in a wider range of economic circumstances
20 (Principle IV.A.1).

21 13. GPA No. 1183 does not involve a change in or conflict with any Foundation
22 Component designation in the General Plan because the Foundation Component
23 designation is also being amended by this GPA via the Eight-Year General Plan
24 Review Cycle.

25 14. GPA No. 1183 would contribute to the purposes of the General Plan, or, at a
26 minimum, would not be detrimental to them. The purposes of the General Plan, as
27 provided in the Riverside County Integrated Project, include setting the direction
28 for land use and development in strategic locations, providing for the development

1 of the economic base, establishing a framework of the transportation system, and
2 preserving extremely valuable natural and cultural resources. GPA No. 1183 will
3 provide strategic consistency and logical flow from the surrounding land uses of
4 Medium Density Residential, and the nearby commercial developments. The
5 project will also contain its own open space and trail amenities that will ultimately
6 connect to the regional trail system, encouraging alternative forms of transportation
7 in support of the existing framework of the transportation system while preserving
8 natural resources. Therefore, GPA No. 1183 will contribute to the purposes of the
9 General Plan.

- 10 15. As discussed above, GPA No. 1183 is justified due to special circumstances or
11 conditions that have emerged that were unanticipated in preparing the General Plan.
- 12 16. Based on the above, GPA No. 1183 will not be detrimental to the public's health,
13 safety, or welfare.
- 14 17. Environmental Assessment (EA) No. 42945, a copy of which is attached hereto and
15 incorporated herein by reference, determined that GPA No. 1183 and the associated
16 project could have potentially significant impacts on Hydrology/Water Quality.
17 However, it was determined that these impacts would be mitigated to a level of less
18 than significant through the application of the mitigation measures indicated in the
19 initial study. The initial study resulted in preparation of a Mitigated Negative
20 Declaration of environmental effects and a determination that GPA No. 1183 and the
21 associated project would not have a significant effect on the environment.

22 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it **ADOPTS** the Mitigated
23 Negative Declaration for Environmental Assessment No. 42945, based on the findings found in the initial
24 study, incorporated herein by reference, and **ADOPTS** General Plan Amendment No. 1183, as described
25 herein and shown on Exhibit 6 titled "CZ07919 GPA01183 TR37134," attached hereto and incorporated
26 herein by reference.

1 **C. General Plan Amendment (GPA) No. 1202** amends the boundaries of the Wine Country
2 – Winery District and the Wine Country – Residential District within the Temecula Valley
3 Wine Country Policy Area by removing the subject property consisting of 51.54 gross
4 acres from the Wine Country – Winery District and placing it within the Wine Country –
5 Residential District, as shown on Figure 4B titled “GPA No. 1202 Proposed Temecula
6 Valley Wine Country Policy Area with Districts,” attached hereto and incorporated herein
7 by reference. General Plan Amendment No. 1202 (GPA No. 1202) will amend Figure 4B
8 of the Southwest Area Plan to show the revised boundaries of these two Wine Country
9 Districts. The project site is located within the Southwest Area Plan in the Third
10 Supervisory District, specifically located north of Los Nogales Road, south of Monte de
11 Oro Road, west of Camino Del Vino, and east of Anza Road within the Southwest Area
12 Plan. GPA No. 1202 is associated with Change of Zone No. 7885, Tentative Parcel Map
13 No. 37254, Agricultural Preserve No. 1056, and the Mitigated Negative Declaration for
14 Environmental Assessment (EA) No. 42839, which were considered concurrently with
15 this amendment at public hearings before the Planning Commission and Board of
16 Supervisors (Agricultural Preserve No. 1056 was not required to be considered by
17 Planning Commission). The Planning Commission recommended that the Board of
18 Supervisors tentatively approve GPA No. 1202 on April 4, 2018. After taking public
19 testimony, the Board of Supervisors closed the public hearing and tentatively approved
20 General Plan Amendment No. 1202 on January 29, 2019.

21 **BE IT FURTHER RESOLVED** by the Board of Supervisors, based on the evidence
22 presented on this matter, both written and oral, including Environmental Assessment No. 42839, that:

- 23 1. The site is located within the Southwest Area Plan.
- 24 2. The Southwest Area Plan Land Use Map establishes policy areas within the
25 Southwest area.
- 26 3. GPA No. 1202 is a Foundation Component Amendment – Regular.

- 1 4. An application for the site was submitted on July 5, 2016 for the 2016 General Plan
2 review cycle period, and the Board of Supervisors adopted an order initiating
3 proceedings for GPA No. 1202 on January 31, 2017.
- 4 5. The project site is currently within the Wine Country – Winery District within the
5 Temecula Valley Wine Country Policy Area.
- 6 6. GPA No. 1202 proposes to amend the Temecula Valley Wine Country Policy Area
7 by removing the project site from the Wine Country Winery District and placing it
8 within the Wine-Country – Residential District – also within the Temecula Valley
9 Wine Country Policy Area.
- 10 7. The Riverside County Board of Supervisors adopted an order initiating proceedings
11 for GPA No. 1202 (Foundation Component Amendment –Regular) on January 31,
12 2017.
- 13 8. SWAP 1.1 requires that boundary changes to the Temecula Valley Wine Country
14 Policy Area be subject to the Foundation Component – Regular amendment process,
15 unless the amendment is County initiated. Because the amendment was initiated by
16 the applicant, the General Plan Foundation Component – Regular findings must be
17 made. An General Plan Foundation Component Amendment – Regular may be
18 approved if new conditions or circumstances disclosed during the review process
19 justify modifying the General Plan; the modifications do not conflict with the overall
20 Riverside County Vision; and the modifications would not create internal
21 inconsistency among the elements of the General Plan.
- 22 9. New conditions or circumstances disclosed during the review process justify
23 modifying the General Plan. The Wine Country Community Plan’s objectives
24 include preserving and enhancing the area’s viticulture potential, rural lifestyle and
25 equestrian activities as well as coordinating growth to avoid future land use conflicts.
26 In regards to the new circumstance component, the project site is located west of
27 Camino Del Vino which was designated as a General Plan Circulation Element
28 Secondary Highway in 2003. A secondary highway has a minimum right-of-way

1 width of 100 feet and 4 lanes and are intended to serve through traffic along longer
2 routes between major traffic generating areas. In 2014 as part of the Wine Country
3 Community Plan, Camino Del Vino was reduced to a Collector Road with a
4 minimum right-of-way width of 74 feet with 2 lanes. Collector Streets are intended
5 to serve intensive residential land use, multiple-family dwellings, or to convey traffic
6 through an area to roads of equal or similar classification or higher. The change in
7 road classification from Secondary Highway to Collector Road would be less capable
8 to handle traffic impacts associated with commercial wineries or other more intense
9 uses that are encouraged in the Winery District. Considering the current unpaved
10 conditions of Camino Del Vino and Los Nogales Road, traffic impacts associated
11 with a commercial winery or other more intense uses would result in an increase in
12 traffic that would be less compatible with the surrounding single-family
13 neighborhood. Therefore, the applicant is requesting the subject property be
14 removed from the Winery District of the Temecula Valley Wine Country Policy Area
15 and be placed in the Residential District of the Temecula Valley Wine Country Policy
16 Area to allow residential development compatible with Camino Del Vino designated
17 as a Collector Road.

- 18 10. GPA No. 1202 does not conflict with the overall Riverside County Vision. As
19 provided in the General Plan Vision Statement, "Riverside County is a family of
20 special communities in a remarkable environmental setting." The Temecula Valley
21 Wine Country Policy Area was developed to ensure the long term viability of the
22 wine industry while protecting the community's equestrian rural lifestyle. The three
23 districts that have been established for this policy area have additional policies within
24 each district to provide for complimentary uses distinct to the delineated areas.
25 These policies protect against the location of activities that are incompatible with
26 existing residential and equestrian uses, which could lead to land use conflicts in the
27 future. The boundary change from the Winery District, whose primary purpose is for
28 the promotion and the establishment of commercial activities to the Residential

1 District, whose primary purpose is to encourage permanent estate lots and to balance
2 tourist related activities, is more compatible with the established residential
3 neighborhood to the south. In addition, Los Nogales is a designed as a local street
4 and would not be able to adequately serve a more intensive use other than residential.

5 11. GPA No. 1202 has been reviewed in conjunction with each of the Riverside County
6 General Plan Elements, including the Land Use, Circulation, Multi-Purpose Open
7 Space, Safety, Noise, Housing, Air Quality, Healthy Communities and
8 Administration Elements, and the Southwest Area Plan; and it has been determined
9 that GPA No. 1202 is in conformance with the policies and objectives of each
10 Element and the Area Plan because the amendment is focused on shifting the policy
11 area boundaries, which does not directly relate to other elements and policies of the
12 General Plan. As a result, GPA No. 1202 does not create an internal inconsistency
13 among any component of the Riverside County General Plan.

14 12. Based on the above, GPA No. 1202 will not be detrimental to the public's health,
15 safety, or welfare.

16 13. Environmental Assessment (EA) No. 42839, a copy of which is attached hereto and
17 incorporated herein by reference, determined that GPA No. 1202 and the associated
18 project could have potentially significant impacts on Biology, Hydrology/Water
19 Quality, Noise, and Paleontological Resources. However, it was determined that
20 these impacts would be mitigated to a level of less than significant through the
21 application of the measures indicated in the initial study. The initial study resulted
22 in preparation of a Mitigated Negative Declaration of environmental effects and a
23 determination that GPA No. 1202 and the associated project would not have a
24 significant effect on the environment.

