

Legend

- City
- Assessor's Parcels
- Lakeland Village Policy Area
- GPA 1208 Change Areas

General Plan Land Uses

<p>Rural Community Foundation</p> <ul style="list-style-type: none"> Rural Community - Estate Density Residential (RC-EDR) 1 DU/2 AC Rural Community - Very Low Density Residential (RC-VLDR) 1 DU/AC Rural Community - Low Density Residential (RC-LDR) 2 DU/AC <p>Rural Foundation</p> <ul style="list-style-type: none"> Rural Residential (RR) 1 DU/5AC Rural Mountainous (RM) 1 DU/10AC <p>Open Space Foundation</p> <ul style="list-style-type: none"> Conservation (C) Conservation Habitat (CH) 	<p>Community Development Foundation</p> <ul style="list-style-type: none"> Estate Density Residential (EDR) 1 DU/AC Low Density Residential (LDR) 2 DU/AC Medium Density Residential (MDR) 2-5 DU/AC Medium High Density Residential (MHDR) 5-8 DU/AC High Density Residential (HDR) 8-14 DU/AC Very High Density Residential (VHDR) 14-20 DU/AC Commercial Retail (CR) 0.2-0.35 FAR Light Industrial (LI) 0.25-0.60 FAR Mixed Use Area (MUA)
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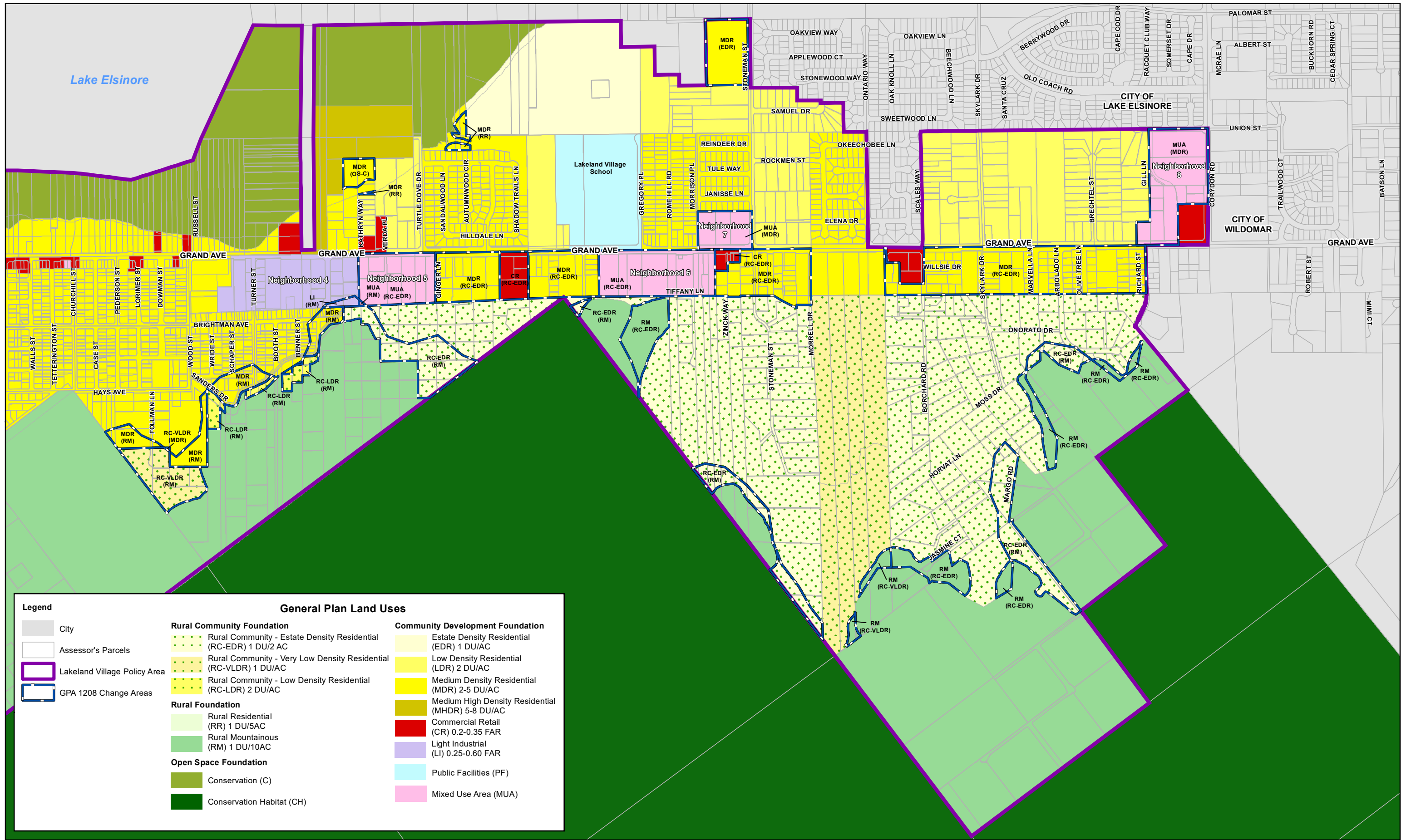


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- GPA No. 1156, 1166 BOS RSLN 2017-001, 04/11/17;
- GPA No. 1146, BOS RSLN 2019-050, 04/16/19;
- GPA No. 1120,BOS RSLN 2014-222, 11/24/14
- GPA No. 960, BOS RSLN 2015-260,12/08/15
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- GPA No. 1223, BOS RSLN 2018-118, 06/26/18;



Vision Summary

The County of Riverside General Plan and Area Plans have been shaped by the RCIP Vision. Following is a summary of the Vision Statement that includes many of the salient points brought forth by the residents of Elsinore Area Plan as well as the rest of the County of Riverside. The RCIP Vision reflects the County of Riverside in the year 2020. So, fast forward yourself to 2020 and here is what it will be like.

“Riverside County is a family of special communities in a remarkable environmental setting.”

It is now the year 2020. This year (incidentally, also a common reference to clear vision), is an appropriate time to check our community vision. Twenty years have passed since we took an entirely new look at how the County of Riverside was evolving. Based on what we saw, we set bold new directions for the future. As we now look around and move through Riverside County, the results are notable. They could happen only in response to universal values strongly held by the people. Some of those values are:

- Real dedication to a sense of community;
- Appreciation for the diversity of our people and places within this expansive landscape;
- Belief in the value of participation by our people in shaping their communities;
- Confidence in the future and faith that our long term commitments will pay off;
- Willingness to innovate and learn from our experience;
- Dedication to the preservation of the environmental features that frame our communities;
- Respect for our differences and willingness to work toward their resolution;
- Commitment to quality development in partnership with those who help build our communities;
- The value of collaboration by our elected officials in conducting public business.

Those values and the plans they inspired have brought us a long way. True, much remains to be done. But our energies and resources are being invested in a unified direction, based on the common ground we have affirmed many times during the last 20 years. Perhaps our achievements will help you understand why we believe we are on the right path.

Population Growth

The almost doubling of our population in only 20 years has been a challenge, but we have met it by focusing that growth in areas that are well served by public facilities and services or where they can readily be provided. Major transportation corridors serve our communities and nearby open space preserves help define them. Our growth focus is on quality, not quantity. That allows the numbers to work for us and not against us. We enjoy an unprecedented clarity regarding what areas must not be developed and which ones should be developed. The resulting pattern of growth concentrates development in key areas rather than spreading it uniformly throughout the County of Riverside. Land is used more efficiently, communities operate at more of a human scale, and transit systems to supplement the automobile are more feasible. In fact, the customized Oasis transit system now operates quite successfully in several cities and communities.

Our Communities and Neighborhoods

Our choices in the kind of community and neighborhood we prefer are almost unlimited here. From sophisticated urban villages to quality suburban neighborhoods to spacious rural enclaves, we have them all. If you are like most of us, you appreciate the quality schools and their programs that are the centerpiece of many of our neighborhoods. Not only have our older communities matured gracefully, but we boast several new communities as well. They prove that quality of life comes in many different forms.

Housing

We challenge you to seek a form of housing or a range in price that does not exist here. Our housing choices, from rural retreat to suburban neighborhood to exclusive custom estate are as broad as the demand for housing requires. Choices include entry level housing for first time buyers, apartments serving those not now in the buying market, seniors' housing, and world class golf communities. You will also find smart housing with the latest in built-in technology as well as refurbished historic units. The County of Riverside continues to draw people who are looking for a blend of quality and value.

Transportation

It is no secret that the distances in the vast County of Riverside can be a bit daunting. Yet, our transportation system has kept pace amazingly well with the growth in population, employment and tourism and their demands for mobility. We are perhaps proudest of the new and expanded transportation corridors that connect growth centers throughout the County of Riverside. They do more than provide a way for people and goods to get where they need to be. Several major corridors have built-in expansion capability to accommodate varied forms of transit. These same corridors are designed with a high regard for the environment in mind, including providing for critical wildlife crossings so that our open spaces can sustain their habitat value.

Conservation and Open Space Resources

The often-impassioned conflicts regarding what lands to permanently preserve as open space are virtually resolved. The effort to consider our environmental resources, recreation needs, habitat systems, and visual heritage as one comprehensive, multi-purpose open space system has resulted in an unprecedented commitment to their preservation. In addition, these spaces help to form distinctive edges to many of our communities or clusters of communities. What is equally satisfying is that they were acquired in a variety of creative and equitable ways.

Air Quality

It may be hard to believe, but our air quality has actually improved slightly despite the phenomenal growth that has occurred in the region. Most of that growth, of course, has been in adjacent counties and we continue to import their pollutants. We are on the verge of a breakthrough in technical advances to reduce smog from cars and trucks. Not only that, but our expanded supply of jobs reduces the need for people here to commute as far as in the past.

Jobs and Economy

In proportion to population, our job growth is spectacular. Not only is our supply of jobs beyond any previously projected level, it has become quite diversified. Clusters of new industries have brought with them an array of jobs that attract skilled labor and executives alike. We are particularly enthusiastic about the linkages between our diversified business community and our educational system. Extensive vocational training programs, coordinated with businesses, are a constant source of opportunities for youth and those in our labor force who seek further improvement.

Agricultural Lands

Long a major foundation of our economy and our culture, agriculture remains a thriving part of the County of Riverside. While we have lost some agriculture to other forms of development, other lands have been brought into agricultural production. We are still a major agricultural force in California and compete successfully in the global agricultural market.

Educational System

Quality education, from pre-school through graduate programs, marks the County of Riverside as a place where educational priorities are firmly established. A myriad of partnerships involving private enterprise and cooperative programs between local governments and school districts are in place, making the educational system an integral part of our communities.

Plan Integration

The coordinated planning for multi-purpose open space systems, community based land use patterns, and a diversified transportation system has paid off handsomely. Integration of these major components of community building has resulted in a degree of certainty and clarity of direction not commonly achieved in the face of such dynamic change.

Financial Realities

From the very beginning, our vision included the practical consideration of how we would pay for the qualities our expectations demanded. Creative, yet practical financing programs provide the necessary leverage to achieve a high percentage of our aspirations expressed in the updated RCIP.

Intergovernmental Cooperation

As a result of the necessary coordination between the County of Riverside, the cities and other governmental agencies brought about through the RCIP, a high degree of intergovernmental cooperation and even partnership is

now commonplace. This way of doing public business has become a tradition and the County of Riverside is renowned for its many model intergovernmental programs.

Introduction

Throughout the Area Plan, special features have been included to enhance the readability and practicality of the information provided. Look for these elements:



Quotes: quotations from the RCIP Vision or individuals involved or concerned with Riverside County.



Factoids: interesting information about Riverside County that is related to the element



References: contacts and resources that can be consulted for additional information



Definitions: clarification of terms and vocabulary used in certain policies or text.

It doesn't matter whether you whiz by on Interstate 15 or wind your way down the spectacular face of the Santa Ana Mountains on State Route 74; the eye cannot avoid taking in Lake Elsinore. From the I-15 you also get a bonus in the form of the precipitous slope of the mountains; from the 74 you gaze out over hills, towns and valleys stretching far into the distance. As if that was not enough, there is even the man-made Canyon Lake off to the northeast, capturing waters from the San Jacinto River. The richness of this special place isn't just in its visual qualities. It is also a collection of unique communities as well as home to a remarkable variety of natural species. The Elsinore area is a truly unique human and natural habitat within a county that encompasses many notable environments.

The Elsinore Area Plan doesn't just provide a description of the location, physical characteristics, and special features here. It contains a Land Use Plan, statistical summaries, policies, and accompanying exhibits that allow anyone interested in the continued prosperity of this distinctive area to understand the physical, environmental and regulatory characteristics that make this such a unique area. Background information also provides insights that help in understanding the issues that require special focus here and the reasons for the more localized policy direction found in this document.

Each section of the Area Plan addresses critical issues facing Elsinore. Perhaps a description of these sections will help in understanding the organization of the Area Plan as well as appreciating the comprehensive nature of the planning process that led to it. The Location section explains where the Area Plan fits with what is around it and how it relates to the cities that impact it. Physical features are described in a section that highlights the planning area's communities, surrounding environment and natural resources. This leads naturally to the Land Use Plan section, which describes the land use system guiding development at both the countywide and area plan levels.

While a number of these designations reflect the unique features found only in Elsinore, a number of special policies are still necessary to address unique situations. The Policy Areas section presents these additional policies. Land use related issues are addressed in the Land Use section. The Plan also describes relevant transportation issues, routes and modes of transportation in the Circulation section. The key to understanding the valued open space network is described in the Multipurpose Open Space section. There are, of course, both natural and manmade hazards to consider, and they are spelled out in the Hazards section.

A Special Note on Implementing the Vision

The preface to this area plan is a summary version of the Riverside County Vision. That summary is, in turn, simply an overview of a much more extensive and detailed Vision of Riverside County two decades or more into the future. This area plan, as part of the Riverside County General Plan, is one of the major devices for making the Vision a reality.

No two area plans are the same. Each represents a unique portion of the incredibly diverse place known as Riverside County. While many share certain common features, each of the plans reflects the special characteristics that define its area's unique identity. These features include not only physical qualities, but also the particular boundaries used to define them, the stage of development they have reached, the dynamics of change expected to affect them, and the numerous decisions that shape development and conservation in each locale. That is why the Vision cannot and should not be reflected uniformly.

Policies at the General Plan and Area Plan levels implement the Riverside County Vision in a range of subject areas as diverse as the scope of the Vision itself. The land use pattern contained in this area plan is a further expression of the Vision as it is shaped to fit the terrain and the conditions in the Elsinore area.

To illustrate how the Vision has shaped this area plan, the following highlights reflect certain strategies that link the Vision to the land. This is not a comprehensive enumeration; rather, it emphasizes a few of the most powerful and physically tangible examples.

Pattern of Development and Open Space. The Plan intensifies and mixes uses at nodes adjacent to transportation corridors, more accurately reflects topography and natural resources in the Gavilan and Sedco Hills with appropriate land use designations, and avoids high intensity development in natural hazard areas. Land use densities step down into areas constrained by natural features, resources or habitats, or remote from transportation facilities. Existing communities and neighborhoods retain their character and are separated from one another by lower intensity land use designations where possible.

Watercourses. Temescal Wash is a major influence on the character of the northern portion of the Area Plan, traversing it from northwest to southeast and flowing around Lee Lake and adjacent to Interstate 15. Land use designations adjacent to the Wash reflect a desire to buffer it from development so that its scenic and natural resource values are retained. Murrieta Creek, which flows adjacent to Palomar Street in Wildomar, has also been illustrated as a watercourse.

Data in this area plan is current as of April 16, 2019. Any General Plan amendments approved subsequent to that date are not reflected in this area plan and must be supported by their own environmental documentation. A process for incorporating any applicable portion of these amendments into this area plan is part of the General Plan Implementation Program.



Unincorporated land is all land within the County that is not within an incorporated city or an Indian Nation. Generally, it is subject to policy direction and under the land use authority of the Board of Supervisors. However, it may also contain state and federal properties that lie outside of Board authority.

Location

The strategic location of this area is clearly evident in Figure 1, Location. Because of the access provided by State Route 74 over the Santa Ana Mountains, Elsinore is a gateway to the west. It is also an important north/south link in the western flank of Riverside County. One looks outward toward five area plans that constitute a major portion of the vast development potential in western Riverside County. Starting to the south and moving counter-clockwise, we find the adjacent Southwest Area Plan, and the plans for Sun City/Menifee Valley, Mead Valley, Lake Mathews/Woodcrest and Temescal Canyon. The cities of Lake Elsinore, Wildomar and Canyon Lake are core communities here. Murrieta approaches from the south and Perris from the northeast, but neither extend into this planning area. Moreover, the Elsinore planning area borders on both San Diego County to the south and Orange County to the west. These relationships can be better visualized by reference to Figure 1, Location, which also depicts the unincorporated places that have a strong local identity. As a framework for these locales, some of the more prominent physical features are also shown on this exhibit.

Features

The Riverside County Vision builds heavily on the value of its remarkable environmental setting. That certainly applies here as well. This section describes the setting, features and functions that are unique to the Elsinore Area Plan. These defining characteristics are shown on Figure 2, Physical Features.

Setting



The San Jacinto River meanders over 40 miles through Riverside County, beginning at Lake Hemet in the San Jacinto Mountains and terminating at Lake Elsinore.

Much of the Elsinore Area Plan is situated within a valley, running from northwest to southeast, framed by the Santa Ana and Elsinore Mountains on the west and the Gavilan and Sedco Hills on the east. Lake Elsinore, which is the largest natural lake in Southern California, covering about 3,000 surface acres, is a centerpiece in the valley. Lake Elsinore is the terminus of the San Jacinto River, which is regulated by the Railroad Canyon dam and generally stabilized at an elevation of approximately 1,230 feet. The Lake is fed by the San Jacinto River and underground springs and is drained by the Temescal Wash to the north, flowing eventually into the Santa Ana River. Murrieta Creek, which eventually drains into the Santa Margarita River, starts just south of Lake Elsinore. Lake Elsinore, Canyon Lake, the San Jacinto River, Temescal Wash, and Murrieta Creek provide a distinctive pattern of lakes and watercourses throughout the valley floor and the settlements here are significantly shaped by the richness of both waterways and the widely varied topography. It is truly a remarkable setting.

Unique Features

Cleveland National Forest

The Cleveland National Forest forms the western boundary of the area and encompasses large portions of the Santa Ana and Elsinore Mountains. This area is characterized by natural open space and outdoor recreational uses with

pockets of rural residential and wilderness oriented visitor serving uses scattered along State Route 74. Private inholdings within the Forest boundary are developed with limited residential and commercial uses.

Temescal Wash

The Temescal Wash creates an impressive swath pinched between the Gavilan Hills and the Santa Ana Mountains. Although dry most of the year, the wash serves as an outlet for Lake Elsinore and eventually drains into the Santa Ana River. While the wash runs in a generally northwest/southeast direction, it also provides a critical perpendicular linkage for animals between the mountain and hill habitats on either side. That is why the wash plays such an important role in the Western Riverside County Multiple Species Habitat Conservation Plan.

Unique Communities

Meadowbrook

Meadowbrook, an Unincorporated Community recognized by the Local Agency Formation Commission (LAFCO) in 1997, is situated in the northeastern portion of the Area Plan immediately north and east of presently undeveloped portions of the City of Lake Elsinore. This community includes some commercial and light industrial uses focused along State Route 74, the central transportation spine within the community. However, Meadowbrook is generally characterized by very low density residential development and vacant properties set amid rolling hills. Community residents have expressed interest in economic development through implementation of a Rural Village Land Use Overlay.

Warm Springs

Warm Springs, a Community of Interest recognized by LAFCO, forms a portion of the northern boundary of the Elsinore Area Plan. The northerly portion of this community is set in the Gavilan Hills. A strip along the north edge of this area, along the border of the Lake Mathews/Woodcrest Area Plan, is within the sphere of influence of the relatively distant City of Riverside. This area is generally characterized by rural uses set along steep slopes. Development is concentrated adjacent to Interstate 15 and in a focused area along State Route 74 adjacent to the City of Lake Elsinore.

Horsethief Canyon

Horsethief Canyon is located in the northwestern corner of the plan area. This emerging suburban development is developing pursuant to a comprehensive specific plan (Specific Plan No. 152) that both accommodates potential population growth and provides for conservation of open space.



A Community of Interest (COI) is a study area designated by LAFCO within unincorporated territory that may be annexed to one or more cities or special districts, incorporated as a new city, or designated as an **Unincorporated Community (UC)** within two years of status obtainment.

Designation of an area as a UC may require removal from a municipal sphere of influence since the two designations are mutually exclusive.

Lakeland Village

The community of Lakeland Village is located immediately west of Lake Elsinore and includes a major ridge along the eastern face of the Santa Ana and Elsinore Mountains. This community falls within the Lakeland Village Policy Area, which is comprised of a mix of rural, residential, light industrial, open space and commercial uses along Grand Avenue on the low lying areas near the lake. Natural open space with pockets of rural residential uses are adjacent to State Route 74 as it winds along the steep easterly face of the Santa Ana Mountains.



A “**sphere of influence**” is the area outside of and adjacent to a city’s border that has been identified by the County Local Agency Formation Commission as a future logical extension of its jurisdiction. While the County of Riverside has land use authority over city sphere areas, development in these areas directly affects circulation, service provision, and community character within the cities.

Incorporated Cities

City of Lake Elsinore

The Elsinore Area Plan surrounds the incorporated City of Lake Elsinore. As of, the City of Lake Elsinore encompassed about 42.3 square miles, with an estimated population of 50,267, and 16,207 households. Lake Elsinore's sphere of influence encompasses over 30.2 square miles and extends into the Horsethief Canyon, Warm Springs and Meadowbrook communities and southwest towards the communities of El Cariso and Rancho Capistrano near the Main Divide Road.

City of Riverside

A portion of the City of Riverside's sphere of influence extends into the Warm Springs community. The City of Riverside’s predominantly rural land use designations for this area are consistent with this area plan’s direction.

City of Wildomar

Wildomar is located immediately south of the City of Lake Elsinore in a valley between the Santa Ana Mountains and the Gavilan and Sedco Hills. Wildomar City, incorporated on July 1, 2008, includes rural residential uses in the rolling hills and more intense concentration of residential, commercial and employment uses between Interstate 15 and Grand Avenue. The community is expanding easterly of Interstate 15, especially along Clinton Keith Road and Bundy Canyon Road.

City of Canyon Lake

Canyon Lake is a private, gated city located halfway between Lake Elsinore and Sun City, California. Canyon Lake began as a master-planned community developed by Corona Land Company in 1968. The “City of Canyon Lake” was incorporated on December 1, 1990. As of 2009, the city geographically spanned over 4.6 square miles. Originally formed in 1927 after Railroad Canyon Dam was built, the lake covers 383 acres and includes 14.9 miles of shoreline.

Land Use Plan

The Land Use Plan focuses on preserving the numerous unique features in the Elsinore area and, at the same time, guides the accommodation of future growth. To accomplish this, more detailed land use designations are applied than for the Countywide General Plan. Proposed uses represent a full spectrum of categories that relate the natural characteristics of the land and economic potential to a range of permitted uses.

The Elsinore Land Use Plan, Figure 3 depicts the geographic distribution of land uses within this area. The Plan is organized around 21 Area Plan land use designations. These land uses derive from, and provide more detailed direction than, the five General Plan Foundation Component land uses: Open Space, Agriculture, Rural, Rural Community and Community Development. Table 1, Land Use Designations Summary, outlines the development intensity, density, typical allowable land uses, and general characteristics for each of the area plan land use designations within each Foundation Component. The General Plan Land Use Element contains more detailed descriptions and policies for the Foundation Components and each of the area plan land use designations.

Many factors led to the designation of land use patterns. Among the most influential were the Riverside County Vision and Planning Principles, both of which focused, in part, on preferred patterns of development within the County of Riverside; the Community Environmental Transportation Acceptability Process (CETAP) that focused on major transportation corridors; the Multiple Species Habitat Conservation Plan (MSHCP) that focused on opportunities and strategies for significant open space and habitat preservation; established patterns of existing uses and parcel configurations; current zoning; and the oral and written testimony of Riverside County residents, property owners, and representatives of cities and organizations at the many Planning Commission and Board of Supervisors hearings. The result of these considerations is shown in Figure 3, Land Use Plan, which portrays the location and extent of proposed land uses. Table 2, Statistical Summary of the Elsinore Area Plan, provides a summary of the projected development capacity of the plan if all uses are built as proposed. This table includes dwelling unit, population, and employment capacities.

Land Use Concept

The Elsinore Area Plan reflects the RCIP Vision for Riverside County in several ways. It does so by intensifying and mixing uses at nodes adjacent to transportation corridors, by more accurately reflecting topography and natural resources in land use designations, by avoiding high intensity development in natural hazard areas, and by considering compatibility with adjacent communities' land use plans as well as the desires of residents in the plan area.

The land use designations maintain the predominantly very low density character of the Meadowbrook and Warm Springs communities, the natural and recreational characteristics of the Cleveland National Forest, and Community

“

Communities should range in location and type from urban to suburban to rural, and in intensity from dense urban centers to small cities and towns to rural country villages to ranches and farms.

”

- RCIP General Plan Principles

“

Our communities - both improvements to existing ones and newly emerging ones - are models for new ways to provide and manage infrastructure, deliver education, access jobs, apply new technology, and achieve greater efficiency in the use of land, structure, and public improvements.

”

- RCIP Vision

Development uses in Lakeland Village. Areas designated Conservation-Habitat and Rural Mountainous help provide a separation between communities and provide additional definition for existing communities.

Figure 1: Elsinore Area Plan Location

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Figure 2: Elsinore Area Plan Physical Features

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Figure 3: Elsinore Area Plan Land Use Plan

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Table 1: Land Use Designations Summary

Foundation Component	Area Plan Land Use Designation	Building Intensity Range (du/ac or FAR) ^{1, 2,3,4}	Notes
Agriculture	Agriculture (AG)	10 ac min.	<ul style="list-style-type: none"> Agricultural land including row crops, groves, nurseries, dairies, poultry farms, processing plants, and other related uses. One single-family residence allowed per 10 acres except as otherwise specified by a policy or an overlay.
Rural	Rural Residential (RR)	5 ac min.	<ul style="list-style-type: none"> Single-family residences with a minimum lot size of 5 acres. Allows limited animal keeping and agricultural uses, recreational uses, compatible resource development (not including the commercial extraction of mineral resources) and associated uses and governmental uses.
	Rural Mountainous (RM)	10 ac min.	<ul style="list-style-type: none"> Single-family residential uses with a minimum lot size of 10 acres. Areas of at least 10 acres where a minimum of 70% of the area has slopes of 25% or greater. Allows limited animal keeping, agriculture, recreational uses, compatible resource development (which may include the commercial extraction of mineral resources with approval of a SMP) and associated uses and governmental uses.
	Rural Desert (RD)	10 ac min.	<ul style="list-style-type: none"> Single-family residential uses with a minimum lot size of 10 acres. Allows limited animal keeping, agriculture, recreational, renewable energy uses including solar, geothermal and wind energy uses, as well as associated uses required to develop and operate these renewable energy sources, compatible resource development (which may include the commercial extraction of mineral resources with approval of SMP), and governmental and utility uses.
Rural Community	Estate Density Residential (RC-EDR)	2 ac min.	<ul style="list-style-type: none"> Single-family detached residences on large parcels of 2 to 5 acres. Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.
	Very Low Density Residential (RC-VLDR)	1 ac min.	<ul style="list-style-type: none"> Single-family detached residences on large parcels of 1 to 2 acres. Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.
	Low Density Residential (RC-LDR)	0.5 ac min.	<ul style="list-style-type: none"> Single-family detached residences on large parcels of 0.5 to 1 acre. Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.
Open Space	Conservation (C)	N/A	<ul style="list-style-type: none"> The protection of open space for natural hazard protection, cultural preservation, and natural and scenic resource preservation. Existing agriculture is permitted.
	Conservation Habitat (CH)	N/A	<ul style="list-style-type: none"> Applies to public and private lands conserved and managed in accordance with adopted Multi Species Habitat and other Conservation Plans and in accordance with related Riverside County policies..
	Water (W)	N/A	<ul style="list-style-type: none"> Includes bodies of water and natural or artificial drainage corridors. Extraction of mineral resources subject to SMP may be permissible provided that flooding hazards are addressed and long term habitat and riparian values are maintained.
	Recreation (R)	N/A	<ul style="list-style-type: none"> Recreational uses including parks, trails, athletic fields, and golf courses. Neighborhood parks are permitted within residential land uses.
	Rural (RUR)	20 ac min.	<ul style="list-style-type: none"> One single-family residence allowed per 20 acres. Extraction of mineral resources subject to SMP may be permissible provided that scenic resources and views are protected.
	Mineral Resources (MR)	N/A	<ul style="list-style-type: none"> Mineral extraction and processing facilities. Areas held in reserve for future mineral extraction and processing.

Foundation Component	Area Plan Land Use Designation	Building Intensity Range (du/ac or FAR) ^{1, 2,3,4}	Notes
Community Development	Estate Density Residential (EDR)	2 ac min.	<ul style="list-style-type: none"> Single-family detached residences on large parcels of 2 to 5 acres. Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.
	Very Low Density Residential (VLDR)	1 ac min.	<ul style="list-style-type: none"> Single-family detached residences on large parcels of 1 to 2 acres. Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.
	Low Density Residential (LDR)	0.5 ac min.	<ul style="list-style-type: none"> Single-family detached residences on large parcels of 0.5 to 1 acre. Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.
	Medium Density Residential (MDR)	2 - 5 du/ac	<ul style="list-style-type: none"> Single-family detached and attached residences with a density range of 2 to 5 dwelling units per acre. Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged. Lot sizes range from 5,500 to 20,000 sq. ft., typical 7,200 sq. ft. lots allowed.
	Medium High Density Residential (MHDR)	5 - 8 du/ac	<ul style="list-style-type: none"> Single-family attached and detached residences with a density range of 5 to 8 dwelling units per acre. Lot sizes range from 4,000 to 6,500 sq. ft.
	High Density Residential (HDR)	8 - 14 du/ac	<ul style="list-style-type: none"> Single-family attached and detached residences, including townhouses, stacked flats, courtyard homes, patio homes, townhouses, and zero lot line homes.
	Very High Density Residential (VHDR)	14 - 20 du/ac	<ul style="list-style-type: none"> Single-family attached residences and multi-family dwellings.
	Highest Density Residential (HHDR)	20+ du/ac	<ul style="list-style-type: none"> Multi-family dwellings, includes apartments and condominium. Multi-storied (3+) structures are allowed.
	Commercial Retail (CR)	0.20 - 0.35 FAR	<ul style="list-style-type: none"> Local and regional serving retail and service uses. The amount of land designated for Commercial Retail exceeds that amount anticipated to be necessary to serve Riverside County's population at build out. Once build out of Commercial Retail reaches the 40% level within any Area Plan, additional studies will be required before CR development beyond the 40% will be permitted.
	Commercial Tourist (CT)	0.20 - 0.35 FAR	<ul style="list-style-type: none"> Tourist related commercial including hotels, golf courses, and recreation/amusement activities.
	Commercial Office (CO)	0.35 - 1.0 FAR	<ul style="list-style-type: none"> Variety of office related uses including financial, legal, insurance and other office services.
	Light Industrial (LI)	0.25 - 0.60 FAR	<ul style="list-style-type: none"> Industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses
	Heavy Industrial (HI)	0.15 - 0.50 FAR	<ul style="list-style-type: none"> More intense industrial activities that generate greater effects such as excessive noise, dust, and other nuisances.
	Business Park (BP)	0.25 - 0.60 FAR	<ul style="list-style-type: none"> Employee intensive uses, including research and development, technology centers, corporate offices, clean industry and supporting retail uses.
	Public Facilities (PF)	< 0.60 FAR	<ul style="list-style-type: none"> Civic uses such as County of Riverside administrative buildings and schools.
	Community Center (CC)	5 - 40 du/ac 0.10 - 0.3 FAR	<ul style="list-style-type: none"> Includes combination of small-lot single family residences, multi-family residences, commercial retail, office, business park uses, civic uses, transit facilities, and recreational open space within a unified planned development area. This also includes Community Centers in adopted specific plans.
Mixed-Use Area		<ul style="list-style-type: none"> This designation is applied to areas outside of Community Centers. The intent of the designation is not to identify a particular mixture or intensity of land uses, but to designate areas where a mixture of residential, commercial, office, entertainment, educational, and/or recreational uses, or other uses is planned. 	

Overlays and Policy Areas

Overlays and Policy Areas are not considered a Foundation Component. Overlays and Policy Areas address local conditions and can be applied in any Foundation Component. The specific details and development characteristics of each Policy Area and Overlay are contained in the appropriate Area Plan.

Community Development Overlay (CDO)	<ul style="list-style-type: none"> Allows Community Development land use designations to be applied through General Plan Amendments within specified areas within Rural, Rural Community, Agriculture, or Open Space Foundation Component areas. Specific policies related to each Community Development Overlay are contained in the appropriate Area Plan.
Community Center Overlay (CCO)	<ul style="list-style-type: none"> Allows for either a Community Center or the underlying designated land use to be developed.
Rural Village Overlay (RVO) and Rural Village Overlay Study Area (RVOSA)	<ul style="list-style-type: none"> The Rural Village Overlay allows a concentration of residential and local-serving commercial uses within areas of rural character. The Rural Village Overlay allows the uses and maximum densities/intensities of the Medium Density Residential and Medium High Density Residential and Commercial Retail land use designations. In some rural village areas, identified as Rural Village Overlay Study Areas, the final boundaries will be determined at a later date during the consistency zoning program. (The consistency zoning program is the process of bringing current zoning into consistency with the adopted general plan.)
Historic District Overlay (HDO)	<ul style="list-style-type: none"> This overlay allows for specific protections, land uses, the application of the Historic Building Code, and consideration for contributing elements to the District.
Specific Community Development Designation Overlay	<ul style="list-style-type: none"> Permits flexibility in land uses designations to account for local conditions. Consult the applicable Area Plan text for details.
Policy Areas	<ul style="list-style-type: none"> Policy Areas are specific geographic districts that contain unique characteristics that merit detailed attention and focused policies. These policies may impact the underlying land use designations. At the Area Plan level, Policy Areas accommodate several locally specific designations, such as the Cherry Valley Policy Area (The Pass Area Plan), or the Highway 79 Policy Area (Sun City/Menifee Valley Area Plan). Consult the applicable Area Plan text for details.

NOTES:

1 FAR = Floor Area Ratio, which is the measurement of the amount of non-residential building square footage in relation to the size of the lot. Du/ac = dwelling units per acre, which is the measurement of the amount of residential units in a given acre.

2 The building intensity range noted is exclusive, that is the range noted provides a minimum and maximum building intensity.

3 Clustering is encouraged in all residential designations. The allowable density of a particular land use designation may be clustered in one portion of the site in smaller lots, as long as the ratio of dwelling units/area remains within the allowable density range associated with the designation. The rest of the site would then be preserved as open space or a use compatible with open space (e.g., agriculture, pasture or wildlife habitat). Within the Rural Foundation Component and Rural Designation of the Open Space Foundation Component, the allowable density may be clustered as long as no lot is smaller than 0.5 acre. This 0.5-acre minimum lot size also applies to the Rural Community Development Foundation Component. However, for sites adjacent to Community Development Foundation Component areas, 10,000 square foot minimum lots are allowed. The clustered areas would be a mix of 10,000-square-foot and 0.5-acre lots. In such cases, larger lots or open space would be required near the project boundary with Rural Community and Rural Foundation Component areas.

4 The minimum lot size required for each permanent structure with plumbing fixtures utilizing an onsite wastewater treatment system to handle its wastewater is 0.5 acre per structure.

Table 2: Statistical Summary of Elsinore Area Plan

LAND USE	AREA		STATISTICAL CALCULATIONS ¹	
	ACREAGE ⁷	D.U.	POP.	EMPLOY.
LAND USE ASSUMPTIONS AND CALCULATIONS⁹				
LAND USE DESIGNATIONS BY FOUNDATION COMPONENTS				
AGRICULTURE FOUNDATION COMPONENT				
Agriculture (AG)	0	0	0	0
<i>Agriculture Foundation Sub-Total:</i>	0	0	0	0
RURAL FOUNDATION COMPONENT				
Rural Residential (RR)	2,441 ²	366	1,106	NA
Rural Mountainous (RM)	10,548 10,41	527 521	1,592	NA
Rural Desert (RD)	0	0	0	NA
<i>Rural Foundation Sub-Total:</i>	12,990 12,85	893 887	2,698 2,698	0
RURAL COMMUNITY FOUNDATION COMPONENT				
Estate Density Residential (RC-EDR)	537 ⁵ 79	188 ² 03	613 ⁶ 564	NA
Very Low Density Residential (RC-VLDR)	137 ⁷ 79	53 ¹ 02	460 ³ 06	NA
Low Density Residential (RC-LDR)	936	954	916 ²	NA
<i>Rural Community Foundation Sub-Total:</i>	649 ⁷ 10	256 ³ 44	773 ¹ ,032	0
OPEN SPACE FOUNDATION COMPONENT				
Open Space-Conservation (OS-C)	228	NA	NA	NA
Open Space-Conservation Habitat (OS-CH)	51,803	NA	NA	NA
Open Space-Water (OS-W)	334	NA	NA	NA
Open Space-Recreation (OS-R)	89	NA	NA	13
Open Space-Rural (OS-RUR)	6,496	162	489	NA
Open Space-Mineral Resources (OS-MIN)	0	NA	NA	0
<i>Open Space Foundation Sub-Total:</i>	58,950	162	489	13
COMMUNITY DEVELOPMENT FOUNDATION COMPONENT				
Estate Density Residential (EDR)	60 ⁵ 56	24 ² 20	63 ⁶ 60	NA
Very Low Density Residential (VLDR)	3,200	2,400	7,250	NA
Low Density Residential (LDR)	454	681	2,057	NA
Medium Density Residential (MDR) ⁸	2,808 ² ,729	8,84 ⁷ 9,829	26,72 ⁷ 29,487	NA
Medium-High Density Residential (MHDR)	66	426	1,287	NA
High Density Residential (HDR)	11	119	359	NA
Very High Density Residential (VHDR)	17	288	870	NA
Highest Density Residential (HHDR)	0	0	0	NA
Commercial Retail ² (CR)	114 ⁴ 08	NA	NA	1,710 ¹ ,626
Commercial Tourist (CT)	17	NA	NA	282
Commercial Office (CO)	0	NA	NA	0
Light Industrial (LI)	632	NA	NA	8,215
Heavy Industrial (HI)	0	NA	NA	0
Business Park (BP)	34	NA	NA	552
Public Facilities (PF)	30	NA	NA	30
Community Center (CC) ³	0	0	0	0
Mixed-Use Area (MUA)	174 ² 30	1,492 ¹ ,128	3,408 ⁴ ,476	2,576 ³ ,405
<i>Community Development Foundation Sub-Total:</i>	7,532 ⁷ ,669	13,910 ¹ 5,260	42,021 ⁴ 5,780	13,191 ¹ 4,194
SUB-TOTAL FOR ALL FOUNDATION COMPONENTS:	80,124 80,18	15,224 15,422	45,981 49,999	13,204 14,207
NON-COUNTY JURISDICTION LAND USES				
OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION				
Cities	45,991	---	---	---
Indian Lands	0	---	---	---
Freeways	221	---	---	---
<i>Other Lands Sub-Total:</i>	46,212			

Elsinore Area Plan

LAND USE	AREA	STATISTICAL CALCULATIONS ¹		
	ACREAGE ⁷	D.U.	POP.	EMPLOY.
TOTAL FOR ALL LANDS:	126,333,126 396	15,221,15,422	45,98149,999	13,20414,207
SUPPLEMENTAL LAND USE PLANNING AREAS				

These SUPPLEMENTAL LAND USES are overlays, policy areas and other supplemental items that apply OVER and IN ADDITION to the base land use designations listed above. The acreage and statistical data below represent possible ALTERNATE land use or buildout scenarios.

OVERLAYS AND POLICY AREAS				
OVERLAYS^{4,5}				
Rural Village Study Area Overlay	711	1,768	5,341	4,472
<i>Total Area Subject to Overlays:^{4, 5}</i>	711	1,768	5,341	4,472
POLICY AREAS⁶				
Temescal Wash	444	---	---	---
Glen Eden	703	---	---	---
Warm Springs	13,834	---	---	---
Walker Canyon	1,248	---	---	---
Lakeland Village Policy Area	2,625	---	---	---
March Joint Air Reserve Base Influence Area	190	---	---	---
<i>Total Area Within Policy Areas:⁶</i>	19,044			
TOTAL AREA WITHIN SUPPLEMENTALS:⁷	19,755			

FOOTNOTES:

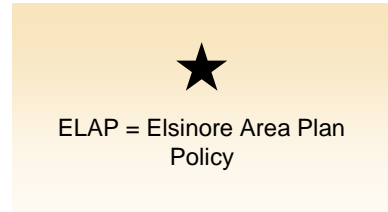
- 1 Statistical calculations are based on the midpoint for the theoretical range of buildout projections. Reference Appendix E-1 of the General Plan for assumptions and methodology used.
 - 2 For calculation purposes, it is assumed that CR designated lands will build out at 40% CR and 60% MDR.
 - 3 Note that "Community Center" is used both to describe a land use designation and a type of overlay. These two terms are separate and distinct; are calculated separately; and, are *not* interchangeable terms.
 - 4 Overlays provide alternate land uses that may be developed *instead of* the underlying base use designations.
 - 5 Policy Areas indicate where additional policies or criteria apply, *in addition* to the underlying base use designations. As Policy Areas are supplemental, it is possible for a given parcel of land to fall within one or more Policy Areas. It is also possible for a given Policy Area to span more than one Area Plan.
 - 6 Overlay data represent the additional dwelling units, population and employment permissible under the alternate land uses.
 - 7 A given parcel of land can fall within more than one Policy Area or Overlay. Thus, this total is *not* additive.
 - 8 723.91 acres is under Glen Eden Policy Area which has an assumption of 2.5 du/ac.
 - 9 Statistical calculation of the land use designations in the table represents addition of Overlays and Policy Areas.
- * Table was updated to include GPA Nos. 985, 988, 1122, 1156, 1166, ~~and 1223~~, and 1208; as well as city incorporations, adopted after December 8, 2015 DATE.
- * Table was updated to change Mixed-Use Planning Area to Mixed- Use Area, to be consistent with GPA No. 1122 Land Use Element

Overlays and Policy Areas

A Policy Area is a portion of an area plan that contains special or unique characteristics that merit detailed attention and focused policies. The location and boundaries of the Policy Areas identified in the Elsinore Area Plan are shown on Figure 4, Overlays and Policy Areas, and are described in detail below.

Overlays and Policy Areas

Special policies are appropriate to address important locales that have special significance to the residents of this part of Riverside County. Six policy areas have been designated within the Elsinore Area Plan. Many of these policies derive from citizen involvement over a period of years in planning for the future of this area. In some ways, these policies are even more critical to the sustained character of the Elsinore area than some of the basic land use policies because they reflect deeply held beliefs about the kind of place this is and should remain. The policy area boundaries are only approximate and may be interpreted more precisely as decisions are called for in these areas. This flexibility, then, calls for considerable sensitivity in determining where conditions related to the policies actually exist, once a focused analysis is undertaken on a proposed development project.



Warm Springs

Located in the northern portion of the plan area, Warm Springs includes a rural area set within the steep slopes of the Gavilan Hills. The ridge line and slopes of the Gavilan Hills are biological and visual assets to the region.

Policies:

- ELAP 1.1 Protect the life and property of residents and maintain the character of the Gavilan Hills through adherence to the Hillside Development and Slope section of the General Plan Land Use Element, the Environmentally Sensitive Lands section of the Multipurpose Open Space Element, and the Slope and Soil Instability Hazards and Fire Hazards sections of the General Plan Safety Element.
- ELAP 1.2 Require that development of contiguous areas designated as Light Industrial be designed in a coordinated manner.
- ELAP 1.3 Require that all commercial and industrial uses be sensitive to environmental hazards (i.e., flooding) and not substantially impact environmental resources (i.e., biological and water quality).
- ELAP 1.4 Require commercial and industrial uses to not substantially impact circulation systems.

Temescal Wash

Temescal Wash, extending 28 miles from Lake Elsinore to the Santa Ana River, is the principal drainage course within the Temescal Valley. The Wash also serves as an important component of the Western Riverside County MSHCP and has the potential for providing recreational amenities to serve the planning area. The preservation

and enhancement of this feature is an important component of the Elsinore Area Plan land use plan. This policy area is synonymous with the 100 year flood zone for the Wash.

Policies:

- ELAP 2.1 Protect the multipurpose open space attributes of the Temescal Wash through adherence to policies in the Flood and Inundation Hazards section of the General Plan Safety Element; the Non-motorized Transportation section of the Circulation Element; the Multiple Species Habitat Conservation Plans and the Environmentally Sensitive Lands sections of the Multipurpose Open Space Element; and the Open Space, Habitat and Natural Resource Preservation section of the Land Use Element.
- ELAP 2.2 Encourage the maintenance of Temescal Wash in its natural state, with its ultimate use for recreational and open space purposes such as trails, habitat preservation, and groundwater recharge.

Walker Canyon Policy Area

The Walker Canyon Policy Area consists of 1,250 acres of land located northerly of Interstate 15 in the vicinity of Walker Canyon Road. The site is designated Open Space-Rural on the Elsinore Area Plan. However, a preferable alternative to extremely large lot rural land sales would be the master planning of this area to provide for a limited amount of development, coupled with preservation of the majority of the site as open space and wildlife habitat.

Policies:

- ELAP 3.1 Notwithstanding the Open Space -Rural designation of this property, any proposal to establish a master planned community within this area through the general plan amendment and specific plan process shall be exempt from the eight-year limit and other procedural requirements applicable to Foundation Component amendments as described in the Administration Element, provided that:
- a. A specific plan is submitted for a Community Center or mixed use village center development designed as a hillside village. Potential uses may include residential uses at a variety of densities (including community development foundation component densities), commercial retail and service uses, offices, and a hotel, as well as public facilities and recreational areas. In addition to the required components, the specific plan must address the unique requirements of hillside development, special hillside design guidelines, and the special nuances of integrating hillside development into the natural environment.
 - b. Approximately 900 acres, or at least two-thirds of the site area, is set aside as Open Space - Conservation Habitat for inclusion in the Western Riverside County Multiple -Species Habitat Conservation Plan reserve system.
 - c. The specific plan shall include special attention to the following concerns: (1) pedestrian circulation in a hillside context, including provision for ramps and paths as well as stairs in order to ensure full accessibility for all users; (2) provision for retail commercial uses so as to minimize the need for residents to travel outside the village for routine daily needs, such as groceries, banking, etc.; and (3) the buffering and protection of conserved open space, especially relating to the interface between riparian areas and development.