25 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it **ADOPTS** the Mitigated
26 Negative Declaration for Environmental Assessment No. 42839, based on the findings found in the initial
27 study, and **ADOPTS** General Plan Amendment No. 1202, as described herein and shown on Figure 4B
28

1 titled "GPA No. 1202 Proposed Temecula Valley Wine Country Policy Area with Districts," attached hereto
2 and incorporated herein by reference.

3 **D. General Plan Amendment (GPA) No. 1217** amends the current General Plan land use
4 designation of approximately 108 acres (total project site area) from Community
5 Development: Very Low Density Residential (CD: VLDR) [1 Acre Minimum] to
6 Community Development: Medium Density Residential (CD: MDR)[2 – 5 Dwelling
7 Units/Acre] on approximately 101 acres of the site and Community Development:
8 Highest Density Residential (CD: HHDR)[20+ Dwelling Units/Acre] on approximately
9 7 acres of the site, as shown on Exhibit 5 titled "CZ07936 GPA1217 TR36805 PM36804,"
10 attached hereto and incorporated herein by reference. The project site is located within
11 the Western Coachella Valley Area Plan in the Fourth Supervisorial District, specifically
12 located north of Ramon Road, west of Vista Del Sol, and east of Desert Moon Drive in
13 Thousand Palms. GPA No. 1217 is associated with Change of Zone No. 7936, Tentative
14 Parcel Map No. 36804 (Amended Map No. 2), Tentative Tract Map No. 36805 (Amended
15 Map No. 2), and the Negative Declaration for Environmental Assessment (EA) No.
16 42751, which were considered concurrently with this amendment at the public hearings
17 before the Planning Commission and Board of Supervisors. The Planning Commission
18 recommended that the Board of Supervisors tentatively approve GPA No. 1217 on
19 December 5, 2018. After taking public testimony, the Board of Supervisors closed the
20 public hearing and tentatively approved General Plan Amendment No. 1217 on January
21 8, 2019.

22 **BE IT FURTHER RESOLVED** by the Board of Supervisors, based on the evidence
23 presented on this matter, both written and oral, including Environmental Assessment No. 42751, that:

- 24 1. The site is located within the Western Coachella Valley Area Plan.
 - 25 2. The Western Coachella Valley Area Plan Land Use Map establishes the extent,
26 intensity, and location of land uses within the Western Coachella Valley area.
 - 27 3. GPA No. 1217 is an Entitlement/Policy Amendment.
- 28

- 1 4. The project site has an existing General Plan land use designation of Community
2 Development: Very Low Density Residential (CD: VLDR) [1 Acre Minimum].
- 3 5. GPA No. 1217 proposes to modify the existing General Plan land use designation to
4 Community Development: Medium Density Residential (CD: MDR)[2 – 5 Dwelling
5 Units/Acre] and Community Development: Highest Density Residential (CD:
6 HHDR)[20+ Dwelling Units/Acre], as shown on Exhibit 5.
- 7 6. The project site is generally surrounded by properties having General Plan land use
8 designations of Very Low Density Residential to the north and east; Medium Density
9 Residential to the south; and Mixed Use Area and Very Low Density Residential to
10 the west.
- 11 7. An Entitlement/Policy General Plan amendment may be approved if the General Plan
12 amendment does not involve a change in or conflict with the Riverside County
13 Vision, any General Planning Principle set forth in General Plan Appendix B, or any
14 Foundation Component Designation in the General Plan; the change either
15 contributes to the purposes of the General Plan or, at a minimum, would not be
16 detrimental to them; and an amendment is required to expand basic employment job
17 opportunities (jobs that contribute directly to the County’s economic base) and that
18 would improve the ratio of jobs-to-workers in the County.
- 19 8. GPA No. 1217 does not involve a change in or conflict with the Riverside County
20 Vision. Specifically, GPA No. 1217 is consistent with the following:
 - 21 a. The discussion in the Vision on Population Growth provides, “New growth
22 patterns no longer reflect a pattern of urban sprawl. Rather, they follow a
23 framework of transportation and open space corridors, with concentrations of
24 development that fit into that framework. In other words, important open
25 space and transportation corridors define growth areas.” The project is
26 consistent with, and does not involve a change in or conflict with, this portion
27 of the Riverside County Vision because it will result in an infill project along
28 the Ramon Road transportation corridor on currently vacant 108 gross acres

1 with new residential tract dwellings adjacent to existing single family
2 residential development within an existing urban area. Considering the
3 existing residential land uses surrounding the subject property, the proposed
4 project would not be a spot development creating urban sprawl, it is
5 consistent with this portion of the Riverside County Vision.

6 b. The discussion in the Vision on Jobs and the Economy provides,
7 “Jobs/housing balance is significantly improved overall, as well as within sub
8 regions of Riverside County.” This project would create approximately 300
9 temporary construction jobs, which is consistent with, and does not result in
10 a change in or conflict with, this Vision section, and with existing housing
11 and jobs in the urbanized areas of Thousand Palms, and nearby Bermuda
12 Dunes, Palm Desert, the project would maintain good jobs and housing
13 balance within close proximity.

14 c. For the above reasons, GPA No. 1217 does not involve a change in or conflict
15 with the Riverside County Vision.

16 9. GPA No. 1217 does not involve a change in or conflict with any General Planning
17 Principle set forth in General Plan Appendix B. Specifically, GPA No. 1217 is
18 consistent with the following principles:

19 a. General Plan Principle I.C (Maturing Communities) provides, “The General
20 Plan Vision acknowledges that every community in the County is maturing
21 in its own way, at its own pace and within its own context. Policies and
22 programs should be tailored to local needs in order to accommodate the
23 particular level of anticipated maturation in a given community.” New
24 development along this portion of Ramon Road near Interstate 10 within the
25 Thousand Palms Zoning District has accelerated over the past decade. The
26 project would develop a vacant 108 acres as residential, consistent with
27 existing adjoining residential development. Therefore, the project is
28 consistent with General Planning Principles through the recognition of a

1 maturing community and a response to encourage managed growth in
2 appropriate locations.

3 b. General Plan Principle I.G.1 (Efficient Land Use) provides, "The County
4 should encourage compact and transit-adaptive development on regional and
5 community scales. The policy goal is to permit and encourage densities and
6 intensities, and to reduce the land required for public infrastructure by
7 reducing streets widths (subject to emergency access requirements) and other
8 such requirements." The proposed residential tract represents an infill project
9 on 108 acres of vacant land which would be a compact development with
10 additional, project-provided street and drainage improvements along Ramon
11 Road.

12 c. For the above reasons, GPA No. 1217 would not involve a change in or
13 conflict with any Riverside County General Planning Principle set forth in
14 General Plan Appendix B.

15 10. GPA No. 1217 does not involve a change in or conflict with any Foundation
16 Component Designation in the General Plan because GPA No. 1217 does not
17 propose a change to any Foundation Component Designation and the proposed land
18 use changes are consistent with the project site's Community Development
19 foundation component.

20 11. GPA No. 1217 will contribute to the purposes of the General Plan and the Western
21 Coachella Valley Area Plan or, at a minimum, will not be detrimental to them. The
22 proposed amendment will establish the Medium Density Residential (MDR) and
23 Highest Density Residential (HHDR) land use designations, which promotes one of
24 the highest and best uses that can be associated with the currently existing vacant 108
25 acres along the existing Ramon Road corridor, with existing and proposed
26 infrastructure including private streets, to be built in phases, in support of the
27 proposed residential tract. The project as an infill project within an existing
28 residential area and would stimulate the growth of the area (Appendix B, VII.C.4).

1 Additionally, since the 108 acres is currently vacant, and since the general plan
2 amendment will allow the property to be modified to medium and highest density
3 residential with associated implementing projects to accommodate residential units,
4 with creation of housing for additional employees and customers using the subject
5 land, which will therefore stimulate the growth of the area including small business.
6 Therefore, the proposed General Plan Amendment would still contribute to the
7 achievement of the purposes of the General Plan and would not be detrimental to
8 them.

9 12. GPA No. 1217 would expand basic employment job opportunities (jobs that
10 contribute directly to the County's economic base) and that would improve the ratio
11 of jobs-to-workers in the County. The project as a whole would create approximately
12 300 temporary construction jobs expanding basic employment opportunities and
13 approximately 1,153 residents which would increase the employment population of
14 the area.