- d. Due to the unique character of this development, the area is hereby determined to be eligible for reductions in onsite street widths and an exemption from the prohibition on development on slopes over 25%. Such exemptions would be subject to official determination by the Board of Supervisors or its successor-in-interest at the time of its action on the specific plan.

The environmental impact report or other CEQA document prepared for any specific plan at this site shall address the site's access, soils, geology, hydrology, biology, and wildfire susceptibility in addition to issues of slope and topography.

- e. Any such amendment shall be deemed an Entitlement/Policy amendment and be subject to the procedural requirements applicable to that category of amendments.

Glen Eden Policy Area

The Glen Eden Policy Area consists of portions of Sections 17, 18, and 19 located southwesterly of Temescal Canyon Road and northerly, northeasterly, and westerly of the Horsethief Canyon community. Development within this Policy Area shall be subject to the following policies.

Policies:

- ELAP 4.1 Residential development shall comply with an average density of 2.5 dwelling units per acre. No individual project may have an overall density in excess of 2.5 dwelling units per acre, unless a permanent density transfer between two or more projects is approved by the County of Riverside, in which case the overall density of the projects together may not exceed 2.5 dwelling units per acre. The density of individual parcels or planning areas within a project may exceed 2.5 dwelling units per acre, as long as the overall project density does not exceed this level.
- ELAP 4.2 Clustering of dwelling units within an individual project is encouraged where such clustering would enable the conservation of open space in accordance with the Multipurpose Open Space Element.

Rural Village Land Use Overlay

Rural Village Overlay Study Areas were identified on the Elsinore Area Plan map for the community of Meadowbrook (along State Highway Route 74 northeasterly of the City of Lake Elsinore) in the 2003 General Plan. Prior to the adoption of the 2008 General Plan Update, all relevant factors were studied in more detail on a parcel-by-parcel basis through a spatial analysis. As a result of this analysis, county review, and community discussions, the boundary and policies of these study areas were modified and a Rural Village Land Use Overlay was created to strategically intensify the uses in the targeted core areas of Meadowbrook (Figure 5), but not in El Cariso.

The spatial analysis indicated that the increase in intensity of uses in El Cariso Rural Village is not necessary at this particular time, thus resulting in removing the boundaries of the Rural Village Study Area established in the RCIP General Plan.

Policies:

- ELAP 5.1 Allow areas designated with the Rural Village Land Use Overlay to develop according to the standards of this section. Otherwise, the standards of the underlying land use designation shall apply.

ELAP 5.2 In the Meadowbrook Land Use Overlay, commercial uses, small-scale industrial uses (including mini-storage facilities), and residential uses at densities higher than those levels depicted on the Area Plan may be approved as designated in the overlay. Additionally, existing commercial and industrial uses may be relocated to this Rural Village Land Use Overlay as necessary in conjunction with the widening of State Highway Route 74.

Meadowbrook Town Center

Meadowbrook Town Center (see Figure 3A) features two areas of intense, Mixed-Use Area development clustering, the Highway 74/Meadowbrook Avenue Neighborhood [Neighborhood 1] and the Highway 74/Kimes Lane Neighborhood [Neighborhood 2] to provide a broad panoply of conveniently located local community services, and an expanded variety of housing opportunities for local residents. These Mixed-Use Areas, described below, will provide landowners with opportunities to develop their properties for either all residential development (at varying urban densities) or a mixture of residential and nonresidential development. Those who choose to develop mixed uses on their properties will be able to utilize either side-by-side or vertically integrated land use designs. Both neighborhoods require that at least 50% of their areas be developed for Highest Density Residential (HHDR) uses.

Potential nonresidential uses include those traditionally found in a “downtown/Main Street” setting, such as retail uses, eating establishments, personal services such as barber shops, beauty shops, and dry cleaners, professional offices, and public facilities including schools, together with places of religious assembly and recreational, cultural, and spiritual community facilities, all integrated with small parks, plazas, and pathways or paseos. Together these designated Mixed-Use Areas will provide a balanced mix of jobs, housing, and services within compact, walkable neighborhoods that feature pedestrian and bicycle linkages (walking paths, paseos, and trails) between residential uses and activity nodes such as grocery stores, pharmacies, places of assembly, schools, parks, and community and/or senior centers.

Mixed-Use Area (MUA) Neighborhoods Descriptions and Policies:

Following are the descriptions of the two Mixed-Use Area (MUA) neighborhoods of Meadowbrook Town Center, and the policies specific to each neighborhood:

The **Highway 74/Meadowbrook Avenue Neighborhood** [Neighborhood 1] The Highway 74/Meadowbrook Avenue Neighborhood is bisected by State Highway 74. This neighborhood covers about 56 gross acres (about 39 net acres), and currently contains low density single family residences and vacant lots. The neighborhood is surrounded by similar land uses - low density single family residences and vacant parcels. The neighborhood will be developed as a Mixed-Use Area, with a 50% HHDR component, and commercial and other land use types. Surrounding land uses are designated Very Low Density Residential.

Two bus stops are currently located on Highway 74 towards the northernmost boundary of the neighborhood, one located to serve northbound passengers, and one located to serve southbound passengers. Commercial and other types of non-residential mixed-use development will be most appropriately placed directly along and near Highway 74, which is convenient for those living in and commuting into the neighborhood and will provide a buffer from the highway for the HHDR residential development in the neighborhood. Also, the opportunity exists to expand transit services and provide more bus stops and more bus services along Highway 74, as local transit demand expands in the future.

Also, because of its mixed-use characteristics, this neighborhood should be designed to promote a village-style mix

of retail, restaurants, offices, and multi-family housing, thereby resulting in a walkable neighborhood. This neighborhood would serve surrounding neighborhoods by providing job opportunities through its commercial uses. It should be noted that this neighborhood is within a flood zone which could result in additional permits to meet floodplain management requirements, and would provide opportunities for open space buffers between differing use types, as needed, and opportunities for open space edge trails.

Policy:

- ELAP 5.3 Fifty percent of the Highway 74/Meadowbrook Avenue Neighborhood shall be developed in accordance with the HHDR land use designation.
- ELAP 5.4 Residential uses for the Highway 74/Meadowbrook Avenue Neighborhood should generally be located in the southeastern and northeastern portions of this neighborhood. Nonresidential uses should include a variety of other uses, such as retail activities serving the local population and tourists, parks, light industrial uses, parkland, and other uses.

Highway 74/Kimes Lane Neighborhood [Neighborhood 2] is located less than one mile north of Neighborhood 1 and also along State Highway 74, on about 10 gross acres (about 7 net acres). With the exception of one single family residence, the neighborhood site is currently vacant and is surrounded by low density single family residential uses and vacant parcels. Highway 74 adjoins the western edge of the neighborhood. This neighborhood will be developed as a Mixed-Use Area, with a 50% HHDR component, and commercial and other land use types. This neighborhood is surrounded by Very Low Density Residential land uses.

This neighborhood could serve the surrounding community by providing local commercial services and job opportunities in association with the commercial uses. Also, because of its mixed-use characteristics, this neighborhood would be designed to promote a village-style mix of retail, restaurants, offices, and multi-family housing, resulting in a walkable neighborhood. Two bus stops are conveniently located on Highway 74 within the neighborhood boundaries. It should be noted that this neighborhood is within a flood zone which could result in additional permits to meet the community's floodplain management requirements, and would provide opportunities for open space buffers between differing use types, as needed, and opportunities for open space edge trails.

Policies:

- ELAP 5.5 Fifty percent of the Highway 74/Kimes Lane Neighborhood shall be developed in accordance with the HHDR land use designation.
- ELAP 5.6 Residential uses for the Highway 74/Kimes Neighborhood [Neighborhood 2] should be encouraged to be located in the eastern portion of this neighborhood. Nonresidential uses should include a variety of other uses, such as retail activities serving the local population and tourists, business parks, light industrial uses, and parkland.

Policies Applying to both Neighborhoods of Meadowbrook Town Center:

The following policies apply to both of the Mixed-Use Area (MUA) neighborhoods of Meadowbrook Town Center:

- ELAP 5.7 Both the Highway 74/Meadowbrook Avenue and Highway 74/Kimes Lane Neighborhoods shall be developed with 50 % Highest Density Residential, and other uses, potentially including commercial, business park, office, etc. uses, in a mutually supportive, mixed-use development pattern.

- ELAP 5.8 Paseos and pedestrian/bicycle connections should be provided between the Highest Density Residential uses and those nonresidential uses that would serve the local population. Connections should also be provided to the public facilities in the vicinity, including the elementary school, library, and community center.
- ELAP 5.9 All HHDR sites should be designed to facilitate convenient pedestrian, bicycle, and other non-motorized vehicle access to the community's schools, jobs, retail and office commercial uses, park and open space areas, trails, and other community amenities and land uses that support the community needs on a frequent and, in many cases, daily, basis.
- ELAP 5.10 Ensure that all new land uses, particularly residential, commercial, and public uses, including schools and parks, are designed to provide convenient public access to alternative transportation facilities and services including potential future transit stations, transit oasis-type shuttle systems, and/or local bus services, and local and regional trail systems.
- ELAP 5.11 Project designs should reduce traffic noise levels from Highway 74 as perceived by noise-sensitive uses, such as residential uses, to acceptable levels.
- ELAP 5.12 Residential uses that are proposed in both neighborhoods where they would be located immediately adjacent to areas designated for Low Density Residential development should include edge-sensitive development features to provide buffering between the differing residential densities, including but not necessarily limited to such features as one-story buildings, park lands and open space areas, and trails.
- ELAP 5.13 Uses approved and operating under an existing valid entitlement may remain or be converted into another land use in accordance with Riverside County Ordinance No. 348 and consistent with these policies.
-

Figure 3A: Elsinore Area Plan Meadowbrook Town Center Neighborhoods

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Lakeland Village Policy Area

The Lakeland Village Policy Area ([LVPA](#)) is located on the westerly side of the water body that is Lake Elsinore and is nestled against the easterly side of Cleveland Ridge along the eastern flank of the Santa Ana and Elsinore Mountains. The Lakeland Village Policy Area consists of approximately 2,626 acres, ~~and which a~~ includes [a large portion of those portions of the community of Lakeland Village, in the unincorporated community of Lakeland Village Riverside County areas](#), generally bounded by State Route 74, ~~or~~ the Ortega Highway, and the City of Lake Elsinore limits on the northerly end and [Corydon Road and the City of Wildomar and Corydon Road](#) on the southerly end. Grand Avenue runs the length of the community and is the only roadway access to the area from the north and the south. Existing uses in the community are primarily single-family residential with pockets of commercial uses scattered along Grand Avenue. Properties east of Grand Avenue generally extend to the edge of the lake, ~~which may be part of a~~. ~~The immediate lake edge has a land use designation of Open Space—Conservation as these areas are in a~~ Special Flood Hazard Area due to the significant water level fluctuations of Lake Elsinore. ~~Properties on the east side of Grand Avenue located south of the lakefront also extend into large Special Flood Hazard Areas at the south end of the lake into Rome Hill, and up to the limits of the City of Lake Elsinore.~~ Properties on the westerly side of Grand Avenue extend up to the base of the hills and ~~include pockets of vacant land, in addition to residential and commercial uses~~ [may include areas with steep slopes](#).

Policies:

- ELAP 6.1 [Land within the Special Flood Hazard Areas should be developed in accordance with all applicable local, state and federal flood control ordinances and regulations, including the *Lake Village Master Drainage Plan*, and may include passive recreational uses. To avoid potential flood hazards for future developments, use clustering and consolidation of parcels whenever feasible. \(AI 25, AI 59-61\)](#)
- ELAP 6.2 [In addition to Specific Plan and Mixed-Use zoning classifications, commercial zoning classifications that implements the intent of the land use designation or provide for a community serving use\(s\) may be utilized for any Mixed-Use Area \(MUA\) General Land Use Designation within the Lakeland Village Policy Area \(LVPA\). Through street design and streetscape development, safe pedestrian crossings, travel and access, bicycle travel and access, landscaping, signage, lighting, traffic control, multi-modal transit areas, convenient and safe parking, iconic entry way design into the community and at significant community features, and trail connections with trailhead parking.](#)
- ELAP 6.3 [Encourage the design of new streets and the significant upgrading of existing streets to provide all users with safe, convenient access through the community. Emphasis should be placed on providing dedicated, protected facilities for pedestrians and bicyclists, including a continuous network of sidewalks and pedestrian pathways; bicycle routes and lanes; multi-use trails and trailhead parking; traffic calming measures; and delineated street crossings where feasible. The Lakeland Village Policy Area includes land within the Special Flood Hazard Areas which is primarily located within the lakeshore areas adjacent to the edge of Lake Elsinore. Additionally, other areas in the Special Flood Hazard Areas include floodway areas that involve significant historic drainage courses that convey drainage from the mountains on the west to the lake on the east that are subject to flooding. These areas are generally located between Santa Rosa Drive and Magnolia Street, Deeble Entrance Street/Rose Avenue and Maiden Lane, and Blackwell Boulevard and Baldwin Boulevard. Development in the Special Flood Hazard Areas shall be constructed in accordance with all applicable County ordinances, including Ordinance No. 458, and may include, but is not limited to, open space, trails and passive recreation.](#)

- ELAP 6.4 Encourage the formation of a County Service Area (CSA) or Parks and Recreation District to develop adequate park services and facilities. Large-scale development is encouraged to include parks, recreational open space, plazas and other public spaces.~~Encourage the formation of a County Service Area (CSA) or local Parks and Recreation District in the Lakeland Village Policy Area to develop adequate park services and facilities, including playfields, play equipment, sport courts, activity areas, picnic facilities, lakeshore facilities, trailheads, and recreation programs.~~
- ELAP 6.5 Development should ~~facilitate a~~provide for continuous Collector roadways, especially along Union and Brightman Avenues between Blanchie Drive and Turner Street, in order to provide for which will provide a parallel travel way to with Grand Avenue and should provide for street connections to Grand Avenue via.~~Additionally, Blanchie Drive and Turner Street, which connections to Grand Avenue~~ should also be developed as Collector roadways.
- ELAP 6.6 Encourage the clustering of development and consolidation of parcels, whenever feasible. (AI 25, AI 59-61)~~The height, bulk and placement of buildings in the Gateway areas of the Lakeland Village Policy Area should be visually compatible with the surrounding uses.~~
- ELAP 6.7 Development of parcels not designated Rural Mountainous with steep slopes should cluster buildings in areas with lesser slope and should comply with hillside design policy in the Land Use Element. Residential densities of any parcel with slopes greater than 35 percent should be one (1) dwelling unit per twenty (20) acres. In consideration of mixed use projects in the Gateway areas, development in accordance with a Specific Plan or the Mixed Use Zone is encouraged so potential issues relating to the specific mix of uses, density, traffic, provision of transit services, compatibility with other nearby land uses, fiscal impacts, and other issues relating to the viability of the mixed-use project proposal may be considered and resolved.
- ELAP 6.8 Building envelopes and locations should be visually compatible with the surrounding uses.~~Projects for development along Grand Avenue should encourage walkability, bicycle use, and traffic-calming measures where safety permits.~~
- ELAP 6.9 The community's history and character should be incorporated into all streetscapes and development.

Lakeland Village Policy Area Neighborhoods—Gateway Areas

The Lakeland Village Policy Area includes ~~four eight Gateway Areas~~neighborhoods, known as “LVPA Neighborhood,” that are located along the westerly side of Grand Avenue, seven of which have been designated, partly or in whole, the General Plan Land Use Designation of Light Industrial that will remain. The ~~Gateway Areas~~LVPA Neighborhoods will include mixed use ~~development that encourages a combination of business, and other complimentary land uses that encourage a combination of business,~~ office, retail, commercial use, community facilities and residential uses that are physically and functionally integrated. The intent of the ~~Gateway Areas~~LVPA Neighborhoods is not to ~~identify a particular mixture or intensity of land uses, but to~~ designate areas where a blend of mixture of residential, commercial, office, entertainment, educational, community, and recreational uses can be developed. Mixed use development provides the following community benefits:

- greater housing variety and density, more affordable housing, life-cycle housing (e.g. starter homes to larger family homes to senior housing), workforce housing, veterans housing, etc.;
- reduced distances between housing, workplaces, retail businesses and other amenities and destinations;

- better access to fresh, healthy foods (as food and retail and farmers markets can be accessed on foot/bike or by transit);
- more compact development, land use synergy (e.g. residents provide customers for retail which provide amenities for residents);
- stronger neighborhood character and sense of place;
- walkable, bicycle-friendly environments with increased accessibility via transit resulting in reduced transportation costs;
- encourage the assembly of small parcels into larger project areas that can be developed for mixed residential/commercial development without the requirement for general plan amendments, helping to revitalize the area, encourage new balanced economic development, and provide for new local infrastructure improvements; and,
- encourage commercial development to be near intersections and focused in nodes or village focus areas, as opposed to strip or piecemeal development spread along the Grand Avenue corridor.

In addition to the policies provided above, specific policies related to development within the [three individual Gateway Areas](#) [LVPA Neighborhoods](#) are described below:

Lakeland Village Policy Area Neighborhood Policies

The following policies apply to all Neighborhoods in the Lakeland Village Policy Area, unless specified differently within any policy.

~~**Community Center Gateway:** The Community Center Gateway encompasses approximately 72 acres and is generally located in the 15961-16599 blocks on the west side of Grand Avenue, including a strip of previously designated commercial area situated between approximately Windward Way and Blanchie Drive and a much larger area between Blanchie Drive and Magnolia Street. Land within the Community Center Gateway is designated as Mixed Use Area.~~

~~It is anticipated that the Community Center Gateway will include a community center that will be the focal point for the developing community. As such, this area presents opportunities for complimentary uses including service such as care for children and seniors; parks and recreational uses; commercial uses; and medium to higher density residential uses.~~

Policies:

~~ELAP 6.9 — Varying residential densities are encouraged and may include ranges from 2 to 5 dwelling units per acre up to 20 to 25 dwelling units per acre.~~

ELAP 6.10 New development in MUAs are encouraged to vary in residential densities, which may include ranges from 2 to 20 dwelling units per acre, and provide diversity in land uses. The mixture of development should be internally integrated and generally consistent with the anticipated projections provided in Table E-9 of the General Plan's Appendix E-1 and limited to the extent that the uses do not cause any decrease in Level of Service on Grand Avenue below Level of Service D.

ELAP 6.11 The density of residential development should complement the adjacent existing uses, generally transitioning from higher densities closer to Grand Avenue and commercial use development, to lower densities around the Mixed Use Area's edges that correspond with the residential densities located in the surrounding areas.

- ELAP 6.12 Areas with a MUA land use designation are intended to allow a mixture of compatible land uses including residential, administrative and professional offices, retail and service uses, public and quasi-public uses, and entertainment and recreational.
- ELAP 6.13 New development within Neighborhoods should promote livable neighborhoods that provide housing, goods and services, open space, and multi-modal transportation options within close proximity.
- ELAP 6.14 New non-residential development in the Neighborhoods 1 and 8 is encouraged to include uses that serve the needs of visitors and travelers, as well as residents of the area. Development in these neighborhoods should be designed to create a sense of arrival to Lakeland Village.
- ELAP 6.15 New non-residential development in the Neighborhoods 2 through 7 is encouraged to include uses that primarily serve the needs of residents living near the site or elsewhere in the community.
- ELAP 6.16 Neighborhoods are encouraged to include uses that serve the recreational needs of residents and visitors with such activities as hiking, mountain biking, boating, water sports, paragliding, skydiving, and other recreational uses due to the proximity of natural resources.
- ELAP 6.17 Development may include live-work spaces within the MUAs where appropriate.
- ELAP 6.18 New development within Neighborhood should be compatible with adjacent uses.
- ELAP 6.19 New development within Neighborhoods are encouraged to utilize distinctive architecture, edge and entry treatment, landscape, streetscaping, signage and other elements to perpetuate or establish a unique identity of the area.
- ELAP 6.20 Commercial uses, where applicable, should be oriented towards Grand Avenue and away from residential areas located outside of the Neighborhood, as feasible. Residential uses, where feasible and appropriate, should be used as a transitional buffer between the nonresidential and mixed uses within the Neighborhood and the lower density residential uses beyond.
- ELAP 6.21 Multi-story buildings are encouraged within commercial and mixed use areas with transitions down to two- or one-story buildings adjacent to residential neighborhoods, as appropriate.
- ELAP 6.22 Encourage the incorporation of variety of different types of wall textures and colors, architectural elements, landscaping and other features that provide for attractive and inviting facades for public view from surrounding uses and streets.
- ELAP 6.23 Ground floor commercial and facades are encouraged on the first floor of buildings facing the adjoining sidewalks and pedestrian spaces.
- ELAP 6.24 Encourage screening of off-street parking by locating it safely behind or within structures, or otherwise screening it from the public right-of-way, and the design of parking facilities with limited vehicle access points to optimize pedestrian safety, where feasible.
- ELAP 6.25 Street trees, signage, landscaping, street furniture, public art, and other aesthetic elements should be used to enhance the appearance and identity of the Neighborhoods.

ELAP 6.26 Encourage the use or installation of underground utilities.

ELAP 6.27 Encourage coordination with local transit authorities to expand transit access along Grand Avenue and provide stops at, or close in proximity to each Neighborhood.

ELAP 6.28 At least ten percent of the gross area of each Neighborhood should be reserved for common, integrated open space that provides opportunities for passive and active recreation.

Descriptions of LVPA Neighborhoods

Below are descriptions of each of the eight LVPA Neighborhoods, which may include neighborhood-specific policies, which only applies to that neighborhood.

Neighborhood 1

Neighborhood 1 is located and adjacent to the southwest side of Grand Avenue, generally northwest of Magnolia Street and southeast of the City of Lake Elsinore boundary, and consists of approximately 74 acres, as shown on Exhibit 3B, Elsinore Area Plan Lakeland Village Neighborhood 1. This neighborhood is predominately designated Mixed-Use Areas but includes some High Density Residential (HDR) and Very High Density Residential (VHDR) land use designations.

Neighborhood 1 is largely vacant with some existing commercial establishments on the northwestern end, abutting Grand Avenue, and a community center, which may be considered the focal point of this developing neighborhood due to its prominence in the area. Additionally, the neighborhood includes two existing multi-family residential complexes, located adjacent to the community center. There are three existing bus stops along Grand Avenue adjacent or in close proximity to this neighborhood.

This neighborhood presents opportunity for visitor- or commuter-serving commercial establishments, civic and community facilities, and supporting residential components that may provide a live, work, and play space that promotes active transportation, which includes use of transit from one of the nearby bus stops. **Neighborhood 1 is shown on Figure 3B.**

Policy

ELAP 6.29 New development within Neighborhood 1 should cluster public, commercial, and residential uses that support this neighborhood's emerging identity as the civic center in the community.

Neighborhood 2

Neighborhood 2 abuts and is located southwest of Grand Avenue, generally northwest of Adelfa Street and southeast of Evergreen Street, and includes approximately 32 acres, as shown on Exhibit 3C, Elsinore Area Plan Lakeland Village Neighborhoods 2 & 3. This neighborhood is entirely designated as Mixed-Use Area.

This neighborhood is predominantly vacant with a small existing commercial center and one existing residential home in the center and southeastern portion. Neighborhood 2 includes a vast amount of large, contiguous vacant parcels of land covering most of this neighborhood.

This neighborhood presents an attractive opportunity for new development and would be a great opportunity for a well-balanced vertical or horizontal mix use area, with a diverse blend of commercial and residential uses clustered

together. Such uses should include community-serving uses that serve this neighborhood’s residents, as well as the Lakeland Village community, and recreation-serving uses that meet the recreational needs of visitors that come to Lakeland Village to enjoy its natural assets. In order to balance this area, residential uses are encouraged to include higher-density residential development and “Live-Work” units, which reduces the vehicle miles travelled within the community, amongst a wide variety of residential products. [Neighborhood 2 is shown on Figure 3C.](#)

Neighborhood 3

Neighborhood 3 abuts and is located southwest of Grand Avenue, north of Blackwell Boulevard and south of Deeble Entrance Street, and includes 24 acres, as shown on Exhibit 3C, Elsinore Area Plan Lakeland Village Neighborhoods 2 & 3. The neighborhood is predominantly a Mixed-Use Area land use designation, with a limited area of Commercial Retail (CR) in-between the neighborhood.

Neighborhood 3 is largely vacant, with Riverside County Fire Department Station 11 located along Grand Avenue in between Maiden Lane and Lillian Ave, as well as a residence located adjacent to the fire station. Neighborhood 3 is characterized by multiple large, vacant parcels in the northern portion of the neighborhood, with smaller parcels to the south.

Thus, this neighborhood presents an opportunity for vertical or horizontal mixed use development, particularly on the larger vacant parcels. This neighborhood should foster a diverse mix of commercial and residential uses that can serve the neighborhood as well as the community. In order to balance this area, residential uses are encouraged to include higher-density residential development and “Live-Work” units, which reduces the vehicle miles travelled within the community, amongst a wide variety of residential products. [Neighborhood 3 is shown on Figure 3C.](#)

Neighborhood 4

Neighborhood 4 is located southwest of Grand Avenue, generally north of Vail Street and south of Turner Street, and consists of approximately 23 acres, as shown on Exhibit 3D, Elsinore Area Plan Lakeland Village Neighborhoods 4 & 5. This neighborhood is entirely designated as Light Industrial.

This neighborhood contains a mix of existing non-residential uses, predominantly industrial establishments with limited commercial facilities. The Neighborhood contains a number of larger lots, as well as many parcels that currently have a limited lot coverage.

This neighborhood presents a unique opportunity to allow for the continuance of existing industrial uses, while a providing long-range goal of converting into a mixed-use area that would mirror Neighborhood 5. [Neighborhood 4 is shown on Figure 3D.](#)

Policy

ELAP 6.30 Legally existing industrial uses may remain in accordance with Ordinance No. 348 and applicable approved land use permits with no further extensions to the life of the permit. Unpermitted and new industrial uses will need to go through the appropriate land use review process including placing a life on the land use permit for no longer than five (5) years or until the Neighborhood’s General Plan Land Use designation is changed to MUA, whichever comes last, in order to meet the long-range mixed use intent of all LVPA Neighborhoods.

Neighborhood 5

Neighborhood 5 abuts and is located southwest of Grand Avenue, generally north of Ginger Lane and South of Kathryn Way, and includes approximately 13 acres, as shown on Exhibit 3D, Elsinore Area Plan Lakeland Village Neighborhoods 4 & 5. This Neighborhood is entirely designated a Mixed-Use Area.

This neighborhood is predominantly vacant, with minimal existing residential homes, as well as a limited number of industrial and commercial facilities. Neighborhood 5 includes a large amounts of vacant land, and is dominated by large parcels with minimal existing lot coverage.

This neighborhood presents an opportunity to establish a commercial center in this part of the policy area. The surrounding residences, as well as the industrial uses to the north, present opportunities for supporting uses as well as neighborhood serving uses. The commercial center should include uses that benefit and serve this neighborhood's residents, as well as the overall Lakeland Village community. **Neighborhood 5 is shown on Figure 3D.**

Neighborhood 6

Neighborhood 6 abuts and is located southwest of Grand Avenue generally north of Zinck Way and south of Pamela Road, and consists of approximately 16 acres, as shown on Exhibit 3E, Elsinore Area Plan Lakeland Village Neighborhoods 6 & 7. The neighborhood designated as Mixed-Use Area.

This neighborhood includes a number of existing single-family residential homes, with large parcels in the northern portion of the neighborhood. The neighborhood is generally underdeveloped, with large areas of vacant land, abutting the hillsides to the southwest. The neighborhood is across Grand Avenue from the Lakeland Village Middle School, and surrounded by other residential uses in all directions.

This neighborhood is prime for development and presents great opportunity for a well-balanced vertical or horizontal mix use area, with a diverse blend of commercial and residential uses clustered together. Such uses should include community-serving uses that serve this neighborhood's residents, students and faculty of the adjacent school, as well as the surrounding residential developments. **Neighborhood 6 is shown on Figure 3E.**

Neighborhood 7

Neighborhood 7 abuts and is located northeast of Grand Avenue, generally north of Stoneman Street and south of Morrison Plane, and consists of approximately 7 acres, as shown on Exhibit 3E, Elsinore Area Plan Lakeland Village Neighborhoods 6 & 7. The neighborhood is designated entirely Mixed-Use Area.

This neighborhood is vacant and is made up of four larger parcels. The neighborhood is surrounded by residential development, and is in close proximity to the Lakeland Village Middle School, as well as Neighborhood 6.

This neighborhood presents an opportunity for residential development, potentially with a higher density than the surrounding uses. This neighborhood could also include a blend of commercial and residential uses clustered together that serve this neighborhood's, students and faculty of the adjacent school, as well as the surrounding residential developments. **Neighborhood 7 is shown on Figure 3E.**

Neighborhood 8

Neighborhood 8 abuts and is located northeast of Grand Avenue, generally north of Corydon Street and south of Gill Lane, and consists of approximately 19 acres, as shown on Exhibit 3F, Elsinore Area Plan Lakeland Village Neighborhood 8. This neighborhood is predominantly a Mixed-Use Area with a Commercial Retail (CR) area located at the intersection of Corydon Road Grand Avenue.

This neighborhood is predominantly vacant, with existing development generally confined to the southeast corner of the neighborhood. Existing development includes an existing commercial center, as well as single family residences located in the southwest portion of the site, adjacent to the commercial center, and along Gill Lane. The neighborhood contains a number of larger parcels that are vacant.

This neighborhood is a key local resource for residents who visit the existing commercial use. This neighborhood presents opportunity for visitor- or commuter-serving commercial establishments, and supporting residential components that may provide a live, work, and play space. Some of the community services that would benefit the neighborhood include additional retail, eating establishments, professional offices, dry cleaners, and a beauty salon that would meet the need of various residents in this neighborhood. **Neighborhood 8 is shown on Figure 3F.**

~~ELAP 7.0 — Commercial uses should be oriented towards Grand Avenue and away from residential areas located inside and outside the Gateway area. Additionally, residential uses, where feasible and appropriate, should be used as a transitional buffer between residential uses inside and outside the Community Center Gateway and commercial and non-residential uses inside the Community Center Gateway. Residential uses that may need buffering are located to the northwest across Blanchie Drive, to the south across Magnolia Street, and to the west across Union Avenue adjacent to the Community Center Gateway.~~

~~ELAP 7.1 — Residential uses located on the outer edges of the Community Center Gateway should include densities compatible to the adjacent residential densities located to the northwest on Blanchie Drive, to the south on Magnolia Street, and to the west off of Union Avenue, or there should be adequate buffers provided between new and existing residential uses.~~

~~ELAP 7.2 — Pedestrian and non-vehicular access connections between development within the Community Center Gateway and adjacent uses should be utilized to create a network of paths, parks, plazas, public squares and open spaces, along Grand Avenue, Blanchie Drive, Union Avenue, Santa Rosa Drive, Magnolia Street, and public transit routes and stops.~~

~~ELAP 7.3 — Aesthetic buildings features are encouraged to be varied and incorporate different types of wall textures and colors, architectural elements, landscaping and other features that provide for highly attractive and inviting facades for surrounding uses and streets, including Grand Avenue, Blanchie Drive, Union Avenue, Santa Rosa Drive, and Magnolia Street.~~

~~ELAP 7.4 — Development should be coordinated to facilitate the extension of Union Avenue through the westerly portion of the Community Center Gateway as a Collector roadway between Blanchie Drive and Magnolia Street, and Blanchie Drive as a Collector roadway from Union Avenue to Grand Avenue.~~

~~**Grand Avenue Gateway:** The Grand Avenue Gateway is approximately 32 acres and is generally located in the 17101-17299 blocks on the west side of Grand Avenue between Evergreen Street and Adelfa Street. The area's~~

~~large size and significant amount of vacant land presents opportunities for complimentary mixed uses to be developed including commercial uses, residential uses, recreational uses and service uses such as for care of children and seniors. Land within the Grand Avenue Gateway is designated as Mixed Use Area.~~

Policies:

~~ELAP 7.5 — Varying residential densities are encouraged and may include ranges from 2 to 5 dwelling units per acre up to 14 to 20 dwelling units per acre.~~

~~ELAP 7.6 — The mixture of development should be internally integrated and generally consistent with the anticipated projections provided in Table E-9 of the General Plan’s Appendix E-1 and be limited to the extent that the uses do not cause any decrease in Level of Service on Grand Avenue below Level of Service D.~~

~~ELAP 7.7 — Commercial uses should be oriented towards Grand Avenue and away from residential areas located inside and outside this Gateway area. Additionally, residential uses, where feasible and appropriate, should be used as a transitional buffer between residential uses outside the Grand Avenue Gateway and commercial and non residential uses inside the Gateway. Residential uses that may need buffering are located to the northwest along Evergreen Street, to the south on Adelfa Street, and to the west across the future extension of Union Avenue adjacent to the Grand Avenue Gateway area.~~

~~ELAP 7.8 — Residential uses located on the outer edges of the Grand Avenue Gateway should include densities compatible to the adjacent residential densities located to the northwest on Evergreen Street, to the south on Adelfa Street, and to the west across the future extension of Union Avenue, or there should be adequate buffers provided between new and existing residential uses.~~

~~ELAP 7.9 — Pedestrian and non-vehicular access connections between development within the Grand Avenue Gateway and adjacent uses should be utilized to create a network of paths, parks, plazas, public squares and open spaces along Grand Avenue, the future extension of Union Avenue, and public transit routes and stops.~~

~~ELAP 7.10 — Aesthetic buildings features are encouraged to be varied and incorporate different type of wall textures and colors, architectural elements, landscaping and other features that provide for highly attractive and inviting façades for surrounding uses and streets, including Grand Avenue, Evergreen Street, the future extension of Union Avenue, and Adelfa Street.~~

~~ELAP 7.11 — Development should be coordinated to facilitate the extension of Union Avenue through the westerly portion of the Grand Avenue Gateway as a Collector roadway between Evergreen Street and Adelfa Street, and the development of a Collector roadway connecting Union Avenue to Grand Avenue through the northerly portion of this Gateway.~~

~~**Central Gateway:** The Central Gateway is approximately 24.5 acres and is generally located in the 17401-17645 blocks on the west side of Grand Avenue between Deeble Entrance Street and Blackwell Blvd. The Lakeland Village County Fire Station is located within this Gateway. The Central Gateway presents opportunities for complimentary mixed uses to be developed in this area, including commercial uses and medium to higher density residential uses. Land within the Central Gateway is designated Mixed Use Area.~~

Policies:

- ~~ELAP 7.12 — Varying residential densities are encouraged and may include ranges from 2 to 5 dwelling units per acre to 14 to 20 dwelling units per acre.~~
- ~~ELAP 7.13 — The mixture of development should be internally integrated and generally consistent with the anticipated projections provided in Table E-9 of the General Plan's Appendix E-1 and limited to the extent that the uses do not cause any decrease in Level of Service on Grand Avenue below Level of Service D.~~
- ~~ELAP 7.14 — Commercial uses should be oriented towards Grand Avenue and away from residential areas located outside this Gateway area. Additionally, residential uses, where feasible and appropriate, should be used as a transitional buffer between residential uses outside the Central Gateway and commercial and non-residential uses inside the Gateway area. Residential uses that may need buffering are located to the northwest on Kniffin Avenue and Curtis Avenue, to the south on Raley Avenue, Sutherland Avenue and Brightman Avenue, to the west on Akley Street, and to west across what is to be the future extension Union Avenue and Brightman Avenue adjacent to the Central Gateway area.~~
- ~~ELAP 7.15 — Residential uses located on the outer edge of the Central Gateway should include densities compatible to the adjacent residential densities located to the northwest on Kniffin Avenue and Curtis Avenue, to the south on Raley Avenue, Sutherland Avenue and Brightman Avenue, to the west on Akley Street, and to the west across what is to be the future extension Union Avenue and Brightman Avenue, or there should be adequate buffers provided between new and existing residential uses.~~
- ~~ELAP 7.16 — Pedestrian and non-vehicular access connections between development within the Central Gateway and adjacent uses should be utilized to create a network of paths, parks, plazas, public squares and open spaces along Grand Avenue, from Kniffin Avenue and Curtis Avenue to the northwest, from Raley Avenue, Sutherland Avenue and Brightman Avenue to the south, and what is to be the future extension Union Avenue and Brightman Avenue on the west, and public transit routes and stops.~~
- ~~ELAP 7.17 — Aesthetic buildings features are encouraged to be varied and incorporate different types of wall textures and colors, architectural elements, landscaping and other features that provide for highly attractive and inviting facades for surrounding uses and streets, including Grand Avenue, from Kniffin Avenue and Curtis Avenue to the northwest, from Raley Avenue, Sutherland Avenue and Brightman Avenue to the south, and along what is to be the future extension Union Avenue and Brightman Avenue to the west.~~

~~ELAP 7.18 — Development should be coordinated to facilitate the extension of Union Avenue (also listed as Akley St. in this area) across the westerly side of the Central Gateway as a Collector roadway between Deeble Entrance Street and Blackwell Blvd., connecting with Brightman Avenue to south, which also is to be developed as a Collector roadway. This page intentionally left blank~~

Figure 3BA: Lakeland Village Neighborhood 1

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Figure 3C: Lakeland Village Neighborhoods 2 and 3

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Figure 3D: Lakeland Village Neighborhoods 4 and 5

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Figure 3E: Lakeland Village Neighborhoods 6 and 7

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Figure 3F: Lakeland Village Neighborhood 8

~~Elsinore Area Plan Meadowbrook Town Center Neighborhoods~~

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Figure 4: Elsinore Area Plan Overlays and Policy Areas

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Figure 5: Elsinore Area Plan Meadowbrook Rural Village Overlay

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Specific Plans

Specific Plans are highly customized policy or regulatory tools that provide a bridge between the General Plan and individual projects in a more area-specific manner than is possible with community-wide zoning ordinances. The specific plan is a tool that provides land use and development standards that are tailored to respond to special conditions and aspirations unique to the area being proposed for development and conservation. These tools are a means of addressing detailed concerns that conventional zoning cannot accomplish.



The authority for preparation of Specific Plans is found in the California Government Code, Sections 65450 through 65457.

Specific Plans are identified in this section as Policy Areas because detailed study and development direction is provided in each plan. Policies related to any listed specific plan can be reviewed at the Riverside County Planning Department. The four specific plans located in the Elsinore planning area are listed in Table 3, Adopted Specific Plans in the Elsinore Area Plan. Each of these specific plans is determined to be a Community Development Specific Plan.

Table 3: Adopted Specific Plans in the Elsinore Area Plan

Specific Plan	Specific Plan #
Horsethief Canyon Ranch	152
Toscana ¹	327
Renaissance Ranch	333
Colinas del Oro	364

Source: County of Riverside Planning Department.

¹ Portions of this specific plan extend into a neighboring Area Plan

Land Use

While the General Plan Land Use Element and Area Plan Land Use Map guide future development patterns in the Elsinore Area Plan, additional policy guidance is often necessary to address local land use issues that are unique to the area or that require special policies that go above and beyond those identified in the General Plan. These policies may reinforce County of Riverside regulatory provisions, preserve special lands or historic structures, require or encourage particular design features or guidelines, or restrict certain activities, among others. The intent is to enhance and/or preserve the identity, character and features of this unique area. The Local Land Use Policies section provides policies to address those land use issues relating specifically to the Elsinore area.

Local Land Use Policies

Lee Lake Community: Mixed-Use Area (MUA) Highest Density Residential (HHDR) Neighborhoods

The Lee Lake Community (see Figure 3B) is located in the Temescal Canyon, along the east side of I-15, between the freeway and Temescal Canyon Road, and south of Indian Truck Trail. It consists of two neighborhoods, the Lee Lake Neighborhood South [Neighborhood 1], and Lee Lake Neighborhood North [Neighborhood 2], which is located immediately south of Indian Wash. The Lee Lake Neighborhood North is designated as a Mixed-Use Area, with no allowance for HHDR development, and Lee Lake Neighborhood South requires 30% HHDR

development. Although the Lee Lake Neighborhoods currently contains some light industrial development, most of the area is sparsely utilized or vacant.

Retail Commercial uses, a fire station, and parks are located nearby to the north, across I-10 via Indian Truck Trail, and Luiseno Elementary School and parks are located nearby toward the south, across I-10 via Horsethief Canyon Road. More intense light industrial development is located toward the south along Temescal Canyon Road. The Lee Lake Neighborhoods are located convenient to I-10 and Temescal Canyon Road for local and regional transportation, and near a Riverside Transit Agency bus transit line that provides convenient connections to destinations from Corona to Temecula, and to the Corona Metrolink Transit Center, which also provides the opportunity for potential links from the site or near the site to regional transit services and regional destinations.

Lee Lake Community is situated in a highly scenic setting, with spectacular views of nearby mountains to both the east and west. Lee Lake is located immediately nearby toward the east, across Temescal Canyon Road. The westerly edges of the Lee Lake Neighborhoods, located adjacent to I-15, are exposed to elevated traffic noise levels. Site designs should incorporate features to reduce freeway noise impacts, and to buffer development from nearby industrial uses.

Open space, trails, and park and recreation areas can be integrated into site development in the Lee Lake Community Neighborhoods to provide buffers and scenic recreation along the southern edges of Indian Wash, and to provide walkable destinations and internal features that promote both internal community walkability and pedestrian and bikeway access to nearby attractions off-site.

Mixed-Use (MUA) Neighborhood and Policies:

Following are descriptions of the two Mixed-Use Area neighborhood of the Lee Lake Community, and the policies that apply to each neighborhood:

The **Lee Lake South Neighborhood** [Neighborhood 1] contains about 33 gross acres (about 25 net acres) and is located between Temescal Canyon Road and I-15, immediately south of Indian Wash.

Policies:

- | ELAP 7.149 Thirty percent of the Lee Lake Neighborhood shall be developed in accordance with the HHDR land use designation.
- | ELAP 7.20 The portions of the Lee Lake South Neighborhood that are not developed for HHDR usage shall be primarily developed for commercial retail, office commercial, business park and light industrial, community facilities, and other uses providing opportunities for services and jobs to local residents.

The **Lee Lake North Neighborhood** [Neighborhood 2] contains about 13 gross acres (about 11 net acres), and is located adjacent to the south side of Indian Truck Trail, between the I-15 freeway and Temescal Canyon Road.

Policies:

- | ELAP 7.324 The Lee Lake North Neighborhood shall contain no residential uses, but shall consist of retail and office commercial uses, to support the surrounding community with a variety of commercial services from its strategic location. Accommodations shall also be made, as appropriate, for transit, pedestrian, and bicycle access, as appropriate, to facilitate connectivity

between the neighborhood and surrounding community.

Policies Applying to both Neighborhoods of the Lee Lake Community:

- ELAP 7.~~422~~ Paseos and pedestrian and bicycle paths should be provided within the Lee Lake Community, between residential structures, community facilities, and open space areas, including between both neighborhoods and along or near both the southern edge of Indian Wash.
- ELAP 7.~~235~~ All HHDR sites should be designed to facilitate convenient pedestrian, bicycle, and other non-motorized vehicle access to the community's schools, jobs, retail and office commercial uses, park and open space areas, trails, and other community amenities and land uses that support the community needs on a frequent and, in many cases, daily basis.
- ELAP 7.~~624~~ All new land uses, particularly residential, commercial, and public uses, including schools and parks, should be designed to provide or potentially accommodate convenient public access to alternative transportation facilities and services, including potential future transit stations, transit oasis-type shuttle systems, and/or local bus services, and local and regional trail systems.
- ELAP 7.~~257~~ All new residential and other noise-sensitive uses shall be designed to sufficiently reduce traffic noise levels from nearby roads, including I-15.
- ELAP 7.~~268~~ All new residential uses shall be designed to sufficiently reduce noise levels and other potential impacts associated with retained on-site and adjacent industrial uses.
- ELAP 7.~~927~~ Uses approved and operating under an existing valid entitlement may remain or be converted into another land use in accordance with Riverside County Ordinance No. 348 and consistent with these policies.

Mt. Palomar Nighttime Lighting

The Mount Palomar Observatory, located in San Diego County, requires darkness so that the night sky can be viewed clearly. The presence of the observatory necessitates unique nighttime lighting standards throughout the Elsinore Area Plan as shown on Figure 6, Mt. Palomar Nighttime Lighting Policy. The following policies are intended to limit light leakage and spillage that may obstruct or hinder the view. This is an excellent example of a valuable public resource that requires special treatment far beyond its immediate locale.

Policies:

- ELAP 8.1 Adhere to the lighting requirements of Riverside County for standards that are intended to limit light leakage and spillage that may interfere with the operations of the Palomar Observatory.

Circulation

The circulation system is vital to the prosperity of a community. It provides for the movement of goods and people within and outside of the community and includes motorized and non-motorized travel modes such as bicycles, trains, aircraft, automobiles and trucks. In Riverside County, the circulation system is also intended to accommodate

a pattern of concentrated growth, providing both a regional and local linkage system between unique communities. This system is multi-modal, which means that it provides numerous alternatives to the automobile, such as transit, pedestrian systems, and bicycle facilities so that Riverside County citizens and visitors can access the region and move around within it by a number of transportation options.

As stated in the Vision and the Land Use Element, Riverside County is moving away from a growth pattern of random sprawl toward a pattern of concentrated growth and increased job creation. The intent of the new growth patterns and the new mobility systems is to accommodate the transportation demands created by future growth and to provide mobility options that help reduce the need to utilize the automobile. The circulation system is designed to fit into the fabric of the land use patterns and accommodate the open space systems.

While the following section describes the circulation system as it relates to the Elsinore Area Plan, it is important to note that the programs and policies are supplemental to, and coordinated with, the policies of the General Plan Circulation Element. In other words, the circulation system of the Elsinore Area Plan is tied to the countywide system and its long range direction. As such, successful implementation of the policies in the Elsinore Area Plan will help to create an interconnected and efficient circulation system for the entire County of Riverside.

Local Circulation Policies

Vehicular Circulation System

Environmental features both water oriented and topographic impose substantial obstacles to circulation routes; however, the Elsinore Area Plan proposes a circulation system to handle these challenges. The area is served by Railroad Canyon Road, Bundy Canyon Road, and Clinton Keith Road from the east. Temescal Canyon Road is the main arterial serving the area from the north. State Route 74 also traverses the Area Plan in an east-west orientation.

Policies:

- ELAP 9.1 Design and develop the vehicular roadway system per Figure 7, Circulation, and in accordance with the functional classifications and standards specified in the Planned Circulation Systems section of the General Plan Circulation Element.
- ELAP 9.2 Maintain Riverside County’s roadway Level of Service standards as described in the Level of Service section of the General Plan Circulation Element.

Trails System

A multi-purpose trails system is a critical part of this area plan because of the concentration of critical linkages centered here. In this sense, the trails for human use parallel the connectivity required for habitat linkages. An extensive system of proposed trails and bikeways exists within the planning area connecting the various neighborhoods with the recreational resources of the Cleveland National Forest and the regional trail system. The Elsinore Area Plan trail system is mapped in Figure 8, Trails and Bikeway System.



The California Scenic Highways program was established in 1963 to Preserve and protect scenic highway corridors from change which would diminish the aesthetic value of lands adjacent to highways.

Policies:

- ELAP 10.1 Implement the Trails and Bikeway System, Figure 8, through such means as dedication or purchase, as discussed in the Non-motorized Transportation section of the General Plan Circulation Element.

Figure 3B: Elsinore Area Plan Lee Lake Community Neighborhoods

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Scenic Highways

Certain roadways are not only functional; they are a part of the public's ability to experience an area, especially one that offers important scenic vistas. That is the case with Interstate 15 from Corona south to the San Diego County line. It has been designated as an Eligible State Scenic Highway. State Route 74 has also been designated as an Eligible State Scenic Highway. The western segment is a secondary County entrance road and will serve as a link to Orange County's system of scenic routes. The scenic highways designated within the Elsinore Area Plan are depicted on Figure 9, Scenic Highways.

Policies:

ELAP 11.1 Protect Interstate 15 and State Route 74 from change that would diminish the aesthetic value of adjacent properties through adherence to the Scenic Corridors sections of the General Plan Land Use and Circulation Elements.

Community Environmental Transportation Acceptability Process (CETAP) Corridors

The population and employment of Riverside County are expected to significantly increase over the next twenty years. The CETAP was established to evaluate the need and the opportunities for the development of new or expanded transportation corridors in western Riverside County to accommodate increased growth and preserve quality of life. These transportation corridors include a range of transportation options such as highways or transit, and are developed with careful consideration for potential impacts to habitat requirements, land use plans, and public infrastructure. CETAP has identified four priority corridors for the movement of people and goods: Winchester to Temecula Corridor, East-West CETAP Corridor, Moreno Valley to San Bernardino Corridor, and Riverside County - Orange County Corridor.

The East-West CETAP Corridor may pass through the Elsinore Area Plan along State Route 74, or to the north of it. This corridor could accommodate a number of transportation options, including vehicular traffic and high occupancy vehicle lanes. The Riverside County- Orange County Corridor is currently under study, but is envisioned to connect from Interstate 15 in Riverside to State Route 241 in Orange County, somewhere in the range between State Route 91 and State Route 74.

Policies:

ELAP 12.1 Accommodate the East-West CETAP Corridor in accordance with the CETAP section of the General Plan Circulation Element.

ELAP 12.2 Accommodate the direction of the Riverside County-Orange County Corridor study, once it is complete.

I-15 Corridor

Interstate 15 is a major connector between the Corona/Riverside area and San Diego. This corridor could be enhanced, especially by connecting transit links, to provide a critical north-south link for transit, automobile and truck trips within and outside the County of Riverside. The capacity of this critical corridor could be expanded through such strategies as widening, high-occupancy vehicle lanes, dedicated truck lanes, and transit improvements, such as exclusive express buses. Infrastructure put in place along with development in this area plan should support all modes of transit along this corridor.

Policies:

- ELAP 13.1 Require projects to be reviewed for the provision of transit support facilities (including bus turnouts, signage, benches, shelters, etc.) along arterial streets and local transit service routes.
- ELAP 13.2 Consider the following regional and community wide transportation options when developing transportation improvements in the Elsinore Area Plan:
- a. Construct a new interchange on Interstate 15 at Horsethief Canyon Road.
 - b. Develop regional transportation facilities and services (such as high-occupancy vehicle lanes and express bus service), which will encourage the use of public transportation and ridesharing for longer-distance trips.
- ELAP 13.3 Require each proposed Specific Plan, and major commercial and industrial projects consisting of 20 acres or larger, to be evaluated for the provision of a park-and-ride facility.

Figure 6: Elsinore Area Plan Mt. Palomar Nighttime Lighting Policy Area

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Figure 7: Elsinore Area Plan Circulation

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Figure 8: Elsinore Area Plan Trails and Bikeway System

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Figure 4: Elsinore Area Plan Scenic Highway

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Multipurpose Open Space

The Elsinore area contains an unusually rich concentration of open space resources, for habitat, recreation and scenic purposes, hence the label of multipurpose. The point is that open space is really a part of the public infrastructure and should have the capability of serving a variety of needs and diversity of users. The importance of the resources here means that they require thoughtful preservation and, in some cases, restoration. In many cases, the focus here must be on establishing and maintaining vital linkages, without which the vital habitat and recreational potential of this area would be severely compromised. This Multipurpose Open Space section is a critical component of the character of the County of Riverside and of the Elsinore Area Plan. Preserving the scenic background and natural resources here gives meaning to the remarkable environmental setting portion of the overall Riverside County Vision. Not only that: these open spaces also help define the edges of and separation between communities, which is another important aspect of the Vision.

In this area plan, the natural characteristics are quite dominant. In addition to their extensive basic supply value, they offer design opportunities for quality development. Achieving a desirable end state of valued local open space to benefit residents and visitors will require sensitive design attention in laying out development proposals and linkages to make the open space system work to its optimum.

Local Open Space Policies

Watersheds, Floodplains, and Watercourse Policies

The Elsinore Area Plan contains a major portion of the Santa Margarita River watershed, which includes Murrieta Creek. This watershed, and its included watercourses, provide a truly unique habitat for flora and fauna of statewide significance. The watercourses provide corridors through developed land as well as linking open spaces outside of development areas. This allows wildlife the ability to move from one locale to another without crossing developed land. The following policies preserve and protect these important watershed functions.

Policies:

- ELAP 14.1 Protect the Santa Margarita watershed and habitat, and provide recreational opportunities and flood protection through adherence to the policies found in the Open Space, Habitat, and Natural Resource Preservation section of the General Plan Land Use Element and the Environmentally Sensitive Lands,

“

The open space system and the methods for its acquisition, maintenance, and operation are calibrated to its many functions: visual relief, natural resources protection, habitat preservation, passive and active recreation, protection from natural hazards, and various combinations of these purposes. This is what is meant by a multipurpose open space system.

”

- RCIP Vision



A watershed is the entire region drained by a waterway that flows into a lake or reservoir or the ocean. It is the total area above a given point on a stream that contributes water to the flow at that point, and the topographic dividing line from which surface streams flow in two different directions. Clearly, watersheds are not just water. A single watershed may include a wide variety of resources and environments.

Floodplain and Riparian Area Management, Wetlands, and Open Space, Parks and Recreation sections of the Multipurpose Open Space Element.

Mineral Extraction

There are significant areas of mineral resource extraction within the Elsinore Area Plan. The area contains regionally important aggregate and clay resources, as well as non-regionally important mineral resources. Most of these resources are currently being extracted or are being held in reserve for future extraction. Compatibility with surrounding land uses, potential noxious impacts, surface runoff management, and the future reclamation of the sites must be considered for all existing and proposed mineral extraction areas.

Policies:

- ELAP 15.1 Protect the economic viability of mineral resources as well as the life and property of Elsinore Area Plan residents through adherence to the Mineral Resources section of the General Plan Multipurpose Open Space Element.
- ELAP 15.2 Avoid mineral resource extraction within the Temescal Wash Policy Area, which contains viable riparian habitat, in favor of areas containing very sparse or non-existent riparian habitat.
- ELAP 15.3 Require a biologically designed and professionally implemented revegetation program as part of reclamation plans, where avoidance is not feasible.
- ELAP 15.4 Require hydrologic studies by a qualified consultant as part of the environmental review process for all proposed surface mining permits within or adjacent to the Temescal Wash Policy Area. This shall include proper management of surface run-off.

Oak Tree Preservation

The Elsinore Area Plan contains significant oak woodland areas. Oak woodlands should be protected to preserve habitat and the character of the area.

Policies:

- ELAP 16.1 Protect viable oak woodlands through adherence to the Oak Tree Management Guidelines adopted by Riverside County and the Vegetation section of the Multipurpose Open Space Element of the General Plan.



For further information on the MSHCP please see the Multipurpose Open Space Element of the General Plan.

Multiple Species Habitat Conservation Plan

Regional resource planning to protect individual species such as the Stephens Kangaroo Rat has occurred in Riverside County for many years. Privately owned reserves and publicly owned land have served as habitat for many different species. This method of land and wildlife preservation proved to be piecemeal and disjointed, resulting in islands of reserve land without corridors for species migration and access. To address these issues of wildlife health and habitat sustainability, the Western Riverside County Multiple Species Habitat Conservation Plan (WRC MSHCP) was developed by the County of Riverside

and adopted by the County of Riverside and other plan participants in 2003. Permits were issued by the Wildlife Agencies in 2004. The WRC MSHCP comprises a reserve system that encompasses core habitats, habitat linkages, and wildlife corridors outside of existing reserve areas and existing private and public reserve lands into a single comprehensive plan that can accommodate the needs of species and habitat in the present and future.

WRC MSHCP Program Description

The Endangered Species Act prohibits the “taking” of endangered species. Taking is defined as “to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect” listed species. The Wildlife Agencies have authority to regulate this take of threatened and endangered species. The intent of the WRC MSHCP is for the Wildlife Agencies to grant a take authorization for otherwise lawful actions that may incidentally take or harm species outside of reserve areas, in exchange for supporting assembly of a coordinated reserve system. Therefore, the WRC MSHCP allows the County of Riverside to take plant and animal species within identified areas through the local land use planning process. In addition to the conservation and management duties assigned to the County of Riverside, a property owner-initiated habitat evaluation and acquisition negotiation process has also been developed. This process is intended to apply to property that may be needed for inclusion in the WRC MSHCP Reserve or subjected to other WRC MSHCP criteria.

Key Biological Issues

The habitat requirements of the sensitive and listed species, combined with sound habitat management practices, have shaped the following policies. These policies provide general conservation direction.

Policies:

- ELAP 17.1 Protect sensitive biological resources in the Elsinore Area Plan through adherence to policies found in the Multiple Species Habitat Conservation Plans, Environmentally Sensitive Lands, Wetlands, and Floodplain and Riparian Area Management sections of the General Plan Multipurpose Open Space Element.
- ELAP 17.2 Provide for connection between Santa Ana Mountains, Temescal Wash and foothills north of Lake Elsinore; existing connections are at Indian Truck Trail (buffer along Canyon Creek), Horsethief Canyon, and open upland areas southwest of Alberhill.
- ELAP 17.3 Provide northwest-southeast connection along hills between Estelle Mountain and Sedco Hills, primarily for California gnatcatchers, but also other sage scrub species.



The Wildlife Agencies include The United States Fish and Wildlife Service (USFWS) and the California Department of Fish and Wildlife (CDFW)



The following sensitive, threatened and endangered species, covered under the MSHCP, may be found within this area plan:

- Bell’s sage sparrow
- California gnatcatcher
- Orange-throated whiptail
- Loggerhead shrike
- San Diego ambrosia
- Bobcat
- Quino checkerspot butterfly
- Munz’s onion
- Many-stemmed dudleya
- Southwestern willow flycatcher
- Least Bell’s vireo
- Slender-horned spineflower

- ELAP 17.4 Conserve clay soils supporting sensitive plants such as Munz’s onion, many-stemmed dudleya, small-flowered morning glory and Palmer’s grapplinghook. (There is a Munz’s onion population of approximately 7,500 heads in Alberhill.)
- ELAP 17.5 Conserve wetlands including Temescal Wash, Collier Marsh, Alberhill Creek, Wasson Creek, and the lower San Jacinto River, (including marsh habitats and maintaining water quality).
- ELAP 17.6 Maintain upland habitat connection between North Peak Conservation Bank, Steele Peak, and Bureau of Land Management (BLM) lands.
- ELAP 17.7 Conserve Engelmann Oak Woodlands.
- ELAP 17.8 Conserve sensitive plants, including Parry’s spineflower, prostrate spineflower, Payson’s jewelflower, smooth tarplant, slender-horned spineflower, Couldte’s matijila poppy, Palomar monkeyflower, little mousetail, vernal barley, San Jacinto Valley crownscale, Coulter’s goldfields, heart-leaved pitcher sage, and the Quino checkerspot butterfly.
- ELAP 17.9 Conserve Travers-Willow-Domino soil series.
- ELAP 17.10 Conserve foraging habitat adjacency for raptors, sage scrubbed-grassland ecotone.
- ELAP 17.11 Conserve habitat in Sedco Hills to maintain connection between Granite Hills and Bundy Canyon Road.
- ELAP 17.12 Provide for connection across State Route 74 for birds and land species.
- ELAP 17.13 For Wasson Creek, maintain north-south linkage at least 750 feet wide from Wasson Creek to North Peak.
- ELAP 17.14 South of Wasson Creek, development should be limited to western and eastern slopes.

Hazards

Hazards are natural and manmade conditions that must be respected if life and property are to be protected as growth and development occur. As the ravages of wildland fires, floods, dam failures, earthquakes and other disasters become clearer through the news, public awareness and sound public policy combine to require serious attention to these conditions. Portions of the Elsinore Area Plan may be subject to hazards such as flooding, dam inundation, seismic occurrences, and wildland fire. These hazards are depicted on the hazards maps, Figure 10 to Figure 14. These hazards are located throughout the Elsinore area and produce varying degrees of risk and danger. Some hazards must be avoided entirely while the potential impacts of others can be mitigated by special building techniques. The following policies provide additional direction for relevant issues specific to the Elsinore Area Plan.

Local Hazard Policies

Flooding and Dam Inundation

Temescal Wash, Murrieta Creek, and the San Jacinto River, as well as Lake Elsinore, pose significant flood hazards within the Elsinore Area Plan. Dam failure of the Railroad Canyon Dam at Canyon Lake would cause flooding in the plan area. Refer to Figure 10, Flood Hazards for a depiction of flood hazards in the Elsinore area.

Policies:

- ELAP 18.1 Adhere to the flood proofing and flood protection requirements of the Riverside County Flood Control and Water Conservation District.
- ELAP 18.2 Protect proposed development projects that are subject to flood hazards, surface ponding, high erosion potential or sheet flow by requiring submittal to the Riverside County Flood Control and Water Conservation District for review.
- ELAP 18.3 When possible, create flood control projects that maximize multi-recreational use and water recharge.
- ELAP 18.4 Protect life and property from the hazards of potential dam failures and flood events through adherence to the Flood and Inundation Hazards section of the General Plan Safety Element.

Wildland Fire Hazard

The plan area contains a number of unique features and communities that are subjected to a high risk of fire hazards, including the Cleveland National Forest, Cleveland Ridge, Warm Springs and Meadowbrook. Methods to address this hazard include techniques such as avoidance of building in high-risk areas, creating setbacks that buffer development from hazard areas, maintaining brush clearance to reduce potential fuel, establishing low fuel landscaping, and utilizing fire-resistant building techniques. In still other cases, safety oriented organizations such as the Fire Safe Council can provide assistance in educating the public and promoting practices that contribute to improved public safety. Refer to Figure 11, Wildfire Susceptibility.



Fire Fact:
Santa Ana winds create a special hazard. Named by the early settlers at Santa Ana, these hot, dry winds heighten the fire danger throughout Southern California.

Policies:

- ELAP 19.1 Protect life and property from wildfire hazards through adherence to the Fire Hazards section of the General Plan Safety Element.



Liquefaction occurs primarily in saturated, loose, fine to medium- grained soils in areas where the groundwater table is within about 50 feet of the surface. Shaking causes the soils to lose strength and behave as liquid. Excess water pressure is vented upward through fissures and soil cracks and a water-soil slurry bubbles onto the ground surface. The resulting features are known as “sand boils, sand blows” or “sand volcanoes.”

Liquefaction-related effects include loss of bearing strength, ground oscillations, lateral spreading, and flow failures or slumping.

Seismic

The Elsinore fault runs north-south through the middle of the plan area. Threats from seismic events include ground shaking, fault rupture, liquefaction, and landslides. The use of specialized building techniques, the enforcement of setbacks from faults, and practical avoidance measures will help to mitigate the potentially dangerous circumstances. Refer to Figure 12, Seismic Hazards, for the location of faults within the Elsinore Area.

Policies:

ELAP 20.1 Protect life and property from seismic-related incidents through adherence to the Seismic Hazards section of the General Plan Safety Element.

Slope

Many areas within the Elsinore Area Plan, depicted on Figure 13, Steep Slope, contain steep slopes that require special development standards and care to prevent erosion and landslides, preserve significant views and minimize grading and scarring. Additionally, the ridgelines of the Santa Ana Mountains and Gavilan and Sedco Hills provide a significant visual resource for users of the Interstate 15 corridor and occupants of the valley floor.

Policies:

ELAP 21.1 Identify and preserve the ridgelines that provide a significant visual resource for Elsinore through adherence to the Hillside Development and Slope section of the General Plan Land Use Element and the Scenic Resources section of the Multipurpose Open Space Element.

ELAP 21.2 Prohibit building sites on the Gavilan Hills Ridgeline. Projects proposed within this area shall be evaluated on a case by case basis to ensure that building pad sites are located so that buildings and roof tops do not project above the ridgeline as viewed from Interstate 15.

ELAP 21.3 Protect life and property and maintain the character of the Elsinore area through adherence to the Slope and Soil Instability Hazards section of the General Plan Safety Element, the Hillside Development and Slope section of the General Plan Land Use Element, and the Rural Mountainous land use designation.

Figure 5: Elsinore Area Plan Flood Hazards

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Figure 6: Elsinore Area Plan Wildfire Susceptibility

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Figure 7: Elsinore Area Plan Seismic Hazards

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Figure 8: Elsinore Area Plan Steep Slope

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Figure 14: Elsinore Area Plan Slope Instability

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**FINAL
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

**General Plan Amendment No. 1208
Lakeland Village Community Plan**

State Clearinghouse No. 2020050501

Lead Agency:



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Section I

Initial Study/ Mitigated Negative Declaration General Plan Amendment No. 1208 Lakeland Village Community Plan

COUNTY OF RIVERSIDE

ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY

Environmental Assessment (CEQ / EA) Number: N/A

Project Case Type (s) and Number(s): General Plan Amendment No. 1208 (GPA No. 1208)

Lead Agency Name: Riverside County Planning Department

Address: 4080 Lemon Street, P.O. Box 1409, Riverside, CA 92502-1409

Contact Person: Robert Flores (Urban and Regional Planner IV)

Telephone Number: 951-955-1195

Applicant's Name: N/A

Applicant's Address: N/A

I. PROJECT INFORMATION

Project Description:

BACKGROUND AND CONTEXT

The County of Riverside is composed of approximately 7,300 square miles, bounded by Orange County to the west, San Bernardino County to the north, the State of Arizona to the east, and San Diego and Imperial Counties to the south. Development for the unincorporated County is guided by the Riverside County General Plan, which was last comprehensively updated and adopted in December 2015. The Riverside County General Plan is divided into 19 Area Plans covering most of the County (refer to Exhibit 1, *Riverside County Area Plans*). One of these area plans is the Elsinore Area Plan (ELAP), which is located in southwest Riverside County, and the area plan boundary encompasses the cities of Lake Elsinore, Canyon Lake and Wildomar and the unincorporated communities of El Cariso, Horsethief Canyon Ranch, Lakeland Village, Meadowbrook, Rancho Capistrano, Rancho Carrillo, and Warm Springs. Much like the County's General Plan, ELAP only governs over unincorporated areas, therefore, is not applicable to the above cities that have their own general plan. ELAP provides tailored policy direction relating to land use, circulation, open space, and design, and tailored policies for the abovementioned unincorporated communities.

ELAP currently includes a number of Policy Areas, including the Lakeland Village Policy Area (LVPA) (refer to Exhibit 2, *Elsinore Area Plan Overlays and Policy Areas*). The LVPA sets the planning direction for the community of Lakeland Village, which is located in the southwestern part of the ELAP boundary – west of the City of Lake Elsinore (refer to Exhibit 3, *Regional Location Map*). The LVPA boundary stretches along Grand Avenue on both sides between Ortega Highway and Corydon Avenue and consists of approximately 2,638 acres. There have been several planning efforts that have influenced the planning direction of the Lakeland Village community, including minor General Plan Land Use changes associated with General Plan Amendment No. 960. More recently, the County of Riverside processed a community-scale planning effort that focused on the creation of the LVPA, inclusion of some Mixed Use Areas (MUAs) within the new policy area, development of accompanying policies, and other pertinent changes within the newly created LVPA. This amendment to the General Plan, known as General Plan Amendment No. 1156 (GPA No. 1156), was adopted by the Riverside County Board of Supervisors in April 2017. However, GPA No. 1156 could not fully address all necessary changes to the General Plan Land Use designations within the LVPA due to the General Plan Certainty System.

The Riverside County General Plan Certainty System guarantees that foundational land uses do not change frequently. Under this system, all unincorporated areas have a "Foundation Component" and a Land Use designation, and Foundation Components can only be changed every 8 years. In 2016, the window to change foundational land uses opened up, allowing for the initiation of GPA No. 1208 that would allow for further review and amendments of the General Plan Land Use designations within the LVPA, especially those that necessitate foundational changes that could not be changed with GPA No. 1156.

The planning process for GPA No. 1208 included public outreach with the Lakeland Village Community. On February 22, 2017, an introductory presentation was made to the community at the Lakeland Village Community Advisory Council meeting. This introduction was followed by two community workshops, held on March 22, 2017 and June 21, 2017, to discuss the proposed changes included in GPA No. 1208, as well as receive feedback from the community. The changes proposed under GPA No. 1208 were then presented during the August 23, 2017 Community Advisory Council meeting, which received no opposition or requested changes.

PROJECT LOCATION

The Project Area includes the LVPA boundary, which is specifically located directly southwest of the Lake Elsinore shoreline and is adjacent to the northeast side of the Santa Ana and Elsinore Mountains, along Grand Avenue generally between State Route 74 (SR-74) and Corydon Road. The Project Area also includes a few select areas just outside the LVPA boundary to the southwest along the mountain slopes, as shown on the attached exhibits.

PROJECT INFORMATION

PROJECT COMPONENTS

GPA No. 1208 consists of General Plan Land Use Designation and policy updates generally within the LVPA, including General Plan Foundation Component changes that were not feasible during GPA No. 1156, as shown on the attached draft policies and the exhibits. The Project does not include site specific development and is limited to land use and policy changes. For analysis purposes, specific assumptions of future development are used to determine the potential impacts of the Project (the methodology of determining future development is contained within Appendix 1, *Build Out Projection Methodology*). Future development will be subject to entitlement and permit review and appropriate environmental review and clearance.

General Plan Land Use Changes

GPA No. 1208 generally focuses on parcels located within the following areas of the LVPA:

- Parcels directly adjacent to Grand Avenue in the Rural Community Foundation Component
- Parcels within or adjacent to the Rural Mountainous areas west of Grand Avenue to reflect new hillside slope mapping with the Rural Mountainous Land Use Designation
- Limited sites located throughout the LVPA where minor land use modifications are warranted
- Select sites along Grand Avenue appropriate for mixed development mapped with the Mixed Use Area Land Use Designation.

Under the proposed Project, a number of parcels underwent changes to the Land Use Designation, resulting in changes to the land use acreages in the LVPA. Table 1, *Land Use Designation Change Summary*, outlines the changes in Land Use Designations associated with the proposed Project. The changes along the Rural Mountainous areas west of Grand Avenue included a limited number of parcels outside and adjacent to the LVPA.

Table 1: Land Use Designation Change Summary

Land Use Designation	Existing (Acres)	Proposed (Acres)	Difference Between Existing and Proposed (Acres)
Rural Community - Estate Density Residential (RC-EDR)	382.64	340.74	-41.9
Rural Community - Very Low Density Residential (RC-VLDR)	70.72	77.38	+66.6
Rural Community - Low Density Residential (RC-LDR)	0	35.75	+35.75
Rural Residential (RR)	3.29	1.92	-1.37
Rural Mountainous (RM)	740.43	606.81	-133.62
Commercial (C)	228.94	226.41	-2.53
Estate Density Residential (EDR)	63.17	58.91	-4.26
Low Density Residential (LDR)	159.62	159.62	0
Medium Density Residential (MDR)	745.47	824.71	+79.24
Medium-High Density Residential (MHDR)	27.42	27.42	0
High Density Residential (HDR)	10.45	10.45	0
Commercial Retail (CR)	26.90	33.34	+6.44
Light Industrial (LI)	22.04	22.04	0
Public Facilities (PF)	29.92	29.92	0
Mixed Use Area (MUA)	127.81	183.40	+55.59
Total	2,638.82	2,638.82	--

The proposed Project will create seven new Mixed Use Area (MUA) Neighborhoods as well as one new Light Industrial (LI) Neighborhood within the LVPA, resulting in a total of eight Neighborhoods throughout the LVPA, including three Neighborhoods created from existing MUA designated sites. These areas are considered for mixed use development, including residential, commercial, and other uses. To view the existing land uses, as well as the proposed land use changes, refer to Exhibit 4a, Lakeland Village Land Use Designation Changes (North Area), and Exhibit 4b, Lakeland Village Land Use Designation Changes (South Area).

Projected Growth and Buildout Methodology

Because the Project is a General Plan Amendment with no specific site development proposal, development assumptions were made in order to project future development for the LVPA. To do this, background research was conducted to understand the buildout potential, based on a number of development metrics. A 20-year development projection was established, and is outlined below:

- a. **Review of Permit Data:** To understand the development activity within the LVPA, Planning Department permit data was reviewed within the LVPA for the last ten years of available records (2007-2017). This time period included the Great Recession, as well as the recovery period. This review found that there was a limited amount of permit activity in the LVPA that resulted in the development of new dwelling units or non-residential structures. The majority of permit activity was related to modifications to existing buildings and other minor development activities (such as construction of a free-standing garage, mobile home renovations/additions, wireless facilities, and other miscellaneous permits). While this review was not ultimately utilized to

establish development projections, this review did provide confirmation of the limited development that has occurred within the LVPA.

- b. **Review of Assessor's Data:** Since the review of the permit data did not provide sufficient information to determine a historic level of growth, Assessor's Parcel Data was used to develop growth rates for each land use type, reviewing the development that has occurred in the past 20 years (from 1998-2017). A 20-year review of development includes a number of development cycles, including times of large real estate growth, economic recession, and economic recovery. As such, it was determined that the review of 20 years of development will serve as an accurate indicator of future growth in Lakeland Village.

The assumptions used to project development for each land use type (Residential, Non-Residential, and Mixed Use) are outlined below:

- i. **Residential Development:** To calculate future residential development, the 20-year growth rates were applied from the Assessor's data to the existing development for each of the residential land uses to calculate anticipated buildout for the next 20 years. To ensure that the anticipated development calculations provide a conservative estimate of future growth, a buffer of 10 percent was added to the 20-year development potential calculations.
- ii. **Non-Residential Development:** To calculate future non-residential development, an assumption that the existing non-residential development quantity will grow by 35 percent over the next 20 years. Due to limited non-residential growth in the past 20 years, the data set was too limited to determine a growth rate; therefore, a future growth rate of 35 percent was used for non-residential development, which was based on the cumulative growth rate for residential land uses. This growth rate is above the historic non-residential development growth rate, and as such, represents an appropriate growth rate for the LVPA. To ensure that the anticipated calculations provide conservative projections for future development, a buffer of 10 percent was added to the 20-year development potential calculations.
- iii. **Mixed Use Development:** Since the MUAs are a relatively new land use in the LVPA, there is no development history for these land uses. To forecast future growth for these areas, the residential and non-residential Land Uses within the LVPA with the highest projected units and floor area were used. For residential growth in MUAs, the projected units for Medium Density Residential was used, which is the Land Use within the policy area that generates the highest number of dwelling units based on the buildout assumptions, and for non-residential growth in MUAs, the projected square feet for Commercial Retail was used, which has the Land Use within the policy area that generates the largest square footage based on the buildout assumptions.

Table 3, LVPA Growth Projections, below outlines the calculated growth projections for the LVPA. For a full outline of the growth projection methodology, refer to Appendix 1: Buildout Projection Methodology, of this document.

Table 2: LVPA Growth Projections

Land Use	Existing Development		Projected Growth		Projected 20-Year Buildout	
	Existing Residential Development (DU)	Existing Non-Residential (SF)	Additional Residential Development (DU)	Additional Non-Residential (SF)	Projected Residential Development (DU)	Projected Non-Residential Development (SF)
Rural Mountainous (RM)	192		38		230	
Rural Residential (RR)	7		6		13	
Rural Community- Estate Density Residential (RC-EDR)	224		52		276	
Rural Community- Low Density Residential (RC-LDR)	-		-		-	
Rural Community- Very Low Density Residential (RC-VLDR)	-		-		-	
Open Space-Conservation (OS-C)	-		-		-	
Estate Density Residential (EDR)	2		-		2	
Low Density Residential (LDR)	113		30		143	
Medium Density Residential (MDR)	1,766		352		2,118	
Medium High Density Residential (MHDR)	18		-		18	
High Density Residential (HDR)	25		-		25	
Very High Density Residential (VHDR)			-		-	
Commercial Retail (CR)		19,818		7,659		27,477
Light Industrial (LI)		9,819		3,795		13,614
Public Facilities (PF)		2,947		1,139		4,086
Mixed Use Area (MUA)						
Residential Units	14		352		366	
Non-Residential (in square feet)		9,085		7,659		16,744
Total	2,361	41,669	830	20,252	3,191	61,921

Note: All values are rounded to the nearest whole number, totals may be slightly off due to rounding

General Plan Policy Changes

Beyond land use changes, GPA No. 1208 will also include a revisions of existing General Plan policies specifically related to the LVPA. Policies will focus on the LVPA as a whole, Hillside Residential areas, and LVPA Neighborhoods. The proposed policies address the following:

- Mixed use development and land use
- Site configuration and building orientation
- Community character, building height and design
- Community recreation and infrastructure
- Circulation and connectivity
- Alternative transportation, transit, and trails

Key policy revisions and additions (shown in underline) include:

Revisions to the General Plan Land Use Element Policy

The Lakeland Village Policy Area (LVPA) Neighborhoods have been developed to encourage a mixture of land uses to support the growth in the local economy and increasing residential development opportunities. The MUA Land Use designation within these Neighborhoods provides landowners with the flexibility to propose commercial, employment and recreational activities walking distance from residential housing and living areas. The project proposes the following revisions to the Land Use Element Policy LU 33.1 to allow other zoning classifications that would similarly support the development of a mix of uses and development of the LVPA Neighborhoods and new LVPA further expands on this consistency direction:

LU 33.1 The Mixed Use Area designation may be developed pursuant to any zoning classification that meets the intent of a community-level policy area, as described in each area plan. Where no such guiding policy is available, the Mixed Use Area designation may be developed pursuant to either a Specific Plan or the Mixed Use zoning classifications.

Revisions to the Elsinore Area Plan Policies

For the full list of revised policies, refer to Appendix 2: Proposed LVPA Neighborhoods Policies, of this document.

Zoning Consistency

Due to the land use designation changes proposed by GPA No. 1208, as well as changes adopted by previous planning efforts within the LVPA, Land Use designations and zoning classifications of sites may be inconsistent on many parcels within the LVPA. To make the Land Use designations and zoning classifications consistent within the LVPA, a consistency zoning may be undertaken for parcels within the LVPA at a later date within a reasonable time in compliance with applicable law. The Change of Zone will be limited to consistency zoning to allow for the implementation of the underlying Land Use designations within the LVPA that were adopted with or prior to the adoption of GPA No. 1208. Therefore, all potential impacts are assessed with this document, and no future environmental analysis is required for activities that are consistent with the LVPA as adopted.

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

B. Total Project Area: The proposed Project area contains approximately 2,623 acres.

Residential Acres:	Lots:	Units:	Projected No. of Residents:
Commercial Acres:	Lots:	Sq. Ft. of Bldg. Area:	Est. No. of Employees:

Industrial Acres:

Lots:

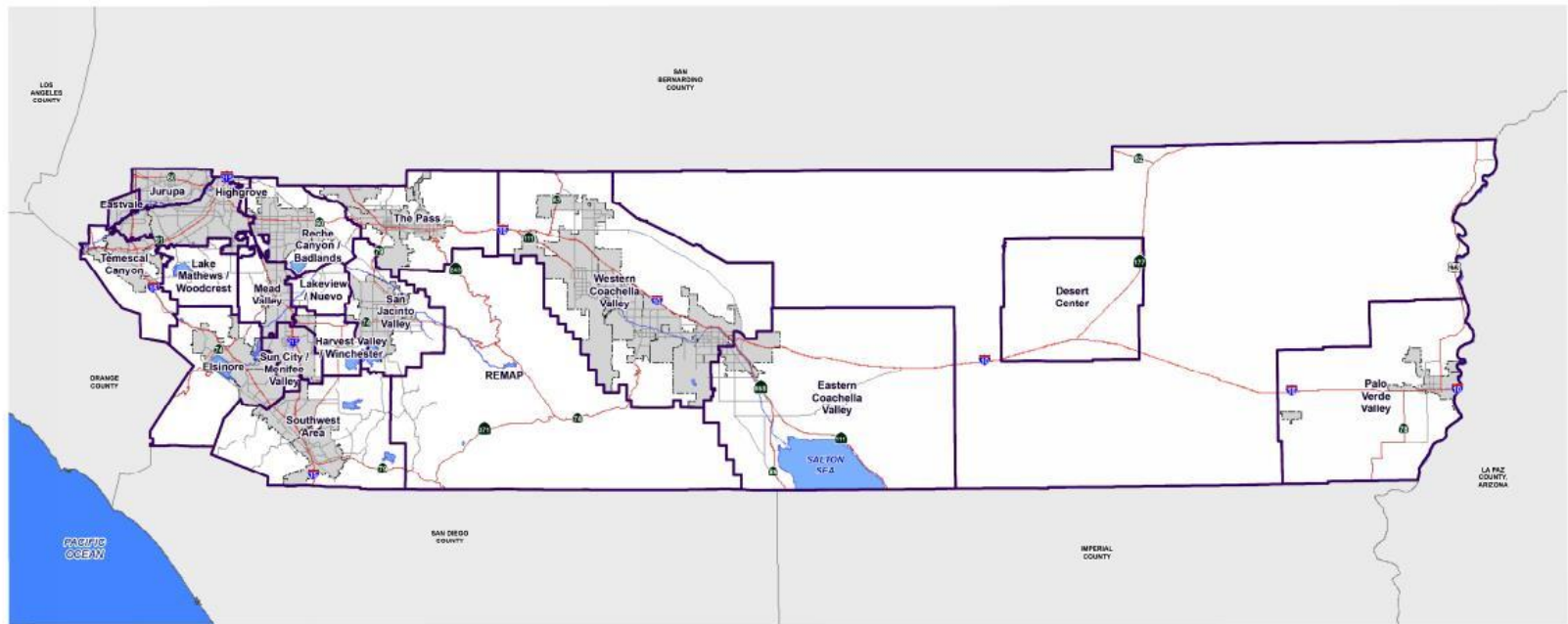
Sq. Ft. of Bldg. Area:

Est. No. of Employees:

Other:

- C. Assessor's Parcel No(s):** Various.
- D. Street References:** The proposed Project Area is located along Grand Avenue generally between State Route 74 (SR-74) and Corydon Road.
- E. Section, Township & Range Description or reference/attach a Legal Description:** Sections 11, 13, 14, and 24 of Township 06 South Range 05 West and Sections 19, 20, 28, and 29 of Township 06 South Range 04 West.
- F. Brief description of the existing environmental setting of the project site and its surroundings:** The Project Area primarily includes single-family residential with pockets of commercial uses along Grand Avenue. Properties east of Grand Avenue generally extend to the edge of Lake Elsinore.

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Data Source: Riverside County Planning (2010)

- Area Plan Boundary
- City Boundary
- Waterbodies
- Highways



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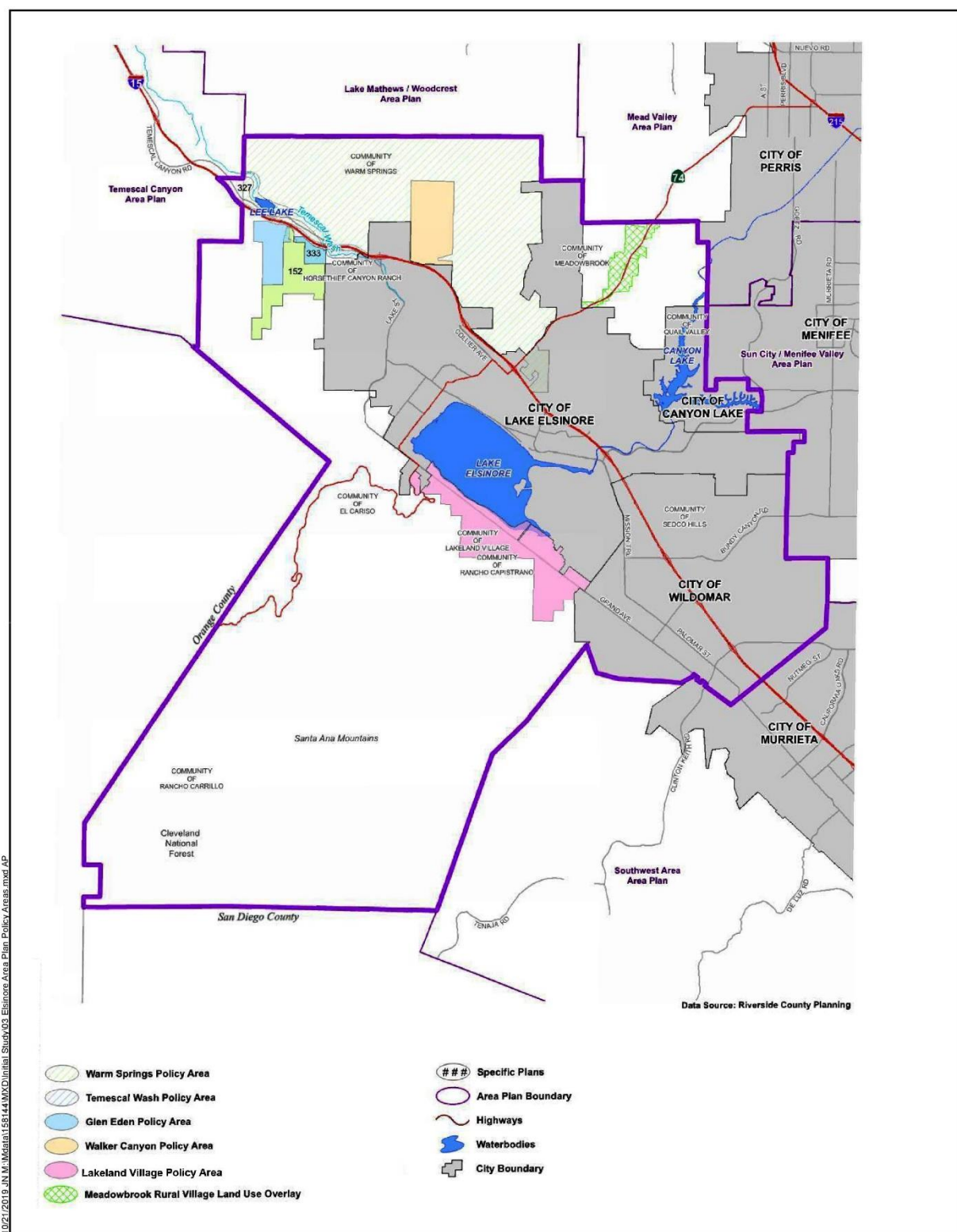
Source: County of Riverside Land Use Element

LAKELAND VILLAGE
INITIAL STUDY
Riverside County Area Plans

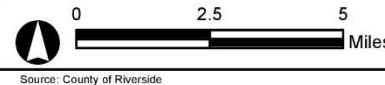
Exhibit 1

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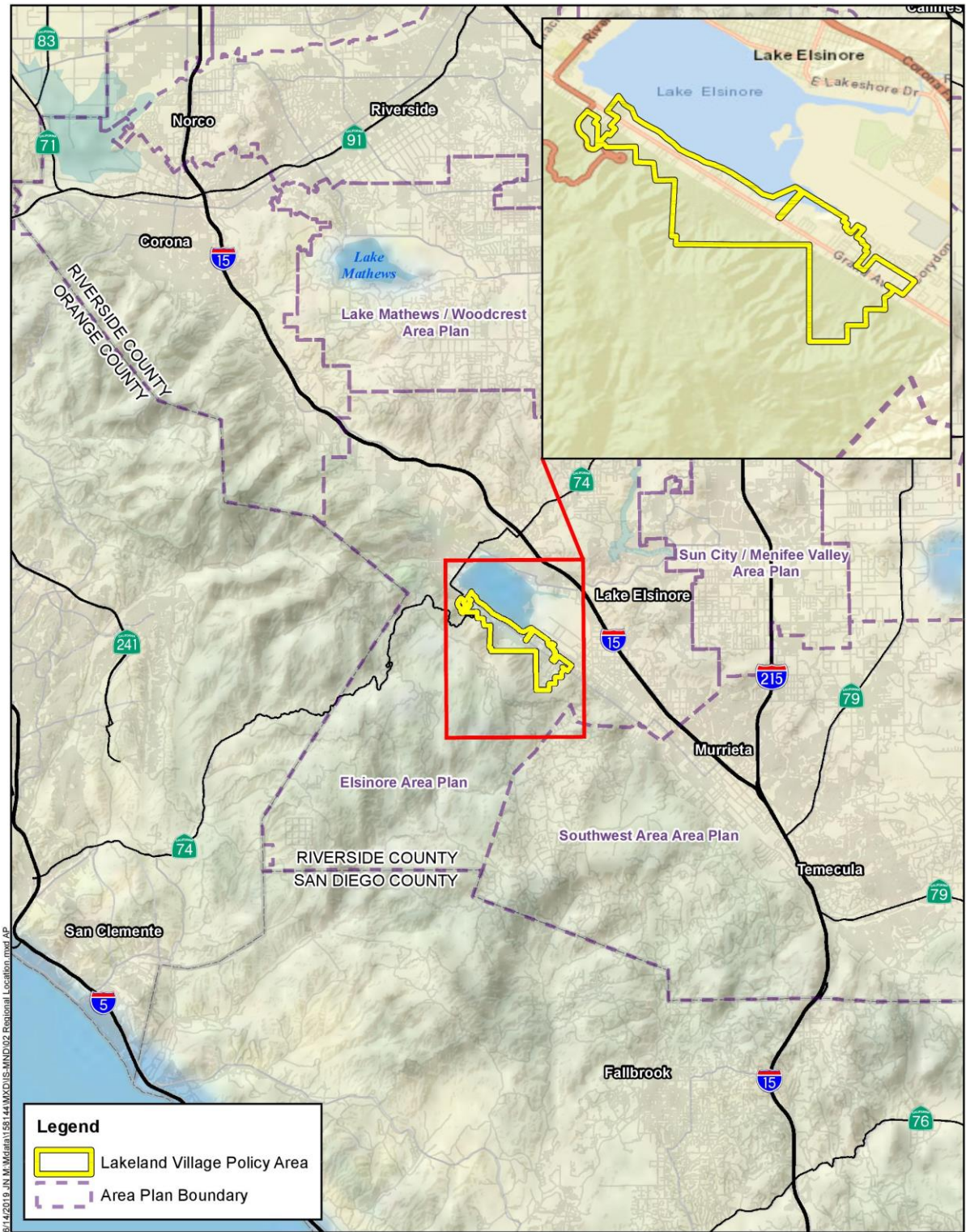


Source: County of Riverside

LAKELAND VILLAGE
INITIAL STUDY
Elsinore Area Plan
Overlays and Policy Areas

Exhibit 2

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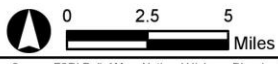
Legend

- Lakeland Village Policy Area
- Area Plan Boundary

LAKELAND VILLAGE
INITIAL STUDY



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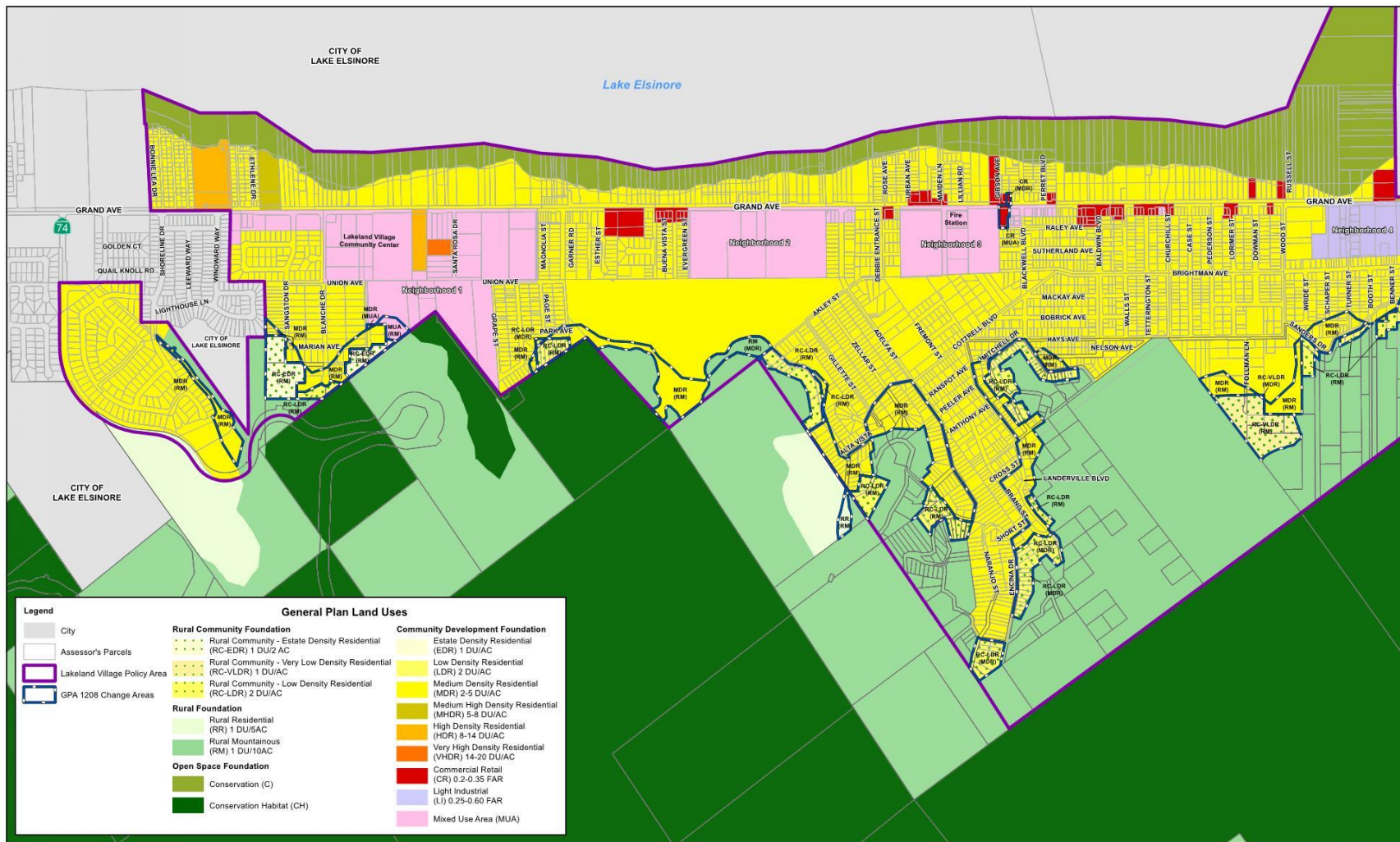