15 13. GPA No. 1217 has been reviewed in conjunction with each of the Riverside County
16 General Plan Elements, including the Land Use, Circulation, Multi-Purpose Open
17 Space, Safety, Noise, Housing, Air Quality, Healthy Communities and
18 Administration Elements, and the Western Coachella Valley Area Plan; and it has
19 been determined that GPA No. 1217 is in conformance with the policies and
20 objectives of each Element and the Area Plan. Specifically, the project site is
21 bordered by existing circulation facilities which are conditioned to be improved with
22 curbs, gutters, and sidewalks including along Ramon Road and Desert Moon Drive
23 implementing Land Use Element Policy 29.7, as well as, dedicating and improving
24 necessary rights-of-way as part of the land use review process implementing
25 Circulation Element Policy C 3.16 with the associated implementing project. Ramon
26 Road is conditioned for 8-inch concrete curb and gutter located 43-feet from
27 centerline, and match-up asphalt concrete paving. Desert Moon Drive is conditioned
28 for 32-feet of asphalt pavement from centerline, and match-up asphalt concrete

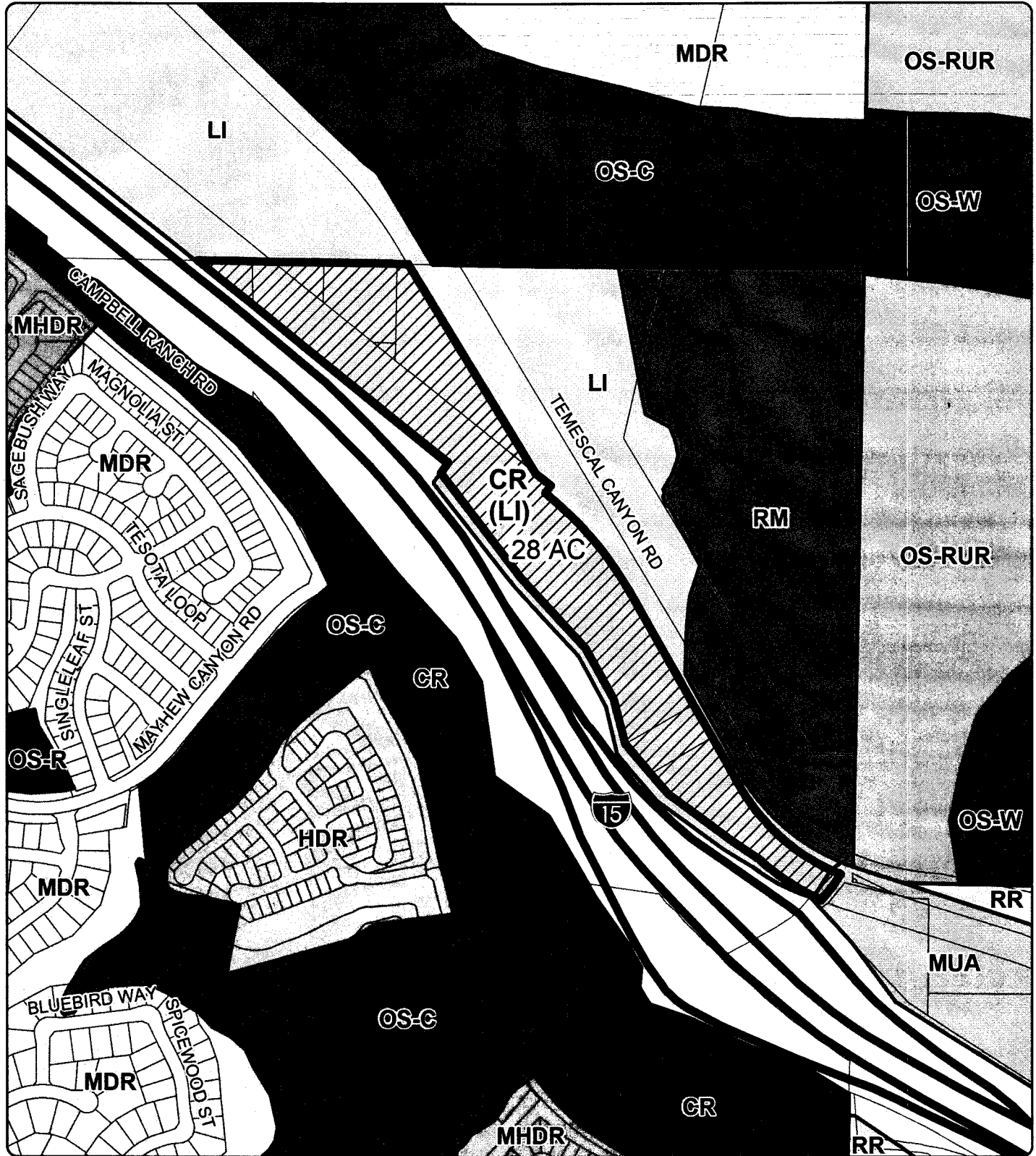
RIVERSIDE COUNTY PLANNING DEPARTMENT

CZ07859 GPA01146 CUP03712 PP26290

Supervisor: Jeffries
District 1

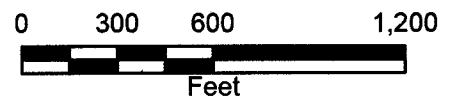
PROPOSED GENERAL PLAN

Date Drawn: 11/16/2018
Exhibit 5



Zoning Area: Temescal

Author: Vinnie Nguyen



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

1 paving, with concrete curb and gutter. As a result, GPA No. 1217 does not create an
2 internal inconsistency among any component of the Riverside County General Plan.

3 14. Based on the above, GPA No. 1217 will not be detrimental to the public's health,
4 safety, or welfare.

5 15. Environmental Assessment (EA) No. 42751, a copy of which is attached hereto and
6 incorporated herein by reference, determined that GPA No. 1217 and the associated
7 project could have potentially significant impacts on Hydrology and Noise.
8 However, it was determined that these impacts would be mitigated to a level of less
9 than significant through the application of the measures indicated in the initial study.
10 The initial study resulted in preparation of a Mitigated Negative Declaration of
11 environmental effects and a determination that GPA No. 1217 and the associated
12 projects would not have a significant effect on the environment.

13 **BE IT FURTHER RESOLVED** by the Board of Supervisors that it **ADOPTS** the Mitigated
14 Negative Declaration for Environmental Assessment No. 42751, based on the findings found in the initial
15 study, and **ADOPTS** General Plan Amendment No. 1217, as described herein and shown on Exhibit 5 titled
16 "CZ07936 GPA1217 TR36805 PM36804," attached hereto and incorporated herein by reference.

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

20 ROLL CALL:

21 Ayes: Jeffries, Perez and Hewitt
22 Nays: None
23 Absent: Spiegel
Abstain: Washington

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

25 Kecia R. Harper, Clerk of said Board

26 By 

27 Deputy

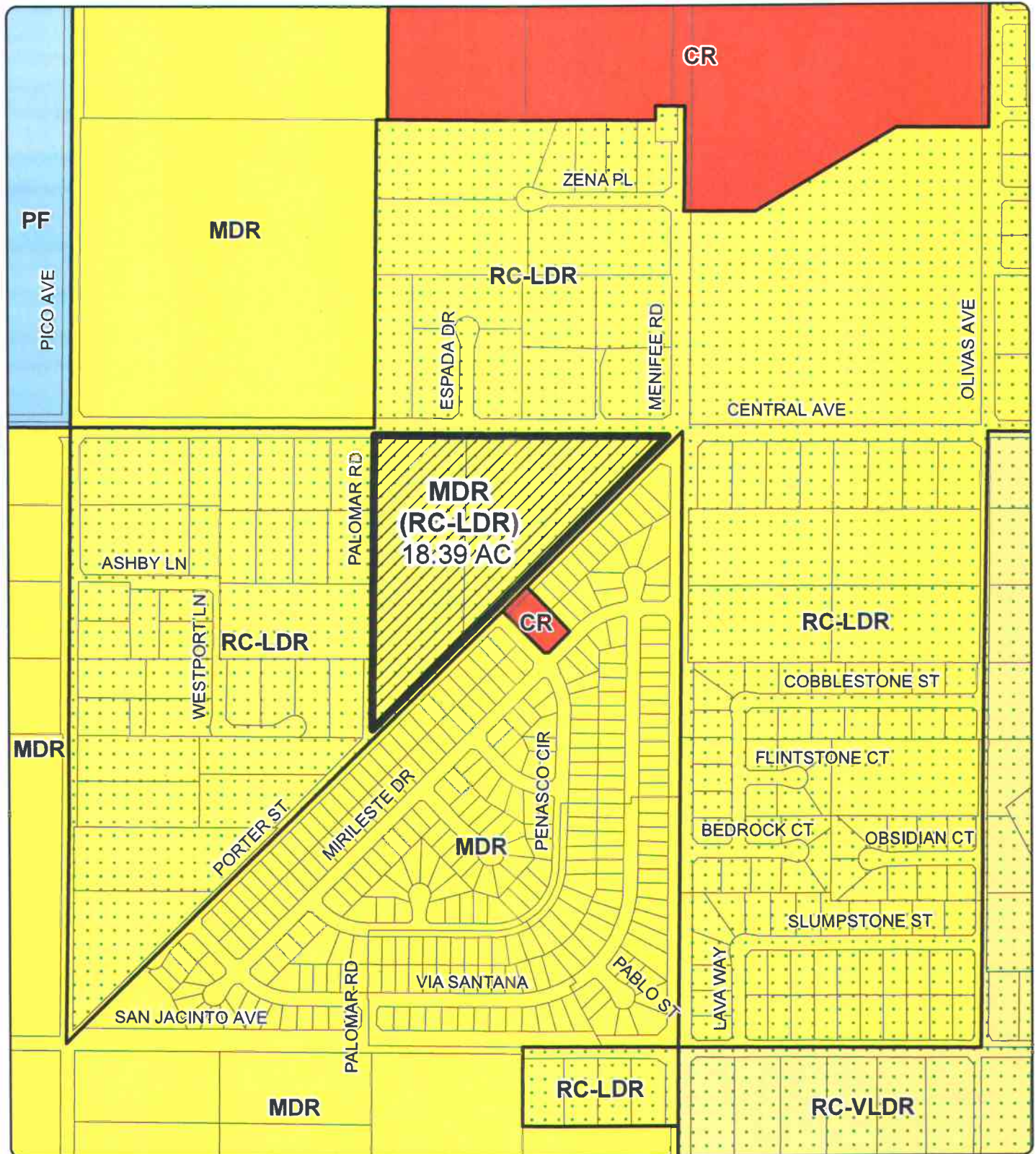
RIVERSIDE COUNTY PLANNING DEPARTMENT

CZ07919 GPA01183 TR37134

PROPOSED GENERAL PLAN

Supervisor: Hewitt
District 5

Date Drawn: 07/05/2018
Exhibit 6

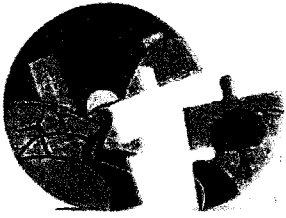


Zoning Area: Nuevo

Author: Vinnie Nguyen



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



RIVERSIDE COUNTY
PLANNING DEPARTMENT

Charissa Leach P.E.
Assistant TLMA Director

MITIGATED NEGATIVE DECLARATION

Project/Case Number: General Plan Amendment No. 1183, Change of Zone No. 7919 and Tract Map No. 37134

Based on the Initial Study, it has been determined that the proposed project, subject to the proposed mitigation measures, will not have a significant effect upon the environment.