Source: ESRI Relief Map, National Highway Planning Network, Riverside County

Regional Location

Exhibit 3

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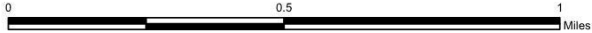


General Plan Land Uses		
Legend		
City		
Assessor's Parcels		
Lakeland Village Policy Area		
GPA 1208 Change Areas		
Rural Community Foundation	<ul style="list-style-type: none"> Rural Community - Estate Density Residential (RC-EDR) 1 DU/AC Rural Community - Very Low Density Residential (RC-VLDR) 1 DU/AC Rural Community - Low Density Residential (RC-LDR) 2 DU/AC 	<ul style="list-style-type: none"> Estate Density Residential (EDR) 1 DU/AC Low Density Residential (LDR) 2 DU/AC Medium Density Residential (MDR) 2-5 DU/AC Medium High Density Residential (MHDR) 5-8 DU/AC High Density Residential (HDR) 8-14 DU/AC Very High Density Residential (VHDR) 14-20 DU/AC Commercial Retail (CR) 0.2-0.35 FAR Light Industrial (LI) 0.25-0.60 FAR Mixed Use Area (MUA)
Rural Foundation	<ul style="list-style-type: none"> Rural Residential (RR) 1 DU/AC Rural Mountainous (RM) 1 DU/10AC 	
Open Space Foundation	<ul style="list-style-type: none"> Conservation (C) Conservation Habitat (CH) 	

LAKELAND VILLAGE INITIAL STUDY



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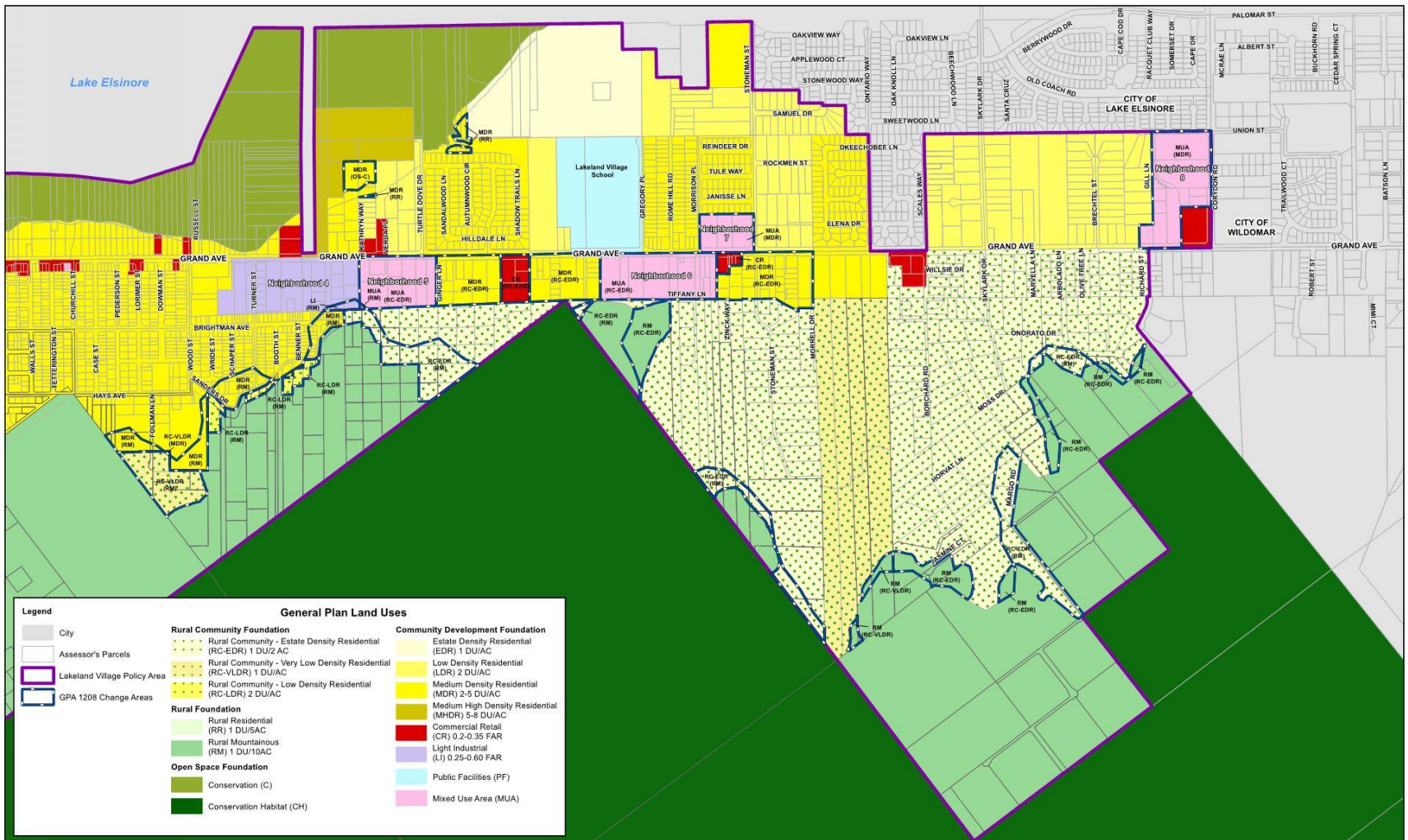


Source: County of Riverside, Intermap Technologies

Lakeland Village Land Use Designation Changes (North Area)

Exhibit 4A

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General Plan Land Uses		
	Rural Community Foundation	Community Development Foundation
	Rural Community - Estate Density Residential (RC-EDR) 1 DU/2 AC	Estate Density Residential (EDR) 1 DU/AC
	Rural Community - Very Low Density Residential (RC-VLDR) 1 DU/AC	Low Density Residential (LDR) 2 DU/AC
	Rural Community - Low Density Residential (RC-LDR) 2 DU/AC	Medium Density Residential (MDR) 2-5 DU/AC
	Rural Foundation	Medium High Density Residential (MHDR) 5-8 DU/AC
	Rural Residential (RR) 1 DU/5AC	Commercial Retail (CR) 0.2-0.35 FAR
	Rural Mountainous (RM) 1 DU/10AC	Light Industrial (LI) 0.25-0.60 FAR
	Open Space Foundation	Public Facilities (PF)
	Conservation (C)	Mixed Use Area (MUA)
	Conservation Habitat (CH)	

Source: County of Riverside, Wintmap Technologies

LAKELAND VILLAGE INITIAL STUDY
 Lakeland Village Land Use Designation Changes (South Area)
 Exhibit 4B

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II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

1. Land Use:

The Land Use Element of the General Plan guides the ultimate pattern of development and governs how land within the County of Riverside is to be utilized. The Lakeland Village Community Plan is consistent with the general land use tenants and specific policies found within the Land Use Element and listed below.

LU 2.1 *Accommodate land use development in accordance with the patterns and distribution of use and density depicted on the General Plan Land Use Map (Figure LU-1) and the Area Plan Land Use Maps, in accordance with the following: (AI 1, 3, 5, 9, 27, 29, 30, 41, 60, 91)*

a. Provide a land use mix at the countywide and area plan levels based on projected need and supported by evaluation of impacts to the environment, economy, infrastructure, and services.

b. Accommodate a range of community types and character, from agricultural and rural enclaves to urban and suburban communities.

c. Provide for a broad range of land uses, intensities, and densities, including a range of residential, commercial, business, industry, open space, recreation, and public facilities uses.

d. Concentrate growth near community centers that provide a mixture of commercial, employment, entertainment, recreation, civic, and cultural uses to the greatest extent possible.

e. Concentrate growth near or within existing urban and suburban areas to maintain the rural and open space character of Riverside County to the greatest extent possible.

f. Site development to capitalize upon multi-modal transportation opportunities and promote compatible land use arrangements that reduce reliance on the automobile.

g. Prevent inappropriate development in areas that are environmentally sensitive or subject to severe natural hazards.

LU 3.3 *Promote the development and preservation of unique communities in which each community exhibits a special sense of place and quality of design. (AI 14, 30)*

LU 7.1 *Require land uses to develop in accordance with the General Plan and area plans to ensure compatibility and minimize impacts. (AI 1, 3)*

LU 8.1 *Accommodate the development of a balance of land uses that maintain and enhance Riverside County's fiscal viability, economic diversity, and environmental integrity. (AI 20)*

2. Circulation:

The Circulation Element of the General Plan intends to establish a comprehensive multi-modal transportation system that is safe, achievable, efficient, environmentally and financially sound,

accessible, and coordinated with the Land Use Element. The spine of the Lakeland Village Community Plan is Grand Avenue, the central thoroughfare of the community. The Lakeland Village Community Plan aims to improve safety and accessibility of Grand Avenue while encouraging multi-modal connections from Grand Avenue and Lakeland Village to adjacent communities and the rest of Riverside County.

C 1.3 *Support the development of transit connections between Riverside County and regional activity centers in other counties as well as transit connections that link the community centers located throughout the county and as identified in the Land Use Element and in the individual Area Plans. (AI 26)*

C 2.1 *The following minimum target levels of service have been designated for the review of development proposals in the unincorporated areas of Riverside County with respect to transportation impacts on roadways designated in the Riverside County Circulation Plan (Figure C-1) which are currently County maintained, or are intended to be accepted into the County maintained roadway system:*

- *LOS C shall apply to all development proposals in any area of the Riverside County not located within the boundaries of an Area Plan, as well those areas located within the following Area Plans: REMAP, Eastern Coachella Valley, Desert Center, Palo Verde Valley, and those non-Community Development areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.*
- *LOS D shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.*
- *LOS E may be allowed by the Board of Supervisors within designated areas where transit-oriented development and walkable communities are proposed.*

Notwithstanding the forgoing minimum LOS targets, the Board of Supervisors may, on occasion by virtue of their discretionary powers, approve a project that fails to meet these LOS targets in order to balance congestion management considerations in relation to benefits, environmental impacts and costs, provided an Environmental Impact Report, or equivalent, has been completed to fully evaluate the impacts of such approval. Any such approval must incorporate all feasible mitigation measures, make specific findings to support the decision, and adopt a statement of overriding considerations. (AI 3)

3. Multipurpose Open Space:

The Multipurpose Open Space Element of the General Plan aims to conserve and preserve the natural resources of Riverside County. The Lakeland Village Community Plan aims to preserve much of Lakeland Village's rural zoning designation and comply with the provisions of the Western Riverside County Multi-Species Habitat Conservation Plan and environmental goals, such as flood control.

OS 17.1 *Enforce the provisions of applicable MSHCP's and implement related Riverside County policies when conducting review of possible legislative actions such as general plan amendments, zoning ordinance amendments, etc. including policies regarding the handling of private and public stand alone applications for general*

plan amendments, lot line adjustments and zoning ordinance amendments that are not accompanied by, or associated with, an application to subdivide or other land use development application. Every stand-alone application shall require an initial Habitat Evaluation and Acquisition Negotiation Process (HANS) assessment and such assessment shall be made by the Planning Department's Environmental Programs Division. Habitat assessment and species-specific focused surveys shall not be required as part of this initial HANS assessment for stand-alone applications but will be required when a development proposal or land use application to subsequently subdivide, grade or build on the property is submitted to the County.

4. Safety:

The Safety Element of the General Plan incorporates safety considerations into the land use planning process. The Lakeland Village Community Plan will adhere to the goals, policies and objectives of the safety Element of the General Plan and will implement the County's existing Local Hazard Mitigation Plan.

S 1.4 *Implement the County of Riverside Multi-Jurisdictional Local Hazard Mitigation Plan (as approved by FEMA, the latest approved version is available online at planning.rctlma.org/LHMP).*

5. Noise:

The Noise Element of the General Plan intends for noise-producing land uses to be compatible with adjacent land uses. The Lakeland Village Community Plan ensures that noise-sensitive land uses are protected from noise generators and separated from noise-producing land uses.

N 1.1 *Protect noise-sensitive land uses from high levels of noise by restricting noise-producing land uses from these areas. If the noise-producing land use cannot be relocated, then noise buffers such as setbacks, landscaping, or block walls shall be used. (AI 107)*

N 1.2 *Guide noise-tolerant land uses into areas irrevocably committed to land uses that are noise-producing, such as transportation corridors or within the projected noise contours of any adjacent airports. (AI 107)*

N 1.3 *Consider the following uses noise-sensitive and discourage these uses in areas in excess of 65 CNEL:*

- *Schools.*
- *Hospitals.*
- *Rest Homes.*
- *Long Term Care Facilities.*
- *Mental Care Facilities.*
- *Residential Uses.*
- *Libraries.*
- *Passive Recreation Uses.*
- *Places of Worship.*

According to the State of California Office of Planning and Research General Plan Guidelines, an acoustical study may be required in cases where these

noise-sensitive land uses are located in an area of 60 CNEL or greater. Any land use that is exposed to levels higher than 65 CNEL will require noise attenuation measures. Areas around airports may have different noise standards than those cited above. Each Area Plan affected by a public-use airport includes one or more Airport Influence Areas, one for each airport. The applicable noise compatibility criteria are fully set forth in Appendix L-1 and summarized in the Policy Area section of the affected Area Plan. (AI 105)

- N 1.5** *Prevent and mitigate the adverse impacts of excessive noise exposure on the residents, employees, visitors, and noise-sensitive uses of Riverside County. (AI 105, 106, 108)*
- N 1.6** *Minimize noise spillover or encroachment from commercial and industrial land uses into adjoining residential neighborhoods or noise-sensitive uses. (AI 107)*
- N 1.7** *Require proposed land uses, affected by unacceptably high noise levels, to have an acoustical specialist prepare a study of the noise problems and recommend structural and site design features that will adequately mitigate the noise problem. (AI 106, 107)*
- N 2.3** *Mitigate exterior and interior noises to the levels listed in Table N-2 below to the extent feasible, for stationary sources: (AI 105)*

Table N-2: Stationary Source Land Use Noise Standards¹

Land Use	Interior Standards	Exterior Standards
Residential 10:00 p.m. to 7:00 a.m.	40 Leq (10 minute)	45 Leq (10 minute)
7:00 a.m. to 10:00 p.m.	55 Leq (10 minute)	65 Leq (10 minute)

¹ These are only preferred standards; final decision will be made by the Riverside County Planning Department and Office of Public Health.

- N 6.4** *Restrict the use of motorized trail bikes, mini-bikes, and other off-road vehicles in areas of the county except where designated for that purpose. Enforce strict operating hours for these vehicles in order to minimize noise impacts on sensitive land uses adjacent to public trails and parks. (AI 105, 108)*
- N 9.1** *Enforce all noise sections of the State Motor Vehicle Code.*
- N 9.2** *Ensure the inclusion of noise mitigation measures in the design of new roadway projects in the county. (AI 105)*
- N 9.6** *Require that all future exterior noise forecasts use Level of Service C and be based on designed road capacity or 20-year projection of development (whichever is less) for future noise forecasts. (AI 106)*
- N 16.1** *Restrict the placement of sensitive land uses in proximity to vibration-producing land uses. (AI 105)*

6. Housing:

The Housing Element of the General Plan identifies and analyzes the projected housing needs of the County of Riverside. The Lakeland Village Community Plan complies with the Housing Element by increasing the total number of units allowed within the community of Lakeland Village that are available at a variety of income levels and stages-of-life.

Policy 1.1 *Encourage housing developers to produce affordable units by providing assistance and incentives for projects that include new affordable units available to lower/moderate income households or special needs housing.*

Policy 4.3 *Consistently monitor and review the effectiveness of the Housing Element programs and other County activities in addressing housing need.*

Air Quality:

The Air Quality Element of the General Plan provides background information on the physical and regulatory environment affecting air quality in the County. It intends to protect and the health and welfare of Riverside County's residents and ensures growth does not occur at the cost of the global climate. The Lakeland Village Community Plan is consistent with the Air Quality Element and its policies.

AQ 2.1 *The County land use planning efforts shall assure that sensitive receptors are separated and protected from polluting point sources to the greatest extent possible. (AI 114)*

AQ 3.1 *Allow the market place, as much as possible, to determine the most economical approach to relieve congestion and cut emissions.*

AQ 4.7 *To the greatest extent possible, require every project to mitigate any of its anticipated emissions which exceed allowable emissions as established by the SCAQMD, MDAQMD, SCAB, the Environmental Protection Agency and the California Air Resources Board.*

AQ 5.2 *Adopt incentives and/or regulations to enact energy conservation requirements for private and public developments. (AI 62)*

AQ 8.4 *Support new mixed-use land use patterns and community centers which encourage community self-sufficiency and containment and discourage automobile dependency. (AI 14)*

AQ 8.8 *Promote land use patterns which reduce the number and length of motor vehicle trips. (AI 26)*

AQ 8.9 *Promote land use patterns that promote alternative modes of travel. (AI 26)*

7. Healthy Communities:

The Healthy Communities Element of the General Plan addresses areas where public health and planning intersect. The Lakeland Village Community Plan includes provisions pertaining to the health of the community by incorporating transportation and active living considerations, access to nutritious foods, access to health care, mental health, quality of life, and environmental health into the planning process.

HC 2.1 *Encourage a built environment that promotes physical activity and access to healthy foods while reducing driving and pollution by: (AI 137) a. Promoting the use of survey tools such as Health Impact Assessments, Development Application Health Checklist, or other tools the County of Riverside deems effective to evaluate the impacts of development on public health. b. Directing new growth to existing, urbanized areas while reducing new growth in undeveloped areas of Riverside County.*

- HC 2.2** *Promote increased physical activity, reduced driving and increased walking, cycling and public transit by: (AI 139, 140)*
- a. *Requiring where appropriate the development of compact, development patterns that are pedestrian- and bicycle-friendly.*
 - b. *Increasing opportunities for active transportation (walking and biking) and transit use.*
 - c. *Encouraging the development of neighborhood grocery stores that provide fresh produce.*
- HC 3.2** *Where appropriate, design communities with a balanced mix of uses that provide regional transportation facilities within walking distance.*
- HC 3.3** *Where appropriate, require pedestrian-oriented design that encourages the use of bicycles and walking as alternatives to driving and increases levels of physical activity. (AI 142)*
- HC 3.4** *Provide for a range of housing options to accommodate a range of income levels and household types.*
- HC 4.1** *Promote healthy land use patterns by doing each of the following to the extent feasible: (AI 137)*
- a. *Preserving rural open space areas, and scenic resources.*
 - b. *Preventing inappropriate development in areas that are environmentally sensitive or subject to severe natural hazards.*
 - c. *Developing incentives, such as transfer of development rights, clustered development, development easements, and other mechanisms, to preserve the economic value of agricultural and open space lands.*

8. Environmental Justice: No Environmental Justice (EJ) element is adopted for the County of Riverside at this point, but many General Plan policies address environmental justice concerns, including some of the above listed associated policies. In addition, the project area is not identified by the State of California as a “disadvantaged community;” therefore, EJ is not applicable and no further analysis will be done.

B. General Plan Area Plan(s): Elsinore Area Plan

C. Foundation Component(s): Community Development, Open Space, Rural Community, Rural

D. Land Use Designation(s): Rural Community – Estate Density Residential, Very Low Density Residential, Low Density Residential; Rural Residential; Rural Mountainous; Conservation; Conservation Habitat; Estate Density Residential; Low Density Residential; Medium Density Residential; Medium High Density Residential; Commercial Retail; Light Industrial; Public Facilities; Mixed Use Area

E. Overlay(s), if any: N/A

F. Policy Area(s), if any: Lakeland Village Policy Area, Mount Palomar Night Time Lighting Policy Area

G. Adjacent and Surrounding:

1. **General Plan Area Plan(s):** Temescal Canyon, Lake Mathews/Woodcrest, Mead Valley, Sun City/Menifee Valley, and Southwest

2. **Foundation Component(s):** Various.
3. **Land Use Designation(s):** Various.
4. **Overlay(s), if any:** Various.
5. **Policy Area(s), if any:** Mount Palomar Night Time Lighting Policy Area

H. 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

I. Existing Zoning: General Commercial (C-1/C-P), Scenic Highway Commercial (C-P-S), One-Family Dwellings – Mountain Resort (R-1A), One-Family Dwellings (R-1), One-Family Dwellings – 10,000 Square Feet Minimum (R-1-10000), General Residential (R-3), Open Space Combining Zone (R-5), Rural Residential (R-R), Watercourse, Watershed and Conservation Areas (W-1), Controlled Development Area (W-2), Manufacturing – Service Commercial (M-SC), Regulated Development Area (R-D).

J. Proposed Zoning, if any: General Commercial (C-1/C-P), Scenic Highway Commercial (C-P-S), One-Family Dwellings – Mountain Resort (R-1A), One-Family Dwellings (R-1), One-Family Dwellings – 10,000 Square Feet Minimum (R-1-10000), Multiple Family Dwellings (R-2), General Residential (R-3), Open Space Combining Zone (R-5), Rural Residential (R-R), Watercourse, Watershed and Conservation Areas (W-1), Controlled Development Area (W-2), Manufacturing – Service Commercial (M-SC), Regulated Development Area (R-D).

K. Adjacent and Surrounding Zoning: Various.

II. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

III. DETERMINATION

On the basis of this initial evaluation:

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED

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

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

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

A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS PREPARED

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

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

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

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

substantially reduce one or more significant effects of the project on the environment, but the project proponents decline to adopt the mitigation measures or alternatives.

Signature

Date

Printed Name

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

IV. 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.

Impact Analysis Methodology

The proposed Project being analyzed in this Initial Study/Mitigated Negative Declaration (IS/MND) consists of land use changes within the LVPA, which would facilitate future development projects that would be implemented within the ELAP area under the County's General Plan. No specific development or construction is proposed under the Project, therefore project-level analysis for some impact categories within this document is not feasible nor appropriate. For the purposes of analysis of the potential environmental impacts that could result from Project implementation, this document incorporates by reference GPA No. 960 (General Plan) Environmental Impact Report (EIR) No. 521. A key concept in the General Plan EIR No. 521 analysis is that the projections reflected a theoretical build out of all unincorporated areas-including the proposed Project area-and this future development was taken into consideration as part of the analysis conducted for the County's General Plan implementation within General Plan EIR No. 521. Therefore, the proposed Project is subject to applicable mitigation measures from General Plan EIR No. 521, and these have been included within each resource discussion of this IS/MND.¹

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
AESTHETICS Would the project:				
1. Scenic Resources				
a) Have a substantial effect upon a scenic highway corridor within which it is located?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area,	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

¹ The County of Riverside completed a community-scale planning effort that focused on the creation of the LVPA, inclusion of some Mixed Use Areas (MUAs) within the new policy area, development of accompanying policies, and other pertinent changes within the newly created LVPA. This amendment to the General Plan, known as General Plan Amendment No. 1156 (GPA No. 1156), was adopted by the Riverside County Board of Supervisors in April 2017. Since the adoption of GPA No. 1156, additional public outreach has been conducted and further refinements have been made to the Community Plan as proposed under GPA No. 1208.

would the project conflict with applicable zoning and
other regulations governing scenic quality?

Source(s): Riverside County General Plan Figure C-8, *Scenic Highways*; Elsinore Area Plan Figure 9, *Elsinore Area Plan Scenic Highways*; Riverside County Design Guidelines; and County of Riverside Certified EIR No. 521.

a) Have a substantial effect upon a scenic highway corridor within which it is located?

According to the State Scenic Highways Mapping System, there are no officially-designated State Scenic Highways within the Project vicinity.² However, according to the ELAP, Interstate 15 (I-15) from Corona south to the San Diego County line and State Route 74 (SR-74) have been designated Eligible State Scenic Highways. The Project area from I-15 is not readily visible due to topographic conditions and intervening structures and vegetation. However, the Project site would be readily visible from the eastern terminus of SR-74 near I-15.

As depicted in Exhibits 4a and 4b, the Project would permit Medium Density Residential (MDR and Rural Mountainous (RM) uses south of SR-74. Future MDR or RM development occurring to the south of SR-74 would be readily visible from the eastern terminus of SR-74 near I-15. The County has a number of existing policies that specifically address potential impacts to scenic highway corridors. It is the County's policy to protect I-15 and SR-74 from change that would diminish the aesthetic value of adjacent properties through adherence to the Scenic Corridors sections of the General Plan Land Use and Circulation Elements (Policy ELAP 11.1). It is also the County's policy to ensure that the design and appearance of new landscaping, structures, equipment, signs, or grading within Designated or Eligible State and County scenic highway corridors are compatible with the surrounding scenic setting or environment (General Plan Policy LU 14.3). Future development occurring within the vicinity of SR-74 would be subject to compliance with all applicable General Plan policies in place to reduce impacts to scenic highway corridors. Further, if it is determined that future development has the potential to impact scenic highway corridors, project-specific impacts would be evaluated through the CEQA process and mitigation measures and/or conditions of approval would be identified as required. As a result, Project implementation would not result in a substantial effect upon a scenic highway corridor and impacts would be less than significant.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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?

According to the ELAP, the ridgelines of the Santa Ana Mountains and Gavilan and Sedco Hills provide significant visual resource for occupants of the valley floor. The Project area is located at the eastern foothills of the Santa Ana Mountains. As a result, future development occurring pursuant to GPA No. 1208 would have the potential to impact views of the Santa Ana Mountains.

It is the County's policy to preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public (General Plan Policy LU 14.1). Future development accommodated through implementation of GPA No. 1208 would be subject to conformance with General Plan EIR No. 521 Mitigation Measure 4.4.1A which states that all development projects shall be subject to the requirements of all relevant guidelines, including the community center guidelines, Riverside County supervisorial district guidelines and all applicable standards, policies and/or regulations of the County of Riverside or other affected entities pertaining to scenic vistas and aesthetic resources. Potential impacts to scenic resources would also be less than significant through compliance with existing General Plan policies, including Policy OS 9.3 and Policy OS 9.4, which call for the conservation of trees and native vegetation to protect visual resources within Riverside County from the effects of future

² California Department of Transportation, California State Scenic Highway Mapping System, http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/, accessed March 4, 2019.

development. The proposed Project would not directly result in development within new areas of the ELAP. Further, if it is determined that future development within the LVPA has the potential to impact scenic highway corridors, project-specific impacts would be evaluated through the CEQA process and mitigation measures and/or conditions of approval would be identified as required. Compliance with the existing General Plan EIR No. 521 mitigation measure 4.4.1A would not require additional mitigation.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

The LVPA includes a mix of rural, residential, light industrial, open space, and commercial uses along Grand Avenue on the low-lying areas near the lake. Based on the Project's existing land use composition, the majority of the Project area is considered urbanized. As indicated in Section I., Project Description, GPA No. 1208 consists of General Plan Land Use Designation and policy updates generally within the LVPA, including General Plan Foundation Component changes that were not feasible during the GPA No. 1156.

Future development accommodated through implementation of GPA No. 1208 would be subject to conformance with General Plan EIR Mitigation Measure 4.4.1A, which states that all development projects shall be subject to the requirements of all relevant guidelines, including the community center guidelines, Riverside County supervisorial district guidelines and all applicable standards, policies and/or regulations of the County of Riverside or other affected entities pertaining to scenic vistas and aesthetic resources. Particularly, implementation of the Project would see vacant in-fill lots develop, and existing height limitations applied to those developments. Further, lakefront open space will be preserved under the proposed Project, protecting views of the lakefront. The Project is required to comply with the existing General Plan EIR No. 521 mitigation measure 4.4.1A, which would reduce impacts to a less than significant level and new mitigation measures would not be required.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County GIS database; Ordinance. No. 655 (Regulating Light Pollution); Riverside County Design Guidelines; County of Riverside Certified EIR No. 521.

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

According to County of Riverside Certified EIR No. 521 Figure 4.4.1, *Mount Palomar Night Time Lighting Policy Area*, the proposed Project is located within Lighting Policy Area Zone B. Riverside County Ordinance No. 655 was adopted by the Board of Supervisors on June 7, 1988. The intent of Ordinance No. 655 is to restrict the permitted use of certain light fixtures emitting into the night sky undesirable light rays which have a detrimental effect on astronomical observation and research. Since the proposed Project is located within Lighting Policy Area Zone B, all future development would be subject to the light pollution controls enforced by Ordinance No. 655. Any residual impacts to the nighttime use of the Mount Palomar Observatory would be reduced to a less than significant level through compliance with existing County of Riverside Certified EIR No. 521 Mitigation Measures 4.4.2A through 4.4.2E, including existing regulations and processing procedures, such as the Riverside County Design Guidelines, as well as General Plan Policy LU 4.1, which provides mitigation for potential impacts associated with the Mount Palomar Observatory. Following compliance with existing Ordinance No. 655, the Riverside County Design Guidelines, and County of Riverside Certified EIR No. 521 Mitigation Measures, impacts related to interference with the nighttime use of the Mount Palomar Observatory would be less than significant.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>
b) Expose residential property to unacceptable light levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Ordinance No. 655 (Regulating Light Pollution); Ordinance No. 915 (Regulating Outdoor Lighting); Ordinance No. 461 (Regulating Lighting Standards); Riverside County Design Guidelines; and County of Riverside Certified EIR No. 521.

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

Future development accommodated through Project implementation may involve physical impacts that could create a new source of substantial light and glare which would adversely affect day or nighttime views in the Project area. Future development accommodated through Project implementation would be subject to compliance with the following: Ordinance No. 915, which generally prohibits light trespass; Ordinance No. 461, which includes residential lighting standards, as well as lighting standards for highways, roadways, intersections and traffic signage; and Ordinance No. 655 (refer to Response 2(a) above). Any residual impacts concerning light and glare would be mitigated to a less than significant level through compliance with existing County of Riverside Certified EIR No. 521 Mitigation Measures

4.4.2A through 4.4.2E. Following compliance with existing Riverside County ordinances, the Riverside County Design Guidelines, General Plan policies, and County of Riverside Certified EIR No. 521 Mitigation Measures 4.4.2A through 4.4.2E, (*Refer to County of Riverside Certified EIR No. 521 Mitigation Measures 4.4.2A through 4.4.2E above*) impacts related to light and glare would be reduced to a less than significant level.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

b) Expose residential property to unacceptable light levels?

Refer to Response 3(a) above. Impacts would be less than significant.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

a) Source(s): Riverside County General Plan Figure OS-2, *Agricultural Resources*; Ordinance No. 509, *Establishing Agricultural Preserves*; Ordinance No. 625, *Right to Farm*; Ordinance No. 348 (Regulating Agricultural Zoning); and County of Riverside Certified EIR No. 521. **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?**

According to the California Department of Conservation (DOC) Important Farmland Finder, the Project area includes Farmland of Local Importance as well as Urban and Built Up Land.³ According to the DOC, the County defines Farmland of Local Importance as:

1. Soils that would be classified as Prime and Statewide but lack available irrigation water;
2. Lands planted to dryland crops of barley, oats, and wheat;
3. Lands producing major crops for Riverside County but that are not listed as Unique crops;
4. Dairylands, including corrals, pasture, milking facilities, hay and manure storage areas if accompanied with permanent pasture or hayland of 10 acres or more; and
5. Lands identified by city or county ordinance as Agricultural Zones or Contracts, which includes Riverside City "Proposition R" lands (lands planted to jojoba which are under cultivation and are of producing age).⁴

Although the Project would allow for the future conversion of Farmland of Local Importance to non-agricultural uses, the proposed Project would not directly convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Future discretionary development within the Project area would be considered by the County on a site-specific basis, as appropriate, for potential effects on agricultural Farmland. Less than significant impacts would occur in this regard.

³ California Department of Conservation, California Important Farmland Finder, <https://maps.conservation.ca.gov/DLRP/CIFF/>, accessed March 4, 2019.

⁴ California Department of Conservation, Farmland of Local Importance, https://www.conservation.ca.gov/dlrp/fmmp/Documents/Farmland_of_Local_Importance_2016.pdf, accessed March 11, 2019.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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?

The Project area does not include agricultural zoning or agricultural uses. Further, there are no Williamson Act contracts within the Project boundaries.⁵ According to Section 21.3 of Riverside County Ordinance No. 348, parcels must be included in an Agricultural Zoning classification to be included in an agricultural preserve. The Project area does not contain Agricultural zoning, and as such, does not contain Williamson Act lands. No impact would occur.

Determination: No impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

c) Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm")?

Refer to Response 4(b). No impacts would occur.

Determination: No impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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?

Refer to Responses 4(a) through 4(c). No impacts would occur.

Determination: No impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

⁵ California Department of Conservation, Riverside County Williamson Act FY 2015/2016, Sheet 1 of 3, file:///C:/Users/alicia.gonzalez/Downloads/Riverside_w_15_16_WA.pdf, accessed March 11, 2019.

	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(s): 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*.

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))?

The Project area does not contain forest land, timberland, or timberland zoned Timberland Production. As such, the Project would not 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 Government Code section 51104(g)). No impacts would occur.

Determination: No impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Refer to Response 5(a). No impacts would occur.

Determination: No impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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?

Refer to Response 5(a). No impacts would occur.

Determination: No impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors, which are located within one (1) mile of the project site, to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan, Riverside County Climate Action Plan (“CAP”), SCAQMD CEQA Air Quality Handbook

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

The Project consists of land use changes within the LVPA, which would facilitate future development projects that would be implemented within the ELAP area under the County’s General Plan. No site-specific development is proposed at this time. Future development will be subject to the appropriate environmental review and entitlement/permitting.

The proposed Project would accommodate future development which may involve physical impacts that could result in air quality impacts. According to County of Riverside Certified EIR No. 521, Riverside County spans three different air basins: South Coast, Salton Sea, and Mojave Desert. The areas of the County located within the South Coast and Salton Sea Air Basins are regulated by the South Coast Air Quality Management District (SCAQMD), while the Mojave Desert Air Basin is regulated by the Mojave Desert Air Quality Management District (MDAQMD). The proposed project is located in the SCAQMD Air Basin and would be required to comply with the applicable SCAQMD rules and regulations.

Project implementation would is not anticipated to substantially increase intensity beyond those considered as part of the County’s General Plan. As a result, the Project would not increase vehicle miles traveled (VMT) or construction-related air quality impacts as compared to County of Riverside Certified EIR No. 521. Nonetheless, the County enforces several existing regulations, ordinances, and General Plan policies to prevent the potential for conflict with applicable Air Quality Management Plans (AQMPs). For example, Ordinance No. 706, and Ordinance No. 726, act to reduce motor vehicle emissions of criteria pollutants through reduction of VMT. The Land Use

Element, Circulation Element, and Air Quality Element of the General Plan incorporate several policies that address impacts with respect to AQMP compliance.

As indicated in the project description, the proposed Project would not permit development within new areas of the County; any development accommodated under the Project would be in areas where development is already anticipated to occur.

While the specific makeup of future development accommodated under the proposed Project may be slightly modified (particularly in MUA), the total buildout would experience limited increases beyond existing development. Further, future development accommodated through Project implementation involving a discretionary action would be subject to conformance with County of Riverside Certified EIR No. 521 Mitigation Measures 4.7.A-N1 and 4.7.A-N2, which would minimize air pollution by reducing energy use and VMT to comply with applicable AQMPs. Following compliance with existing Riverside County regulations, General Plan policies, and existing County of Riverside Certified EIR No. 521 Mitigation Measures; the potential for future development that may result from implementation of the proposed Project to conflict with or obstruct implementation of the applicable AQMP would be less than significant.

Determination: Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

Monitoring: No monitoring is required.

b) 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?

Refer to response 6 (a) above.

Determination: Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

Monitoring: No Monitoring is required.

c) Expose sensitive receptors, which are located within one (1) mile of the project site, to substantial pollutant concentrations?

The proposed Project would accommodate future development which may involve physical impacts that have the potential to expose sensitive receptors to point source emissions. According to the County of Riverside Certified EIR No. 521, sensitive receptors include children, the elderly, the acutely ill, and the chronically ill. According to the SCAQMD and MDAQMD, sensitive receptors include children less than 14 years of age, the elderly over 65 years of age, athletes, and people with cardiovascular and chronic respiratory diseases. Many of these individuals reside in the County of Riverside, which has built-out urban as well as rural communities.

The County enforces several existing regulations and General Plan policies to reduce emission exposures to sensitive receptors. For example, it is the County's policy to protect people and land uses sensitive to air pollution through the use of barriers and/or distance from emissions sources (General Plan Policy AQ 2.2, among others). Future development accommodated through Project implementation involving a discretionary action would be subject to conformance with County of Riverside Certified EIR No. 521 Mitigation Measures 4.5.1A through 4.5.1C, which would reduce impacts to air quality by minimizing fugitive dust during construction and reducing pollution resulting

from construction equipment. County of Riverside Certified EIR No. 521 Mitigation Measures 4.6.D-N1, 4.6.D-N2, 4.6.B-N1, 4.6.B-N2, and 4.6.B-N3 would further reduce construction or operational emissions, which in turn would further reduce the concentration of air pollutants sensitive receptors will be exposed to within the County. As indicated above, the proposed Project would not permit development within new areas of the County; any development accommodated under the Project would be in areas where development is already anticipated to occur. While the makeup of future development accommodated under the proposed Project may be slightly modified (particularly in MUA designated areas where a variety of uses may be permitted), the total buildout would experience limited increases beyond that assumed in the General Plan. In addition, if it is determined that future development has the potential to result in impacts to sensitive receptors, impacts would be evaluated at the project level through the CEQA process and mitigation measures and/or conditions of approval would be identified as required.

Following compliance with existing Riverside County regulations, General Plan policies, and existing County of Riverside Certified EIR No. 521 mitigation, future development that may result from implementation of the proposed Project would result in less than significant impacts related to emissions exposures to sensitive receptors.

Determination: Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

Monitoring: No Monitoring is required.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

The proposed Project would accommodate future development, which has the potential to create objectionable odors. According to County of Riverside Certified EIR No. 521, land uses known to have odor-emitting potential include: agriculture, chemical plants, composting operations, dairies, fiberglass-molding operations, landfills, refineries, rendering plants, rail yards and wastewater treatment plants.

The construction of future development could result in temporary odors that would be limited to the duration of construction and the immediate site vicinity. Project implementation is not anticipated to result in any of the odor-emitting land uses identified by County of Riverside Certified EIR No. 521. Nonetheless, the County of Riverside enforces several existing regulations and policies to reduce emission exposures to sensitive receptors. For example, General Plan policy AQ 2.1 and AQ 2.2 address potential odor impacts through the use of distance, site design, and barriers between odor emitting sources and receptors. Further, future development accommodated through Project implementation involving a discretionary action would be subject to conformance with County of Riverside Certified EIR No. 521 Mitigation Measures 4.6.E-N1, 4.6.E-N2, and 4.6.E-N3, which act to lessen potential odor impacts by affecting the location and design of odor-generating uses.

As indicated above, the proposed Project would not permit development within new areas of the County; any development accommodated under the Project would be in areas where development is already anticipated to occur. While the makeup of future development accommodated under the proposed Project may be slightly modified (particularly in MUA designated areas where a variety of uses may be permitted), the total buildout would experience limited increases beyond that assumed in the General Plan. In addition, if it is determined that future development has the potential to result in impacts relative to objectionable odors, impacts would be evaluated at the project level through the CEQA process and mitigation measures and/or conditions of approval would be identified as required.

Following compliance with existing Riverside County regulations, General Plan policies, and existing County of Riverside Certified EIR No. 521 mitigation, future development that may result from implementation of the proposed Project would result in less than significant impacts associated with the creation of objectionable odors.

Determination: Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and 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 State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County GIS database, WRC-MSHCP and/or CVMSHCP, On-site Inspection

a) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?

The proposed Project is located within the boundaries of the Western Riverside County (WRC) Multiple Species Habitat Conservation Plan (MSHCP). The WRC MSHCP was developed under the purview of a scientific committee in order to mitigate impacts to sensitive biological resources. The WRC MSHCP was issued a Section 10(a) permit by the U.S. Fish and Wildlife Service (USFWS), which acknowledged that the WRC MSHCP serves as mitigation for sensitive biological resources. As a permittee of the WRC MSHCP, all projects within the County are subject to the WRC MSHCP process and requirements. Any future development accommodated by the proposed Project will be subject to the following conditions pertaining to biological resources within the unincorporated areas of Riverside County:

- **Habitat Evaluation and Acquisition Negotiation Strategy (HANS):** Anyone applying for a development project for property located in Criteria Cell Nos. 5036, 5038, 5140, 5240, and 5242 must submit a HANS application to the County. The County will review the HANS application and perform an analysis for criteria consistency (as described in Section 6.1 of the MSHCP) and may request additional biological information. Once the HANS application is deemed complete, the County will issue a HANS criteria consistency determination letter. This letter will indicate whether the MSHCP describes conservation for the subject property and will identify other relevant WRC MSHCP compliance provisions. This part of the process is referred to as HANS I. If the applicant for the development project does not agree with the HANS I criteria consistency determination, the applicant may request HANS I Extended in order to present additional biological documentation to the County. Once an agreement is reached and a criteria consistency determination is made, HANS I is complete, and the development application may be forwarded to the Western Riverside County Regional Conservation Authority (RCA) for Joint Project Review. Other WRC MSHCP requirements may need to be met prior to transmittal to RCA.
- **Joint Project Review (JPR) Process:** Once a development project is reviewed and a criteria consistency determination is made by the County, the development project is reviewed by the Western Riverside County RCA through the JPR process (as described in Section 6.6.2E of the WRC MSHCP). To ensure that the requirements of the WRC MSHCP are properly adhered to by all applicable parties, all development projects within criteria cells are reviewed by the RCA through this process. The Project area has been identified to contain Criteria Cell Nos. 5036, 5038, 5140, 5240, and 5242 within its boundary, which would be the only portion where the WRC MSHCP criteria would be applicable though other WRC MSHCP requirements may still be applicable. Additionally, the JPR process includes a 10-day comment period for the USFWS and CDFW should they wish to comment on the review and any comments made by the RCA.
- **County MSHCP Findings:** Once the JPR process is complete, the County prepares WRC MSHCP findings for inclusion in final project entitlement or approval documents and staff reports. Findings of WRC MSHCP consistency/inconsistency cannot be made until the JPR process is complete. Through implementation of these requirements, development projects inside Criteria Areas can be found consistent with the conservation criteria set forth in WRC MSHCP. Impacts to covered species (candidate, sensitive or special status species) and their habitats resulting from development projects that are consistent with the WRC MSHCP may be deemed less than significant because of their WRC MSHCP compliance.

While the Project does not directly propose development activities, implementation of the Project would facilitate the construction of future development. The County requires site-specific development to

demonstrate conformance with a number of policies and ordinances in place to reduce potential impacts to the natural habitat. Future development accommodated through Project implementation would be required to demonstrate conformance with existing County, State, and federal programs in place to conserve habitat. Future development accommodated through the Project would also be required to undergo project-level analysis prior to approval. The Project does not propose any features that would conflict with the implementation of the WRC MSHCP or other conservation plans. All future development would be subject to the requirements of applicable conservation plans, as well as General Plan EIR No. 52. As such, impacts would be reduced to a less than significant level.

Determination: Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

Monitoring: No monitoring is required.

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)?

As discussed in response a) above, the WRC MSHCP was developed under the purview of a scientific committee and was developed in order to mitigate impacts to sensitive biological resources. The MSHCP was issued a Section 10(a) permit by the USFWS, which acknowledged that the WRC MSHCP serves as mitigation for sensitive biological resources, including endangered and/or threatened species. As a permittee of the WRC MSHCP, all projects within the County are subject to the WRC MSHCP process and requirements. As such, future development that would occur with Project implementation would require site-specific biological assessments including surveys to determine the presence or absence of endangered and/or threatened species potentially occurring onsite. As such, the Project would have a less than significant impact on endangered and threatened species with mitigation incorporated.

Determination: Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

Monitoring: No monitoring is required.

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?

The land uses included in the ELAP include a buffer around Lake Elsinore to protect residents from floods adjacent to Lake Elsinore. Only a small portion of the Project area has been identified as an WRC MSHCP Criteria Cell. This WRC MSHCP Criteria Cell (Criteria Cell No. 5038) is located on the southeast portion at Grand Avenue and Vail Street. The proposed land use change within the aforementioned Criteria Cells results from the change in land use designation along the lakefront to Open Space-Conservation to better reflect the County of Riverside Special Flood Hazard Area. This change would prohibit development activity which furthers the intent of the Criteria Cells.

According to the *Riverside County Map My County* GIS database, the County does not identify any conserved lands to be located within the Project area aside from Criteria Cell No. 5038⁶, and the remainder of the Project area is not identified as an area containing candidate, sensitive, or special status species. In addition, future development in the Project area would be required to implement

⁶ The Project area includes the LVPA, which encompasses multiple Criteria Cells (5036, 5038, 5140, 5240, and 5242), however Criteria Cell 5038 is the only Criteria Cell that the Project proposes a direct land use change.

Mitigation Measures. As such, the Project would have a less than significant impact on candidate, sensitive, or special status species with mitigation incorporated.

Determination: Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

Monitoring: No monitoring is required.

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?

According to the *Riverside County Map My County* GIS database, there are no WRC MSHCP Conservation Areas or existing or proposed linkages within the Project area. However, there are WRC MSHCP Core Conservation Areas surrounding the Project site.

Direct impacts to wildlife movement corridors generally occur from blockage or interference with the connectivity between blocks of habitat, a decrease in the width of a corridor or linkage that constrains movement, or the loss of visual continuity within a linkage or corridor. Even when corridors are not directly constrained by development, they are particularly vulnerable to edge effects and human encroachment. However, extensive programs are in place within the WRC MSHCP that function to minimize impacts to migratory corridors, linkages, and edge effects. As noted in Response 7(f) below, the WRC MSHCP contains requirements for extensive analysis of site-specific development proposals prior to construction. The WRC MSHCP requires a Determination of Biologically Equivalent or Superior Preservation (DBESP) process which includes analysis of linkages within the habitat area; however, the WRC MSHCP also requires site-specific biological survey and mitigation for areas within habitat linkages as well as areas along the Urban Wildlands Interface. See Response 7(f) below for further discussion.