PROJECT DESCRIPTION, LOCATION, AND MITIGATION MEASURES REQUIRED TO AVOID POTENTIALLY SIGNIFICANT EFFECTS. (see Environmental Assessment/Initial Study and Conditions of Approval)

COMPLETED/REVIEWED BY:

By: Dionne Harris Title: Project Planner Date: December 11, 2018

Applicant/Project Sponsor: Richard Marcus Date Submitted: January 10, 2019

ADOPTED BY: Board of Supervisors

Person Verifying Adoption: Dionne Harris Date: December 10, 2018

The Mitigated Negative Declaration may be examined, along with documents referenced in the initial study, if any, at:

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

For additional information, please contact Dionne Harris at (951)955-6836.

Revised: 12/10/18

Y:\Planning Master Forms\Templates\CEQA Forms\Mitigated Negative Declaration.docx

Please charge deposit fee case#: ZEA42945 ZCFG06312

FOR COUNTY CLERK'S USE ONLY

COUNTY OF RIVERSIDE

ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY

Environmental Assessment (E.A.) Number: 42945

Project Case Type (s) and Number(s): General Plan Amendment No. 1183, Change of Zone No. 7919 and Tract Map No. 37134

Lead Agency Name: Riverside County Planning Department

Address: P.O. Box 1409, Riverside, CA 92502-1409

Contact Person: Dionne Harris, Urban Planner

Telephone Number: 951-955-6836

Applicant's Name: Oliver Cagle

Applicant's Address: 14175 Rancho Vista Bend, Ranch Santa Fe CA, 92130

I. PROJECT INFORMATION

Project Description:

The project consist of General Plan Amendment No. 1183, Change of Zone No. 7919 and Tentative Tract Map No. 37134, which, together, will facilitate residential development of the approximately 18.39-acre site. The project proposes to subdivide approximately eighteen acres (18 ac) into seventy-three (73) single family detached residential lots. The project occupies approximately 10.01 acres and will feature traditional single family housing on 5,000sf minimum lots. These lots are subject to the development standards and permitted used of the R-4 Zoning Classification. The project contains 3.6 acres of a trail, recreation and open space. The project will have three basins consisting of 1.9 acres of the site.

GENERAL PLAN AMENDMENT NO. 1183 (Foundation and Entitlement/Policy Amendment) - Proposal amend to the projects site's General Plan Foundation Component from Rural Community (RC) to Community Development (CD) and to amend its Land Use Designation from Rural Community: Low Density Residential (RC: LDR) (1/2 Acre Minimum) to Community Development: Medium Density Residential (CD: MDR) (2 – 5 Dwelling Units Per Acre) on two parcels totaling 18.39 gross acres. The application for this Foundation General Plan Amendment was submitted during the application window for the 2016 General Plan Review Cycle.

CHANGE OF ZONE NO. 7919 proposes to change the site's zoning classification from Residential Agricultural (R-A) to Planned Residential (R-4).

TENTATIVE TRACT MAP NO. 37134 proposes a Schedule "A" subdivision of 18.39 gross acres into 73 single family residential lots with a minimum lot size of 5,000 square feet.

- Three (3) water quality basins which will encompass approximately 2.63 acres of the project site. Basin A (0.16 acres) will be located at the northeast corner of the project and located adjacent to the intersection of Center Avenue, Porter Street and Menifee Road. Basin C (.57 acres) located northwest corner of the site adjacent to Center Road. Basin B (.36 acres) located just to the slightly east of Basin C.
- In addition the applicant is proposing Street 'A' located diagonally along the northwest portion of the site, Street 'B' located transversely along the midsections of the tract, Street 'C' located diagonally which intersects Street 'B' and Street 'D' along the southeast portion of the tract.
- The project site is required to have one park site of 0.72 acres.
- Approximately One (1) open space lot with a paseo trail.

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

B. Total Project Area: 18.36 Gross

Residential Acres: 18.46	Lots: 73 and three lettered lots.	Units: 73	Projected No. of Residents:
Commercial Acres:	Lots:	Sq. Ft. of Bldg. Area:	Est. No. of Employees:
Industrial Acres:	Lots:	Sq. Ft. of Bldg. Area:	Est. No. of Employees:
Other:			

1. **Assessor's Parcel No(s):** 309-060-001 and 309-060-004

Street References: Southerly of Central Avenue, northerly of Porter Street, easterly of Palomar Road, and west of Menifee Road.

C. Section, Township & Range Description or reference/attach a Legal Description:
Township 4 South, Section 26, and Range 3 West

D. Brief description of the existing environmental setting of the project site and its surroundings: The project site is located within the Lakeview/Nuevo Redevelopment Area on the outskirts of the City of Perris and the City of San Jacinto. The site is presently vacant land with existing scattered residential to the north, to the south and vacant land to the east and west.

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

- 1. Land Use:** The Project site is located within the Lakeview/Nuevo Area Plan of the Riverside County General Plan. The Project site's Land Use Designation is Rural Community: Low Density Residential (RC-LDR). This las use designation encourages the development of single-family detached residences on half-acre parcels. The Project site is not located within a policy area. The Project is not located within a sphere of influence. The project site does not fall within a General Plan Policy Overlay Area.
- 2. Circulation:** The Project has adequate circulation facilities and is therefore consistent with the Circulation Element of the General Plan. The proposed Project meets all other applicable circulation policies of the General Plan
- 3. Multipurpose Open Space:** The proposed project meets all applicable Multipurpose Open Space element policies. The project will avoid all natural watercourse and flood plains.
- 4. Safety:** The proposed project allows for sufficient provision of emergency response service to the future users of the project. The proposed project meets all other applicable Safety Element Policies.
- 5. Noise:** The project will not generate noise levels in excess of standards established in the General Plan or noise ordinance. The project meets all other applicable Noise Element Policies.
- 6. Housing:** The proposed project meets all applicable Housing Element Policies.
- 7. Air Quality:** The proposed project meets all other applicable Air Quality policies

B. General Plan Area Plan(s): Lakeview/Nuevo Area Plan

- C. **Foundation Component(s):** Community Development
- D. **Land Use Designation(s):** Rural Community: Low Density Residential
- E. **Overlay(s), if any:** N/A
- F. **Policy Area(s), if any:** N/A
- G. **Adjacent and Surrounding:**
 - 1. **Area Plan(s):** Lakeview/Nuevo Area Plan
 - 2. **Foundation Component(s):** Rural Community
- H. **Land Use Designation(s):** Low Density Residential
 - 1. **Overlay(s), if any:** N/A
 - 2. **Policy Area(s), if any:** N/A
- I. **Adopted Specific Plan Information**
 - 1. **Name and Number of Specific Plan, if any:** N/A
 - 2. **Specific Plan Planning Area, and Policies, if any:** N/A
- J. **Existing Zoning:** Residential Agriculture (R-A)
- K. **Proposed Zoning, if any:** Planned Residential (R-4)
- L. **Adjacent and Surrounding Zoning:** Residential Agriculture (R-A), Mobilehome Subdivision and Mobilehome Park (R-T), General Commercial (C-1/C-P),

III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

IV. DETERMINATION

On the basis of this initial evaluation:

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED

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

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

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

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED

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

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

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

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

Dionne Harris
Signature

October 15, 2018
Date

Dionne Harris, Project Planner

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

Printed Name

V. ENVIRONMENTAL ISSUES ASSESSMENT

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

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

Source: Riverside County General Plan Figure C-8 "Scenic Highways"

Findings of Fact:

a). As indicated by Figure 9 "Scenic Highways" of the Lakeview/Nuevo Area Plan, the proposed project is not located within close vicinity of a designated scenic highway. In result, the project will not have a substantial effect upon a scenic highway corridor. The project will have no impact.

b). The project site is located in an unincorporated area of Riverside County and is currently vacant. The existing character of the project site is mainly rural and the topography is relatively flat with elevations of the site ranging from 1,432 to 1,444 feet. Overall, the project site is not located within close vicinity to any scenic resources and in result, the project will not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view. The project will have a less than significant impact

Mitigation: No mitigation measures will be required.

Monitoring: No monitoring measures will be required.

2. Mt. Palomar Observatory				
a) Interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

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

Findings of Fact:

The proposed project is located 34.45 miles from the Mt. Palomar Observatory and located within Zone B of the Special Lighting Area. Ordinance No. 655 requires methods of installation, definition, requirements for lamp source and shielding, prohibition, and exceptions to reduce light pollution in the area. The project will be designed to incorporate lighting requirements of Riverside County Ordinance No. 655. With incorporation Ordinance No. 655 lighting requirements into the proposed project, impacts will be less than significant.