Section 6.1.4 of the WRC MSHCP contains guidelines related to the Urban Wildlands Interface that regulate drainage, toxics, lighting, noise, invasive species, barriers, and grading. These requirements have been developed in order to reduce impacts along the Wildland/Urban Interface.

The proposed Project would focus future development within areas that currently support existing development with limited amounts of vacant land. Under the Project, land may be developed (or redeveloped) at higher intensities. The Project proposes the centralization of development within areas currently supporting development and proposes lower intensity uses adjacent to sensitive habitat. Existing corridor conservation measures, edge effect controls, and other components of the WRC-MSHCP, in conjunction with the more centralized development patterns proposed for the Project, would result in impacts that are less than significant. In addition, implementation of Mitigation Measures described in Section 7(a) would reduce significant impacts to a less than significant level.

Determination: Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

Monitoring: No monitoring is required.

e) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?

The Project area is directly adjacent to the body of water that is Lake Elsinore, which contains riparian habitat. GPA No. 1208 changes the existing land uses surrounding Lake Elsinore from Residential Land

Uses to Open Space-Conservation. As the Open Space-Conservation land use designation does not allow development, the Project would not impact riparian habitat along the lake.

Areas in which urban development patterns meet open space land uses would have the greatest potential for indirect impacts to wildlife within the open space. Types of urban disturbances potentially affecting natural open space areas include: change in runoff quality and pattern; introduction of toxic chemicals (particularly fertilizers and other gardening chemicals); manure; spill-over of nighttime lighting; increased ambient noise levels and spill-over noise; introduction of non-native plants (including potentially invasive species); increased risk of trash and refuse; and increased potential for human disturbances of open spaces are threats to habitat. Where applicable, development accommodated through Project implementation would be required to demonstrate compliance with Section 6.1.4 of the WRC MSHCP which includes measures that protect MSHCP conservation areas and minimize edge effects, including areas near the lake or the open space near the slopes. The *Riverside County General Plan* also contains a number of policies developed to reduce potential impacts to riparian habitat.

A number of existing General Plan policies would provide further protection to riparian and other sensitive habitats. These include Policy OS 5.1, which limits the substantial alteration and channelization of waterways to a "last resort," Policy OS 5.4, which states that the County should consider designating floodway setbacks for greenways, trails and recreation opportunities on a case-by-case basis, and Policy OS 5.6, which states that projects should identify and conserve remaining upland habitat associated with riparian areas that are critical to species associated with the riparian areas. Refer to the *Riverside County General Plan* for additional related policies related to riparian areas and other sensitive habitats.

Conformance with the WRC MSHCP would ensure the Project's potential impacts to riparian habitat or sensitive natural communities are reduced to a less than significant level.

Determination: Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

Monitoring: No monitoring is required.

f) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

Federally protected wetland areas exist throughout the County and are present within the Project area. Wetland areas are generally centralized around Lake Elsinore lakefront; however, the lakefront areas have been re-designated as Open Space-Conservation under the proposed Project in order to better accommodate the existing Lake Elsinore floodplain. The Open Space-Conservation land use designation would restrict development, and thus, reduce potential adverse effects to the lakefront. While the Open Space-Conservation land uses would reduce the Project's potential impacts along the lakefront, future development within the Project area would have potential to impact wetland areas if left unregulated. However, the County has a number of existing programs and policies that have been developed to reduce potential impacts to riparian habitat, which are further explained below.

The Project is located within the WRC MSHCP, which was developed to fully mitigate impacts to sensitive biological resources. The issuance of the Section 10(a) permit by the USFWS acknowledged the adequacy of the conservation programs as full mitigation. Each covered project in the County must comply with the requirements of the WRC MSHCPs, which include the provision of habitat assessments and focused surveys, mandatory conservation of lands identified to have conservation value that would support the assemblage of several Conservation Areas in the Western Riverside County and Coachella Valley, and payment of mitigation fees. All future development within the Project area would be required

to undergo the WRC MSHCP process prior to development to ensure that potential impacts to sensitive habitat have been evaluated and mitigated where appropriate.

Specifically, for proposed development in riparian areas, the project-level WRC MSHCP process includes the completion of a Determination of Biologically Equivalent or Superior Preservation (DBESP). A DBESP requires the completion of a DBESP Report, as outlined by the section 6.1.2 of the WRC MSHCP. The report includes the description of the Project area, a description of the biological information available for the site, maps of the riparian area onsite indicating areas of impact, and an extensive analysis of the riparian area including potential avoidance measures, alternatives, flood storage, as well as many other areas. All work completed under the DBESP process must be completed by a County-approved biologist.

Beyond the WRC MSHCP, a number of State and federal regulatory agencies have jurisdiction over wetlands within the County, including the USACE, USFWS, California Department of Fish and Wildlife (CDFW), the County, as well as others. Where applicable, future development accommodated by the proposed Project would be required to undergo the regulatory process of the above-listed agencies prior to development to reduce potential impacts to federally protected wetlands (if applicable).

The Project does not interfere or propose changes to these regulatory programs. In addition, future development in the Project area would be required to implement Mitigation Measures. As such, potentially significant impacts to State or federally protected wetlands would be reduced to a less than significant level.

Determination: Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

Monitoring: No monitoring is required.

g) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

As noted previously, the majority of the Project area supports existing development with scattered areas of undeveloped land. Future project-level development that would be accommodated under the proposed Project could have potential impacts on biological resources (including oak trees) through the site preparation and development process.

The County has a number of policies and programs that have been developed to protect biological resources, with the largest program being the WRC MSHCP. The WRC MSHCP, which encompasses areas of the proposed Project, provides a number of policies and guidelines that have been developed to protect the biological resources within the County. Furthermore, the County has Oak Tree Management Guidelines that were adopted by the County Board of Supervisors in March 1993 to minimize potential development impacts to oak trees. Further, all future development within the LVPA would be required to undergo a site-specific biological resources assessment prior to approval and construction. The site-specific analysis would include review of the Project in accordance with County policies including the WRC MSHCP and Oak Tree Management guidelines. Conformance with the WRC MSHCP and Oak Tree Management Guidelines would ensure the Project would not conflict with any local policies or ordinances protecting biological resources. Therefore, impacts would be less than significant.

Determination: Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

Monitoring: No monitoring is 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 a 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, pursuant to California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): On-site Inspection, Project Application Materials

a) Alter or destroy a historic site?

The County of Riverside contains a number of known cultural resources and likely contains numerous undiscovered resources as well. Therefore, physical development within the County has the potential to impact known and/or undiscovered resources. However, according to the General Plan Figure OS-7, *Historical Resources*, as well as the *Riverside County Map My County* GIS Database, the Project area does not contain any known significant cultural resources

There are several County policies that are directed to reduce potential impacts to cultural resources. For example, General Plan Policy OS 19.2 states that the County shall establish a cultural resource program in conjunction with local Native American Tribes and cultural resource consultants. Policy OS 19.3 states that proposed developments should be reviewed for possible cultural resources and Policy OS 19.5 states that caution should be exercised for human remains and that all applicable laws related to human remains shall be complied with. The General Plan contains a number of additional policies related to the protection of cultural resources. Furthermore, the Riverside County Planning Department has a number of procedures required during the development review process which function to ensure specific projects are reviewed prior to construction. Once construction begins, the Riverside County Planning Department evaluates that development projects comply with cultural resources conditions of approval developed in order to provide project-level compliance in the event that resources are discovered on a development site.

Furthermore, existing State and federal regulations would limit the Project's potential impacts to cultural resources, including the National Historic Preservation Act, Native American Graves Protection and Repatriation Act, Traditional Tribal Cultural Places Act, and the California Register of Historic Resources. The requirements and protocols outlined under these regulations would be implemented prior to the occurrence of future development projects in the LVPA to reduce potential impacts to cultural resources, as detailed below.

Because there is no physical development proposed with the Project, and through compliance with both State and federal regulations, as well as mitigation measures within General Plan EIR No. 521, the Project would not alter or destroy a historic site and impacts to historic sites would be reduced to a less than significant level.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

b) Cause a substantial adverse change in the significance of a historical resource, pursuant to California Code of Regulations, Section 15064.5?

Refer to Response 8(a), above. Impacts to historic resources would be less than significant with mitigation incorporated.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): On-Site Inspection, Project Application Materials, Riverside County GIS database, General Plan Figure OS-7, *Historical Resources*

a) Alter or destroy an archaeological site?

According to the General Plan Figure OS-7, *Historical Resources*, as well as the *Riverside County Map My County* GIS Database, the Project area does not contain any significant cultural resources. Refer to Response 8(a) above. As noted above, existing regulations and conditions of approval in place to protect cultural resources would aid in ensuring the Project’s impacts to cultural resources are less than significant. Furthermore, Assembly Bill 52 (AB 52) was adopted on September 25, 2014, and it requires that tribal cultural resources be considered during the CEQA process. This includes consultation with local tribal governments to ensure reduced impacts to cultural resources. Tribal consultation pursuant to AB 52 was conducted for the Project and is contained within the Tribal Cultural Resources section of this IS/MND. Any future development resulting from Project implementation will be required to complete the appropriate environmental review and compliance with AB 52.

Additionally, the following measures from General Plan EIR No. 521 apply to the Project and would be required to be implemented:

Compliance with existing laws and ordinances and implementation of measures found within General Plan EIR No. 521 would reduce significant impacts to cultural resources to a less than significant level.

Determination: Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

Monitoring: No monitoring is required.

b) Cause a substantial adverse change in the significance of an archaeological resource, pursuant to California Code of Regulations, Section 15064.5?

Refer to Response 9(a) above. Impacts to archaeological resources would be less than significant.

Determination: Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

Monitoring: No monitoring is required.

c) Disturb any human remains, including those interred outside of formal cemeteries?

Future development within the Project area would increase the potential for the inadvertent discovery of human remains, including those interred outside of formal cemeteries. There are a number of existing laws and regulations that specifically regulate potential impacts to buried cultural resources, including human remains, as listed above.

While there is potential for impacts to human remains, there are existing laws that have been instituted in order to reduce potential impacts to remains during the development process. California State Health and Safety Code Section 7050.5 states that in the event that human remains are found, construction activities shall be halted and the County coroner shall be notified immediately.

Compliance with existing State and County laws would reduce significant impacts regarding human remains to a less than significant level.

Determination: Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
ENERGY Would the project:				
10. Energy Impacts				
a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan, Riverside County Climate Action Plan (“CAP”), Project Application Materials

a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

Construction

The Project proposes land use and policy changes. No physical or site-specific development is proposed at this time. Generally, and for the purposes of analysis, future project construction would consume energy in two general forms: (1) the fuel energy consumed by construction vehicles and equipment; and (2) bound energy in construction materials, such as asphalt, steel, concrete, pipes, and manufactured or processed materials such as lumber and glass.

Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during site clearing, grading, and construction. Fuel energy consumed during construction would be temporary and would not represent a significant demand on energy resources. In addition, some incidental energy conservation would occur during construction through compliance with State requirements that equipment not in use for more than five minutes be turned off. Project construction equipment would also be required to comply with the latest U.S. Environmental Protection Agency (EPA) and CARB engine emissions standards. These emissions standards require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption. Due to increasing transportation costs and fuel prices, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction. There is growing recognition among developers and retailers that sustainable construction is not prohibitively expensive, and that there is a significant cost-savings potential in green building practices and materials.

Substantial reductions in energy inputs for construction materials can be achieved by selecting building materials composed of recycled materials that require substantially less energy to produce than non-recycled materials. The Project’s incremental increase in the use of energy bound in construction materials such as asphalt, steel, concrete, pipes and manufactured or processed materials (e.g., lumber and gas) would not substantially increase demand for energy compared to overall local and regional demand for construction materials. It is reasonable to assume that production of building materials such as concrete, steel, etc., would employ all reasonable energy conservation practices in the interest in minimizing the cost of doing business.

There are no unusual Project characteristics that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in the region or State. Therefore, construction fuel consumption would not be any more inefficient, wasteful, or unnecessary than other similar development projects of this nature. Because no physical development is proposed at this time and because future construction is not anticipated to be more inefficient, wasteful, or unnecessary than other, a less than significant impact would occur in this regard.

Operation

During operation of the Project (assuming future build out as identified in Appendix 1), energy consumption would be associated with electricity use, natural gas, and vehicle trips. Southern California Edison (SCE) provides electricity to the project area. The increased demand from the Project is expected to be adequately served by the existing SCE facilities. The increase in demand from the Project would represent an insignificant percent increase when compared to the overall demand of SCE's service area. Southern California Gas (SoCalGas) provides natural gas service to the project area. The increased demand from the Project is expected to be adequately serviced by existing SoCalGas facilities. As discussed under the Transportation impact discussion, the proposed Project would generate a net total of 7,584 actual vehicle trips per day or a total of 7,594 Passenger Car Equivalents (PCE) trips per day. The overall future development pattern, as outlined in the LVPA would include development of mixed use, compact development that would allow for internal capture of vehicle trips and provides opportunities for alternative transportation. Thus, the Project would not result in any unusual characteristics that would result in excessive operational fuel consumption. Fuel consumption associated with Project-related vehicle trips would not be considered inefficient, wasteful, or unnecessary in comparison to other similar developments in the region. As such, a less than significant impact would occur in this regard.

The proposed Project would not result in wasteful, inefficient, or unnecessary consumption of energy resources. In addition, adherence to measures found General Plan EIR No. 521 would reduce impacts to a less than significant level.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

b) Conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?

Implementation of the proposed Project would comply with applicable County, state, and federal energy conservation measures. Many of the regulations regarding energy efficiency are focused on increasing building efficiency and renewable energy generation, promoting sustainability through energy conservation measures as well as reducing water consumption and vehicles miles traveled. The Project would be consistent with the goals and policies of the County's General Plan and the County CAP. In addition, adherence to measures, including Mitigation Measure 4.7.A N1, found General Plan EIR No. 521 would reduce impacts to a less than significant level.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No Monitoring is Required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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GEOLOGY AND SOILS Would the project directly or indirectly:

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

Source(s): Riverside County General Plan Figure S-2, *Earthquake Fault Study Zones*; Riverside County GIS database; Ordinance No. 547 (Construction Regulations); Geologist Comments, Geology Report

a) 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?

Project implementation would accommodate future development which could be subject to substantial adverse effects due to designated Alquist-Priolo Fault Zones. According to County of Riverside Certified EIR No. 521, Alquist-Priolo Earthquake Fault Zones have been designated by the California Geologic Survey for the Elsinore, San Jacinto, and San Andreas Fault Zones in Riverside County. Within the rapidly growing County, State Alquist-Priolo Mapping has not kept pace with development. The County of Riverside has zoned fault systems and requires similar geotechnical studies prior to development. Based on General Plan Figure S-2, *Earthquake Fault Study Zones*, the Project site is affected by several Riverside County-designated faults (Willard Fault and Wildomar Fault).

The County implements several ordinances, policies, and EIR No. 521 mitigation measures to reduce the potential to expose people or structures to substantial adverse effects due to fault hazards. Ordinance No. 457 is adapted from the California Building Standards Codes (CBSC) and establishes site-specific investigation requirements, construction standards, and inspection procedures to ensure that development authorized by the County does not pose a threat to the health, safety, or welfare of the public. Ordinance No. 547 establishes the regulations for construction, including for grading, slopes, and compaction, erosion control, retaining wall design and earthquake fault zone setbacks. General Plan Policy S 2.1 would ensure that future development complies with the Alquist-Priolo Earthquake Fault Zoning Act through the provisions of a geologic study for any project within one-half mile of any Quaternary through historic faults shown on the Earthquake Fault Study Zones map. Based on the study, development projects may be required to adhere to specific setbacks from faults, engineer structures to specific tolerances, engineer soils, etc. The General Plan Safety Element includes several other policies intended to avoid, reduce, or minimize risk related to fault hazards. Future development accommodated through Project implementation involving a discretionary action would be subject to conformance with County of Riverside Certified EIR No. 521 Mitigation Measure 4.10.1A, which would require geotechnical studies in areas that are within fault zones and ensure that no habitable structures are constructed on an active or potentially active fault.

Therefore, potentially significant impacts relative to rupture of a known earthquake fault would be reduced to a less than significant level.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan Figure S-3, *Generalized Liquefaction*; Ordinance No. 547 (Construction Regulations); Geology Report

a) Be subject to seismic-related ground failure, including liquefaction?

Areas within Riverside County that are susceptible to liquefaction are illustrated on Figure S-3, *Generalized Liquefaction*. According to General Plan EIR No. 521, there are a total of roughly 150,000 acres of “very high” and 123,500 acres of “high” liquefaction susceptibility within unincorporated Riverside County. Within the LVPA, very-low, low, moderate, and very-high potential for liquefaction exists.⁷ Future development occurring within areas of “very high” and “high” liquefaction potential would have the potential for seismic-related liquefaction. The County implements several existing ordinances, General Plan policies, and County of Riverside Certified EIR No. 521 mitigation measures to reduce the potential for seismic-related ground failure. Ordinance No. 547, along with General Plan Policies S 2.2 through S 2.7, would reduce seismic-related ground failure, including liquefaction, by requiring specific grading standards for those development projects that involve grading. The General Plan Safety Element includes several other policies intended to avoid, reduce, or minimize risk related to seismic-related ground failure. Future development accommodated through Project implementation involving a discretionary action would be subject to conformance with County of Riverside Certified EIR No. 521 Mitigation Measure 4.10.3A and Mitigation Measure 4.10.3B, which would ensure that areas subject to liquefaction are studied by a qualified geologist and that the resultant study recommendations are implemented as part of project conditions of approval.

Following compliance with existing Riverside County ordinances, General Plan policies, and County of Riverside EIR No. 521 Mitigation Measures 4.10.3A and 4.10.3B, potential impacts involving seismic-related ground failure, including liquefaction, would be reduced to a less than significant level.

Determination: Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

Monitoring: No monitoring is required.

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

⁷ Riverside County GIS, Liquefaction, http://data-countyofriverside.opendata.arcgis.com/datasets/8b4d6c0ed6154902b03be41faebdf588_3?geometry=-117.386%2C33.629%2C-117.304%2C33.64, accessed March 11, 2019.

Source(s): Riverside County General Plan Figure S-4, *Earthquake-Induced Slope Instability Map*; Figures S-13 through S-21 (showing General Ground Shaking Risk); Geology Report

a) Be subject to strong seismic ground shaking?

The proposed Project would accommodate future development which could expose people or structures to strong seismic ground shaking. The LVPA, like the rest of Southern California, is situated within a seismically active region as the result of being located near the active margin between the North American and Pacific tectonic plates. Thus, future development occurring within the LVPA could be subject to the effects of strong seismic ground shaking.

The County implements several ordinances, General Plan policies, and County of Riverside Certified EIR No. 521 mitigation measures to reduce potential hazards related to strong seismic ground shaking. Future development accommodated through Project implementation would be subject to compliance with the CBSC, as well as Municipal Code Chapter 15.60, *Earthquake Fault Area Construction Regulations*, which would ensure that new construction adheres to necessary seismic standards to protect against ground shaking. General Plan Policy S 7.7 would ensure that development standards, designs and construction practices are implemented to reduce ground shaking risk to tolerable levels for projects involving critical facilities, large-scale residential development and major commercial and industrial development. The General Plan Safety Element includes several other policies intended to avoid, reduce, or minimize risk related to seismic ground shaking. Future development occurring within the LVPA and involving a discretionary action would be subject to conformance with County of Riverside Certified EIR No. 521 Mitigation Measures 4.10.2A, 4.10.2B, and 4.10.2C, which would ensure the design and construction of structures adheres to the CBSC and preparation of a site-specific ground shaking assessment as determined necessary by the County Geologist.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
14. Landslide Risk				
a) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, collapse, or rockfall hazards?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): On-site Inspection; Riverside County General Plan Figure S-5, *Regions Underlain by Steep Slope*; Geology Report; ELAP Figure 13, *Steep Slope*; ELAP Figure 14, *Slope Instability*

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?

The proposed Project would accommodate future development which could 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. According to County of Riverside Certified EIR No. 521, unstable geologic units and soils occur throughout Riverside County. Areas highly susceptible to landslides and rockfall occur in and adjacent to mountainous areas throughout the County. As depicted on Figure 14, *Slope Instability*, of the ELAP, the Project site is surrounded to the southwest and northeast by areas of low, locally moderate, to high susceptibility to seismically induced landslides and rockfalls.

As depicted on Figure 13, *Steep Slope*, of the ELAP, areas of steep slope (ranging from 15 to 30 percent or greater) are located to the southwest of the Project site. Limited areas of steep slope are located to the northeast of the Project site.

The County implements several regulatory standards and General Plan policies to reduce potential hazards related to lateral spreading and landslide and rockfall hazards. Future development accommodated through Project implementation would be subject to compliance with the CBSC, as well as relevant General Plan Safety Element policies. Most notably, General Plan Policies S 3.1 through S 3.7 would require landslide potential hazard management zones, including geotechnical and geologic investigations, site stability evaluations and design recommendations, as well as adequate mitigation, against potentially hazardous slope conditions. General Plan Policies S 3.8 through S 3.10 would ensure future development neither causes unstable geology or soils, nor introduces people and property to sites at significant risk of such. Impacts would be less than significant in this regard.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
15. Ground Subsidence				
a) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in ground subsidence?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan Figure S-7, *Documented Subsidence Areas Map*; Geology Report

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?*

The proposed Project would accommodate future development which could 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. According to County of Riverside Certified EIR No. 521, unstable geologic units and soils occur throughout Riverside County. Documented subsidence has occurred in the San Jacinto Valley, the Elsinore Trough, and the southern Coachella Valley.

Future development accommodated through Project implementation would be subject to compliance with the CBSC, as well as relevant General Plan Safety Element policies. Most notably, General Plan Policies S 3.8 through S 3.10 would ensure future development neither causes unstable geology or soils, nor introduces people and property to sites at significant risk of such. Following compliance with

existing regulations and General Plan policies, potential impacts related to ground subsidence would be less than significant.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
16. Other Geologic Hazards				
b) Be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): On-site Inspection, Geology Report

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

According to County of Riverside Certified EIR No. 521, several lakes and large bodies of water are capable of subjecting life and property to the effects of seiche. mudflow could occur in any area, especially after alternating occurrences of wildfires and rain; however, there is a high potential for mudflows to occur in some areas of unincorporated Riverside County which contain areas with steep slopes. No areas of known volcanic hazards are known to affect Riverside County.

The LVPA is generally located between the southern shoreline of Lake Elsinore and the steep slopes of the Santa Ana Mountains. As a result, future development accommodated through Project implementation could be subjected to the effects of seiche and mudflow. The County implements several regulatory standards and General Plan policies to reduce potential hazards related to seiche and mudflow. Future development accommodated through Project implementation would be subject to compliance with the CBSC, as well as relevant General Plan Safety Element policies. Most notably, General Plan Policies S 3.8 through S 3.10 would ensure future development neither causes unstable geology or soils, nor introduces people and property to sites at significant risk of such. In areas where steep slopes occur that are susceptible to mudflow hazards, implementing projects would be required to prepare a site-specific geologic and geotechnical investigation to identify potential impacts and provide recommendations as to slope stability and design requirements to reduce potential hazards. Potential impacts regarding seiche, mudflow, or volcanic hazard would be less than significant.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riv. Co. 800-Scale Slope Maps; ELAP Figure 14, *Slope Instability*; Slope Stability Report

a) Change topography or ground surface relief features?

Project implementation would accommodate future development which could change topography or ground surface relief features. As depicted on Figure 14, *Slope Instability*, of the ELAP, the Project site is surrounded to the southwest and northeast by areas of low, locally moderate, to high susceptibility to seismically induced landslides and rockfalls. Future development occurring within these areas would have the potential to substantially change topography or ground surface relief features. Future development accommodated through Project implementation would be required to demonstrate conformance with state regulations in place to mitigate the effects of surface grading, as well as local regulations, ordinances, General Plan policies, and standard conditions or requirements. Following conformance with existing regulations, ordinances, policies, and standard conditions or requirements, impacts would be less than significant.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

b) Create cut or fill slopes greater than 2:1 or higher than 10 feet?

Refer to Response 17(a) above.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

c) Result in grading that affects or negates subsurface sewage disposal systems?

Refer to Response 17(a) above.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
18. 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 direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have soils incapable of adequately supporting use of septic tanks or alternative waste water disposal	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

systems where sewers are not available for the disposal of waste water?

Source(s): U.S.D.A. Soil Conservation Service Soil Surveys; On-site Inspection; Soils Report; Ordinance No. 484 (Blowing Sand Control)

a) Result in substantial soil erosion or the loss of topsoil?

Project implementation would accommodate future development which would have the potential to result in substantial soil erosion or loss of topsoil. The County implements several existing laws, General Plan Policies, and County of Riverside Certified EIR No. 521 mitigation measures to reduce soil erosion impacts. Future development accommodated through Project implementation would be subject to Ordinance No. 484, Blowing Sand Control, which establishes requirements for the control of blowing sand within County-designated Agricultural Dust Control Areas. General Plan Policies S 3.5 and S 3.6 minimize the effects of soil erosion by identifying and encouraging mitigation of onsite and offsite slope instability, debris flow and erosion hazards on land undergoing substantial improvements. General Plan Policies S 3.11, S 3.13, and S 3.14 require studies to determine the potential of hazardous impacts from wind erosion and identify the necessary best management practices to prevent the erosion. Future development accommodated through Project implementation involving a discretionary action would be subject to conformance with County of Riverside Certified EIR No. 521 Mitigation Measures 4.10.9A which states that the County shall require contractors to implement Best Management Practices (BMPs) during project implementation, and Mitigation Measure 4.10.9B which states that a grading plan shall be submitted prior to project development that addresses erosion control measures. Impacts would be less than significant.

Determination: Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

Monitoring: No monitoring is required.

b) Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial direct or indirect risks to life or property?

Project implementation would accommodate future development which could be located on expansive soils, as defined in Section 1802.3.2 of the CBSC. However, Riverside County implements several regulatory standards and General Plan policies to reduce potential hazards resulting from expansive soils. Pursuant to the CBSC, all discretionary projects to be located on expansive soils would require a registered geologist to prepare a site-specific geotechnical investigation. As a condition of approval, the County of Riverside would require all grading plans satisfactorily address the site-specific geotechnical investigation's recommendations. Future development accommodated through Project implementation involving a discretionary action would be subject to conformance with County of Riverside Certified EIR No. 521 Mitigation Measure 4.10.7A, which would ensure proponents of new development adhere to applicable policies and standards contained in the most recent version of the CBSC related to the construction of structures and facilities on expansive soils.

Following compliance with existing regulations, General Plan policies, and County of Riverside Certified EIR No. 521 Mitigation Measure 4.10.7A, potential hazards resulting from expansive soils would be less than significant.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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?

The Project would accommodate future development that could be sited on soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems. According to County of Riverside Certified EIR No. 521, these areas are likely to include those lands located outside of existing water and sewer service providers.

The County's Local Agency Management Program (LAMP) allows for the continued use of Onsite Wastewater Treatment Systems (OWTS). The regulations and standards developed by the LAMP are to be implemented by qualified local agencies. The County may propose for Colorado River Basin Regional Water Quality Control Board (Colorado River Basin Water Board) review and approval, alternative standards for the siting, design operation and maintenance of OWTS.

The County enforces several regulatory standards and General Plan policies to ensure the effects of unsuitable soils on septic systems and alternative wastewater disposal systems are avoided or minimized to less than significant levels. Pursuant to the CBSC, all projects proposing an alternative waste water disposal system would require a registered geologist to prepare a site-specific geotechnical investigation to ensure that a site's soil type, permeability, structural loads, design and integrity, as well as overall acceptability for a septic or alternative waste water system, are sufficiently established and verified prior to project approval. General Plan Policy S 6.3 would further reduce the impact associated with wastewater disposal systems since it would require the Riverside County Building Official to verify that individual project sites have soils capable of supporting septic or other wastewater systems prior to building permit issuance. Following compliance with existing regulations and Riverside County policies, potential impacts related to septic tanks or alternative wastewater disposal systems would be less than significant.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
19. Wind Erosion and Blowsand from project either on or off site.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Be impacted by or result in an increase in wind erosion and blowsand, either on or off site?				

Source(s): Riverside County General Plan Figure S-8, *Wind Erosion Susceptibility Map*; Ordinance No. 460, Article XV & Ordinance No. 484

a) Be impacted by or result in an increase in wind erosion and blowsand, either on or off site?

The Project would accommodate future development which could indirectly result in an increase in the disturbance of existing land surfaced from future grading, development, or removal of existing

vegetation/topsoil. As a result, Project implementation could indirectly result in an increase in wind erosion or blowsand. In addition, future development could be sited near areas with blowsand potential.

Future development with the potential to be impacted by or result in an increase in wind erosion or blowsand would be required to comply with Ordinance No. 484, which provides requirements intended to reduce the potential for blowing sand within areas designated as Agricultural Dust Control Areas. Ordinance No. 484 identifies certain restrictions on land disturbance activities within these areas and identifies procedures necessary to obtain a valid permit for such activities. As needed, an erosion control plan would be prepared and submitted to the County with future discretionary applications to identify methods by which potential soil run-off during rain events and erosion hazards would be minimized to ensure that no adverse effects on water quality occur to downstream properties or water bodies. Whenever a division of land is proposed in an area that is subject to wind erosion, the soil erosion control requirements identified in Ordinance No. 460 would apply. Following compliance with Ordinance No. 484 and Ordinance No. 460, potential impacts related to wind erosion or blowsand would be less than significant.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan, Riverside County Climate Action Plan (“CAP”), Project Application Materials

Global Climate Change

California is a substantial contributor of global greenhouse gases (GHGs), emitting over 429 million tons of carbon dioxide (CO₂) in 2016.⁸ Climate studies indicate that California is likely to see an increase of three to four degrees Fahrenheit over the next century. Methane (CH₄) is also an important GHG that potentially contributes to global climate change. GHGs are global in their effect, which is to increase the earth’s ability to absorb heat in the atmosphere. As primary GHGs have a long lifetime in the atmosphere, accumulate over time, and are generally well-mixed, their impact on the atmosphere is mostly independent of the point of emission.

The impact of human activities on global climate change is apparent in the observational record. Air trapped by ice has been extracted from core samples taken from polar ice sheets to determine the global atmospheric variation of CO₂, CH₄, and nitrous oxide (N₂O) from before the start of

⁸ California Environmental Protection Agency, *California Greenhouse Gas Emission Inventory - 2018 Edition*, <http://www.arb.ca.gov/cc/inventory/data/data.htm>, accessed May 24, 2019.

industrialization (approximately 1750), to over 650,000 years ago. For that period, it was found that CO₂ concentrations ranged from 180 to 300 parts per million. For the period from approximately 1750 to the present, global CO₂ concentrations increased from a pre-industrialization period concentration of 280 to 379 parts per million in 2005, with the 2005 value far exceeding the upper end of the pre-industrial period range.

Regulations and Significance Criteria

The Intergovernmental Panel on Climate Change (IPCC) developed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. It concluded that a stabilization of GHGs at 400 to 450 parts per million CO₂ equivalent⁹ (CO₂eq) concentration is required to keep global mean warming below two degrees Celsius, which in turn is assumed to be necessary to avoid significant levels of climate change.

Executive Order S-3-05 was issued in June 2005, which established the following GHG emission reduction targets:

- 2010: Reduce GHG emissions to 2000 levels.
- 2020: Reduce GHG emissions to 1990 levels.
- 2050: Reduce GHG emissions to 80 percent below 1990 levels.

Additionally, issued in April 2015, Executive Order B-30-15 requires statewide GHG emissions to be reduced 40 percent below 1990 levels by 2030. Assembly Bill (AB) 32 Statutes of 2006, Health and Safety Code section 38500 et seq. requires that CARB determine what the statewide GHG emissions level was in 1990 and approve a statewide GHG emissions limit that is equivalent to that level, to be achieved by 2020. CARB has approved a 2020 emissions limit of 427 million metric tons of CO₂ equivalent (MTCO₂eq).

Due to the nature of global climate change, it is not anticipated that any single development project would have a substantial effect on global climate change. In actuality, GHG emissions from the proposed Project would combine with emissions emitted across California, the United States, and the world to cumulatively contribute to global climate change.

In June 2008, the California Governor's Office of Planning and Research (OPR) published a Technical Advisory, which provides informal guidance for public agencies as they address the issue of climate change in CEQA documents.¹⁰ This is assessed by determining whether the proposed project is consistent with or obstructs the 39 Recommended Actions identified by CARB in its Climate Change Scoping Plan which includes nine Early Action Measures (qualitative approach). The Attorney General's Mitigation Measures identify areas where GHG emissions reductions can be achieved in order to achieve the goals of Assembly Bill 32. As set forth in the OPR Technical Advisory and in the proposed amendments to the *CEQA Guidelines* Section 15064.4, this analysis examines whether the project's GHG emissions are significant based on a qualitative and performance-based standard (Proposed *CEQA Guidelines* Section 15064.4(a)(1) and (2)).

Riverside County Thresholds

In December 2019, the County of Riverside adopted the *County of Riverside Climate Action Plan (CAP)* based on the premise that the County and the community it represents are uniquely capable of addressing emissions associated with sources under the County's jurisdiction and that the County's emission reduction efforts should coordinate with the state strategies of reducing emissions in order to

⁹ Carbon Dioxide Equivalent (CO₂eq) – A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.

¹⁰ Governor's Office of Planning and Research, *CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review*, 2008.

reduce emissions in an efficient and cost-effective manner. The CAP presents a comprehensive set of actions to reduce the County's internal and external GHG emissions to 16.3 percent below current levels by 2030, consistent with the AB 32 Scoping Plan.

The County's future GHG emissions were analyzed for two different timelines: 2020, 2030, and 2050. For each of these years, emissions were calculated based on County growth and land use projections. Emissions reductions from the implementation of the CAP were also quantified. The reduced scenarios provide an estimate of Riverside County's emissions with the implementation of the GHG-reducing policies in the General Plan and CAP's Implementation Measures.

The CAP identifies GHG emissions reduction goals, objectives, and strategies categorized in seven sectors including Energy (addressing energy efficiency and alternative energy in buildings and renewable energy generation facilities), Water Supply, Wastewater Treatment, Solid Waste Management, Area Source Emissions, Transportation, and Agriculture. For each sector, reduction strategies have been developed to achieve the County's 2030 emissions reduction target.

Implementation of the County's CAP is achieved through the Development Review Process by applying appropriate reduction requirements to projects, which reduce GHG emissions. All new development is required to quantify a project's GHG emissions and adopt feasible mitigation to reduce project emissions below a level of significance. A review standard of 3,000 MTCO₂eq is used to identify and mitigate project emissions.

For projects exceeding 3,000 MTCO₂eq/yr of GHG emissions, the developer may use the CAP Screening Tables as a tool to assist with calculating GHG reduction measures and the determination of a significance finding. Projects that garner 100 or more points on the Screening Tables do not require quantification of project-specific GHG emissions. The point system was devised to ensure project compliance with the reduction measures in the CAP such that the GHG emissions from new development, when considered together with those from existing development, would allow the County to meet its year 2030 target and support longer-term reductions in GHG emissions beyond year 2030.

Projects exceeding 3,000 MTCO₂eq/yr of GHG emissions that do not use the Screening Tables are required to quantify the project specific GHG emissions or otherwise demonstrate that project specific GHG emissions achieve the equivalent level of GHG emissions efficiency as a 100-point project. Consistent with the CEQA Guidelines, such projects are consistent with the GHG Plan and, therefore, would be determined to have a less than significant individual and cumulative impact for GHG emissions.

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Project-Related Sources of Greenhouse Gases

Overall, the Project would allow for a limited increase in development within the LVPA in comparison to existing development (as shown in Table 3, LVPA Growth Projections).

Development accommodated under the proposed Project would generally result in direct emissions of GHGs from construction activities and operations. Quantifying individual future development's air emissions from short-term, temporary construction-related activities is not possible due to project-specific variability and uncertainties concerning locations, detailed site plans, construction schedules/duration, equipment requirements, etc., among other factors, which are presently unknown. Since these parameters can vary so widely (and individual project-related construction activities would occur over time dependent upon numerous factors), quantifying precise construction-related emissions and impacts would be impractical. It should be noted that the proposed Project does not include any provisions which require that its growth potential be attained. Not all of the identified land would be

available for development at any given time, based on site readiness, environmental constraints, market changes, and other factors.

Future project-level analyses of GHG emission-related impacts would be conducted in accordance with CEQA requirements on a case-by-case basis as individual future development projects proceed. Riverside County has promulgated methodology protocols for addressing and reducing GHG emissions associated with land use development projects. For instance, County General Plan Policies AQ 21.1, AQ 21.2, and AQ 21.3 require that future development proposed as a discretionary project to employ the CAP Screening Tables for New Development, which is a process to incorporate ranked GHG-reducing implementation measures (IMs) contained in the County CAP into a proposed project.

The identified IMs are ranked by their effectiveness, and it is incumbent on proposed projects to demonstrate the incorporation of IMs totaling 100 points. According to General Plan Policy AQ 21.1, 100 points of CAP implementation measures represent a project's fair share of reduction in operational emissions associated with the developed use needed to reduce emissions down to the CAP reduction target.

The proposed project would create mixed use areas and would change existing residential, commercial, and industrial land uses within the Project area. However, the overall future development pattern, as outlined in the LVPA would include development of mixed use, compact development that would allow for internal capture of vehicle trips and provides opportunities for alternative transportation. While GHG impacts may increase with the proposed Project, future development as proposed by the Project would employ Project design features that would reduce mobile source emissions due to the compact development patterns and mixed use areas. Furthermore, future development projects within the Project area would be subject to compliance with the strategies and actions in the General Plan Update EIR No. 521 (including Mitigation Measures 4.7.A-N1 and 4.7.A-N2).

As such, the proposed Project is not anticipated to conflict with the goals of AB 32 and would not generate GHG emissions that would have a significant impact on the environment. Impacts in this regard would be less than significant.

Determination: Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

Monitoring: No monitoring is required.

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

As noted above, future development projects within the LVPA would be required to comply with the Riverside County CAP and a GHG reduction program pursuant to General Plan Policies AQ 19.3, AQ 19.4, and AQ 21.1 and General Plan EIR No. 521 Mitigation Measures 4.7.A-N1 and 4.7.A-N2. The measures included in the CAP Screening Tables would be applied as necessary to reduce GHG emissions impacts below a significance threshold that was developed to comply with the requirements of AB 32 and achieve the goals of the AB 32 Scoping Plan. Implementation of the County's CAP is achieved through the Development Review Process by applying appropriate reduction requirements to projects, which reduce GHG emissions. As such, the implementation of the Project would be less than significant.

Determination: Impacts would be less than significant.

Mitigation Measures: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
HAZARDS AND HAZARDOUS MATERIALS Would the project:				
21. Hazards and Hazardous Materials				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter (1/4) mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Ordinance No. 615 (Monitoring Establishments Where Hazardous Waste is Generated, Stored, Handled, Disposed, Treated, or Recycled); Ordinance No. 617 (Regulating Underground Tank Systems Containing Hazardous Substances); Ordinance No. 651 (Disclosure of Hazardous Materials and the Formulation of Business Emergency Plans); Ordinance No. 787 (Adoption of the 2016 California Fire Code)

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Project implementation would accommodate future development which may involve the routine transport, use, or disposal of hazardous materials, particularly during construction. Uses involving the transport, manufacture, or use of hazardous materials during operation would be subject to use permits and undergo environmental review and regulatory permitting. These activities are highly regulated by federal, State, and local regulations and policies, as well as by the Riverside County Department of Environmental Health (RCDEH) and fire departments. Ordinance No. 615 and Ordinance No. 651 establish programs and procedures for the County to monitor facilities that handle hazardous materials, pursuant to applicable State and federal laws and regulations. The Riverside County Land Use Ordinance also regulates the allowable locations and expansions of hazardous materials facilities. General Plan Policy S 7.3 requires all entities that handle hazardous materials to take the necessary actions to prepare for possible hazardous materials accidents. General Plan Policies S 6.1, S 7.1, and S 9.1 would further reduce impacts associated with the routine transport, use, and disposal of hazardous materials for future development. Impacts would be less than significant in this regard.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Refer to Response 21(a) above. Impacts would be less than significant.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

c) Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?

Project implementation would accommodate future development which may impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan. The Riverside County Operational Area developed the Riverside County Multi-Jurisdictional Local Hazard Mitigation Plan (LHMP) which identifies and analyzes the natural and technical hazards faced by the County of Riverside.

The County enforces several laws and regulatory programs to ensure development does not interfere with implementation of or physically interfere with the County's LHMP. Ordinance No. 787 adopts the Uniform Fire Code standards and requires that development include adequate emergency access for fire safety personnel, equipment and apparatus, and does not hinder evacuation from fire, including potential blockage of stairways or fire doors. General Plan Policy S 5.12 requires the County of Riverside to conduct and implement long-range fire safety planning, including improved mutual aid agreements with the private and public sector that assist with evacuation of residents as well as access for emergency responders. General Plan Policy S 5.14 requires a review of inter-jurisdictional fire response agreements, and improvements to fire reporting and response times as recommended in the Riverside County Fire Department Fire Protection and Emergency Medical Services Strategic Master Plan. With implementation of existing laws and regulatory programs, impacts would be less than significant.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

d) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter (1/4) mile of an existing or proposed school?

Project implementation would accommodate future development that may emit hazardous emissions or handle hazardous or acutely hazardous materials within one-quarter mile of an existing or proposed school. The Lakeland Village Middle School is located within the Project area. With the implementation of the proposed Project, future development accommodated by the Project would require the limited use of hazardous materials during construction activities. However, the Project does not include land use designations that would allow land uses requiring the routine use of hazardous materials.

The County enforces several laws and regulatory programs to ensure development does not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within

one-quarter mile of an existing or proposed school. In addition to all relevant State and federal regulations, future development would be subject to compliance with Ordinance No. 617, which requires hazardous substances stored in underground tanks to be done in a manner that prevents contamination. Following compliance with existing laws and regulations, impacts related to the emission or handling of hazardous materials, substances, or wastes within one-quarter mile of an existing or proposed school would be less than significant.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

According to the California Department of Toxic Substance Control Envirostor Database, the Project area does not contain any sites listed on the Cortese List. Countywide, the County only contains 19 sites listed on the Cortese List, the closest of which is located approximately 6 miles south of the Project area. Due to the lack of Cortese list sites within the Project area, there would be no impact in this regard.

Determination: No impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
22. Airports				
a) Result in an inconsistency with an Airport Master Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require review by the Airport Land Use Commission?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) For a project within the vicinity of a private airstrip, or heliport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan Figure S-20, *Airport Locations*; Riverside County GIS database; Ordinance No. 448 (Height Standards and Limits Within Operating Areas Around Airports); Ordinance No. 576 (Building Heights, Density and Intensity of Activity on the Ground and Recognition of Noise Impacts Associated with Flight Operations)

a) Result in an inconsistency with an Airport Master Plan?

The nearest airport to the Project area is the Skylark Airport, which is located along Corydon Road approximately one mile north of the Project area. The Skylark Airport is a privately-owned airport limited to daylight only operations. Operations at the airport include skydiving, glider plane operation, and ultralight plane operation. Skylark Airport is surrounded by existing development, including existing development within the Project area. The airport does not have an airport compatibility plan. In addition, the airport is not located within the boundaries of an adjacent Airport Master Plan. The nearest public use airport to the Project area is French Valley Airport located over 13 miles to the southeast. Therefore, the Project would not result in an inconsistency with an Airport Master Plan, and a less than significant impact would occur.

Determination: No impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

b) Require review by the Airport Land Use Commission?

Refer to Response 22(a) above. Impacts would be less than significant.

Determination: No impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

c) For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the area?

As discussed in Response 22(a) above, Skylark Airport is privately owned and is not subject to an Airport Land Use Compatibility Plan. In addition, the Project area is not located within two miles of a public use airport. Therefore, the Project would have no impact relative to safety hazards for people working or residing in the area.

Determination: No Impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

The County implements two ordinances that would require future development accommodated by the Project to analyze potential impacts to airport operations. Riverside County Ordinance No. 448 requires specific height standards and limits within operating areas around airports pursuant to California Government Code Sections 50485-50485.14. Further, Riverside County Ordinance No. 576 establishes standards for airports in order to protect airport operations and surrounding development. The standards identified under Ordinance No. 576 govern building heights, density and intensity of activity on the ground and recognition of noise impacts associated with flight operations. The ordinances also require consultation with the Airport Land Use Commission for projects within an Airport Land Use Plan. The Project area is not within an Airport Land Use Plan. While the proposed Project is not within an area regulated by an Airport Land Use Plan, conformance with Riverside County Ordinances No. 448 and 576 would ensure Project impacts relative to airport safety are less than significant.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
HYDROLOGY AND WATER QUALITY Would the project:				
23. Water Quality Impacts				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in substantial erosion or siltation on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) In flood hazard, tsunami, or seiche zones, risk the release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Ordinance No. 458 (Specifications for Development within County Flood Risk Areas); Riverside County General Plan Figure S-9, *Special Flood Hazard Areas*; Figure S-10, *Dam Failure Inundation Zone*; Riverside County Flood Control District Flood Hazard Report/ Condition, Riverside County GIS database

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

The Project does not propose site-specific development; however, its implementation would allow future development within the LVPA. Future development would be required to meet all applicable waste discharge and water quality standards prior to the commencement of construction. Environmental impacts associated with water quality standards or waste discharge requirements needed to serve new

development would be determined through site-specific project-level CEQA analyses when applicants complete the development review process. All construction activities would be required to obtain and comply with relevant National Pollutant Discharge Elimination Services (NPDES) permits, SWPPPs, and Water Quality Management Plans (WQMPs) to prevent or minimize construction-related water quality impacts and waste discharges, particularly as related to soils.

All development conveying water into the existing storm drain systems within Riverside County is required to comply with the County of Riverside MS4 permit conditions and the associated Master Drainage Plan standards (if applicable). Projects must also comply with Clean Water Act (CWA) Sections 401 and 404 if waters of the United States would be disturbed. Several Riverside County regulations addressing surface runoff and requiring no net increase of flow from onsite would also apply. The County also has a number of policies and programs that further regulate potential water quality impacts related to proposed development. Compliance with applicable water quality regulations and programs, particularly those of the NPDES, would ensure that no significant violations of water quality standards or waste discharge requirements occur with future development in the LVPA. NPDES requires the use of silt fences, sediment basins, phased construction, water quality management basins, as well as other on-site protocols to reduce potential polluted discharge from construction sites. The NPDES process would allow for individual evaluation of each site to ensure that any discharges leaving a site are within required pollution thresholds.

Additionally, the *County of Riverside WQMP* functions as a guidance document for water quality management within the Santa Ana Region of Riverside County. Table 1-1 of the WQMP provides a list of types of developments and the respective WQMP threshold for each development type.¹¹ Compliance with these policies, regulations, and programs in place to protect water quality are assured through conditions of approval issued by the County of Riverside for implementing projects. In addition, future development accommodated with Project implementation would be subject to conformance with General Plan EIR Mitigation Measures pertaining to water quality standards and waste discharge requirements. As such, impacts would be reduced to a less than significant level.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

The Project area is located within the Elsinore Groundwater Basin. Increased future development accommodated through Project implementation could potentially include construction of buildings, parking lots, roads, roofs and other impervious surfaces which would have the potential to impact the groundwater levels of the Elsinore Groundwater Basin by decreasing water infiltration and groundwater recharge rates within the Project area. Furthermore, development accommodated by the proposed Project would require the provision of additional water supply which would have the potential to impact groundwater levels in the Project area. As analyzed in the *Utilities and Service Systems* section of this IS/MND, the proposed Project would have a less than significant impact on water supply and could be adequately served through Elsinore Valley Municipal Water District (EVMWD). Furthermore, EVMWD monitors and regulates the Elsinore Groundwater Basin through the *Elsinore Groundwater Basin Management Plan*. All future development projects within the LVPA would be required to obtain a “will-serve” letter from EVMWD prior to construction in order to ensure sufficient water supply is available.

¹¹ Elsinore Valley Municipal Water District, Water Quality Management Plan for the Santa Ana Region of Riverside County, October 2012.

Regarding the potential for reduced recharge due to the installation of structures within the Project area, construction of new development on vacant parcels would occur within the Project area. Project implementation could also facilitate the future redevelopment of existing parcels, which could also introduce additional impervious surfaces that would interfere with groundwater recharge. However, no major recharge facilities located within the Project area would be removed or destroyed through Project implementation. Furthermore, any proposed development accommodated by the Project would be required to meet the requirements of the California Porter Cologne Act, as well as a number of federal and State laws that regulate water runoff and discharge of water during construction and operation activities.

Due to the Project's existing sufficient water supply, the limited disturbance that the proposed Project would have on recharge facilities, and existing laws that regulate groundwater supply, impacts would be less than significant.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces?

Drainage patterns in the Project area are well established and recorded due to the Project's proximity to adjacent hillsides and Lake Elsinore. A significant portion of the LVPA is already developed and possesses adequate drainage infrastructure. Further, the Project's proposed Open Space-Conservation land use designations surrounding Lake Elsinore would increase existing buffering and would further ensure that future development accommodated through Project implementation would not impact storm water flows in the vicinity of the Lake, particularly during flood events.

In addition, the *Riverside County Flood Control and Water Conservation District Lakeland Village Master Drainage Plan* (MDP) identifies the network of drainage facilities and relevant infrastructure necessary to provide adequate drainage within the community of Lakeland Village. The MDP includes conceptual alignments and locations of proposed drainage facilities. Any future development project would be required to demonstrate compliance with MDP drainage design requirements. Future development accommodated by the proposed Project would be required to undergo site-specific project-level review and would be required to install relevant drainage infrastructure either constructed by the site's developer or through payment of an in-lieu fee.

Lastly, any future development that would have the potential to impact a stream or river would be required to comply with existing State and federal regulations related to alteration of streams or other jurisdictional waters, as outlined in the *Biological Resources* section herein.

Conformance to existing regulations and implementation of General Plan EIR Mitigation Measures would be required, and impacts would be less than significant in this regard.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

d) Result in substantial erosion or siltation on-site or off-site?

Refer to Response 23(c) above. With adherence to the Lakeland Village MDP, as well as other existing regulations and General Plan EIR Mitigation Measures, impacts would be less than significant level in this regard.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

e) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site?

Refer to Response 23(c) above. With adherence to the Lakeland Village MDP, as well as other existing regulations and General Plan EIR Mitigation Measures, impacts would be less than significant level in this regard.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

f) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

As noted above, the proposed Project would accommodate future development that could have the potential to increase runoff from future development sites due to increased impervious surfaces. Development accommodated through Project implementation would be required to meet extensive federal, State, and local regulations developed to reduce potential runoff impacts during construction and operation of new development. Future development accommodated through Project implementation would be required to undergo individual site-specific analysis, which would include the development and implementation of a site-specific WQMP. The site-specific WQMP would identify water quality basin(s) locations and provide an explanation of how the basins would control runoff and manage water quality for new development sites. Future development accommodated by the Project would also be required to develop a project-level Storm Water Pollution Prevention Plan (SWPPP) prior to the commencement of construction. These measures would reduce the potential for off-site runoff associated with the proposed development and would ensure that enforceable measures are implemented to reduce erosion and sedimentation surrounding the Project site.

Conformance with the existing regulations and requirements for a site-specific WQMP and SWPPP would ensure that the future development accommodated by the Project would have a less than significant impact to storm water drainage systems and surface runoff.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

g) Impede or redirect flood flows?

The proposed Project includes a change of existing land use designations from Residential to Open Space-Conservation for several properties along the shore of Lake Elsinore in order to reduce allowable development within the 100-year floodplain and better reduce structural risk to flood hazards. However, the proposed Project has the potential to increase the number of future structures and people located

within designated flood areas and as a result, impede or redirect flood flows. Since the proposed Project area contains areas where development could be accommodated within the County Special Flood Hazard Area, Project implementation would accommodate future development within identified flood zone areas.

The Federal Emergency Management Act (FEMA) Floodplain National Flood Insurance Program (NFIP) mapping program provides flood hazard information and outlines requirements for development within potential flood areas, which are subsequently used for long-term disaster mitigation planning. Riverside County participates in the NFIP and implements this program and necessary flood mitigation actions through the Riverside County Flood Control and Water Conservation District. Several countywide policies and ordinances would also apply to housing development projects within 100-year flood hazard areas. For example, future development would be required to demonstrate compliance with Ordinance No. 458, which includes specifications for development within County flood risk areas. These specifications include the raising the finished floor elevation above the floodplain elevation and other project design features that reduce flood risk.

Lastly, any future housing projects within the 100-year flood hazard areas would be required to undergo Riverside County Flood Control and Water Conservation District review in order to ensure that they have been designed to adequately reduce potential flood risk. Compliance with existing programs, laws, and ordinances, implementation of General Plan EIR Mitigation Measures pertaining to flood flows and consultation with the Riverside County Flood Control and Water Conservation District, would ensure that impacts related to impeding or redirecting flood flows would be less than significant.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

h) In flood hazard, tsunami, or seiche zones, risk the release of pollutants due to project inundation?

The proposed Project is located in a seismically active area and contains a number of topographical features and bodies of water which could result in potential seiche impacts if development is unregulated. With regard to tsunami risk, the Pacific Ocean is located more than 25 miles from the Project area, and as such, does not represent an inundation risk.

Water tanks, reservoirs, lakes, swimming pools and other enclosed bodies of water areas, however, can also be subject to potentially damaging seiche events, particularly in the event of a large earthquake. The Project area abuts Lake Elsinore, making it prone to seiche inundation. Additionally, the Project is situated in an area identified as a Riverside County fault zone, which could cause a seiche in Lake Elsinore in the event of a significant seismic event. In the event of a seiche, water within the Lake has the potential to oscillate from one side of the lake to the other, with the largest vertical oscillations occurring along the shoreline. However, the Project's proposed designation of lands along the shoreline as Open Space-Conservation would not allow for the development of structures and would reduce potential inundation should a seiche occur. Therefore, a less than significant impact would occur relative to the risk of release of pollutants due to project inundation.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

i) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

Refer to Responses 23(a) and 23(b) above. The Project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. Compliance with policies, regulations, and programs in place to protect water quality are assured through conditions of approval issued by the County of Riverside for implementing projects. In addition, future development accommodated through Project implementation would be subject to conformance with General Plan EIR Mitigation Measures pertaining to water quality standards. As such, impacts would be less than significant.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
LAND USE/PLANNING Would the project:				
24. Land Use				
a) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Riverside County General Plan, Riverside County GIS database; U.S. Census Bureau American Community Survey data (2013-2017 5-year estimates)

a) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

The Project is an amendment to the County’s adopted General Plan Land Use Element and ELAP to better unify the community and development patterns within the Project area. This would be accomplished through a more refined land use plan and additional policies to better serve the LVPA. Within the LVPA, seven Neighborhood areas would be created that would be mostly designated MUA. The MUA designation allows for residential and commercial land uses. The Project’s proposed Neighborhoods have generally been concentrated in areas with an existing mixture of land uses. Changes under the LVPA would not cause a significant environmental impact due to a conflict with the County’s General Plan or any other plan adopted for the purpose of avoiding or mitigating an environmental effect. A less than significant impact would occur in this regard.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

b) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?

The land use plan proposed under the Project is located in an area with a mixture of vacant sites and urban developments. Future development would not divide an established community as the LVPA has been developed to further refine the existing land use patterns. As such, the Project would not disrupt or divide the physical arrangement of an established community, rather unify the Lakeland Village community. In addition, according to the U.S. Census Bureau's most recent American Community Survey data (2013-2017 5-year estimates), there is not a disproportionate number of low-income or minority populations located within the Lakeland Village census-designated place (CDP). Therefore, no impact would occur in this regard.

Determination: No impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan Figure OS-6, *Mineral Resources Area*

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

The State Mining and Geology Board (SMGB) has established Mineral Resources Zones (MRZs) to designate lands that contain mineral deposits. The classifications used by the State to define MRZs are as follows:

- MRZ-1: Areas where the available geologic information indicates no significant likelihood of significant mineral deposits.
- MRZ-2a: Areas where the available geologic information indicates that there are significant mineral deposits.
- MRZ-2b: Areas where the available geologic information indicates that there is a likelihood of significant mineral deposits.
- MRZ-3a: Areas where the available geologic information indicates that mineral deposits exist, however, the significance of the deposit is undetermined.
- MRZ-3b: Areas where the available geologic information indicates that mineral deposits are likely to exist, however, the significance of the deposit is undetermined.

- MRZ-4: Areas where there is not enough information available to determine the presence of a known mineral deposit.

According to the Riverside County General Plan, the Project site is located in Mineral Resource Zone 3 (MRZ-3), which is an area that contains mineral deposits. The County General Plan explains that these areas are not considered to contain deposits of significant economic value (such as MRZ-2 areas). The Project would not directly contribute to a physical loss of such resources. Further, as future development occurs on lands affected by the proposed Project, such development would not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State. Impacts in this regard would be less than significant.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

As noted under Response 25(a) above, the Project area is not located in an area of known mineral resources (MRZ-2 areas), nor in an area designated as a mineral recovery site. The Project would not directly contribute to a physical loss of such resources. Further, as future development occurs on lands affected by the proposed Project, such development would not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. As such, no impact would occur.

Determination: No impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

c) Potentially expose people or property to hazards from proposed, existing, or abandoned quarries or mines?

Refer to Responses 25(a) and 25(b) above. The Project area is not located in an area of known mineral resources and no proposed, existing, or abandoned quarries or mines affect the subject lands. Therefore, the proposed Project and/or future development within the affected land area would not result in the exposure of people or property to hazards from such conditions. As such, no impact would occur.

Determination: No impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
NOISE Would the project result in:				
26. Airport Noise	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport would the project expose people residing or working in the project area to excessive noise levels?

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

Source(s): Riverside County General Plan Figure S-20, *Airport Locations*; County of Riverside Airport Facilities Map

a) For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport would the project expose people residing or working in the project area to excessive noise levels?

The Skylark Airport is located approximately 0.85-mile east of the LVPA and is a private airport that accommodates small aircraft. The Project is not within an airport land use plan or within two miles of a public airport. Therefore, impacts in this regard would be less than significant.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

The Skylark Field Airport is located approximately 0.85-mile east of the Project area and is a private airport that accommodates small aircraft. The Airport runs limited flights during daytime hours to support local skydiving businesses. Due to the limited use of the airport, and the distance separating the airport from the Project area, noise impacts for future development in the Project area would be minimal. Therefore, impacts in this regard would be less than significant.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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27. Noise Effects by the Project

a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies?

b) Generation of excessive ground-borne vibration or ground-borne noise levels?

Source(s): Riverside County General Plan, Table N-1 (“Land Use Compatibility for Community Noise Exposure”), Project Application Materials

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air and is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear de-emphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) has been developed. On this scale, the human range of hearing extends from approximately three dBA to around 140 dBA.

Noise is generally defined as unwanted or excessive sound, which can vary in intensity by over one million times within the range of human hearing; therefore, a logarithmic scale, known as the decibel scale (dB), is used to quantify sound intensity. Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks, and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Noise generated by mobile sources typically attenuates (is reduced) at a rate between three dBA and 4.5 dBA per doubling of distance. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of three dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance. Noise generated by stationary sources typically attenuates at a rate between 6 dBA and about 7.5 dBA per doubling of distance.

There are a number of metrics used to characterize community noise exposure, which fluctuate constantly over time. One such metric, the equivalent sound level (L_{eq}), represents a constant sound that, over the specified period, has the same sound energy as the time-varying sound. Noise exposure over a longer period of time is often evaluated based on the Day-Night Sound Level (L_{dn}). This is a measure of 24-hour noise levels that incorporates a 10-dBA penalty for sounds occurring between 10:00 p.m. and 7:00 a.m. The penalty is intended to reflect the increased human sensitivity to noises occurring during nighttime hours, particularly at times when people are sleeping and there are lower ambient noise conditions. Typical L_{dn} noise levels for light and medium density residential areas range from 55 dBA to 65 dBA.

Regulatory Framework

Riverside County General Plan

Within the existing Riverside County General Plan, five policies directly address a noise threshold or standard, including Policies N 1.3, N 14.1 and N 14.9, which address acceptable noise levels for new development, particularly residential uses. Policy N 4.1 addresses stationary source noise levels and Policy LU 16.10 addresses noise coming from wind turbines. In addition, Policy N 16.3 addresses vibration levels and Policy N 7.3 addresses aviation noise contours.

Riverside County General Plan Noise Policies:

N 1.3 Consider the following uses noise-sensitive and discourage these uses in areas in excess of 65 CNEL:

- Schools
- Hospitals
- Rest Homes
- Long Term Care Facilities
- Mental Care Facilities
- Residential Uses

- Libraries
- Passive Recreation Uses
- Places of Worship

According to the State of California Office of Planning and Research General Plan Guidelines, an acoustical study may be required in cases where these noise-sensitive land uses are located in an area of 60 CNEL or greater. Any land use that is exposed to levels higher than 65 CNEL will require noise attenuation measures.

Areas around airports may have different noise standards than those cited above. Each Area Plan affected by a public-use airport includes one or more Airport Influence Areas, one for each airport. The applicable noise compatibility criteria are fully set forth in Appendix L-1 and summarized in the Policy Area section of the affected Area Plan. (AI 105)

- N 14.1** Enforce the California Building Standards that sets standards for building construction to mitigate interior noise levels to the tolerable 45 CNEL limit. These standards are utilized in conjunction with the Uniform Building Code by the County’s Building Department to ensure that noise protection is provided to the public. Some design features may include extra-dense insulation, double-paned windows, and dense construction materials.
- N 14.9** Mitigate 600 square feet of exterior space to 65 dB CNEL when new development is proposed on residential parcels of 1 acre or greater.
- N 4.1** Prohibit facility-related noise received by any sensitive use from exceeding the following worst-case noise levels: (AI 105)
- 45 dBA-10-minute L_{eq} between 10:00 p.m. and 7:00 a.m.
 - 65 dBA-10-minute L_{eq} between 7:00 a.m. and 10:00 p.m.
- LU 16.10** Require wind turbines to operate at less than 65 dBA and not more than 60 dBA when installed adjacent to noise-sensitive land uses. (AI 3)
- N 16.3** Prohibit exposure of residential dwellings to perceptible ground vibration from passing trains as perceived at the ground or second floor. Perceptible motion shall be presumed to be a motion velocity of 0.01 inches/second over a range of 1 to 100 Hz.
- N 7.3** Prohibit new residential land uses, except construction of a single-family dwelling on a legal residential lot of record, within the current 60 dB CNEL contours of any currently operating public-use, or military airports. The applicable noise contours are as defined by the Riverside County Airport Land Use Commission and depicted in Appendix I-1, as well as in the applicable Area Plan’s Airport Influence Area section.

In addition to these policies, the General Plan Noise Element also includes Table N-1, “Land Use Compatibility for Community Noise Exposure” and Table N-2, “Stationary Source Land Use Noise Standards.” Table N-1, which is reproduced in Table 4, *Land Use Compatibility for Community Noise Exposure*, indicates the acceptable, provisional, and unacceptable noise levels associated with various land uses. The guidelines also provide adjustment factors that may be used to arrive at noise acceptability standards that reflect the noise control goals of the community, the particular community’s sensitivity to noise and its assessment of the relative importance of noise pollution.

General Plan Table N-2 (see Table 5, *Stationary Source Land Use Noise Standards*) sets standards for residential land uses in conjunction with General Plan Policy N 2.3. The table also notes, however, that these are only “preferred standards” and that the final decision is made by the Riverside County Planning Department and Office of Public Health.

Table 3: Land Use Compatibility for Community Noise Exposure

Land Use Category	Community Noise Exposure Level Ldn or CNEL, dBA			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential-Low Density Single Family, Duplex, Mobile Homes	50-60	55-70	70-75	75-85
Residential-Multiple Family	50-65	60-70	70-75	75-85
Transient Lodging-Motels, Hotels	50-65	60-70	70-80	80-85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-70	60-70	70-80	80-85
Auditoriums, Concert Halls, Amphitheaters		50-70	65-85	
Sports Arena, Outdoor Spectator Sports		50-75	70-85	
Playgrounds, Neighborhood Parks	50-70		68-75	74-85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50-75		70-80	80-85
Office Buildings, Businesses, Commercial, and Professional	50-70	68-76		75-85
Industrial, Manufacturing, Utilities, Agriculture	50-75	70-80		75-85

Note:

Normally Acceptable: Specified land use is satisfactory based upon the assumption that any buildings involved are of normal conventional, without any special noise insulation requirements.

Conditionally Acceptable: New construction or development should be undertaken only after detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning will normally suffice. Outdoor environment will seem noisy.

Normally Unacceptable: New construction or development should generally be discouraged. In new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made with needed noise insulation features included in the design. Outdoor areas must be shielded.

Clearly Unacceptable: New construction or development should generally not be undertaken. Construction costs to make the indoor environment acceptable would be prohibitive and the outdoor environment would not be usable.

Table 4: Stationary Source Land Use Noise Standards¹

Land Use	Interior Standards	Exterior Standards
Residential		
10:00 p.m. to 7:00 a.m.	40 Leq (10 minute)	45 Leq (10 minute)
7:00 a.m. to 10:00 p.m.	55 Leq (10 minute)	65 Leq (10 minute)

¹ These are only preferred standards; final decision will be made by the Riverside County Planning Department and Office of Public Health.

Riverside County Ordinance No. 847 – Regulating Noise

Ordinance No. 847 addresses sound disturbances and sets various acceptable noise limits. Though not explicitly used to set CEQA thresholds, the ordinance does “establish countywide standards regulating noise,” although a number of activities and uses are exempt from the regulations. Table 6, County Ordinance No. 847 Sound Level Standards, below, lists the sound level standards associated with various land uses under Ordinance No. 847. The ordinance states that “no person shall create any sound...on any property that causes the exterior sound level on any other occupied property to exceed the sound level standards set forth in Table 1 [reproduced as Table 6 herein].” The ordinance also sets

a series of additional “special sound source standards” that apply to motor vehicles, power tools and equipment, audio equipment, sound amplifying equipment and live music.

Accordingly, this ordinance sets various limits for acceptable noise levels depending on the type of land use. For open space and residential areas, the acceptable nighttime threshold is much lower (45 dB L_{max}) than for areas used for commercial and industrial areas (55 – 75 dB L_{max}). Activities in any area that surpass applicable thresholds would be in violation of the ordinance and thus subject to sanction. Table 6 below shows all of the ordinance’s sound levels.

Table 5: County Ordinance No. 847 Sound Level Standards (dB L_{max})

General Plan Foundation Component	General Plan Land Use Designation	General Plan Land Use Designation Name	Density	Maximum Decibel Level		
				7 a.m. – 10 p.m.	10 p.m. – 7 a.m.	
Community Development	EDR	Estate Density Residential	2 AC	55	45	
	VLDR	Very Low Density Residential	1 AC	55	45	
	LDR	Low Density Residential	½ AC	55	45	
	MDR	Medium Density Residential	2-5 AC	55	45	
	MHDR	Medium High Density Residential	5-8 AC	55	45	
	HDR	High Density Residential	8-14 AC	55	45	
	VHDR	Very High Density Residential	14-20 AC	55	45	
	H'TDR	High Density Residential	20+ AC	55	45	
	CR	Retail Commercial		65	55	
	CO	Office Commercial		65	55	
	CT	Tourist Commercial		65	55	
	CC	Community Center		65	55	
	LI	Light Industrial		75	55	
	HI	Heavy Industrial		75	75	
	BP	Business Park		65	45	
	PF	Public Facility		65	45	
	SP		Specific Plan-Residential		55	45
			Specific Plan-Commercial		65	55
		Specific Plan-Light Industrial		75	55	
		Specific Plan-Heavy Industrial		75	75	
Rural Community	EDR	Estate Density Residential	2 AC	55	45	
	VLDR	Very Low Density Residential	1 AC	55	45	
	LDR	Low Density Residential	½ AC	55	45	

General Plan Foundation Component	General Plan Land Use Designation	General Plan Land Use Designation Name	Density	Maximum Decibel Level	
				7 a.m. – 10 p.m.	10 p.m. – 7 a.m.
Rural	RR	Rural Residential	5 AC	45	45
	RM	Rural Mountainous	10 AC	45	45
	RD	Rural Desert	10 AC	45	45
Agriculture	AG	Agriculture	10 AC	45	45
Open Space	C	Conservation		45	45
	CH	Conservation Habitat		45	45
	REC	Recreation		45	45
	RUR	Rural	20 AC	45	45
	W	Watershed		45	45
	MR	Mineral Resources		75	45

Existing Conditions

Stationary Sources

The Project area is located within an urbanized area. The primary sources of stationary noise in the Project vicinity are urban and suburban related activities (i.e., mechanical equipment, commercial areas, parking areas, and pedestrians). The noise associated with these sources may represent a single-event noise occurrence, short-term, or long-term/continuous noise.

Mobile Sources

The majority of the existing mobile noise in the Project area is generated from vehicle sources along Grand Avenue. As shown in Table 7, Existing Traffic Noise Levels, the highest mobile noise sources adjacent to the Project site were modeled at 66.0 dBA along Ortega Highway (SR-74) west of Grand Avenue. Mobile source noise was modeled using the Federal Highway Administration's (FHWA) Highway Noise Prediction Model (FHWA RD-77-108), which incorporates several roadway and site parameters. The model does not account for ambient noise levels. Noise projections are based on modeled vehicular traffic as derived from the Project Traffic Impact Analysis prepared by Michael Baker International (June 3, 2019) (TIA); refer to Appendix 3, Traffic Impact Analysis, of this document. A 40 mph average vehicle speed along Riverside Drive and Grand Avenue and a 45 mph average vehicle speed along Ortega Highway (SR-74) and Corydon Road were assumed for existing conditions based on empirical observations and posted maximum speeds. Average daily traffic estimates were obtained from the TIA.

Table 6: Existing Traffic Noise Levels

Roadway Segment	Existing Conditions				
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
Riverside Drive					
East of Grand Avenue	18,732	65.8	439	139	44
Grand Avenue					
Machado Street to Riverside Drive	8,727	62.4	205	65	20
Riverside Drive to Ortega Highway	22,402	65.8	439	139	44
Ortega Highway to Bonnie Lea Drive	17,542	65.5	411	130	41
Bonnie Lea Drive to Windward Way	17,542	65.5	411	130	41
Windward Way to Turner Street	16,507	65.2	387	122	39
Turner Street to Borchard Road	17,197	65.4	403	128	40
Borchard Road to Corydon Road	18,028	65.6	422	134	42
South of Corydon Road	9,405	62.8	220	70	22
Ortega Highway (SR-74)					
West of Grand Avenue	14,139	66.0	439	139	44
Corydon Road					
Grand Avenue to Almond Tree Lane	10,499	64.5	327	103	33

Notes: ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level.

Source: Based on traffic data within the Project Traffic Impact Analysis, prepared by Michael Baker International, May 2016.

Noise Measurements

In order to quantify existing ambient noise levels in the Project area, five noise measurements were taken on April 21, 2016; refer to [Table 8, Noise Measurements](#). The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the Project site. Ten-minute measurements were taken, between 10:20 a.m. and 12:00 p.m. Short-term (L_{eq}) measurements are considered representative of the noise levels throughout the day.

Table 7: Noise Measurements

Site No.	Location	Leq (dBA)	Lmin (dBA)	Lmax (dBA)	Peak (dBA)	Time
1	Along Rigatta Drive, approximately 100 feet north of Lighthouse Lane.	45.3	31.2	66.5	75.0	10:21 a.m.
2	At the northeast corner of the Zellar Street and Coleman Avenue intersection.	59.6	38.9	79.9	75.2	10:44 a.m.
3	Near the western boundary of Lakehills Community Church, along Wood Street	65.2	43.0	88.4	110.5	11:02 a.m.
4	Lakeland Village Middle School, Along Grand Avenue approximately 300 feet north of Gregory Street.	62.4	41.1	79.3	93.0	11:19 a.m.
5	Grand Plaza Center, at the northwest corner of the Grand Avenue and Corydon Street intersection.	64.9	46.3	77.0	91.0	11:37 a.m.

Source: Michael Baker International, April 21, 2016.

Meteorological conditions were sunny and clear skies, warm temperatures, with light wind speeds (0 to 5 mph), and low humidity. Noise monitoring equipment used for the ambient noise survey consisted of a Brüel & Kjær Hand-held Analyzer Type 2250 equipped with a Type 4189 pre-polarized microphone. The monitoring equipment complies with applicable requirements of the American National Standards Institute (ANSI) for Type I (precision) sound level meters. The results of the field measurements are included in Appendix 4, Noise Data, of this document.

Sensitive Receptors

Certain land uses are particularly sensitive to noise, including schools, hospitals, rest homes, long-term medical and mental care facilities, and parks and recreation areas. Residential areas are also considered noise sensitive, especially during the nighttime hours. The closest existing sensitive receptors include residential uses located within the Project site, and adjoining the site to the north, east, and west. Four schools are also located in the vicinity of the Project site. Butterfield Elementary School, Lakeland Children’s Center, and Lakeland Village Middle School are located within the Project site, and William Collier Elementary School adjoins the site to the east. Four churches are located in the vicinity of the Project site. Adjoining the Project site to the south is the Mountainside Ministries. Lake Elsinore Four Square, Lakehills Community Church, Elsinore First Assembly of God Church are located within the Project site.

- a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies?**

Short-Term Construction Noise Impacts

Ground-borne noise and other types of construction-related noise impacts would typically occur during the initial site preparation phases. Initial site preparation has the potential to create the highest levels of noise; however, it is generally the shortest of all construction phases. High ground-borne noise levels and other miscellaneous noise levels can be created by the operation of heavy-duty trucks, backhoes, bulldozers, excavators, tractors, graders, pavers, and other heavy-duty construction equipment. Noise levels generated by construction equipment are shown in Table 9, Maximum Noise Levels Generated by Construction Equipment. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due

to random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

Table 8: Maximum Noise Levels Generated by Construction Equipment

Type of Equipment	Acoustical Use Factor ¹	Lmax at 50 Feet (dBA)
Backhoe	40	78
Tractor	40	84
Concrete Saw	20	90
Water Truck	40	70
Excavator	40	81
Cement and Mortar Mixer	40	79
Crane	16	81
Dozer	40	82
Forklift	40	70
Grader	40	85
Paver	50	77
Roller	20	80

Note:

¹ Acoustical Use Factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.

Source: Federal Highway Administration, Roadway Construction Noise Model (FHWA-HEP-05-054), January 2006.

Construction activities would be an ongoing occurrence within LVPA and, in some cases, could occur in close proximity to existing noise-sensitive uses. All construction activities are required to be conducted pursuant to the community noise exposure conditions placed on the Project (e.g., limiting days and hours of construction, requiring mufflers, and other sound-attenuating features on equipment, etc.); refer to General Plan EIR No. 521 Mitigation Measure 4.13.1A.

Under development and/or grading permit conditions of approval, as well as Ordinance No. 847 and other regulations, the County of Riverside enacts a number of noise controls on construction activities. These include limiting activities to specific hours of the day (or severely restricting allowable noise levels after certain hours, typically 10:00 p.m.), limiting idling, staging and loading locations (away from adjacent homes, for example), requiring setbacks, sound barriers, or other equipment modifications, as appropriate for the situation. Additionally, General Plan Mitigation Measure 4.13.1B requires that construction delivery trucks and haul trucks avoid sensitive receptors.

Riverside County’s Noise Ordinance, however, specifically exempts from the limitations of the ordinance sound generated by “private construction projects located one-quarter of a mile or more from an inhabited dwelling.” Private construction within less than a quarter-mile is also exempt provided that construction does not occur between the hours of 6:00 p.m. and 6:00 a.m. during June through September and between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May.

It should be noted that actual construction-related noise activities associated with buildout of the LVPA would be lower than the levels identified in Table 9 and would cease upon completion of construction. General Plan EIR Mitigation Measures 4.13.1A and 4.13.1B would be required to reduce construction noise impacts. Additionally, all future development associated with implementation of the proposed LVPA would be subject to the County’s Noise Ordinance and the General Plan policies that address construction-related noise in order to minimize impacts to surrounding sensitive receptors. Compliance with the County’s Noise Ordinance, General Plan policies, and adherence to the recommended mitigation measures (Mitigation Measures 4.13.1A and 4.13.1B), would reduce short-term construction noise impacts to less than significant levels. Impacts would be less than significant in this regard.

Long-Term Operational Impacts

Off-Site Mobile Noise

Future development generated by the proposed Project would result in additional traffic on adjacent roadways, thereby increasing vehicular noise in the vicinity of existing and proposed land uses. The noise levels anticipated under the “Future Without Project” and “Future With Project” scenarios are compared in Table 10, *Future Traffic Noise Levels*. As depicted in Table 10, noise levels would range from approximately 47.9 dBA to 74.5 dBA, under the “Future Without Project” scenario and “Future With Project” scenario.

Table 9: Future Traffic Noise Levels

Roadway Segment	2040 Without Project					2040 With Project					Difference in dBA @ 100 feet from Roadway	
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)				
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour		
Collier Avenue												
West of Riverside Drive	8,600	66.6	460	145	-	8,600	66.6	460	145	-	0	
Riverside Drive to Central Avenue	26,900	71.6	1,432	453	143	30,000	72.0	1,597	505	160	0.4	
East of Central Avenue	15,800	69.1	822	260	82	16,200	69.3	843	266	84	0.2	
Central Avenue												
South of Collier Avenue	20,700	70.0	1,010	319	101	20,700	70.0	1,010	319	101	0	
Collier Avenue to I-15 SB Ramp	39,400	73.2	2,085	659	208	42,100	73.5	2,228	704	223	0	
I-15 SB Ramp to I-15 NB Ramp	46,100	73.8	2,373	750	237	47,700	73.9	2,455	776	245	0	
North of I-15 NB Ramp	51,600	74.5	2,824	893	282	52,000	74.5	2,846	900	285	0	
Riverside Drive												
East of Collier Avenue	18,900	69.9	983	311	98	18,900	69.9	983	311	98	0	
Collier Avenue to Baker Street	24,300	71.1	1,283	406	128	27,700	71.7	1,462	462	146	0.6	
Baker Street to Lakeshore Drive	29,100	71.9	1,536	486	154	32,500	72.3	1,716	543	172	0.4	
Lakeshore Drive to Lincoln Street	26,000	71.3	1,363	431	136	30,200	72.0	1,583	500	158	0.7	
Lincoln Street to Grand Avenue	20,800	70.4	1,098	347	110	25,000	71.2	1,320	417	132	0.8	
Lakeshore Drive												
East of Riverside Drive	15,900	69.2	839	265	84	16,300	69.3	860	272	86	0.1	
West of Riverside Drive	23,500	71.1	1,279	405	128	23,800	71.1	1,296	410	130	0	
Lincoln Street												
West of Riverside Drive	7,600	66.0	395	125	40	7,600	66.0	395	125	40	0	

Roadway Segment	2040 Without Project					2040 With Project					Difference in dBA @ 100 feet from Roadway	
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)				
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour		
Grand Avenue												
West of Riverside Drive	9,100	66.8	473	150	47	9,500	66.9	495	156	49	0.1	
Riverside Drive to Ortega Highway (SR-74)	22,900	70.8	1,209	382	121	27,500	71.6	1,452	459	145	0.8	
East of Ortega Highway (SR-74)	22,100	70.7	1,167	369	117	27,000	71.5	1,425	451	143	0.8	
West of Corydon Street	21,000	70.4	1,092	345	109	23,700	70.9	1,233	390	123	0.5	
East of Corydon Street	11,100	67.6	577	183	58	11,800	67.9	614	194	61	0.3	
West of Central Street	11,000	67.6	572	181	57	11,700	67.8	609	192	61	0.2	
East of Central Street	7,000	65.6	364	115	36	7,400	65.9	385	122	38	0.3	
Ortega Highway (SR-74)												
South of Grand Avenue	15,900	69.9	973	308	97	16,200	70.0	991	313	99	0.1	
Corydon Street												
South of Grand Avenue	100	47.9	-	-	-	100	47.9	-	-	-	0	
North of Grand Avenue	17,400	70.3	1,064	337	106	19,300	70.7	1,181	373	118	0.4	
West of Mission Trail	16,700	70.1	1,021	323	102	18,600	70.6	1,138	360	114	0.5	
Mission Trail												
South of Corydon Street	15,900	69.2	839	265	84	17,100	69.6	903	285	90	0.4	
North of Corydon Street	20,500	70.3	1,082	342	108	21,300	70.5	1,124	356	112	0.2	
Central Street												
South of Grand Avenue	1,100	57.6	57	-	-	1,100	57.6	57	-	-	0	
Grand Avenue to Palomar Street	9,900	67.1	515	163	51	10,300	67.3	536	169	54	0.2	
North of Palomar Street	13,200	68.4	687	217	69	13,600	68.5	707	224	71	0.1	
Palomar Street												
East of Central Street	22,600	69.5	889	281	89	22,600	69.5	889	281	89	0	
West of Central Street	23,000	70.8	1,196	378	120	23,000	70.8	1,196	378	120	0	

Notes: ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level; NB = northbound; SB = southbound; "-" = contour is located within road ROW
Source: Based on traffic data within the Project Traffic Impact Analysis, prepared by Urban Crossroads, June 3, 2019.

Cumulative Mobile Source Impacts

A project's contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds perception level (i.e., auditory level increase) threshold. The combined effect compares the "Cumulative With Project" condition to "Existing" conditions. This comparison accounts for the traffic noise increase generated by a project combined with the traffic noise increase generated by projects in the cumulative project list. The following criteria have been utilized to evaluate the combined effect of the cumulative noise increase.

Combined Effect. The cumulative with Project noise level ("Future With Project") would cause a significant cumulative impact if a 3.0 dB increase over existing conditions occurs and the resulting noise level exceeds the applicable exterior standard at a sensitive use.

Although there may be a significant noise increase due to the proposed Project in combination with other related projects (combined effects), it must also be demonstrated that the project has an incremental effect. In other words, a significant portion of the noise increase must be due to the proposed project. The following criteria have been utilized to evaluate the incremental effect of the cumulative noise increase.

Incremental Effects. The "Future With Project" causes a 1.0 dBA increase in noise over the "Future Without Project" noise level.

A significant impact would result only if both the combined and incremental effects criteria have been exceeded. Noise by definition is a localized phenomenon, and reduces as distance from the source increases. Consequently, only the proposed Project and development occurring in the Project site's general vicinity would contribute to cumulative noise impacts. Table 11, Cumulative Noise Scenario, lists the traffic noise effects along roadway segments in the Project vicinity for "Existing," "Future Without Project," and "Future With Project," conditions, including incremental and net cumulative impacts.

As indicated in Table 11, the *Incremental Effects* criterion of 1.0 dBA over the "Future Without Project" are not exceeded along any of the segments. The *Combined Effects* criterion of 3.0 dBA over the existing condition are exceeded along four segments. However, the *Combined Effects* takes into account existing conditions and future growth associated with full buildout. As stated, a significant impact would result only if both the combined and incremental effects criteria have been exceeded. Thus, none of the roadway segments would have a significant cumulative noise increase. Therefore, the proposed Project, in combination with cumulative background traffic noise levels, would result in less than significant impacts.

Table 10: Cumulative Noise Scenario

Roadway Segment	Existing	Future Without Project	Future With Project	Combined Effects	Incremental Effects	Cumulatively Significant Impact?
	dBA @ 100 Feet from Roadway Centerline	dBA @ 100 Feet from Roadway Centerline	dBA @ 100 Feet from Roadway Centerline	Difference In dBA Between Existing and Future With Project	Difference In dBA Between Future Without Project and Future With Project	
Collier Avenue						
West of Riverside Drive	66.2	66.6	66.6	0.4	0	No
Riverside Drive to Central Avenue	71.2	71.6	72.0	0.8	0.4	No
East of Central Avenue	68.7	69.1	69.3	0.6	0.2	No
Central Avenue						
South of Collier Avenue	66.8	70.0	70.0	3.2	0	No
Collier Avenue to I-15 SB Ramp	72.8	73.2	73.5	0.7	0.3	No
I-15 SB Ramp to I-15 NB Ramp	73.3	73.8	73.9	0.6	0.1	No
North of I-15 NB Ramp	74.1	74.5	74.5	0.4	0	No
Riverside Drive						
East of Collier Avenue	56.7	69.9	69.9	13.2	0	No
Collier Avenue to Baker Street	70.7	71.1	71.7	1	0.6	No
Baker Street to Lakeshore Drive	70.3	71.9	72.3	2	0.4	No
Lakeshore Drive to Lincoln Street	70.9	71.3	72.0	1.1	0.7	No
Lincoln Street to Grand Avenue	70.0	70.4	71.2	1.2	0.8	No
Lakeshore Drive						
East of Riverside Drive	68.8	69.2	69.3	0.5	0.1	No
West of Riverside Drive	69.2	71.1	71.1	1.9	0	
Lincoln Street						
West of Riverside Drive	65.6	66.0	66.0	0.4	0	No
Grand Avenue						
West of Riverside Drive	66.4	66.8	66.9	0.5	0.1	No
Riverside Drive to Ortega Highway (SR-74)	70.2	70.8	71.6	1.4	0.8	No
East of Ortega Highway (SR-74)	70.3	70.7	71.5	1.2	0.8	No
West of Corydon Street	70.0	70.4	70.9	0.9	0.5	No
East of Corydon Street	67.2	67.6	67.9	0.7	0.3	No
West of Central Street	67.2	67.6	67.8	0.6	0.2	No
East of Central Street	65.2	65.6	65.9	0.7	0.3	No
Ortega Highway (SR-74)						
South of Grand Avenue	69.4	69.9	70.0	0.6	0.1	No
Corydon Street						
South of Grand Avenue	47.9	47.9	47.9	0	0	No
North of Grand Avenue	68.5	70.3	70.7	2.2	0.4	No
West of Mission Trail	69.7	70.1	70.6	0.9	0.5	No
Mission Trail						
South of Corydon Street	68.9	69.2	69.6	0.7	0.4	No
North of Corydon Street	69.8	70.3	70.5	0.7	0.2	No

Roadway Segment	Existing	Future Without Project	Future With Project	Combined Effects	Incremental Effects	Cumulatively Significant Impact?
	dBA @ 100 Feet from Roadway Centerline	dBA @ 100 Feet from Roadway Centerline	dBA @ 100 Feet from Roadway Centerline	Difference In dBA Between Existing and Future With Project	Difference In dBA Between Future Without Project and Future With Project	
Central Street						
South of Grand Avenue	57.2	57.6	57.6	0.4	0	No
Grand Avenue to Palomar Street	65.7	67.1	67.3	1.6	0.2	No
North of Palomar Street	68.0	68.4	68.5	0.5	0.1	No
Palomar Street						
East of Central Street	64.8	69.5	69.5	4.7	0	No
West of Central Street	67.1	70.8	70.8	3.7	0	No

Notes: ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level

Source: Based on traffic data within the Project Traffic Impact Analysis, prepared by Urban Crossroads, June 3, 2019.

Stationary Noise Impacts

The Project would create seven new MUA Neighborhoods as well as one new LI Neighborhood within the LVPA, resulting in a total of eight Neighborhoods throughout the LVPA. These areas are considered for mixed use development, including residential, commercial, and other uses.

The General Plan Noise Element contains policies that specifically address land use compatibility in relation to noise levels. Policies N 1.1, 1.2, and 15.2 restrict those land uses that have higher levels of noise production from being located near land uses that are more sensitive to noise. These policies also promote focusing those land uses with higher noise levels in areas that tend to produce more noise such as transit corridors. Noise Element Policies N 1.7, 2.2, 3.2, 3.5, and 4.4 require acoustical studies and reports to be prepared for proposed developments that may be affected by high noise levels as well as those considered noise-sensitive. Policy N 3.5 also requires that the acoustical analysis include recommendations for design mitigation. Future project-level analyses, in accordance with CEQA requirements, would be required to be conducted on a case-by-case basis as individual, future residential development projects allowed under the LVPA proceed. According to General Plan EIR No. 521, excessive (i.e., exceeding regulatory standards) exterior and interior noise in proposed noise-sensitive areas can be remediated by such mitigation strategies as relocating roadways, applying roadway coatings or reducing road speeds, building sound walls, providing buffer zones, retrofitting older homes with insulation or appropriate window treatments (i.e., double-paned windows, interior storm windows, etc.), or choosing development sites in quiet areas.

General Plan EIR No. 521 Mitigation Measure 4.13.2A would lessen noise impacts by restricting development of noise-sensitive uses if exterior and interior noise standards cannot be met. General Plan Mitigation Measure 4.13.2B would lessen noise impacts by requiring preparation of a site-specific noise analysis (“describing how the exterior and interior noise standards will be met”) for residential projects with a noise exposure greater than 65 dBA L_{dn} to ensure that homes are situated in appropriately quiet areas or are constructed with the necessary sound attenuation measures to reduce noise levels to appropriate levels. General Plan Mitigation Measure 4.13.2C would lessen impacts by also requiring new commercial and industrial development proposals include a noise study that analyzes site-specific noise impacts and provides mitigation appropriate for achieving the allowable noise levels. General Plan Mitigation Measure 4.13.2D would lessen noise impacts on schools by restricting their development within 2 miles of an airport. In addition, EIR No. 521 also included Mitigation Measures 4.13.3A, 4.13.3B, and 4.13.3C to address impacts from stationary noise sources. These measures would also apply to future development accommodated by LVPA. For new

development, it is anticipated that County standards could be met and substantial noise impacts could be avoided by incorporating such appropriate mitigation strategies, which would keep potential impacts to less than significant levels.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

b) Generation of excessive ground-borne vibration or ground-borne noise levels?

Construction can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of the construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). The results from vibration can range from no perceptible effects at the lowest vibration levels, to low rumbling sounds and perceptible vibration at moderate levels, to slight damage at the highest levels. Groundborne vibrations from construction activities rarely reach levels that damage structures.

The types of construction vibration impact include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 30 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. The vibration produced by construction equipment is illustrated in Table 12, Typical Vibration Levels for Construction Equipment.

Table 11: Typical Vibration Levels for Construction Equipment

Equipment	Approximate peak particle velocity at 25 feet (inches/second)	Approximate peak particle velocity at 50 feet (inches/second)
Large bulldozer	0.089	0.031
Loaded trucks	0.076	0.027
Small bulldozer	0.003	0.001
Jackhammer	0.035	0.012

Notes:

1. Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Guidelines*, May 2006. Table 12-2.

2. Calculated using the following formula:

$$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$$

where: *PPV (equip)* = the peak particle velocity in inch per second of the equipment adjusted for the distance

PPV (ref) = the reference vibration level in inch per second from Table 12-2 of the FTA *Transit Noise and Vibration Impact Assessment Guidelines*

D = the distance from the equipment to the receiver

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Guidelines*, May 2006.

Future development accommodated by the LVPA would require construction activities that could cause temporary, short-term vibrations. These vibrations would be disruptive if located near sensitive receptors. As indicated in Table 12, construction-related temporary groundborne vibration levels would depend on the specific construction equipment used, the location of construction activities relative to sensitive receptors, and the types of operations or activities involved. Vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The specific types of equipment to be used for construction of the future development accommodated by the LVPA are not known or foreseeable at this time. However, based on common construction practices, it can reasonably be assumed construction vibration would be generated from jackhammers, trucks, bulldozers, and similar equipment.

Compliance with General Plan policies and existing mitigation measures would ensure that new uses are not subject to excessive vibration impacts. Compliance with existing Riverside County ordinances and General Plan policies, as well as a General Plan EIR No. 521 Mitigation Measure 4.15.B-N1, would reduce the effects of construction-related groundborne vibration impacts on sensitive receptors. With implementation of General Plan Mitigation Measure 4.15.B-N1, impacts would be less than significant.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
PALEONTOLOGICAL RESOURCES Would the project:				
28. Paleontological Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan Figure OS-8, *Paleontological Sensitivity*; Paleontological Resource Impact Mitigation Program (“PRIMP”) Report; Riverside County GIS database

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

Riverside County has been inventoried for geologic formations known to potentially contain paleontological resources. Lands with high, low or undetermined potential for finding paleontological resources have been mapped and are included in Figure OS-8 of the General Plan (as well as the County GIS database). The mapped paleontological sensitivity is used in the environmental assessment of development proposals and the determination of required impact mitigation. According to the *Riverside County Map My County* GIS database, the Project area predominantly contains areas of low paleontological sensitivity, as well as areas with unknown paleontological sensitivity. There is one mapped area of high sensitivity along the northern extent of the Project area (east of the lake) that supports both vacant land and existing development.

General Plan Policy OS 19.7 states that: Whenever existing information indicates that a site proposed for development has low paleontological sensitivity as shown on Figure OS-8, no direct mitigation is required unless a fossil is encountered during site development. Should a fossil be encountered, the County Geologist shall be notified, and a paleontologist shall be retained by the project proponent. The paleontologist shall document the extent and potential significance of the paleontological resources on the site and establish appropriate mitigation measures for further site development.