Mitigation: No mitigation measures will be required.

Monitoring: No monitoring measures will be required.

3. Other Lighting Issues

a) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Expose residential property to unacceptable light levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: On-site Inspection, Project Application Description

Findings of Fact:

a-b) The proposed project will result in a new source of light and glare from the addition of security lighting, street lights, as well as vehicular lighting from cars traveling on adjacent roadways. In order to avoid potential impacts related to new sources of light, the project has been conditioned to hood and direct any new sources of light away from neighboring properties so as not to shine directly from adjoining properties or public right-of-ways. This is a standard Condition of Approval attributed to any residential or commercial project and is therefore not considered mitigation pursuant to CEQA. In result, this project will be designed to be consistent with existing neighboring residential developments. The project will have no impacts.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

AGRICULTURE & FOREST RESOURCES Would the project

4. Agriculture

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm")?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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

Findings of Fact:

a). The project site has a farmland designation of Farmland of Local Importance and Other Lands. The project site does not currently have either an agricultural zoning or land use designation which would allow for the site to be utilized for agricultural production. If an agricultural use were to be proposed, then both the current General Plan Land Use designation and Zoning Classification would need to be revised. In addition, the project site is not surrounded by properties which are designated for agricultural uses, but rather, the properties have Commercial and Residential Land Use and Zoning Classifications. The proposal to Change the Zoning Classification and subdivide the approximately 80 acre project site would be consistent with the surrounding area.

b). Located to the immediate southeast are properties zoned Mobilehome Subdivision and Mobilehome Park (R-T). Overall, the R-T zoning classification allows for limited amount of orchards the raising of field and tree crops, berry and bush crops and vegetable, flower and herb gardening on a commercial scale, including the sale thereof from the premises. Surrounding properties with this land use designation primarily consist of single family residential dwellings rather than existing agriculture facilities. The project site is not located within close vicinity to a project site that has a primary zoning designation of agriculture (light agriculture, heavy agriculture, and agriculture dairy) and as such, will not conflict with surrounding agriculture zoning. The proposed project is not located within close vicinity of an existing agriculture preserve. Through the utilization of GIS, it has been determined that the closest agriculture preserve is the Perris Valley No. 6 agriculture preserve which is located 1.52 miles (8,005 feet) to the west of the site. The project will not affect an existing agricultural preserve. The impact from the proposed project will be less than significant.

c). As illustrated on the Riverside County GIS Database (Map My County), the project site is surrounded by residential properties to the east, vacant land to the south, and Ski Land Lake to the west and north.

As previously addressed, the proposed project is not located within close vicinity to any property that has an agriculture designation and will not cause development of non-agricultural uses within 300 feet of agriculturally zoned property. The impact will be less than significant.

d). The project is not located adjacent to existing farmland and will not result in the conversion of farmland, to a non-agriculture use. The proposed use of the site as a residential community is consistent with the surrounding development in the area. The project will have no impact

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
5. Forest	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Riverside County General Plan Figure OS-3a "Forestry Resources Western Riverside County Parks, Forests, and Recreation Areas," Figure OS-3b "Forestry Resources Eastern Riverside County Parks, Forests, and Recreation Areas," and Project Application Materials.

Findings of Fact:

a). The County has no designation of "forest land" (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g)). Therefore, the proposed Project will have no impact on land designated as forest land, timberland, or timberland zoned Timberland Production.

b). According to the Lakeview/ Nuevo Area Plan Land Use Map, the Project is not located within forest land and will not result in the loss of forest land or conversion of forest land to non-forest use; therefore, no impact will occur as a result of the proposed Project.

c). The County has no designation of forest land, timberland, or timberland zoned areas. Therefore, the Project will not involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use. The Project will have no impact.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

AIR QUALITY Would the project				
6. Air Quality Impacts				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors which are located within 1 mile of the project site to project substantial point source emissions?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Involve the construction of a sensitive receptor located within one mile of an existing substantial point source emitter?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: SCAQMD CEQA Air Quality Handbook Air Quality and Greenhouse Gas Impact Study, RK Engineering Group, Inc. prepared October 10, 2018. California Emissions Estimator Model Version 2016.3.2 (CalEEMod)

Findings of Fact:

a) The Project site is located within the South Coast Air Basin (SCAB) and under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is principally responsible for air pollution control and has adopted a series of Air Quality Management Plans (AQMPs) to reduce air emissions in the Basin. For a project to be consistent with the AQMP adopted by the SCAQMD, the pollutants emitted from the project should not exceed the SCAQMD daily threshold or cause a significant impact on air quality, or the project must already have been included in the AQMP projection.

Most recently, the SCAQMD Governing Board adopted the Final 2016 AQMP. The 2016 AQMP was based on assumptions provided by both the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG) in the latest available EMFAC model for the most recent motor vehicle and demographics information, respectively. The air quality levels projected in the 2016 AQMP are based on several assumptions. For example, the 2016 AQMP has assumed that development associated with general plans, specific plans, residential projects, and wastewater facilities will be constructed in accordance with population growth projections identified by SCAG in its 2012 Regional Transportation Plan (RTP). The final report presents an assessment of the region's anthropogenic GHG emissions and sinks from 1990 to 2035. The 2016 AQMP also has assumed that such development projects will implement strategies to reduce emissions generated during the construction and operational phases of development.

The 2016 AQMP is a regional blueprint for achieving the federal air quality standards and healthful air. While air quality has dramatically improved over the years, the SCAB still exceeds federal public health standards for both ozone and particulate matter (PM) and experiences some of the worst air pollution in the nation. The 2016 AQMP includes both stationary and mobile source strategies to ensure that rapidly approaching attainment deadlines are met, that public health is protected to the maximum extent feasible, and that the region is not faced with burdensome sanctions if the Plan.

The proposed project would accommodate the growth that has been projected for the project vicinity and sub-region through the construction of needed infrastructure, thus removing an impediment to growth within the project area. Emissions projections used to establish SCAQMD attainment objectives reflect adopted regional and local land use plans. Therefore, the emissions associated with the proposed project within the amounts already encountered for in the AQMP, and no significant inconsistency with the AQMP would occur. In result, no mitigation measures are required.

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

b) The Air Quality study analyzed the Construction and Operational Air Quality Emissions Impacts for the subdivision and analyzed both the regional and local construction emissions. The Construction Air

TABLE 11
Regional Significance - Construction Emissions (lbs/day)

Unmitigated ¹						
Activity	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Grading	6.16	69.68	47.68	0.06	10.21	6.49
Building Construction	4.19	32.40	32.28	0.06	4.31	2.43
Paving	1.66	17.22	15.09	0.02	1.11	0.91
Architectural Coating	32.08	2.15	3.27	0.01	0.56	0.26
Maximum ²	33.74	69.68	47.68	0.06	10.21	6.49
SCAQMD Threshold	75.	100.	550.	150.	150.	55
Exceeds Threshold (?)	No	No	No	No	No	No

Quality Emissions Impact (Regional Construction Emissions), CalEEMod was used to estimate onsite and offsite construction emissions and the results are shown on Table 11. The construction emissions incorporate Rule 403.

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

TABLE 12
Localized Significance - Construction Emissions (lbs/day)

LST Pollutants ¹	CO (lbs/day)	NO _x (lbs/day)	PM ₁₀ (lbs/day)	PM _{2.5} (lbs/day)
On-site Emissions	47.68	69.68	10.2	6.49
SCAQMD Construction Threshold ²	1,577	270	13	8
Exceeds Threshold (?)	No	No	No	No

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

The proposed project will be required to comply with SCAQMD Rules 402 and 403 to control fugitive dust. Table 11 illustrates total construction emissions, i.e., fugitive-dust emissions and construction equipment exhausts that have incorporated a number of feasible control measures that can be reasonably implemented to significantly reduce PM₁₀ emissions from construction. Table 11 illustrates

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

that for all construction phases, the daily total construction emissions with standard control measures would be below the daily thresholds established by the SCAQMD. Therefore, the project would cause less than significant Fugitive Dust emissions.

Odors: Heavy-duty equipment in the project area during construction will emit odors; however, the construction activity would cease to occur after individual construction is completed. Potential sources that may emit odors during operations of proposed project would include odors emissions from diesel truck emissions and trash storage areas. Due to the distance of the nearest receptors from the proposed project site and through compliance to SCAQMD's Rule 402 no significant impact related to odors would occur during operation.

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

Construction-Related Toxic Air Contaminant Impact: The greatest potential for toxic air contaminant emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the proposed project. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of "individual cancer risk". "Individual Cancer Risk" is the likelihood that a person exposed to concentrations of toxic air contaminants over a 70-year lifetime will contract cancer, based on the use of standard risk-assessment methodology. Given the relatively limited number of heavy-duty construction equipment and the short-term construction schedule, the proposed project would not result in a long-term (i.e., 70 years) substantial source of toxic air contaminant emissions and corresponding individual cancer risk. Therefore, no significant short term toxic air contaminant impacts would occur during construction of the proposed project.

Operational Air Quality Emissions Impact:

**TABLE 13
Regional Significance - Operational Emissions (lbs/day)¹**

Activity	Unmitigated ¹					
	VOC	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Area Sources	12.31	0.07	6.24	0.00	0.13	0.13
Energy Sources	0.07	0.64	0.27	0.00	0.05	0.05
Mobile Sources	2.46	8.25	26.30	0.08	5.60	1.58
Total: Area Sources + Energy + Mobile	14.85	8.96	32.81	* 0.08	5.78	1.76
SCAQMD Threshold	55	55	550	150	150	55
Exceeds Threshold (?)	No	No	No	No	No	No

Regional Operational Emissions: Long-term air pollutant emission impacts are those associated with stationary sources and mobile sources involving any project-related changes. The stationary source emissions would come from additional natural gas consumption for on-site buildings and electricity for the lighting in the buildings and streets. Based on trip generation factors included in the traffic study and

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

in the Institute of Transportation Engineers' (ITE) Trip Generation Manual, Ninth Edition, which is the most recent edition and was manually adjusted in the model, long-term operational emissions associated with the proposed project, calculated with the CalEEMod model, are shown in Table 13. Area sources include architectural coatings, consumer products, and landscaping. Energy sources include natural gas consumption for heating.

Table 13 shows that the unmitigated increase of all criteria pollutants as a result of the proposed project. The emission will be below the SCAQMD daily emission thresholds during operation and therefore will have a less than significant impact.

**Table 24
Localized Operational Emissions**

Maximum Daily Emissions (lbs/day) ¹				
LST Pollutants	NOx (lbs/day)	CO (lbs/day)	PM ₁₀ (lbs/day)	PM _{2.5} (lbs/day)
On-site Emissions ²	2.00	7.73	0.43	0.24
SCAQMD Operation Threshold ³	270	1,577	4	2
Exceeds Threshold (?)	No	No	No	No

Table 24 shows the calculated emissions for the proposed operational activities compared with appropriate LSTs. The LST analysis only includes on-site sources; however, the CalEEMod software outputs do not separate on-site and off-site emissions for mobile sources. For a worst-case scenario assessment, the emissions shown in Table 14 include all on-site project-related stationary sources and 10% of the project-related new mobile sources. This percentage is an estimate of the amount of project-related new vehicle traffic that will occur on-site.

Table 24 indicates that the operational emission rates would not exceed the LST thresholds for the nearest sensitive receptors at 25 meters. Therefore, the project will not result in significant Localized Operational emissions. The impact will not result in significant Localized Operational emissions.

CO Hot Spot Emissions: The SCAQMD recommends that a local CO hot spot analysis be conducted if the intersection meets one of the following criteria: 1) the intersection is at level of service (LOS) D or worse and where the project increases the volume to capacity ratio by 2 percent, or 2) the project causes an intersection to decrease from LOS C to D. Micro-scale air quality emissions have traditionally been analyzed in environmental documents where the air basin was a non-attainment area for CO. However, the SCAQMD has demonstrated in the CO attainment redesignation request to EPA that there are no "hot spots" anywhere in the air basin, even at intersections with much higher volumes, much worse congestion, and much higher background CO levels than anywhere in Riverside County. If the worst-case intersections in the air basin have no "hot spot" potential, any local impacts will be below thresholds.

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

Furthermore, based upon the trip generation, the project would generate approximately 714 trips per day. The 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan) showed that an intersection which has a daily traffic volume of approximately 100,000 vehicles per day would not violate the CO standard. The volume of traffic at project buildout with cumulative projects is well below 100,000 vehicles and below the necessary volume to even get close to causing a violation of the CO standard. Therefore no CO "hot spot" modeling was performed and no significant long-term air quality impact is anticipated to local air quality with the on-going use of the proposed project.

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

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

**Table 14
Vehicle Mix for Trips¹**

Vehicle Class	Vehicle Mix (%)²
Light Duty Automobile (LDA)	59.38%
Light Duty Truck (LDT1)	4.24%
Light Duty Truck (LDT2)	20.36%
Medium Duty Truck (MDV)	13.48%
Light Heavy Truck (LHD1)	0.31%
Light Heavy Truck (LHD2)	0.10%
Medium Heavy Truck (MHD)	0.31%
Heavy Heavy Truck (HHD)	1.22%
Other Bus (OBUS)	0.02%
Urban Bus (UBUS)	0.02%
Motorcycle (MCY)	0.51%
School Bus (SBUS)	0.02%
Motor Home (MH)	0.02%
Total	100.0%

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

The local air quality emissions from construction were analyzed using the SCAQMD's Mass Rate Localized Significant Threshold Look-up Tables and the methodology described in Localized Significance Threshold Methodology, prepared by SCAQMD, revised July 2008.

The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM10, and PM2.5 from the proposed project could result in a significant impact to the local air quality.

Sensitive receptors include residences, schools, hospitals, and similar uses that are sensitive to adverse air quality. Nearby existing sensitive receptors in the project vicinity include residential units approximately 25 meters to the south and west. These look-up tables were utilized to determine localized significance. The construction emissions were compared to the SCAQMD's threshold tables with a disturbance area of 5 acres.

Localized Operational Analysis Modeling Parameters: For operational emissions, the screening tables for a disturbance area of 5 acres and a distance of 25 meters were utilized to determine significance. The tables were compared to the project's operational emissions.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

BIOLOGICAL RESOURCES Would the project

7. Wildlife & Vegetation

a) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean	<input type="checkbox"/>		<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				
g) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: GIS database, WRCMSHCP and/or CVMSHCP, On-site Inspection

Findings of Fact:

a) The proposed Project consists of both onsite and offsite components, including residential development, open space, and road/ drainage improvements. The onsite portion of the Project includes the construction of 73 single family detached residential lots on approximately 18 acres, along with open space consisting of trails, a water quality basin, and a native riparian habitat area intended to mitigate project impacts.

6.1.2 Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools

The Project area, including both onsite and offsite portions of the Project, contains approximately 0.5 acre of riparian/riverine areas, including 0.12 acre of riparian habitat and 0.38 acre of unvegetated riverine features. The onsite drainages do not have the potential to support the least Bell's vireo, southwestern willow flycatcher, or western yellow-billed cuckoo. The Project site does not contain any vernal pools, seasonal ponds, or other non-vernal pool features with the potential to support listed fairy shrimp, including road ruts and other disturbance-related depressions. With no impact to habitat associated with species of interest in Section 6.1.2, the project is consistent with Section 6.1.2 of the MSHCP.

6.1.3 Protection of Narrow Endemic Plant Species

The project site is not located within a Narrow Endemic Plant Species Survey Area. Therefore, no surveys were required. The project is consistent with Section 6.1.3 of the MSHCP.

6.1.4 Guidelines Pertaining to the Urban/Wildlands Interface

The project site is not located adjacent to an MSHCP Conservation Area. Therefore, the project is not subject to the MSHCP Urban/Wildland Interface Guidelines. The project is consistent with Section 6.1.4 of the MSHCP.

6.3.2 Additional Survey Needs and Procedures

The Project site is located within the MSHCP burrowing owl survey area. GLA biologists conducted focused burrowing owl surveys for the Project site in March 2016. Focused surveys were conducted within areas of suitable habitat based on compatible vegetation types, topography, and the presence of suitable burrows. Burrowing owls were not detected at the site during focused surveys. However, since the site does contain suitable habitat, a pre-construction burrowing owl survey will be conducted within 30 days of site disturbance pursuant to MSHCP requirements. If burrowing owls are detected at the site, the owls will be relocated/ excluded from the site outside of the breeding season following accepted protocols, and subject to the approval of the RCA and wildlife agencies. The Project will be consistent with Volume 1, Section 6.3.2 of the MSHCP.

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

The proposed project will not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan. Impacts will be less than significant with adherence to Riverside County Conditions of Approval.

b-c) No special -status plants were detected at the Project site, and none are expected to occur due to the lack of suitable habitat and level of disturbance. Species were evaluated based on the following factors: 1) species identified by the CNDDDB and CNPS (including the Consortium of California Herbaria) as occurring (either currently or historically) on or in the vicinity of the Project site, 2) applicable MSHCP survey areas, and 3) any other special -status plants that are known to occur within the vicinity of the Project site, or for which potentially suitable habitat occurs within the site.

No special -status animals were detected at the Project site. Species were evaluated based on the following factors, including: 1) species identified by the CNDDDB as occurring (either currently or historically) on or in the vicinity of the Project site, 2) applicable MSHCP survey areas, and 3) any other special -status animals that are known to occur within the vicinity of the Project site, for which potentially suitable habitat occurs on the site.

d) The Project will not adversely affect wildlife movement. The Project is not located within any linkage areas, including any existing or proposed linkages or constrained linkages recognized by the MSHCP.

e-f) The Project will result in temporary impacts to approximately 0.38 acre of non -wetland waters of the U.S. (i.e. Corps jurisdiction), through the creation of an improved roadside ditch along the southern edge of Central Avenue from Meniffee Road to Pico Avenue. In addition, the Project will construct a new roadside ditch along the northern edge of Central Avenue from the western edge of development project to Pico Avenue. The constructed ditches will result in a net increase in Corps jurisdiction compared with the existing condition, and as such the temporary impacts will be less than significant and considered self -mitigating with regards to Corps jurisdiction.