Furthermore, General Plan Policy OS 19.8 states that: Whenever existing information indicates that a site proposed for development has undetermined paleontological sensitivity as shown on Figure OS-8, a report shall be filed with the County Geologist documenting the extent and potential significance of the paleontological resources on site and identifying mitigation measures for the fossil and for impacts to significant paleontological resources prior to approval of that department.

Lastly, General Plan Policy 19.9 states that: Whenever paleontological resources are found, the County Geologist shall direct them to a facility within Riverside County for their curation, including the Western Science Center in the City of Hemet.

In addition to such County policies, there are a number of existing State and federal laws that regulate development impacts to paleontological resources, including those outlined under the California Public Resources Code Paleontological Resources Preservation Act.

Due to the limited known paleontological resources and unique geologic features within the Project area and required conformance with existing regulations intended for the protection of sensitive paleontological resources, impacts to paleontological resources would be less than significant.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
POPULATION AND HOUSING Would the project:				
29. Housing				
a) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

b) Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County GIS database, Riverside County General Plan Housing Element

a) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

The proposed Project represents a change in land use designations and does not involve entitlement or physical construction. Future development within the Project area could result in the elimination of existing buildings, including homes; however, this potential already exists with the adopted ELAP as all properties are designated for some form of future development or conservation. The intent of the Project is to allow for future development of residential uses, in combination with commercial and mixed-use development, to provide additional housing opportunities within the LVPA. As the Project would not directly remove any existing housing or displace a substantial number of existing people or housing, there would be no need to construct replacement housing. As such, impacts would be less than significant.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

The physical construction of new housing is not proposed as a component of the Project, although the land use designations proposed by the Project would allow for the future construction of new housing, and thus, would create a demand for additional housing including affordable housing. However, the future development sequence that would occur following Project implementation would be based on market conditions and other future considerations. At such time, developers would be required to assess each proposed development and the site-specific environmental impacts associated with new housing through project-level CEQA analysis at such time that their design and specific locations are known. As such, impacts would be less than significant.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

c) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

The proposed mixed-use and residential land use designations, as well as lands proposed for future commercial use, would result in the potential for increased population and employment opportunities in the Project area. While the physical construction of homes or businesses are not proposed as a

component of the Project, the proposed land use designations would allow for future construction of new residential and commercial development within the affected land area.

As discussed in Response 29(b) above, the future development sequence that would occur following Project implementation would be based on market conditions and other future considerations. At such time, developers would be required to assess each proposed development and the site-specific environmental impacts associated with population growth through project-level CEQA analysis at such time that their design and specific locations are known. While a limited growth potential would result with the proposed Project, a number of commercial uses would be removed in place of future mixed-use development. Similarly, portions of the Project area would be changed from residential land use to mixed-use land use and may therefore experience slightly increased development intensity.

Areas where mixed uses are proposed may increase density beyond existing development; however, the existing development in these areas is generally consistent with the proposed land use designation, and as such, impacts would be largely similar in nature and intensity. Due to the limited growth associated with the Project (a maximum 2.2 percent increase), the Project would result in a less than significant impact with regard to inducing substantial unplanned population growth.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County General Plan Safety Element; Ordinance No. 659 (Public Services Development Impact Fees for New Development); Ordinance No. 787 (Requirements for High-Occupancy Structures for Fire Protection)

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

Implementation of the proposed Project may indirectly necessitate future provision of additional fire protection services. The Riverside County Fire Department (RCFD) provides fire protection and emergency medical services to the Project area and would continue to do so following Project implementation. Currently, the Project area is served by Riverside County Fire Station Number 11, located at 33020 Maiden Lane, Lake Elsinore, CA 92530. Any future development on the neighborhood sites would be subject to Riverside County Ordinance No. 659, which requires new development to

either pay fire protection Development Impact Fees (DIF) or provide new facilities in lieu of the fee as approved by the RCFD. The County of Riverside requires the payment of development impact fees prior to the final inspection by the Building and Safety Department for any residential dwelling. The construction of future fire protection facilities necessary for development accommodated through the LVPA would be subject to separate environmental analysis and CEQA review process.

Future development accommodated by the Project would also be subject to General Plan Policy LU 5.1, General Plan Policy S 5.1, and County Ordinance 787. Policy LU 5.1 prohibits new development from exceeding the ability to adequately provide supporting infrastructure and services, including fire protection services, and Policy S 5.1 requires proposed development to incorporate fire prevention features. County Ordinance No. 787 includes requirements for high-occupancy structures to further protect people and structures from fire risks, including requirements that buildings not impede emergency egress for fire safety personnel and that equipment and apparatus would not hinder evacuation from fire, including potential blockage of stairways or fire doors. Development would also be required to demonstrate compliance with any applicable California Building and Fire Codes, which are implemented to ensure new development meets minimum standards for access, fire flow, building ignition and fire resistance, fire protection systems and equipment, defensible space, and setback requirements. Adherence to the above-mentioned existing General Plan Policies and Ordinances, as well as existing State regulations, would ensure that potential physical impacts associated with the provision of fire protection services remain less than significant.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
31. Sheriff Services	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan; Ordinance No. 659 (Public Services Development Impact Fees for New Development)

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

The Project area is partially developed and is currently serviced by the Riverside County Sheriff's Department (RCSD) and would continue to be serviced by RCSD. Table 4, Projected Law Enforcement Generation Factors and Law Enforcement Needs, shows the criteria used by Riverside County EIR No. 521 to determine law enforcement personnel and equipment needs in unincorporated areas of Riverside County, along with the theoretical law enforcement needs under the proposed Project. The proposed land use changes would result in a potential population increase as future development occurs within the LVPA. This additional development accommodated through Project implementation would increase the demand for police protection services. As shown, the population increases that would occur through Project implementation would necessitate two additional sworn police officers beyond what has been anticipated for buildout of the affected area under the current land use designations.

Table 12: Projected Law Enforcement Generation Factors and Law Enforcement Needs

Personnel/Equipment	Generation Factor	Personnel/Equipment Needs – Proposed Project*
Sworn Officers	1.5 per 1,000 persons	2 sworn officers
Supervisors	1 per 7 officers	0 supervisors
Support Staff	1 per 7 officers	0 support staff
Patrol Vehicles	1 per 3 officers	0 patrol vehicles

* Numbers are rounded.
Source: County of Riverside 2015

The RCSD’s ability to support future growth is dependent upon the financial ability to hire additional deputies and provide equipment for staff. Accordingly, future development accommodated through the proposed Project would be subject to Riverside County Ordinance No. 659, which requires new development to pay the DIF used to fund public facilities, including law enforcement facilities and supplies. The costs associated with the hiring of additional officers would be funded through Riverside County Board of Supervisor decisions on the use of general fund monies (i.e., property and tax). Payment of these fees would help to offset any future impacts associated with the additional site development accommodated through the Project. In addition, implementation of General Plan EIR No. 521 would ensure that potential physical impacts associated with the provision of police protection services remain less than significant.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
32. Schools	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): School District correspondence, Riverside County GIS database

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

The proposed Project would indirectly increase the number of school-aged children required to attend public schools within the Lake Elsinore Unified School District (LEUSD). The LEUSD uses the generation rates shown in Table 5, School Enrollment Generation Factors and Projected Student Generation, to represent the number of students, or portion thereof, expected to attend district schools from each new dwelling unit.

Table 13: School Enrollment Generation Factors and Projected Student Generation

School Type	Generation Rate
Elementary School	0.1303

Middle School	0.0528
High School	0.0706

Source: LEUSD 2015

Pursuant to the Leroy F. Greene School Facilities Act (SB 50), future residential and commercial/industrial development accommodated through the proposed Project would be required to pay development impact fees to the LEUSD to fund school facilities. Pursuant to Government Code Section 65995, payment of these development impact fees as required by State law would provide full and complete mitigation to the Project's potential impacts relative to physical impacts associated with construction of school facilities. Any future development accommodated through the Project would be required to pay these fees prior to issuance of a building permit. Evidence that agreements have been executed shall be submitted to the Riverside County Building and Safety Department, or fees shall be paid with each building permit. Therefore, payment of these fees would ensure that potential physical impacts associated with the provision of schools would remain less than significant.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
33. Libraries	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan

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

GPA 1156 replaced portions of the adopted ELAP to establish the LVPA .The proposed Project would implement several land use designation changes for a number of parcels within the project area. The proposed Project would not directly result in the construction of new library facilities; however, it is noted that future development accommodated by the LVPA may necessitate the provision of new libraries. The construction and operation of any future libraries necessary for the development accommodated through Project implementation would be subject to separate environmental analysis and CEQA review process, once it is determined that these actions are warranted and are subject to CEQA. In addition, any future development projects would be subject to measures found within General Plan EIR No 521.

Therefore, potential physical impacts associated with the provision of libraries would remain less than significant.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
34. Health Services	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan

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

GPA 1156 replaced portions of the adopted ELAP to establish the LVPA .The proposed Project would implement several land use designation changes for a number of parcels within the project area. The proposed Project would not directly result in the construction of new health services facilities; however, it is noted that future development accommodated by the LVPA may necessitate the provision of new health services facilities. The construction and operation of any future health services facilities

necessary for the development accommodated through Project implementation would be subject to separate environmental analysis and CEQA review process, once it is determined that these actions are warranted and are subject to CEQA. In addition, any future development projects would be subject to General Plan EIR Mitigation Measures 4.15.7A and 4.15.7B. Therefore, impacts regarding health services would be less than significant.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Riverside County GIS database; Ordinance No. 659 (Establishing Development Impact Fees); Parks & Open Space Department Review

a) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

The proposed Project would establish land uses within the LVPA and would implement land use designation changes to a number of parcels within the LVPA. The Project does not directly involve the physical construction or expansion of recreational facilities; however, it is noted that future development accommodated through the LVPA may include recreational facilities or require the expansion of existing recreational facilities. The future acquisition of recreational facilities would be subject to a separate environmental review process once it is determined that the construction of such facilities is subject to CEQA. In addition, development would be subject to the relevant General Plan policies including Policy OS 20.5 which requires that development of recreation facilities occur concurrent with other development, and Policy OS 20.6 which requires new development to provide implementation strategies for the funding of both active and passive parks and recreational sites. Policies OS 20.5 and 20.6 provide both the timing and the financial means to provide active and passive recreational sites. Future development within the LVPA would be subject to these policies and other relevant recreational facility siting and design practices based on location and would be required to mitigate any potential adverse environmental impacts identified at that time. For these reasons, the Project would not result in significant adverse physical impacts associated with the construction or expansion of recreational facilities, and a less than significant impact would occur.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

b) Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

New housing projects are required to provide specific levels of new recreational development (parks, recreational areas, etc.) and/or pay a specific amount of in-lieu fees which are then used to construct new or expanded facilities. Trail requirements and off-site improvement contributions are also handled similarly (through mandatory Conditions of Approval). Future development of residential uses proposed under the LVPA would be subject to Riverside County Ordinance No. 659 which requires new development to pay mitigation fees used to fund public facilities, including regional parks, community centers/parks, and regional multipurpose trails. Payment of the mitigation fees stipulated through Ordinance No. 659, along with adherence to General Plan Policies OS 20.5 and 20.6 described in Response 35(a) above, would aid in ensuring the Project’s potential impacts to existing neighborhood and regional parks or other recreational facilities are less than significant. Further, the construction/development of any potential park and recreation facilities accommodated through Project implementation would be analyzed through a separate environmental review process, once it is determined that construction of new facilities is warranted and subject to CEQA. For these reasons, the Project would not directly increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. Impacts would be less than significant.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

c) Be located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?

The Project area is not currently located within a Community Service Area or a recreation and park district with a Community Parks and Recreation Plan, although the future development of such areas and/or plans are provided for in ELAP Policy 6.4, “Encourage the formation of a County Service Area (CSA) or Parks and Recreation District to develop adequate park services and facilities. Large-scale development is encouraged to include parks, recreational open space, plazas and other public spaces.” Therefore, no impact would occur in this regard.

Determination: No impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
36. Recreational Trails	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

a) Include the construction or expansion of a trail system?

Source(s): Riverside County General Plan Figure C-6, *Trails and Bikeway System*

a) Include the construction or expansion of a trail system?

The Project does not directly involve the construction or expansion of a trail system; however, Project implementation would result in the potential for future development within the Project area, as well as the development of future roadway and trail infrastructure.

Lakeland Village Policy Area, Policy 6.3 Encourage the design of new streets and the significant upgrading of existing streets to provide all users with safe, convenient access through the community. Emphasis should be placed on providing dedicated, protected facilities for pedestrians and bicyclists, including a continuous network of sidewalks and pedestrian pathways; bicycle routes and lanes; multi-use trails and trailhead parking; traffic calming measures; and delineated street crossings where feasible.

Future development facilitated by Project implementation would be subject to Riverside County Ordinance No. 659 which requires new development to pay mitigation fees used to fund public facilities, including regional parks, community centers/parks, and regional multipurpose trails. Existing ordinances and development fees, along with the County's development review process, would ensure that future development facilitated through Project implementation would provide adequate trail facilities. The construction of proposed trail facilities would be subject to CEQA, and the developer would be required to conduct further environmental analysis to determine whether the construction of these trails would result in an environmental impact. Future trail construction/development would be subject to a separate environmental review process, as well as the above-mentioned Riverside County policies and ordinances, and potential significant environmental impacts identified would require appropriate mitigation at that time. For these reasons, impacts would be less than significant.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
TRANSPORTATION Would the project:				
37. Transportation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Cause an effect upon, or a need for new or altered maintenance of roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Cause an effect upon circulation during the project's construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan, Project Traffic Impact Analysis

a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

A Traffic Impact Analysis (June 3, 2019) (TIA) was prepared for the proposed Project (Appendix 3). The TIA was prepared in accordance with the *County of Riverside Transportation Department Traffic Impact Analysis Preparation Guide* (April 2008), the California Department of Transportation (Caltrans) *Guide for the Preparation of Traffic Impact Studies* (December 2002), and consultation with County of Riverside staff during the scoping process.

It should be noted that Senate Bill 743 (SB 743) was adopted in September of 2013, requiring that agencies utilize Vehicle Miles Traveled (VMT) for CEQA analysis, instead of Level of Service (LOS). The provisions of SB 743 are required to be implemented statewide by July 1, 2020. The traffic analysis in this section relies on LOS to characterize impacts, as the County of Riverside has not adopted VMT significance thresholds. The proposed project; however, does not directly propose development. The refinements being proposed to the land uses within the LVPA include the addition of mixed use development and higher density development proximal to existing bus services. These proposed changes should allow for a reduction of vehicle trips as future development occurs through internal trip capture and proximity of future development to established transit stops. While a formal VMT analysis was not performed for the project, the project was designed in a manner that should reduce future VMT with the establishment of the MUA designations.

Study Area and Analysis Scenarios

The Project study area was defined in coordination with the County of Riverside, and the land use plan is envisioned to enhance mixed use areas, resulting in the majority of vehicle trips generated to remain local to the area (i.e., avoidance of residents having to travel long distances to access goods and services, etc.). Table 6 shows the intersections included in the study area, along with their respective jurisdictional locations.

Potential Project-related impacts to traffic and circulation have been evaluated for each of the following conditions:

- Existing (2019) Conditions
- Existing Plus Project (E+P) Conditions
- Horizon Year (2040) Without Project
- Horizon Year (2040) With Project

Table 14: Study Area Intersections

ID	Intersection Location	Jurisdiction
1	Riverside Drive (SR-74) & Collier Avenue (SR-74)	Caltrans, City of Lake Elsinore
2	Riverside Drive (SR-74) & Lakeshore Drive	Caltrans, City of Lake Elsinore
3	Riverside Drive (SR-74) & Lincoln Street	Caltrans, City of Lake Elsinore
4	Riverside Drive (SR-74) & Grand Avenue	Caltrans, City of Lake Elsinore
5	Central Street (SR-74) & I-15 NB Ramps	Caltrans, City of Lake Elsinore
6	Central Street (SR-74) & I-15 SB Ramps	Caltrans, City of Lake Elsinore
7	Central Street (SR-74) & Collier Avenue (SR-74)	Caltrans, City of Lake Elsinore
8	Ortega Highway (SR-74) & Grand Avenue	Caltrans, City of Lake Elsinore
9	Corydon Street & Mission Trail	City of Lake Elsinore, City of Wildomar
10	Corydon Street & Grand Avenue	Riverside County, City of Lake Elsinore, City of Wildomar
11	Central Street & Palomar Street	City of Wildomar
12	Central Street & Grand Avenue	City of Wildomar

Methodologies

Levels of Service (LOS)

Traffic operations of roadway facilities are described using the term "Level of Service" (LOS). LOS is a qualitative description of traffic flow based on several factors such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined ranging from LOS A, representing completely free-flow conditions, to LOS F, representing breakdown in flow resulting in stop-and-go conditions. LOS E represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow.

Intersection Capacity Analysis

The definitions of LOS for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control. The LOS is typically dependent on the quality of traffic flow at the intersections along a roadway. The Highway Capacity Manual (HCM) methodology expresses the LOS at an intersection in terms of delay time for the various intersection approaches, and uses different procedures depending on the type of intersection control.

The County of Riverside, City of Lake Elsinore, and City of Wildomar require signalized intersection operations analysis based on the methodology described in the HCM 6th Edition. Intersection LOS operations are based on an intersection's average control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections, LOS is directly related to the average control delay per vehicle and is correlated to a LOS designation, as described in Table 7.

Table 15: Signalized Intersection Description of LOS

Description	Average Control Delay (Seconds), V/C ≤ 1.0	Level of Service, V/C ≤ 1.0	Level of Service, V/C > 1.0
Operations with very low delay occurring with favorable progression and/or short cycle length.	0 to 10.00	A	F
Operations with low delay occurring with good progression and/or short cycle lengths.	10.01 to 20.00	B	F
Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.01 to 35.00	C	F
Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.01 to 55.00	D	F
Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.01 to 80.00	E	F
Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	80.01 and up	F	F

Source: HCM 6th Edition, 2016

The County of Riverside, City of Lake Elsinore, and City of Wildomar require the operations of unsignalized intersections be evaluated using the methodology described in the HCM 6th Edition. The LOS rating is based on the weighted average control delay expressed in seconds per vehicle, as shown in Table 8.

Table 16: Unsignalized Intersection Description of LOS

Description	Average Control Delay (Seconds), V/C ≤ 1.0	Level of Service, V/C ≤ 1.0	Level of Service, V/C > 1.0
Little or no delays	0 to 10.00	A	F
Short traffic delays	10.01 to 20.00	B	F
Average traffic delays	20.01 to 35.00	C	F
Long traffic delays	35.01 to 55.00	D	F
Very long traffic delays	55.01 to 80.00	E	F
Extreme traffic delays with intersection capacity exceeded	80.01 and up	F	F

Source: HCM 6th Edition

Traffic Signal Warrant Analysis

The term "signal warrants" refers to the list of established criteria used by Caltrans and other public agencies to quantitatively justify or ascertain the potential need for installation of a traffic signal at an otherwise unsignalized intersection. This analysis uses the signal warrant criteria presented in the latest edition of the Caltrans *California Manual on Uniform Traffic Control Devices*. The signal warrant criteria for existing study area intersections are based upon several factors, including volume of vehicular and pedestrian traffic, frequency of accidents, and location of school areas.

It is important to note that a signal warrant defines the minimum condition under which the installation of a traffic signal might be warranted. Meeting this condition does not require that a traffic control signal be installed at a particular location, but rather, that other traffic factors and conditions be evaluated in order to determine whether the signal is truly justified. It should also be noted that signal warrants do

not necessarily correlate with LOS. An intersection may satisfy a signal warrant condition and operate at or above acceptable LOS or operate below acceptable LOS and not meet a signal warrant.

Traffic signal warrant analyses were performed for all unsignalized study area intersections as shown on Table 6. Specifically, there is one unsignalized intersection in the study area: Riverside Drive (SR-74) & Grand Avenue.

Minimum Levels of Service

The definition of an intersection deficiency has been obtained from each of the applicable surrounding jurisdictions.

County of Riverside, City of Lake Elsinore, and City of Wildomar

Riverside County General Plan Policy C 2.1 states that the County will maintain the following County-wide target LOS:

The following minimum target levels of service have been designated for the review of development proposals in the unincorporated areas of Riverside County with respect to transportation impacts on roadways designated in the Riverside County Circulation Plan which are currently County maintained, or are intended to be accepted into the County maintained roadway system:

- LOS C shall apply to all development proposals in any area of the Riverside County not located within the boundaries of an Area Plan, as well as those areas located within the following Area Plans: REMAP, Eastern Coachella Valley, Desert Center, Palo Verde Valley, and those non-Community Development areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.
- LOS D shall apply to all development proposals located within any of the following Area Plans: Eastvale, Jurupa, Highgrove, Reche Canyon/Badlands, Lakeview/Nuevo, Sun City/Menifee Valley, Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.
- LOS E may be allowed by the Board of Supervisors within designated areas where transit-oriented development and walkable communities are proposed.

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

For the purposes of this analysis, LOS D was assumed at all of the study area intersections.

Therefore, to determine whether the addition of Project traffic at a study intersection would result in a deficiency, the following were utilized:

- A deficiency occurs at study area intersections if the pre-Project condition is at or better than LOS D (i.e., acceptable LOS), and the addition of project trips causes the peak hour LOS of the study area intersection to operate at unacceptable LOS (i.e., LOS E or F).
- Per the County of Riverside traffic study guidelines, for intersections currently operating at unacceptable LOS (LOS E or F), a deficiency would occur if the Project contributes 50 or more peak hour trips to pre-project traffic conditions.

Caltrans

Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on State Highway System facilities; however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. Consistent with the County of Riverside minimum LOS of LOS D, LOS D will be used as the target LOS for both arterial-to-freeway ramps.

To determine whether the addition of Project traffic to the SHS freeway segments would result in a deficiency, the following were utilized:

- The traffic study finds that the LOS of a freeway segment would degrade from LOS D or better to LOS E or LOS F.
- The traffic study finds that the Project would exacerbate an already deficient condition (i.e., contributing 50 or more peak hour trips). A segment that is operating at or near capacity is deemed to be deficient.

Existing Conditions

Intersection Operations Analysis

The intersection LOS analysis is based on the traffic volumes observed during the peak hour conditions using traffic count data collected in April 2019. The following peak hours were selected for analysis:

- Weekday AM Peak Hour (peak hour between 7:00 AM and 9:00 AM)
- Weekday PM Peak Hour (peak hour between 4:00 PM and 6:00 PM)

The weekday AM and weekday PM peak hour count data is representative of typical weekday peak hour traffic conditions in the study area. There were no observations made in the field that would indicate atypical traffic conditions on the count dates, such as construction activity or detour routes and near-by schools were in session and operating on normal schedules.

These raw turning volumes have been flow conserved between intersections with limited access, no access and where there are currently no uses generating traffic (e.g., between ramp-to-arterial intersections, etc.). The traffic counts collected in April 2019 include the following vehicle classifications: passenger cars; 2-axle trucks; 3-axle trucks; and 4 or more axle trucks.

To represent the impact large trucks, buses and recreational vehicles have on traffic flow, all trucks were converted into passenger car equivalents (PCEs). By their size alone, these vehicles occupy the same space as two or more passenger cars. In addition, the time it takes for them to accelerate and slow-down is also much longer than for passenger cars, and varies depending on the type of vehicle and number of axles. For the purpose of this analysis, a PCE factor of 1.5 was applied to 2-axle trucks, 2.0 for 3-axle trucks and 3.0 for 4+-axle trucks to estimate each turning movement. These factors are consistent with the values recommended for use in the San Bernardino County Congestion Management Program (CMP) and are in excess of the factor recommended for use in the County of Riverside Traffic Study Guidelines. Although the County of Riverside has a recommended PCE factor of 2.0, the San Bernardino County CMP PCE factors were utilized in an effort to conduct a more conservative analysis.

Existing weekday average daily traffic (ADT) volumes on arterial highways and AM and weekday PM peak hour intersection volumes (in PCE) throughout the study area are shown on Exhibit 5, Existing (2019) Traffic Volumes (in PCE). Existing peak hour intersection operations analysis results are summarized in Table 9, which indicates that the following study area intersection is currently operating at an unacceptable LOS during the AM and PM peak hours:

- Riverside Drive (SR-74) & Grand Avenue (#4) – LOS F AM peak hour; LOS E PM peak hour

Traffic Signal Warrants Analysis

Traffic signal warrants for Existing traffic conditions are based on existing peak hour intersection turning volumes. For existing traffic conditions, the intersection of Riverside Drive (SR-74) & Grand Avenue (#4) appears to warrant a traffic signal; refer to Table 9.

Table 17: Intersection Analysis for Existing (2019) Conditions

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹				Delay (secs) ¹		Level of Service									
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM
			L	T	R	L	T	R	L	T	R	L	T	R				
1	Riverside Drive (SR-74) & Collier Avenue (SR-74)	TS	0	1	1>	0	1	0	1	1	1	1	1	0	17.9	23.7	B	C
2	Riverside Drive (SR-74) & Lakeshore Drive	TS	1	2	1	1	1	1	1	2	1	1	2	0	31.3	34.1	C	C
3	Riverside Drive (SR-74) & Lincoln Street	TS	1	1	0	0	1	d	1	0	1	0	0	0	32.1	12.9	C	B
4	Riverside Drive (SR-74) & Grand Avenue	CSS	1	1	0	0	1	d	1	0	d	0	0	0	62.2	47.4	F	E
5	Central Street (SR-74) & I-15 NB Ramps	TS	1	3	0	0	3	1	0	0	0	1	1	1	14.6	13.5	B	B
6	Central Street (SR-74) & I-15 SB Ramps	TS	0	2	1	2	2	0	1	1	1	0	0	0	15.4	20.9	B	C
7	Central Street (SR-74) & Collier Avenue (SR-74)	TS	2	2	0	2	1	2>	2	2	1	1	2	2>	25.6	26.3	C	C
8	Ortega Highway (SR-74) & Grand Avenue	TS	2	0	1>	0	0	0	0	1	2>	1	1	0	14.5	19.6	B	B
9	Corydon Street & Mission Trail	TS	2	0	2>	0	0	0	0	2	1>	1	2	0	12.5	12.0	B	B
10	Corydon Street & Grand Avenue	TS	0	1	0	1	1	0	1	1	0	1	1	0	16.2	18.4	B	B
11	Central Street & Palomar Street	TS	1	2	0	1	1	1	1	1	1	1	1	1	23.3	18.4	C	B
12	Central Street & Grand Avenue	TS	1	1	0	1	1	1	1	1	1	1	1	1	20.4	13.5	C	B

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d = Defacto Right Turn Lane; > = Right Turn Overlap

² Per the Highway Capacity Manual (HCM) 6th Edition, overall average intersection delay and level of service are shown for intersections with a traffic signal. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. LOS calculated using Synchro (Version 10).

³ CSS = Cross-street Stop; TS = Traffic Signal

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Projected Future Traffic

Project Trip Generation

Trip generation rates (in PCE) used to estimate Project traffic and a summary of the Project's trip generation (in PCE) are shown in Table 10. Trip generation rates (in actual vehicles) used to estimate Project traffic and a summary of the Project's trip generation (in actual vehicles) are shown in Table 11. The trip generation rates are based upon data collected by the Institute of Transportation Engineers (ITE) in their published Trip Generation Manual, 10th Edition, 2017. The following land uses were utilized for the purposes of this analysis:

- General Light Industrial (ITE LU Code 110)
- Single Family Detached Residential (ITE LU Code 210)
- Shopping Center (ITE LU Code 820)

The proposed Project is estimated to generate a net total of 7,594 PCE trip-ends per day with 599 PCE AM peak hour trips and 817 PCE PM peak hour trips. In comparison, the proposed Project is estimated to generate a net total of 7,584 actual vehicle trip-ends per day with 599 actual vehicle AM peak hour trips and 815 actual vehicle PM peak hour trips.

Background Traffic

The adopted Southern California Association of Governments (SCAG) 2016 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) (April 2016) growth forecasts for Riverside County identifies projected growth in population of 359,000 in 2012 to 499,200 in 2040, or a 39.05 percent increase over the 28-year period. The change in population equates to roughly a 1.18 percent growth rate, compounded annually. Similarly, growth over the same 28-year period in households is projected to increase by 45.06 percent, or 1.34 percent growth rate, compounded annually. Finally, growth in employment over the same 28-year period is projected to increase by 122.13 percent, or a 2.89 percent growth rate, compounded annually. Therefore, the annual growth rate of 2.0 percent, in conjunction with cumulative project traffic, would appear to be conservative and tend to overstate as opposed to understate future traffic growth.

Table 18: Project Trip Generation Summary (PCE)

Project Trip Generation Rates									
Land Use ¹	ITE LU Code	Units ²	AM Peak Hour Trips			PM Peak Hour Trips			Daily
			In	Out	Total	In	Out	Total	
General Light Industrial ^{3, 4}	110	TSF	0.616	0.084	0.700	0.082	0.548	0.630	4.960
Passenger Cars (61.2%)			0.377	0.051	0.428	0.050	0.336	0.386	3.038
2-Axle Trucks (6.1%) (PCE = 1.5)			0.057	0.008	0.065	0.008	0.051	0.059	0.458
3-Axle Trucks (12.7%) (PCE = 2.0)			0.156	0.022	0.178	0.020	0.140	0.160	1.262
4-Axle+ Trucks (19.9%) (PCE = 3.0)			0.369	0.051	0.420	0.048	0.327	0.375	2.961
Single-Family Detached Residential	210	DU	0.190	0.550	0.740	0.624	0.366	0.990	9.440
Shopping Center	820	TSF	0.583	0.357	0.940	1.829	1.981	3.810	37.750

Project Trip Generation												
Project	Quantity	Units ²	AM Peak Hour Trips			PM Peak Hour Trips			Daily			
			In	Out	Total	In	Out	Total				
General Light Industrial	3.795	TSF										
Passenger Cars:			1	0	1	0	1	1	12			
Truck Trips:												
2-axle:			0	0	0	0	0	0	2			
3-axle:			1	0	1	0	1	1	6			
4+-axle:			1	0	1	0	1	1	12			
			<i>-Net Truck Trips</i>			2	0	2	2	20		
Single-Family Detached Residential	829	DU	154	461	615	518	304	822	7,826			
Commercial Retail/Non-Residential	15.318	TSF	9	6	15	29	31	60	580			
			<i>Subtotal</i>			166	467	633	547	338	885	8,438
			<i>Internal Capture (10%)</i>			-17	-17	-34	-34	-34	-68	-844
			TOTAL NET TRIPS			149	450	599	513	304	817	7,594

¹ Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Tenth Edition (2017).

² TSF = thousand square feet; DU = Dwelling Units

³ Vehicle Mix Source: Institute of Transportation Engineers (ITE), Trip Generation Handbook, Third Edition (September 2017).

⁴ Truck mix per City of Fontana Truck Trip Generation Study for LU 110, August 2003. PCE rates are per SBCTA.

Table 19: Project Trip Generation Summary (Actual Vehicles)

Project Trip Generation Rates									
Land Use ¹	ITE LU Code	Units ²	AM Peak Hour Trips			PM Peak Hour Trips			Daily
			In	Out	Total	In	Out	Total	
General Light Industrial ^{3, 4}	110	TSF	0.616	0.084	0.700	0.082	0.548	0.630	4.960
Passenger Cars (61.2%)			0.377	0.051	0.429	0.050	0.336	0.386	3.038
2-Axle Trucks (6.1%)			0.038	0.005	0.043	0.005	0.034	0.039	0.305
3-Axle Trucks (12.7%)			0.078	0.011	0.089	0.010	0.070	0.080	0.631
4-Axle+ Trucks (19.9%)			0.123	0.017	0.139	0.016	0.109	0.125	0.987
Single-Family Detached Residential	210	DU	0.185	0.555	0.740	0.624	0.366	0.990	9.440
Shopping Center	820	TSF	0.583	0.357	0.940	1.829	1.981	3.810	37.750

Project Trip Generation												
Project	Quantity	Units ²	AM Peak Hour Trips			PM Peak Hour Trips			Daily			
			In	Out	Total	In	Out	Total				
General Light Industrial	3,795	TSF										
Passenger Cars:			1	0	1	0	1	1	12			
Truck Trips:												
2-axle:			0	0	0	0	0	0	2			
3-axle:			0	0	0	0	0	0	2			
4+-axle:			0	0	0	0	0	0	4			
			<i>-Net Truck Trips</i>			0	0	0	8			
Single-Family Detached Residential	829	DU	154	461	615	518	304	822	7,826			
Commercial Retail/Non-Residential	15,318	TSF	9	6	15	29	31	60	580			
			<i>Subtotal</i>			164	467	631	547	336	883	8,426
			<i>Internal Capture (10%)</i>			-16	-16	-32	-34	-34	-68	-842
			TOTAL NET TRIPS			148	451	599	513	302	815	7,584

¹ Trip Generation Source: Institute of Transportation Engineers (ITE), Trip Generation Manual, Tenth Edition (2017).

² TSF = thousand square feet; DU = Dwelling Units

³ Vehicle Mix Source: Institute of Transportation Engineers (ITE), Trip Generation Handbook, Third Edition (September 2017).

⁴ Truck mix per City of Fontana Truck Trip Generation Study for LU 110, August 2003. PCE rates are per SBCTA.

Existing Plus Project (E+P) Traffic Conditions

The lane configurations and traffic controls assumed to be in place for E+P conditions consist of the following:

- Project driveways and those facilities assumed to be constructed by future development projects facilitated by the Project to provide site access are also assumed to be in place for E+P conditions only (e.g., intersection and roadway improvements at the Project's frontage and driveways).

For E+P conditions, all intersections are signalized or were anticipated to warrant a traffic signal in previous traffic conditions based on either peak hour or planning-level volume-based warrants.

E+P weekday ADT volumes on arterial highways and weekday AM and PM peak hour intersection volumes (in PCE) throughout the study area are shown on Exhibit 6, Existing Plus Project (E+P) Traffic Volumes (in PCE). E+P peak hour intersection operations analysis results are summarized in Table 12, which indicates that there are no additional study area intersections anticipated to operate at unacceptable LOS under E+P traffic conditions, consistent with existing traffic conditions. However, the intersection at Riverside Drive (SR-74) & Grand Avenue (#4) would continue to operate at a deficient LOS under E+P conditions and a significant impact would occur. Therefore, Mitigation Measure TR-2 requires future development projects accommodated by the Project to prepare a project-level Traffic Impact Analysis, which shall include an analysis of this intersection and potential impact fee payment towards improvements at this intersection, pursuant to the Traffic Impact Analysis for General Plan Amendment No. 1208. This measure would reduce impacts to a less than significant level. Table 13 shows the improvement in LOS with implementation of the recommended mitigation.

Table 20: Intersection Analysis for Existing Plus Project (E+P) Conditions

#	Intersection	Traffic Control ²	Existing (2019)				E+P			
			Delay (secs) ¹		Level of Service		Delay (secs) ¹		Level of Service	
			AM	PM	AM	PM	AM	PM	AM	PM
1	Riverside Dr. (SR-74) & Collier Ave. (SR-74)	TS	17.9	23.7	B	C	18.3	51.9	B	D
2	Riverside Dr. (SR-74) & Lakeshore Dr.	TS	31.3	34.1	C	C	35.9	54.7	D	D
3	Riverside Dr. (SR-74) & Lincoln St.	TS	32.1	12.9	C	B	43.2	17.7	D	B
4	Riverside Dr. (SR-74) & Grand Ave.	CSS	62.2	47.7	F	E	>100.0	90.8	F	F
5	Central St. (SR-74) & I-15 NB Ramps	TS	14.6	13.5	B	B	17.4	15.0	B	B
6	Central St. (SR-74) & I-15 SB Ramps	TS	15.4	20.9	B	C	15.6	22.9	B	C
7	Central St. (SR-74) & Collier Ave. (SR-74)	TS	25.6	26.3	C	C	28.1	28.0	C	C
8	Ortega Hwy (SR-74) & Grand Ave.	TS	14.5	19.6	B	B	16.1	43.7	B	D
9	Corydon St. & Mission Trail	TS	12.5	12.0	B	B	13.2	13.8	B	B
10	Corydon St. & Grand Ave.	TS	16.2	18.4	B	B	22.1	42.0	C	D
11	Central St. & Palomar St.	TS	23.3	18.4	C	B	23.5	18.7	C	B
12	Central St. & Grand Ave.	TS	20.4	13.5	C	B	21.5	13.9	C	B

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

¹ Per the Highway Capacity Manual (HCM) 6th Edition, overall average intersection delay and level of service are shown for intersections with a traffic signal. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. LOS calculated using Synchro (Version 10).

² CSS = Cross-street Stop; TS = Traffic Signal

Table 21: Intersection Analysis for E+P Conditions With Improvements

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹				Delay (secs) ¹		Level of Service									
			Northbound			Southbound	Eastbound		Westbound									
			L	T	R	L	T	R	L	T	R	AM	PM					
4	Riverside Dr. (SR-74) & Grand Ave. -Without Improvements	CSS	1	1	0	0	1	d	1	0	d	0	0	0	>100.0	90.8	F	F
	-With Improvements	TS	1	1	0	0	1	d	1	0	d	0	0	0	45.0	39.3	D	D

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d = Defacto Right Turn Lane; > = Right Turn Overlap

² Per the Highway Capacity Manual (HCM) 6th Edition, overall average intersection delay and level of service are shown for intersections with a traffic signal. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. LOS calculated using Synchro (Version 10).

³ CSS = Cross-street Stop; TS = Traffic Signal; **TS** = Improvement

Horizon Year (2040) Traffic Conditions

The lane configurations and traffic controls assumed to be in place for Horizon Year conditions are consistent with the following improvement discussed below:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for Horizon Year conditions (e.g., intersection and roadway improvements at the Project’s frontage and driveways). These include the Project site adjacent roadway of McAllister Parkway.
- Driveways and those facilities assumed to be constructed by cumulative developments to provide site access are also assumed to be in place for Horizon Year conditions only (e.g., intersection and roadway improvements along the cumulative development’s frontages and driveways).

For Horizon Year (2040) conditions, all intersections are signalized or were anticipated to warrant a traffic signal in previous traffic conditions based on either peak hour or planning-level volume-based warrants.

The weekday ADT, weekday AM and PM peak hour volumes which can be expected for Horizon Year Without Project traffic conditions are shown on Exhibit 7, Horizon Year 2040 Without Project Traffic Volumes (in PCE). The weekday ADT, weekday AM and PM peak hour volumes which can be expected for Horizon Year With Project traffic conditions are shown on Exhibit 8, Horizon Year 2040 With Project Traffic Volumes (in PCE). Horizon Year Without and With Project peak hour intersection operations analysis results are summarized in Table 14. As shown in Table 14, the following study area intersections are anticipated to experience unacceptable LOS during one or more peak hours for Horizon Year Without Project traffic conditions:

- Riverside Drive (SR-74) & Collier Avenue (SR-74) – LOS F AM and PM peak hours
- Riverside Drive (SR-74) & Lakeshore Drive – LOS F AM and PM peak hours
- Riverside Drive (SR-74) & Lincoln Street – LOS E AM peak hour only
- Riverside Drive (SR-74) & Grand Avenue – LOS F AM and PM peak hours
- Central Street (SR-74) & I-15 SB Ramps – LOS E PM peak hour only

- Ortega Highway (SR-74) & Grand Avenue – LOS E PM peak hour only
- Corydon Street & Grand Avenue – LOS F AM and PM peak hours

Also as shown in Table 14, the addition of Project traffic is not anticipated to cause any additional study area intersection to operate at an unacceptable LOS (i.e., LOS E or worse) in addition to those identified under Horizon Year Without Project conditions. However, a significant impact would still occur under the Horizon Year With Project conditions.

Therefore, Mitigation Measures TR-2 through TR-2 have been provided, which require that future development projects prepare a project-level Traffic Impact Analysis as warranted by the Riverside County Transportation Department Traffic Impact Analysis guidelines or as approved by the Director of Transportation, and that for those development projects that prepare a project-level Traffic Impact Analysis, the analysis shall include, but is not limited to, an analysis of intersections identified in the Traffic Impact Analysis for General Plan Amendment No. 1208. These measures would reduce impacts to a less than significant level. Table 15 shows the improvement in LOS with implementation of the recommended mitigation for each study area intersection for which mitigation is proposed.

Table 22: Intersection Analysis for Horizon Year (2040) Conditions

#	Intersection	Traffic Control ²	2040 Without Project				2040 With Project			
			Delay (secs) ¹		Level of Service		Delay (secs) ¹		Level of Service	
			AM	PM	AM	PM	AM	PM	AM	PM
1	Riverside Dr. (SR-74) & Collier Ave. (SR-74)	TS	129.9	>200.0	F	F	>200.0	>200.0	F	F
2	Riverside Dr. (SR-74) & Lakeshore Dr.	TS	94.9	100.3	F	F	99.2	135.4	F	F
3	Riverside Dr. (SR-74) & Lincoln St.	TS	68.9	26.1	E	C	114.0	58.7	F	E
4	Riverside Dr. (SR-74) & Grand Ave.	CSS	>100.0	>100.0	F	F	>100.0	>100.0	F	F
5	Central St. (SR-74) & I-15 NB Ramps	TS	50.0	16.7	D	B	52.9	19.1	D	B
6	Central St. (SR-74) & I-15 SB Ramps	TS	16.5	74.8	B	E	17.4	84.6	B	F
7	Central St. (SR-74) & Collier Ave. (SR-74)	TS	48.0	41.5	D	D	52.6	45.8	D	D
8	Ortega Hwy (SR-74) & Grand Ave.	TS	20.7	63.1	C	E	27.9	135.1	C	F
9	Corydon St. & Mission Trail	TS	13.8	12.9	B	B	14.7	15.0	B	B
10	Corydon St. & Grand Ave.	TS	131.2	199.8	F	F	180.6	>200.0	F	F
11	Central St. & Palomar St.	TS	49.2	36.8	D	D	50.1	38.8	D	D
12	Central St. & Grand Ave.	TS	24.0	14.2	C	B	26.3	14.5	C	B

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

¹ Per the Highway Capacity Manual (HCM) 6th Edition, overall average intersection delay and level of service are shown for intersections with a traffic signal. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. LOS calculated using Synchro (Version 10).

² CSS = Cross-street Stop; TS = Traffic Signal

Table 23: Intersection Analysis for Horizon Year Conditions With Improvements

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹				Delay (secs) ¹		Level of Service									
			Northbound			Southbound			Eastbound			Westbound						
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM	AM	PM
1	Riverside Dr. (SR-74) & Collier Ave. (SR-74)																	
	-Without Improvements	TS	0	1	1>	0	1	0	1	1	1	1	1	0	>200.0	>200.0	F	F
	-With Improvements	TS	<u>1</u>	<u>2</u>	1>	<u>1</u>	<u>2</u>	0	1	1	1	<u>2</u>	1	<u>1</u>	24.4	46.3	C	D
2	Riverside Dr. (SR-74) & Lakeshore Dr.																	
	-Without Improvements	TS	1	2	1	1	1	1	1	2	1	1	1	0	99.2	135.4	F	F
	-With Improvements	TS	1	2	<u>1></u>	1	<u>2</u>	<u>1></u>	<u>2</u>	2	1	<u>2</u>	1	<u>1</u>	34.0	43.7	C	D
3	Riverside Dr. (SR-74) & Lincoln St.																	
	-Without Improvements	TS	1	1	0	0	1	d	1	0	1	0	0	0	114.0	58.7	F	E
	-With Improvements	TS	1	<u>2</u>	0	0	<u>2</u>	<u>1</u>	1	0	1	0	0	0	29.7	14.6	C	B
4	Riverside Dr. (SR-74) & Grand Ave.																	
	-Without Improvements	CSS	1	1	0	0	1	d	1	0	d	0	0	0	>100.0	>100.0	F	F
	-With Improvements	<u>TS</u>	1	<u>2</u>	0	0	<u>2</u>	<u>1</u>	1	0	d	0	0	0	29.4	37.8	C	D
6	Central St. (SR-74) & I-15 SB Ramps																	
	-Without Improvements	TS	0	2	1	2	2	0	1	1	1	0	0	0	17.4	84.6	B	F
	-With Improvements	TS	0	<u>3</u>	1	2	<u>3</u>	0	1	1	1	0	0	0	23.5	50.7	C	D
8	Ortega Hwy. (SR-74) & Grand Ave.																	
	-Without Improvements	TS	2	0	1>	0	0	0	0	1	2>	1	1	0	27.9	135.1	C	F
	-With Improvements	TS	2	0	1>	0	0	0	0	<u>2</u>	2>	1	<u>2</u>	0	13.6	28.7	B	C
10	Corydon St. & Grand Ave.																	
	-Without Improvements	TS	0	1	0	1	1	0	1	1	0	1	1	0	180.6	>200.0	F	F
	-With Improvements	TS	0	1	0	1	1	<u>1></u>	<u>2</u>	1	0	<u>1</u>	1	0	18.1	38.2	B	D

BOLD = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d = Defacto Right Turn Lane; > = Right Turn Overlap

² Per the Highway Capacity Manual (HCM) 6th Edition, overall average intersection delay and level of service are shown for intersections with a traffic signal. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. LOS calculated using Synchro (Version 10).

³ CSS = Cross-street Stop; TS = Traffic Signal; TS = Improvement

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Bicycle and Pedestrian Facilities

Future development accommodated by the Project would increase rural, suburban and urban uses in the Project area, thus increasing the demand for alternative modes of transportation. The Riverside County General Plan provides multiple policies which are intended to promote the provision of alternative transportation facilities, provided below. Compliance with existing and proposed policies relative to future development that would be accommodated by the Project would be sufficient to ensure that this impact is less than significant.

- Policy C 1.2 addresses the need to provide a multi-modal transportation network that includes all modes of travel ranging from automobiles to pedestrians.
- Policy C 1.3 specifically addresses transit users by supporting the development of local and regional transit facilities. Additional transit patronage will also reduce vehicular travel, with a commensurate reduction in congestion.
- Policy C 4.1 relates to the provision of pedestrian facilities within developments.
- Policy C 4.2 limits barriers to pedestrian travel.
- Policy C 4.6 states that the County can require the development proposals provide pedestrian facilities as a condition of approval. Facilities for bicyclists are addresses in policies such as C 16.1, which direct the County of Riverside to implement the proposed Trail System.
- Policy C 16.2 requires that the County develop the supporting infrastructure for the trails system including parking, signage, maps, and other related items.
- Policy C 17.1 directly addresses proposed bicycle facilities to be developed in the County's Planning Area.
- ELAP Policy 6.3 places an emphasis on protecting bicycle and pedestrian facilities in the design of new and upgraded streets and multi-use trails.