The Project will result in temporary impacts to approximately 0.38 acre of Regional Board and CDFW jurisdiction associated with the roadside ditch, none of which supports wetlands/ riparian habitat. As noted above, the Project will construct a new roadside ditch along the northern edge of Central Avenue from the western edge of development project to Pico Avenue. The constructed ditches will result in a net increase in Regional Board and CDFW jurisdiction compared with the existing condition, and as such the temporary impacts to the regards to Corps jurisdiction. In addition, the Project will permanently impact 0.03 acre of Regional Board jurisdiction (including 0.02 acre of wetlands) and 0.12 acre of CDFW riparian, all of which are associated with the isolated ditch located in the southern portion of the Project site. However, due to the isolated and degraded nature of the man-made ditch, impacts to the ditch would be less than significant.

g) The proposed project is subject to the Riverside County Oak Tree Management Guidelines. No oak trees are located on the project site. No impacts will occur.

Mitigation: No mitigation measures are required

Monitoring: No monitoring measures are required

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

Source: On-site Inspection, Project Application Materials; PDA05007r1; Phase I Cultural Resources Assessment for the Triada Property Development Project, Nuevo, Riverside County, California; Tierra Environmental; June 2016.

Findings of Fact:

a-b) Based upon analysis of records and a survey of the property by County a County approved Archaeologist, it has been determined that there will be impacts to historical resources as defined in California Code of Regulations, Section 15064.5. Two resources identified during the project investigation, CA-RIV-12535 and P-33-26634.

CA-RIV-12535 and the artifact assemblage exhibit long term impacts through the agricultural tilling of the property followed by routine vegetation control disking which displaced artifacts laterally as well as fracturing them further. Given the high degree of impact to the assemblage and spatial expansion of the materials, site integrity is considered poor. Furthermore, as an unassociated refuse deposit, the site is not attributed to any known event or important person (California Register Criteria 1 and 2), nor does it represent a unique architectural style, technique, or artistic value (California Register Criterion 3). In addition, the site appears to have limited, if any, depth potential and the recorded surface component is not capable of addressing any identified research questions (California Register Criterion 4).

The features comprising P-33-26634 have been substantially damaged since the agricultural fields were abandoned more than 15 years ago. Standpipes are a common and necessary agricultural water conveyance system that can be identified throughout the project vicinity on existing agricultural fields. Given the high degree of impact to the features, integrity is considered poor. The site is not attributed to any known event or important person (California Register Criteria 1 and 2), nor does it represent a unique architectural style, technique, or artistic value (California Register Criterion 3). Furthermore, since the site appears to have limited, if any, depth potential and the recorded surface component is not capable of addressing any identified research questions (California Register Criterion 4), site P-33-26634 is not considered a significant resource and is therefore recommended as not eligible for listing in the CRHR. As such, no change in the significance of historical resources would occur with the implementation of the proposed project because there are no significant historical resources. Therefore, impacts in this regard would be less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

9. Archaeological Resources				
a) Alter or destroy an archaeological site.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Restrict existing religious or sacred uses within the potential impact area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: On-site Inspection, Project Application Materials; PDA05007r1; Phase I Cultural Resources Assessment for the Triada Property Development Project, Nuevo, Riverside County, California; Tierra Environmental; June 2016.

Findings of Fact:

a) Based upon analysis of records and a survey of the property it has been determined that there will be no impacts to archaeological resources as defined in California Code of Regulations, Section 15064.5 because there were no archaeological resources identified during the survey of the project site. Therefore, impacts in this regard are considered less than significant.

b) Based upon analysis of records and a survey of the property it has been determined that there will be no impacts to significant archaeological resources as defined in California Code of Regulations, Section 15064.5 because they do not occur on the project site. Therefore no change in the significance of archaeological resources would occur with the implementation of the proposed project because there are no significant archaeological resources. Impacts in this regard would be less than significant.

c) Based on an analysis of records and archaeological survey of the property, it has been determined that the project site does not include a formal cemetery or any archaeological resources that might contain interred human remains. Nonetheless, the project will be required to adhere to State Health and Safety Code Section 7050.5 if in the event that human remains are encountered and by ensuring that no further disturbance occur until the County Coroner has made the necessary findings as to origin of the remains. Furthermore, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. This is State Law, is also considered a standard Condition of Approval and as pursuant to CEQA, is not considered mitigation. Therefore impacts in this regard are considered less than significant.

d) Based on an analysis of records and Native American consultation, it has been determined the project property is currently not used for religious or sacred purposes. Therefore, the project will not restrict existing religious or sacred uses within the potential impact area because there were none identified. Therefore, there will be no impacts in this regard.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

GEOLOGY AND SOILS Would the project

10. Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zones	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death?				

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County General Plan Figure S-2 "Earthquake Fault Study Zones," GIS database, County Geologic Report (GEO) No. 2514

Findings of Fact:

a) The project site is not located within an Alquist-Priolo Earthquake Fault Zone. According to GEO02514, the proposed project will not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death. California Building Code (CBC) requirements pertaining to residential development will mitigate the potential impact to less than significant. As CBC requirements are applicable to all residential development they are not considered mitigation for CEQA implementation purposes. Therefore, the impact is considered less than significant.

b) 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. Therefore, there is a low potential for rupture of a known fault. Therefore, the impact is considered less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

11. Liquefaction Potential Zone	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Be subject to seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County General Plan Figure S-3 "Generalized Liquefaction" County Geologic Report (GEO) No. 2574.

a) GEO02514 concluded that "Due to the presence of medium dense to very dense older alluvial soils at the site, the results of our analysis indicate that the potential for liquefaction and seismically induced settlement is negligible." Any impacts would be less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

12. Ground-shaking Zone	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Be subject to strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County General Plan Figure S-4 "Earthquake-Induced Slope Instability Map," and Figures S-13 through S-21, County Geologic Report (GEO) No. 2514

Findings of Fact:

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

a) There are no known active or potentially active faults that traverse the site and the site is not located within an Alquist-Priolo Earthquake Fault Zone. The principal seismic hazard that could affect the site is ground shaking resulting from an earthquake occurring along several major active or potentially active faults in Southern California. California Building Code (CBC) requirements pertaining to development will mitigate the potential impact to less than significant. As CBC requirements are applicable to all development, they are not considered mitigation for CEQA implementation purposes. Any impacts would be less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation measures are required.

13. Landslide Risk

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

Source: On-site Inspection, Riverside County General Plan Figure S-4 and S-5 "Regions Underlain by Steep Slope", County Geologic Report (GEO) No. 2514.

Findings of Fact:

a) The project site is relatively flat and according to Figure S-5, the project site is located in an area with slopes less than 15%; therefore, there is no potential for landslides. The project site and surrounding area does not consist of rocky terrain therefore the project is not subject to rock fall hazards. The project will have no significant impact.

Mitigation: No mitigation measures are required.

Monitoring: No mitigation measures are required.

14. Ground Subsidence

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

Source: Riverside County General Plan Figure S-7 "Documented Subsidence Areas Map", County Geologic Report (GEO) No. 2514.

Findings of Fact:

a) The project site is located in an area susceptible to subsidence, but not located near any documented areas of subsidence. California Building Code (CBC) requirements pertaining to development will mitigate the potential impact to less than significant. As CBC requirements are applicable to all development, they are not considered mitigation for CEQA implementation purposes.

Mitigation: No mitigation measures are required.

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

Monitoring: No monitoring measures are required.

15. Other Geologic Hazards

a) Be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
---	--------------------------	--------------------------	--------------------------	-------------------------------------

Source: On-site Inspection, Project Application Materials, County Geologic Report (GEO) No. 2514

Findings of Fact:

a) The project site is not located near large bodies of water or in a known volcanic area; therefore, the project site is not subject to geologic hazards, such as seiche, mudflow, or volcanic hazard.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

16. Slopes

a) Change topography or ground surface relief features?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create cut or fill slopes greater than 2:1 or higher than 10 feet?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Result in grading that affects or negates subsurface sewage disposal systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: Project Application Materials, Building and Safety – Grading Review, County Geologic Report (GEO) No. 2514

Findings of Fact:

a) The project will not significantly change the existing topography on the subject site. The grading will follow the natural slopes and not alter any significant elevated topographic features located on the site.

b) The project will not cut or fill slopes greater than 2:1 or create a slope higher than 10 feet.

c) The project does not result in grading that affects or negates subsurface sewage disposal systems.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

17. Soils

a) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Have soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: General Plan figure S-6 "Engineering Geologic Materials Map", Project Application Materials, Building and Safety Grading review, County Geologic Report (GEO) No. 2514

Findings of Fact:

- a) Future development of the project site has the potential to result in a slight to moderate increase in the erosion on and off site based on the underlying soils. Implementation of Best Management Practices (BMPs) would reduce the impact to below a level of significance. Impacts would be less than significant.
- b) GEO02514 concluded, "On-site soils are considered to have a very low expansion potential. According to the California Building Code, special design criteria for expansive soils will not be necessary." Impacts would be less than significant.
- c) The project will not utilize a septic system. The project will connect to sewer services from the Eastern Municipal Water District. Therefore, no impacts will occur in this regard.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

18. Erosion				
a) Change deposition, siltation, or erosion that may modify the channel of a river or stream or the bed of a lake?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in any increase in water erosion either on or off site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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

Findings of Fact:

- a) Implementation of the proposed project will involve grading and various construction activities. Standard construction procedures, and federal, state and local regulations implemented in conjunction with the site's storm water pollution prevention plan (SWPPP) and its Best Management Practices (BMPs) required under the National Pollution Discharge System (NPDES) general construction permit, will minimize potential for erosion during construction. These practices will keep substantial amounts of soil material from eroding from the project site and prevent deposition within receiving waters located downstream. The project site is located .59 miles southeast from the San Jacinto River. Protection shall be provided by constructing adequate drainage facilities including enlarging existing facilities and/or by securing a drainage easements. Impacts would be less than significant.
- b) The grading slopes on the project site will not create an increase in water erosion on-site or off-site. Impacts would be less than significant.

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

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

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

Findings of Fact:

a) The site is located in an area of Moderate Wind Erodibility rating. The General Plan, Safety Element Policy for Wind Erosion requires buildings and structures to be designed to resist wind loads which are covered by the Universal Building Code. With such compliance, the project will not result in an increase in wind erosion and blowsand, either on or off site. Therefore impacts are considered less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

20. Tribal Cultural Resources This should be located after Transportation

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) TA 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.

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

Source: Native American Consultation

Findings of Fact:

- a) In compliance with Senate Bill 18 (SB18), the County requested a list from the Native American Heritage Commission ("NAHC") of tribes whose historical extent includes the project area. Based on the September 27, 2016 list provided by NAHC, project notices were sent on September 28, 2016 to (30) Native American Tribal representatives. SB 18 consultations were requested by the Soboba Band of Luiseno Indians and the Pechanga Band of Luiseno Indians.
- b) In compliance with Assembly Bill 52 (AB52), notices regarding this project were mailed to all requesting tribes on September 22, 2016. The Agua Caliente Band of Cahuilla Indians and the Pala Band of Luiseno Indians deferred consultation to closer tribes. Consultations were requested by the Pechanga Band of Luiseno Mission Indians. Consultation with Pechanga took place on November 3, 2016 and February 15, 2017. The tribe expressed concern that due a village site situated to the southeast and because of the presence of resources in the area, that there is the potential for subsurface tribal cultural resources to be present. No Tribal Cultural Resources were identified by the tribe. Tribal monitors will be present during ground disturbing activities, no tribal cultural resources are present within the project area and thus, impacts in this regard will be less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

21. Paleontological Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Directly or indirectly destroy a unique paleontological resource, or site, or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County General Plan Figure OS-8 "Paleontological Sensitivity"

Findings of Fact:

- a) The project is located within a high sensitivity area for the presence of paleontological resources as indicated in the General Plan. Therefore, the project has been conditioned to retain a qualified paleontologist to create and implement a project-specific plan for monitoring site grading and earthmoving activities (COA 60. PLANNING.1). Furthermore, the paleontologist will also be required to document and complete a Paleontological Resource Impact Mitigation Program (PRIMP) which shall be submitted to the County Geologist for review and approval prior grading permit issuance (COA. 70.PLANNING). Therefore, impacts are considered less than significant.

Mitigation: No mitigation measures are required.

Monitoring: No monitoring measures are required.

GREENHOUSE GAS EMISSIONS Would the project				
22. Greenhouse Gas Emissions	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?				
c) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Technical Memo "TRACT 37134 Greenhouse Gas Impact Study" by RK Engineering Group Inc., October 10, 2018.

Findings of Fact:

Per the directions of AB 32, Emissions in 2020 in a "business as usual" scenario are estimated to be 596 MMTCO_{2e}. Under AB 32, the CARB published its Final Expanded List of Early Action Measures to Reduce Greenhouse Gas Emissions in California. Under AB 32, the CARB published its Final Expanded List of Early Action Measures to Reduce Greenhouse Gas Emissions in California. The CARB is responsible for maintaining and updating California's annual GHG Inventory per California Global Warming Solutions Act (AB 32) and H&SC 39607.4. The GHG inventory is a critical piece in demonstrating the state's progress in achieving the statewide GHG target. An updated emission inventory is published annually to include additional years and improved estimation methods. The most recent state inventory data, from year 2015, shows that the total GHG emissions in the State of California for year 2015 were 440.4 MMTCO_{2e}.

The Southern California Association of Governments (SCAG) Regional Greenhouse Gas Emissions Inventory and Reference Case Projections, 1990-2035, was completed in May 2012 for SCAG by the Center for Climate Strategies. The final report presents an assessment of the region's anthropogenic GHG emissions and sinks from 1990 to 2035. The most recent regional estimates from SCAG are from year 2008. In 2008, the total GHG emissions in the SCAG region were estimated to be 230.7 MMTCO_{2e}.

The County shall monitor and verify the progress and results, and make any necessary revisions to, the CAP by 2020 and a minimum every four years thereafter. The progress and results of, and revisions to, the CAP will be made available to the public for review prior to approval. If monitoring reveals that the targets of the CAP are not being met, the CAP shall be revised to ensure that any changes needed to stay 'on target' with the stated goals are accomplished.

The Scoping Plan identifies recommended measures for multiple greenhouse gas emission sectors and the associated emission reductions needed to achieve the year 2020 emissions target—each sector has a different emission reduction target. Most of the measures target the transportation and electricity sectors. As stated in the Scoping Plan, the key elements of the strategy for achieving the 2020 greenhouse gas target include:

- Expanding and strengthening existing energy efficiency programs as well as building and appliance standards;
- Achieving a statewide renewables energy mix of 33 percent;
- Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system;

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

- Establishing targets for transportation-related greenhouse gas emissions for regions throughout California and pursuing policies and incentives to achieve those targets;
- Adopting and implementing measures pursuant to existing State laws and policies, including California's clean car standards, goods movement measures, and the Low Carbon Fuel Standard; and
- Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the State's long-term commitment to AB 32 implementation.

In addition, the Scoping Plan differentiates between "capped" and "uncapped" strategies. "Capped" strategies are subject to the proposed cap-and-trade program. The Scoping Plan states that the inclusion of these emissions within the cap-and-trade program will help ensure that the year 2020 emission targets are met despite some degree of uncertainty in the emission reduction estimates for any individual measure. Implementation of the capped strategies is calculated to achieve a sufficient amount of reductions by 2020 to achieve the emission target contained in AB 32. "Uncapped" strategies that will not be

a) **Operations:** Through the CAP, the County of Riverside has made commitment to be in compliance with the changing GHG emissions reduction regulations of the federal and state governments. Following the state's AB 32 GHG reduction target, Riverside County has set a goal to reduce emissions back to 1990 levels by the year 2020. The estimated community-wide emissions for the year 2020, based on population and housing growth projections associated with the assumptions used in the General Plan land use projections, are 10,268,937MT CO₂e. In order to reach the reduction target, Riverside County must offset this growth in emissions and reduce community-wide emissions to 6,036,971 MT CO₂e by the year 2020.

Operational or long-term emissions occur over the life of the Project and include both mobile and area sources emissions. Area source emissions arise from consumer product usage, heaters that consume natural gas, gasoline-powered landscape equipment, gasoline service station, and architectural coatings (painting). Mobile source emissions from motor vehicles are the largest single long-term source of air pollutants from the operation of the project, and generally consist of emissions from passenger vehicles.

The operational emissions were estimated using the California Emissions Estimator Model Version 2016.3.2 (CalEEMod), which was released October 2, 2013. RK utilized the defaults with the exception to Title 24 energy efficiency. RK increased the energy efficiency by 25% due to the fact that 2013 Title 24 Residential Standards are approximately 25% more efficient than 2010 standards.

Table 26 shows the project's overall operational emissions would be 1,402 metric tons CO₂ per year. The project's emissions were compared to the screening SCAQMD draft threshold of 3,000 metric tons CO₂e per year. These emissions are below the SCAQMD's screen threshold for all land uses of 3,000 metric tons of CO₂e per year. Therefore, the impact is less than significant.

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

**Table 26
Operational Greenhouse Gas Emissions**

Emission Source	GHG Emissions (MTCO ₂ e) ¹
Mobile Source	828.14
Energy Source	336.72
Area Source	18.89
Water	36.93
Waste	43.09
Construction (30-year average)	38.18
Total Annual Emissions	1,190.09
SCAQMD Tier 3 Screening Threshold ²	3,000
Exceed Tier 3 Threshold?	No

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

The percentages of home-work, home-shop, and home-other trips are from CalEEMod defaults. The trip generation rates incorporated into CalEEMod are from ITE 9th Edition Manual and are shown in Table 12.

**Table 12
Trip Generation Rates**

Land Use	ITE Code	Units ¹	Daily Trip Rate ²		
			Weekday	Saturday	Sunday
Single Family Residential	210	DU	9.44	9.54	8.55

Trip lengths were based on the default values and ratios. Vehicle trip assumptions are shown in Table 9 The vehicle mix in CalEEMod is based on default values and is shown in Table 13.

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

Table 13
Operational Vehicle Trip Assumptions¹

Land Use	Non-Residential Trips ²								
	Trip Length (miles)			Trip Percent (%)			Trip Type (%)		
	H-W	H-S	H-O	H-W	H-S	H-O	Prim.	Divert	Pass-By
Single Family Residential	14.7	5.9	8.7	40.2	19.2	40.6	86	11	3

Mitigation: No mitigation measures are required

Monitoring: No monitoring measures are required

HAZARDS AND HAZARDOUS MATERIALS Would the project

23. Hazards and Hazardous Materials

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

Source: Project Application Materials

Findings of Fact:

a) The proposed residential project will not create a substantial hazard to the public or the environment through the transport, use, or disposal of hazardous materials because these activities are not associated with residential uses. However, widely used hazardous materials common at residential uses include paints and other solvents, cleaners, and pesticides. The remnants of these and other products are disposed of as household hazardous waste (HHW) that includes used dead batteries, electronic wastes, and other wastes that are prohibited or discouraged from being disposed of at local landfills. Regular operation and cleaning of the residential units will not present a substantial health risk to the community. Impacts associated with the routine transport, use of hazardous materials, or wastes will be less than significant.