Determination: Impacts would be less than significant with mitigation incorporated.

Mitigation:

- TR-1 Prior to project approval, ensure that all development projects adhere to General Plan Policy C 2.2 which requires that projects prepare a Traffic Impact Analysis as warranted by the Riverside County Transportation Department Traffic Impact Analysis guidelines or as approved by the Director of Transportation.
- TR-2 For those development projects that prepare a project-level Traffic Impact Analysis, the analysis shall include, but is not limited to, an analysis of the following intersections, pursuant to the Traffic Impact Analysis for General Plan Amendment No. 1208:
- Riverside Drive (SR-74) & Collier Avenue (SR-74) (study area intersection #1) – addition of a northbound left turn lane, a 2nd northbound through lane, a 2nd southbound through lane, a 2nd westbound left turn lane, and a westbound right turn lane.
 - Riverside Drive (SR-74) & Lakeshore Drive (study area intersection #2) – modify the traffic signal to implement overlap phasing on the northbound and southbound right turn lane, and the addition of a 2nd southbound through lane and a 2nd eastbound left turn lane.

- Riverside Drive (SR-74) & Lincoln Street (study area intersection #3) – addition of a 2nd northbound through lane, a 2nd southbound through lane, and a southbound right turn lane.
- Riverside Drive (SR-74) & Grand Avenue (study area intersection #4) – addition of a 2nd northbound through lane, a 2nd southbound through lane, and a southbound right turn lane.
- Central Street (SR-74) & I-15 SB Ramps (study area intersection #6) – addition of a 3rd northbound through lane and a 3rd southbound through lane.
- Ortega Highway (SR-74) & Grand Avenue (study area intersection #8) – addition of a 2nd eastbound through lane and a 2nd westbound through lane.
- Corydon Street & Grand Avenue (study area intersection #10) – modify the traffic signal to implement overlap phasing on the southbound right turn lane and the addition of a 2nd eastbound left turn lane.

Monitoring: Monitoring of TR-1 and TR-2 shall be conducted by the Riverside County Planning Department through the review of development applications within the LVPA.

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

Refer to the discussion for Response 37(a), above. Traffic impacts regarding an applicable congestion management program would be reduced to a less than significant level with implementation of Mitigation Measures TR-1 through TR-2, above. No additional mitigation is required.

Determination: Impacts would be less than significant with mitigation.

Mitigation: Refer to Response 37(a) above.

Monitoring: Refer to Response 37(a) above.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?

The land use designation changes proposed with the Project do not involve hazardous design features or incompatible uses. The Project does not propose the addition of any new design features within the LVPA. Future roadway improvements would be subject to review by the Riverside County Transportation Department. Riverside County Policy C 3.1 stipulates that Riverside County roadways be designed, constructed, and maintained as specified by the Riverside County Road Improvement Standards and Specifications. No impact would occur in this regard.

Determination: No impact.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

d) Cause an effect upon, or a need for new or altered maintenance of roads?

All future private internal roadways systems that may be facilitated by Project implementation would be required to be maintained by each project applicant/owner, and all future public roadways would be required to be maintained by the County or Caltrans, as applicable. No new roadways are proposed that would cause new areas of maintenance or altered forms of maintenance to occur. The additional traffic generated by future development that could occur with Project implementation would result in

additional incremental wear on the existing roads, potentially requiring additional routine maintenance of the affected roadways. Taxes and provisions of Riverside County Ordinance No. 659 which require payment of the DIF by future development applicants under the proposed Project would fund general County roadway maintenance. Therefore, a less than significant impact would occur.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

e) Cause an effect upon circulation during the project's construction?

The Project does not propose any physical construction of new roadways or the improvement of existing roadways. Construction of future development projects located within the Project area may cause an effect upon traffic circulation during construction of such projects. However, prior to construction, traffic control plans for each site-specific development would be submitted to the County Transportation Department for review and approval and would be utilized throughout the construction phases of all future development projects within the Project area. The traffic control plans would outline all measures and signage required to ensure future project construction will not result in a substantial effect on circulation, emergency access, public transit, bikeways, and pedestrian facilities along any affected roadways. Therefore, potential circulation impacts during future construction activities would be less than significant.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

f) Result in inadequate emergency access or access to nearby uses?

The land use designation changes proposed with the Project would not directly impact emergency access for the Project area, as the Project does not involve the construction of structures or land uses that would impair the area's existing emergency access network. Any future development accommodated through Project implementation would be required to provide adequate emergency access through project-level compliance with several existing laws, regulations, policies, and design standards. For example, Riverside County Policy C 3.24 requires the County to provide efficient street networks in order to ensure adequate emergency access. As such, the nature of the proposed Project, in conjunction with the existing regulatory framework pertaining to emergency access, would ensure that impacts to emergency access are less than significant.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
38. Bike Trails	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Include the construction or expansion of a bike system or bike lanes?				

Source(s): Riverside County General Plan

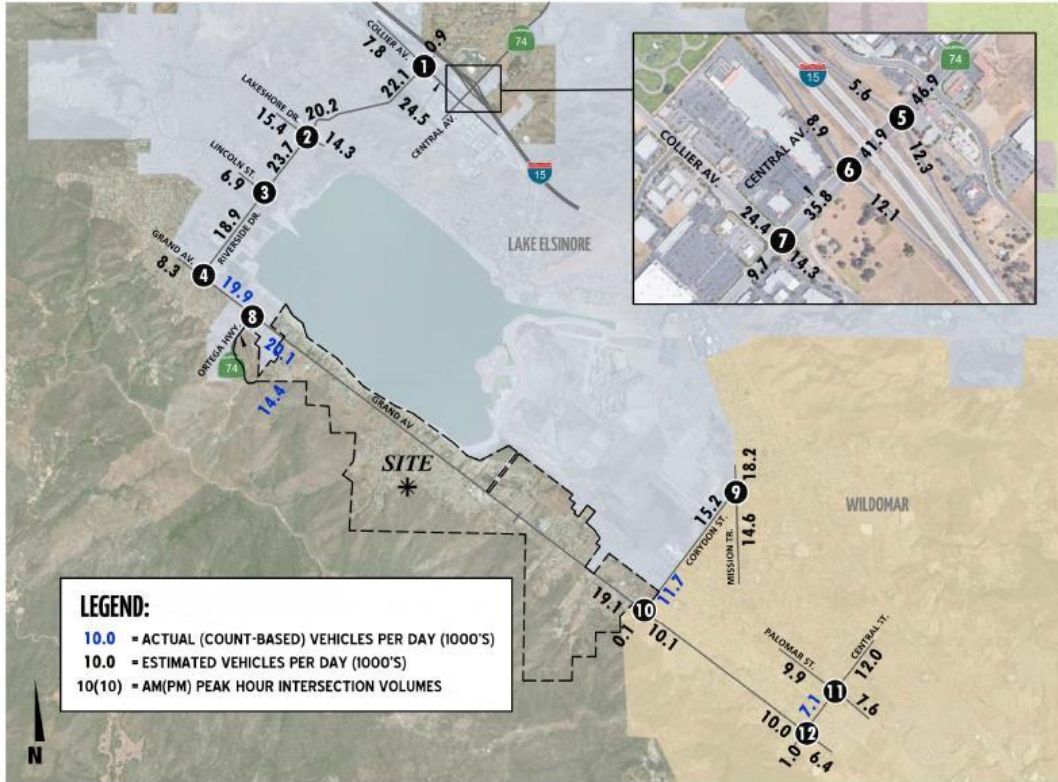
a) Include the construction or expansion of a bike system or bike lanes?

As discussed in Response 37(a) above, the Project does not directly involve the construction or expansion of a bike system or bike lanes; however, Project implementation includes the potential for development within the Project area, as well as the development of future roadway and bike lane infrastructure. Future development projects under the proposed Project would be required to comply with all County standards and guidelines, including any provisions for bicycle lanes. Therefore, less than significant impacts would occur.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.



<p>1 Riverside Dr. (SR-74) & Collier Av. (SR74)</p> <p>6(10) 1(22) 8(16)</p> <p>16(25) 60(251) 614(859)</p> <p>6(9) 72(190) 57(140)</p> <p>97(99) 9(4) 872(856)</p>	<p>2 Riverside Dr. (SR-74) & Lakeshore Dr.</p> <p>138(280) 488(561) 26(36)</p> <p>20(33) 171(321) 208(287)</p> <p>290(218) 299(289) 141(149)</p> <p>129(125) 566(682) 328(319)</p>	<p>3 Riverside Dr. (SR-74) & Lincoln St.</p> <p>64(212) 648(688)</p> <p>408(257) 297(90)</p> <p>138(59) 686(855)</p>	<p>4 Riverside Dr. (SR-74) & Grand Av.</p> <p>162(126) 632(583)</p> <p>72(63) 360(195)</p> <p>207(358) 609(841)</p>	<p>5 Central St. (SR-74) & I-15 NB Ramps</p> <p>548(391) 475(636) 3(1) 1597(1425) 486(465)</p> <p>82(114) 982(1757)</p>	<p>6 Central St. (SR-74) & I-15 SB Ramps</p> <p>141(1314) 673(576)</p> <p>355(636) 1(4) 195(156)</p> <p>709(1236) 545(508)</p>
<p>7 Central St. (SR-74) & Collier Av. (SR74)</p> <p>642(736) 290(184) 513(306)</p> <p>342(496) 53(146) 28(75)</p> <p>845(903) 73(196) 18(52)</p> <p>31(155) 125(336) 37(68)</p>	<p>8 Ortega Hwy. (SR-74) & Grand Av.</p> <p>621(465) 305(65)</p> <p>109(751) 63(549)</p> <p>590(598) 471(105)</p>	<p>9 Corydon St. & Mission Tr.</p> <p>371(417) 250(243)</p> <p>320(367) 364(398)</p> <p>458(452) 263(271)</p>	<p>10 Corydon St. & Grand Av.</p> <p>368(388) 0(1) 67(44)</p> <p>55(28) 335(331) 1(2)</p> <p>350(496) 506(496) 0(0)</p> <p>0(1) 2(0) 3(1)</p>	<p>11 Central St. & Palomar St.</p> <p>149(213) 259(307) 63(73)</p> <p>83(61) 278(266) 66(64)</p> <p>204(126) 274(182) 167(66)</p> <p>113(41) 357(300) 56(32)</p>	<p>12 Central St. & Grand Av.</p> <p>140(193) 21(38) 217(56)</p> <p>200(47) 303(185) 14(16)</p> <p>243(251) 328(259) 10(3)</p> <p>9(4) 50(24) 22(8)</p>

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LAKELAND VILLAGE
INITIAL STUDY

Existing (2019) Traffic
Volumes (in PCE)



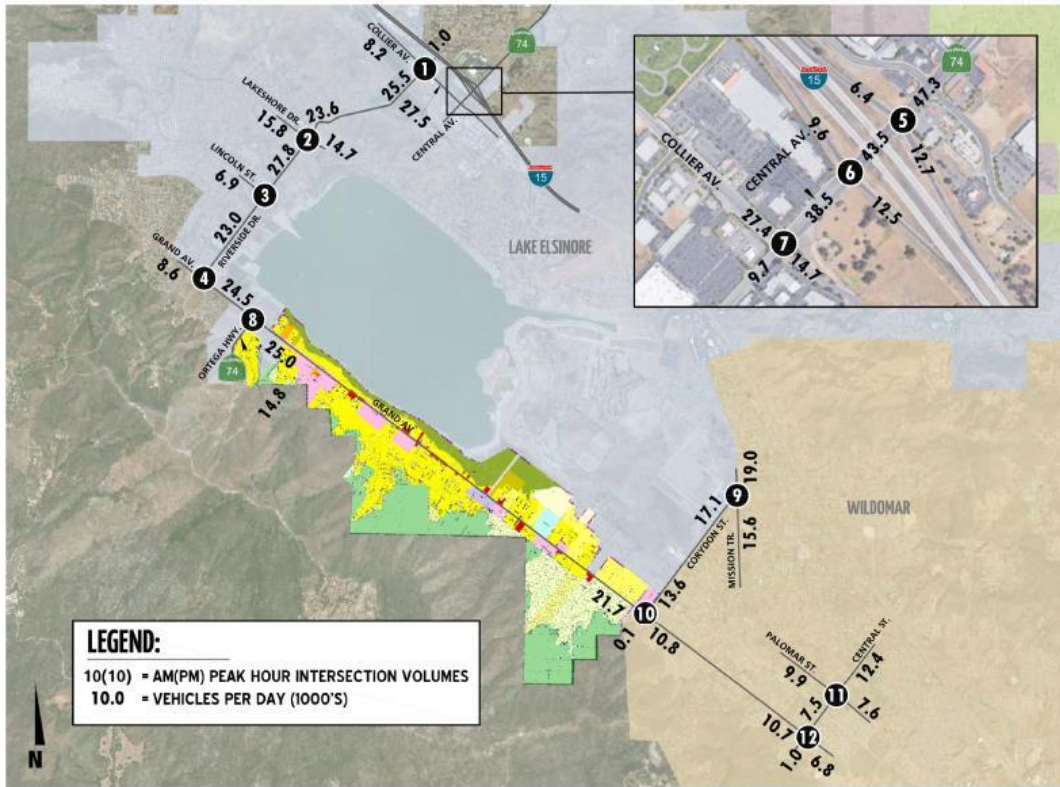
Michael Baker
INTERNATIONAL

Not to Scale

Source: Urban Crossroads Traffic Impact Analysis

Exhibit 5

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LEGEND:
 10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES
 10.0 = VEHICLES PER DAY (1000'S)

<p>1 Riverside Dr. (SR-74) & Collier Av. (SR74)</p> <p>← 6(10) ← 1(22) ← 8(16) ← 16(25) ← 60(251) ← 675(1064)</p> <p>6(9) 72(190) 65(166)</p> <p>119(114) 1050(978)</p>	<p>2 Riverside Dr. (SR-74) & Lakeshore Dr.</p> <p>← 139(280) ← 557(792) ← 26(36) ← 20(33) ← 171(321) ← 216(313)</p> <p>290(218) 299(289) 149(175)</p> <p>151(140) 766(819) 350(334)</p>	<p>3 Riverside Dr. (SR-74) & Lincoln St.</p> <p>← 64(212) ← 94(210) ← 732(970)</p> <p>408(257) 297(90)</p> <p>158(59) 931(1022)</p>	<p>4 Riverside Dr. (SR-74) & Grand Av.</p> <p>← 162(126) ← 716(865)</p> <p>72(63) 368(221)</p> <p>224(373) 854(1008)</p>	<p>5 Central St. (SR-74) & I-15 NB Ramps</p> <p>← 548(391) ← 1605(1451) ← 3(1) ← 501(516)</p> <p>171(175) 1004(1772)</p>	<p>6 Central St. (SR-74) & I-15 SB Ramps</p> <p>← 1434(1391) ← 675(576)</p> <p>355(636) 226(259)</p> <p>820(1312) 590(538)</p>
<p>7 Central St. (SR-74) & Collier Av. (SR74)</p> <p>← 696(916) ← 290(184) ← 513(306) ← 342(496) ← 61(172) ← 28(75)</p> <p>1001(1009) 95(211) 18(52)</p> <p>31(155) 125(336) 37(68)</p>	<p>8 Ortega Hwy. (SR-74) & Grand Av.</p> <p>← 888(647) ← 327(80)</p> <p>682(906) 471(105)</p> <p>109(751) 71(575)</p>	<p>9 Corydon St. & Mission Tr.</p> <p>← 371(417) ← 273(320)</p> <p>320(367) 379(449)</p> <p>503(482) 330(317)</p>	<p>10 Corydon St. & Grand Av.</p> <p>← 406(516) ← 0(1) ← 67(44) ← 55(28) ← 350(382) ← 1(2)</p> <p>461(572) 551(526) 0(0)</p> <p>0(1) 2(0) 3(1)</p>	<p>11 Central St. & Palomar St.</p> <p>← 149(213) ← 267(333) ← 63(73) ← 83(61) ← 278(266) ← 66(64)</p> <p>204(126) 274(182) 167(66)</p> <p>113(41) 379(315) 56(32)</p>	<p>12 Central St. & Grand Av.</p> <p>← 168(219) ← 21(38) ← 217(36) ← 200(47) ← 311(211) ← 14(16)</p> <p>265(266) 350(274) 10(3)</p> <p>9(4) 50(24) 22(8)</p>

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LAKELAND VILLAGE
 INITIAL STUDY

Existing Plus Project
 (E&P) Traffic



Michael Baker
 INTERNATIONAL

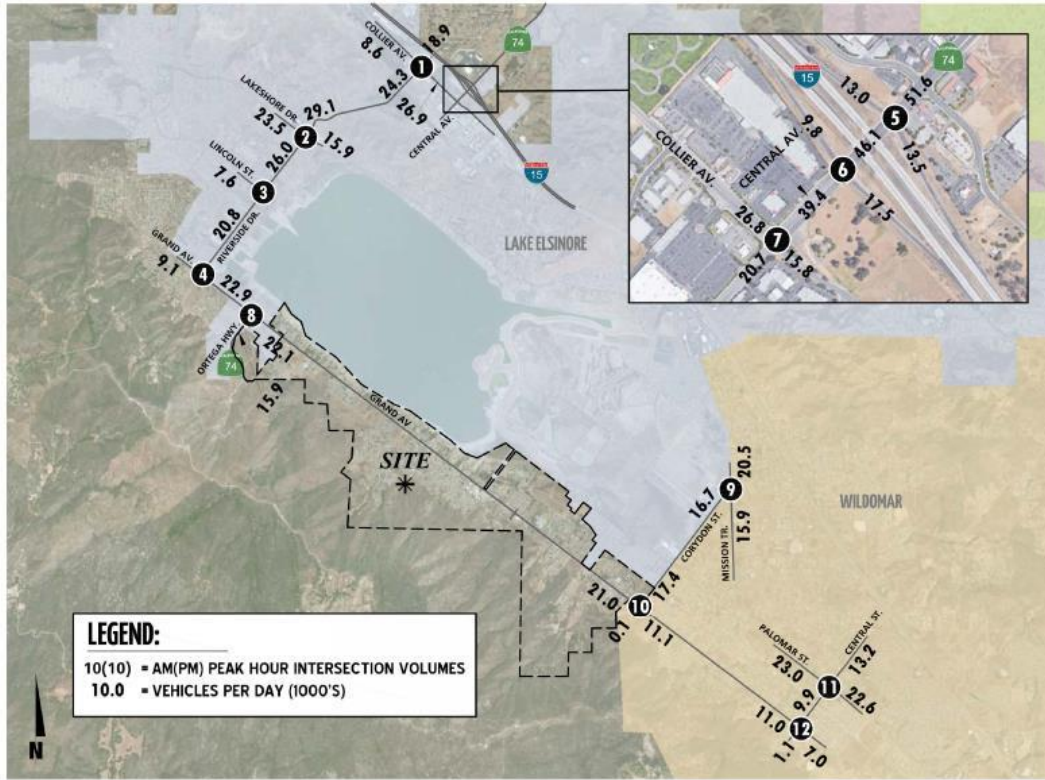
Not to Scale

Source: Urban Crossroads Traffic Impact Analysis

Exhibit 6

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1 Riverside Dr. (SR-74) & Collier Av. (SR74) 84(97) ← 302(627) → 67(52) ↓ 35(222) ← 59(272) → 411(622) ↓ 93(226) ← 614(335) → 538(656) ↓	2 Riverside Dr. (SR-74) & Lakeshore Dr. 309(608) ← 626(855) → 43(64) ↓ 32(55) ← 260(506) → 226(318) ↓ 600(449) ← 455(467) → 162(206) ↓ 191(154) ← 868(885) → 371(349) ↓	3 Riverside Dr. (SR-74) & Lincoln St. 88(304) ← 755(970) → 213(78) ↓ 990(999) ↓	4 Riverside Dr. (SR-74) & Grand Av. 177(138) ← 668(835) → 79(70) ↓ 389(335) ↓ 345(412) ← 904(950) ↓	5 Central St. (SR-74) & I-15 NB Ramps 808(413) ← 171(1547) → 514(712) ← 6(1) ↓ 797(730) ↓ 286(178) ← 1075(2372) ↓	6 Central St. (SR-74) & I-15 SB Ramps 1794(1655) ← 714(623) → 337(1220) ← 1(10) ↓ 205(615) ↓ 994(1330) ← 773(622) ↓
7 Central St. (SR-74) & Collier Av. (SR74) 422(628) ← 555(664) → 576(736) ↓ 539(609) ← 55(156) → 42(172) ↓ 646(610) ← 77(210) → 17(66) ↓ 51(171) ← 634(556) → 103(141) ↓	8 Ortega Hwy. (SR-74) & Grand Av. 926(689) ← 332(70) ↓ 774(1016) ← 497(116) ↓ 224(817) ← 69(600) ↓	9 Corydon St. & Mission Tr. 395(586) ← 266(263) ↓ 466(535) ← 391(431) ↓ 495(494) ← 278(235) ↓	10 Corydon St. & Grand Av. 617(798) ← 0(1) ↓ 109(44) ↓ 59(29) ← 363(360) → 1(2) ↓ 779(943) ← 550(539) → 0(0) ↓ 0(1) ↓ 1(0) ↓ 3(1) ↓	11 Central St. & Palomar St. 193(307) ← 284(337) → 125(157) ↓ 143(173) ← 653(667) → 84(70) ↓ 222(207) ← 610(393) → 183(72) ↓ 123(44) ← 389(330) → 73(35) ↓	12 Central St. & Grand Av. 152(212) ← 23(42) ↓ 234(62) ↓ 218(73) ← 328(204) → 14(24) ↓ 265(276) ← 354(285) → 11(3) ↓ 10(4) ← 55(35) ↓ 25(9) ↓

LAKELAND VILLAGE
INITIAL STUDY

Horizon Year 2040
Without Project Traffic



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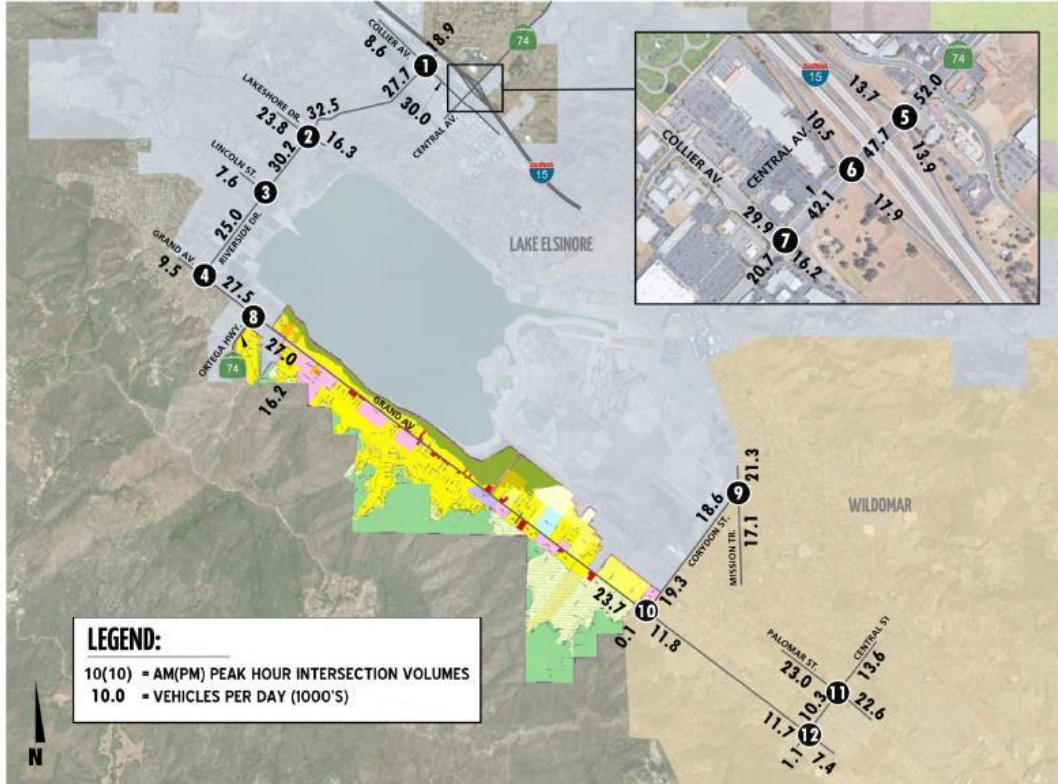
Not to Scale

Source: Urban Crossroads Traffic Impact Analysis

Exhibit 7

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1	2	3	4	5	6
Riverside Dr. (SR-74) & Collier Av. (SR74) 84(97) ← 35(222) ← 302(627) ← 59(272) → 67(52) → 472(827) 34(111) ← 115(241) 76(205) ← 614(635) 114(175) ← 716(778)	Riverside Dr. (SR-74) & Lakeshore Dr. 309(608) ← 32(55) ← 695(1086) ← 260(506) → 43(04) → 234(344) 600(449) ← 213(169) 455(467) ← 068(1022) 170(232) ← 393(364)	Riverside Dr. (SR-74) & Lincoln St. 88(304) ← 843(1252) 496(345) ← 213(78) 322(134) ← 235(1166)	Riverside Dr. (SR-74) & Grand Av. 177(138) ← 367(427) ← 752(1117) ← 149(117) 79(70) ← 397(361)	Central St. (SR-74) & I-15 NB Ramps 808(413) ← 514(712) ← 1719(1573) ← 8(1) → 812(781) 345(239) ← 1057(2387)	Central St. (SR-74) & I-15 SB Ramps 187(132) ← 337(1220) ← 8(1) ← 1(10) → 714(625) → 236(718)
7	8	9	10	11	12
Central St. (SR-74) & Collier Av. (SR74) 476(808) ← 539(609) ← 555(664) ← 63(182) → 576(736) → 42(172) 802(716) ← 51(171) 99(225) ← 634(556) 17(66) ← 103(141)	Ortega Hwy. (SR-74) & Grand Av. 1193(871) ← 354(85) 866(1324) ← 224(817) 497(116) ← 77(626)	Corydon St. & Mission Tr. 395(586) ← 466(535) ← 289(340) ← 406(482) 540(524) ← 345(339)	Corydon St. & Grand Av. 655(926) ← 59(29) ← 0(1) ← 378(411) → 109(44) → 1(2) 890(1019) ← 0(1) 595(569) ← 1(0) 0(0) ← 3(1)	Central St. & Palomar St. 193(307) ← 143(173) ← 292(363) ← 653(667) → 125(157) → 84(70) 222(207) ← 123(44) 610(393) ← 411(345) 183(72) ← 73(35)	Central St. & Grand Av. 160(238) ← 218(73) ← 231(42) ← 336(230) → 234(62) → 14(24) 287(291) ← 10(4) 376(300) ← 55(35) 11(3) ← 29(9)



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Not to Scale

Source: Urban Crossroads Traffic Impact Analysis

LAKELAND VILLAGE
INITIAL STUDY
Horizon Year 2040
With Project Traffic

Exhibit 8

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Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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TRIBAL CULTURAL RESOURCES 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, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
39. Tribal Cultural Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? (In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): County Archaeologist, AB52 Tribal Consultation

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)?

According to Chapter 4.6, Cultural Resources and Paleontological Resources, of the Lake Elsinore General Plan, tribal villages were located in diverse ecological zones typically located along valley bottoms, streams, or coastal strands near mountain ranges. Each village area contained many named places associated with food products, raw materials, or sacred beings, and each place was owned by an individual, family, the chief, or by the group collectively (Bean and Shipek 1978). The village of Paiahche is ethnographically documented immediately north of the Lake by Kroeber (1925); however consultation with the Pechanga Tribe shows that the village was located northwest of the Lake and that the correct spelling is Páayaxchi. This name also refers to the Lake itself. The area around and including the Elsinore hot springs was known to the Luiseño as iténgvu Wumówmu (meaning “hot springs”). The hot springs also figure prominently into Luiseño oral tradition. The location, iténgvu Wumówmu, is named in a song about the death of Wuyóot, a religious leader who led the people in their migration from the north (Du Bois 1908; Harrington 1978 in Grenda et al. 1997). Several additional Luiseño place names are within the Lake Elsinore area and sphere of influence including We’éeva, Píi’iv, Qawiimay, Páayaxchi Nivé’wuna, Anóomay and others, reflecting this diverse and well-utilized region.

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 June 21, 2017 list provided by NAHC, project notices were sent on July 13, 2017 to twenty-eight Native American Tribal representatives. SB 18 consultations were requested by the Pechanga and Soboba Bands; the Viejas Band of Kumeyaay Indians did not request additional consultation. No other responses were received.

In compliance with Assembly Bill 52 (AB 52), notices regarding the proposed Project were mailed to all requesting tribes on June 19, 2017. Consultations were requested by the Pechanga Band, the Rincon

Band, the Soboba Band, and the Morongo Band. No response was received from the Quechan, Ramona, or the Colorado River Indian Tribes. The Pala Band deferred to Tribes within closer proximity to the Project area.

Consultation with the Morongo Band of Mission Indians was conducted on November 7, 2018, which requested that consultation be required for any implementing projects. The Tribe had no further comments or concerns regarding the Project.

Consultation with the Pechanga Band was conducted on July 12, 2017. During this meeting, the Pechanga Band informed the County that the area was part of a Traditional Cultural Property (Lake Elsinore) and that the Lake was also a Tribal Cultural Resource. Pechanga requested that language be included in this Tribal Cultural Resource section that speaks to the significance of the area (included in the paragraph below). In addition, they requested that consultation be required for any implementing projects. A follow-up telephone conversation was held with Pechanga on January 11, 2017, confirming that the Tribe had no further comments or concerns regarding the Project.

Consultation with the Rincon Band was conducted on July 18, 2017, at which time the Rincon Band provided information regarding a trail that passed through this region and that Lake Elsinore is associated with Wiyot and the Tribes' creation story. The Tribe had no concerns with the Project but cautioned that when ground-disturbing implementing projects are submitted, further consultation would likely be requested. Consultation was concluded with Rincon on November 2, 2017.

Consultation with Soboba was conducted on November 22, 2017. The tribe requested the GIS data for the Project area and the data was provided to them. The Tribe had no further comments or concerns regarding the Project.

All future discretionary projects within the proposed Project area would be required to undergo County review prior to development. Through continued consultation with local Tribal governments, and conformance with existing regulations, and implementation of General Plan EIR Mitigation Measures 4.7.1B and 4.9.B-N1. Therefore, impacts would be less than significant.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? (In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe).

Refer to Response 39(a) above. Less than significant impacts would occur.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Potentially Significant Impact	Less than Significant with	Less Than Significant Impact	No Impact
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UTILITIES AND SERVICE SYSTEMS Would the project:				
40. Water	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage systems, whereby the construction or relocation would cause significant environmental effects?				
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Water Company; EVMWD Wastewater Master Plan; Ordinance No. 348 (Section 18.2.B, Pre-Application Review); Ordinance No. 592 (Standards for Sewer Use, Construction, and Industrial Wastewater Discharges); Ordinance No. 659 (Utilities and Service Systems Development Impact Fees for New Development); Ordinance No. 859 (Installation of Water-Efficient Landscapes for New Development)

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage systems, whereby the construction or relocation would cause significant environmental effects?

Future development accommodated by the proposed Project would obtain water and wastewater service through EVMWD. EVMWD’s *Wastewater Master Plan* provides recommended generation factors based on land use designation to determine future demand for wastewater facilities. The generation factor for mixed use land uses is 1,400 gallons per day per acre. As the Project would result in a total MUA of 183 acres, future buildout of the Project area as proposed is expected to generate approximately 256,200 gallons of wastewater per day (gpd).

The 2008 EVMWD *Wastewater Master Plan* includes detailed descriptions of all facilities operated by EVMWD for the purpose of collecting and treating wastewater. For its description of the Regional Water Reclamation Facility, the *Wastewater Master Plan* states that the existing average flow and peak flow capacities of the Regional Water Reclamation Facility are 8 mgd. The Regional Water Reclamation Facility currently processes approximately 6 mgd and has a remaining capacity of 2 mgd. As the proposed Project would result in a wastewater demand of 194,600 gpd, and the stated current treatment capacity of the Regional Water Reclamation Facility is 8 mgd, future anticipated buildout of the proposed Project area as proposed would increase the average wastewater flow at the Regional Water Reclamation Facility by two percent. This percent increase would be adequately served by the existing rated capacity of the Regional Water Reclamation Facility.

Furthermore, the adequacy of water and wastewater facilities to serve specific development proposals will be determined through the County’s development review process where any necessary infrastructure improvements would be required as conditions of approval. Additionally, future development accommodated through the Project would be required to uphold Ordinance No. 659, which mitigates growth impacts in Riverside County by ensuring that development impact fees are collected and expended to provide necessary facilities (including water and wastewater facilities), commensurate with ongoing levels of development. Future development would also be subject to Ordinance No. 592, which sets various standards for sewer use, construction, and industrial wastewater discharges to protect both water quality and the infrastructure conveying and treating wastewater. This ordinance establishes construction requirements for sewers, laterals, house connections, and other sewerage facilities, and prohibits the discharge to any public sewer (which directly or indirectly connects to the County’s sewerage system) any wastes that may have an adverse or harmful effect on sewers,

maintenance personnel, wastewater treatment plant personnel or equipment, treatment plant effluent quality, or public or private property, or which may otherwise endanger the public or the local environment or create a public nuisance. As a result, this ordinance serves to protect water supplies, water and wastewater facilities, and water quality for both surface water and groundwater.

As existing water, wastewater treatment, and storm drain facilities would have adequate capacity to serve anticipated future development of the Project area, and all future discretionary development would be subject to the various Riverside County Ordinances detailed above, impacts related to the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage systems would be less than significant. Hydrology and stormwater management is further discussed in Section 23 – Hydrology and Water Quality.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Future development accommodated by the proposed Project would obtain water service through EVMWD. EVMWD obtains the majority of its potable water supplies via Western Municipal Water District and Eastern Municipal Water District, which are Metropolitan Water District participants. EVMWD's water supply portfolio includes Metropolitan Water District imported supplies and local surface water from Canyon Lake. EVMWD also has access to groundwater from the Elsinore Basin, Coldwater Basin, San Bernardino Bunker Hill Basin, Rialto-Colton Basin, and Riverside-North Basin. Almost all of the groundwater production for potable use occurs in the Elsinore Basin. Through EVMWD-run recharge programs, the amount of annual groundwater pumping is nearly equal to the natural recharge; as such, the California Department of Water Resources does not identify the Elsinore Basin as being in a state of overdraft. Future buildout of the Project area as proposed has the potential to increase water service demand and supplies.

Riverside County water agencies generally operate using a “will serve” capacity by planning and constructing infrastructure and hiring staff based on demand projections for their service areas. The County's pre-application review procedure (required per Section 18.2.B, Pre-Application Review, of Ordinance 348) and development review process include a determination regarding the availability of water and sewer service. Therefore, the availability of adequate water service, including water supplies, would be confirmed by EVMWD prior to the approval of any future development accommodated through Project implementation.

Currently, according to the EVMWD 2015 Urban Water Management Plan (UWMP), EVMWD has an annual supply of 41,991 acre-feet per year (AFY) of potable water supply projected for 2020. EVMWD anticipates a demand of approximately 47,400 AFY for 2035¹². As identified in the UWMP, EVMWD anticipates development of additional residential and commercial development over the coming years. EVMWD plans to expand the water service system from a supply of 41,991 AFY in 2020 to 57,639 AFY by 2035. Table 16, Future Water Demand Projections, shows the anticipated future development in the Project area, along with a projection of future water demand calculated using the EVMWD Standard Design Requirements, Potable Water Requirements. As proposed, future buildout of the Project area would require a total of approximately 11,363 AFY of water, which is well within the projected future demand included in the UWMP. Furthermore, a large majority of this use is already in service due to

¹² EVMWD 2015 Urban Water Management Plan, Section 6, System Supplies, Table 6-14, Water Supplies – Projected Potable Water Supplies, and Section 7, Water Supply Reliability Assessment, Table 7-6, Normal Year (Potable System Only) Water Supply and Demand Comparison.

existing development within the Project area. As such, actual additional demand associated with future buildout of the Project area would be well below the 11,363 AFY total calculated.

The proposed 11,363 AFY demand would be below the 2035 57,639 AFY projected capacity, and as reduced by the existing demand in the Project area, would be within the anticipated capacity of the EVMWD service system. Further, in order to fund future infrastructure improvements associated with new developments, EVMWD would require the payment of development impact fees, as well as monthly payment for water supply. These funding sources would allow for the development of new water service infrastructure as future development occurs within the Project area.

Table 24: Future Water Demand Projections

Land Use	Acres	DU	Average Daily Demand ¹		Total Water Use
Estate Density Residential (RC-EDR)	340.74	276	500	DU	138,000.00
Very Low Density Residential (RC-VLDR)	77.38	-	500	DU	-
Low Density Residential (RC-LDR)	35.75	-	500	DU	-
Rural Residential (RR)	1.92	13	500	DU	6,500.00
Rural Mountainous (RM)	606.81	230	500	DU	115,000.00
Estate Density Residential (EDR)	58.91	2	500	DU	1,000.00
Low Density Residential (LDR)	159.62	143	500	DU	71,500.00
Medium Density Residential (MDR) ⁸	824.71	2,118	500	DU	1,059,000.00
Medium-High Density Residential (MHDR)	27.42	18	500	DU	900.00
High Density Residential (HDR)	10.45	25	400	DU	10,000.00
Commercial Retail ² (CR)	259.75	27,477	3,000	Acre	779,250.00
Light Industrial (LI)	22.04	9,819	100	1,000 SF	96,006.24
Public Facilities (PF)	29.92	2,947	4,000	Acre	119,680.00
Mixed Use Area (MUA)	183.40	9,451	120	1,000 SF	7,988,904.00
Total Gallons per Day					<u>10,385,740.24</u>
Total Acre-Feet per Day					<u>31.87</u>
Total Acre-feet per Year					<u>11,362.55</u>

Notes:

All demand factors are based on the EVMWD Design Standards, Section 2.02 Potable Water Requirements.

Compliance with County and State-required water management and conservation regulations would assist in reducing the amount of water supplies required by future development. For example, General Plan Policy OS 2.2 encourages the installation of water-conserving systems, such as dry wells and graywater systems, in new developments. The County's pre-application review procedure (as stipulated by Ordinance 348, Section 18.2.B, Pre-Application Review) and development review process would ensure consistency with these County General Plan policies. Ordinance No. 859 requires new development projects to install water-efficient landscapes, thus limiting water applications and minimizing water runoff and water erosion in landscaped areas. In addition, General Plan EIR Mitigation Measures 4.17.1C and 4.17.1D require new development to implement water conservation features.

Compliance with Riverside County Ordinance No. 859, County and EVMWD review, conformance with the EVMWD Urban Water Management Plan, as well as the incorporation of feasible water conservation-related Mitigation Measures, would ensure potential impacts on water supply are less than significant.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Department of Environmental Health Review; Ordinance No. 592 (Standards for Sewer Use, Construction, and Industrial Wastewater Discharges); Ordinance No. 659 (Utilities and Service Systems Development Impact Fees for New Development)

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

As discussed in Response 40(a) above, the potential increase in demand that would result under future development accommodated by the Project would be adequately served by the existing rated capacity of the Regional Water Reclamation Facility and it is therefore not anticipated that the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities would be required with buildout of the Project area as proposed. Impacts in this regard would be less than significant. However, the adequacy of wastewater facilities to serve specific development proposals would be determined through the County's development review process where necessary infrastructure improvements would be required as conditions of approval.

Additionally, future development accommodated by the Project would be required to uphold Ordinance No. 659, which mitigates growth impacts in Riverside County by ensuring that development impact fees are collected and expended to provide necessary facilities (including wastewater facilities), commensurate with ongoing levels of development. Future development would also be subject to Ordinance No. 592, which sets various standards for sewer use, construction, and industrial wastewater discharges to protect both water quality and the infrastructure conveying and treating wastewater. In addition, General Plan EIR Mitigation Measure 4.19.E-N1 prohibits the use of conventional septic tanks within any designated Zone A of an EPA wellhead protection area, if any such areas are located within the GPA No. 1208 area.

In consideration of the above, impacts relative to the construction or expansion of new wastewater treatment facilities, including septic systems, would be less than significant.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Wastewater treatment for the LVPA would continue to be provided through EVMWD. As described previously, wastewater flows are currently treated at EVMWD's Regional Waste Water Treatment Plant (WWTP) under regulations enforced by the Santa Ana River Regional Water Quality Control Board and will continue to be treated by these facilities. The MUA land uses proposed under the Project would generate wastewater and raw sewage from the Project area; however, the amount of sewage would not exceed the permitted capacity of the Regional WWTP. Further, future development accommodated by Project implementation would be required to pay a one-time sewer connection fee as well as ongoing user fees, which are used in part to accommodate the cost of any necessary wastewater treatment facility upgrades. Future development within the Project area would also be required to pay a "fair share" fee for any required off-site upgrades as determined by EVMWD. Refer to Response 40(a) above. A less than significant impact would occur in this regard.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
42. Solid Waste				
a) Generate solid waste in excess of State or Local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Comply with federal, state, and local management and reduction statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan, Riverside County Waste Management District correspondence; CalRecycle website

a) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

Future development accommodated by the proposed Project would generate solid waste that would be disposed of in the El Sobrante Landfill. According to the CalRecycle website, the El Sobrante Landfill has a remaining capacity of 50.1 million tons. For comparison, Riverside County EIR No. 521 Table

4.17-N (Theoretical Solid Waste Generation for Existing and Build out Condition) uses the following solid waste generation factors by land use type:

- Residential: 0.41 tons per dwelling unit per year
- Commercial: 2.4 tons per 1,000 square feet
- Industrial: 10.8 tons per 1,000 square feet

Using these solid waste generation factors, the following total amounts of solid waste generation is estimated for each component of the proposed Project:

- Residential: approximately 1,308 tons of solid waste annually (3,190 units X 0.41)
- Commercial: approximately 66 tons of solid waste annually (27,477/1,000 square feet X 2.4)
- Industrial: approximately 147 tons of solid waste annually (13,614/1,000 square feet X 10.8)

As such, future construction and operation activities accommodated through Project implementation would not produce a significant excess of solid waste outside of the capacity identified Riverside County No. 521. Solid waste disposal needs may also be accommodated at other landfill sites in the County. As part of its long-range planning and management activities, the Riverside County Department of Waste Resources (RCDWR) ensures that, at any given time, the County has a minimum of 15 years of capacity for future landfill disposal. This 15-year disposal capacity projection is prepared yearly as part of the annual reporting requirements for the Countywide Integrated Waste Management Plan. The most recent 15-year projection submitted to the State Integrated Waste Management Board indicates that no additional capacity is needed to dispose of countywide waste through 2024, with a remaining disposal capacity of 28,561,626 tons in the year 2024.

Future development anticipated with the proposed Project would also be subject to the RCDWR *Design Guidelines for Refuse and Recyclables Collection and Loading Areas*, as well as standard-practice Conditions of Approval, including the issuance of a clearance letter by RCDWR. The clearance letter outlines project-specific requirements to ensure that individual project developers provide adequate areas for collecting and loading recyclable materials, such as “paper products, glass and green wastes.” No building permits would be issued unless/until RCWDR verifies compliance with the clearance letter conditions. Furthermore, all future development involving commercial uses generating more than 4 yards per week of solid waste and multi-family complexes with five units or more would be required to have a recycling program in place consistent with the mandatory commercial and multi-family recycling requirements of Assembly Bill 341. These requirements would apply to all future development activities in the Project area and would reduce the demand on landfills serving the community.

In addition, future development would be subject to solid waste-related General Plan EIR Mitigation Measures 4.15.3B (requirement to achieve and maintain a 50% reduction in solid waste disposal through source reduction, reuse, recycling and composting), 4.15.3E (requirement for all future commercial, industrial and multifamily residential development to provide adequate areas for the collection and loading of recyclable materials), and 4.15.3F (requirement for all development projects to coordinate with appropriate [Riverside] County departments and/or agencies to ensure that there is adequate waste disposal capacity to meet the waste disposal requirements of the project).

Accordingly, future development accommodated by the Project would not adversely impact existing landfill capacity and would be fully compliant with all federal, State, and local requirements for solid waste diversion and recycling. In addition, General Plan EIR Mitigation Measures 4.15.3B, 4.15.3E, and 4.15.3F would further reduce potential impacts relative to solid waste. Impacts with regard to solid waste would be less than significant.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Future development accommodated by Project implementation would be required to comply with all federal, State, and local regulations regarding solid waste disposal. For example, development would be required to demonstrate compliance with the 2013 (or most recent) Green Building Code, which implements design and construction measures that act to reduce construction-related waste through material conservation measures and other efficiency measures. Future development accommodated by the Project would also be required to comply with the California Integrated Waste Management Act (AB 939). The California Integrated Waste Management Act requires each city and county to prepare, adopt, and submit to CalRecycle a source reduction and recycling element (SSRE) that demonstrates how the jurisdiction will meet the Integrated Waste Management Act's mandated diversion goals. Each jurisdiction's SRRE must include specific components, as defined in Public Resources Code Sections 41003 and 41303. Compliance with the 2013 (or most recent) Green Building Code and AB 939, as well as implementation of the solid waste-related General Plan EIR Mitigation would ensure that construction and operational impacts regarding solid waste disposal are less than significant.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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43. Utilities

Would the project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects?

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

Source(s): Project Area Utility Companies

a) Would the project impact the following facilities (electricity, natural gas, communications systems, street lighting, maintenance of public facilities including roads, or other governmental services) requiring or resulting in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects?

The Project does not propose site-specific development; however, its implementation would allow future development which may impact electricity, natural gas, communications systems, street lighting, maintenance of public facilities including roads, and/or other governmental services. The adequacy of utilities to serve specific development proposals would be determined through the County's development review process where any necessary infrastructure improvements would be required as conditions of approval. Applicants associated with future development in the Project area would be required to coordinate with individual utility service providers. In addition, project-specific utility impacts would be evaluated through the CEQA process and mitigation measures and/or conditions of approval would be identified as required. Therefore, impacts regarding utilities associated with Project implementation would be less than significant.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
WILDFIRE If located in or near a State Responsibility Area ("SRA"), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, would the project:				
44. Wildfire Impacts				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan Figure S-11, *Wildfire Susceptibility*; Riverside County GIS database; Ordinance No. 695 (Abatement of Hazardous Vegetation); Ordinance No. 787 (Adoption of the 2016 California Fire Code)

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

The *Riverside County Fire Department Fire Protection and Emergency Medical Services Strategic Master Plan* includes a plan for facility, service, and equipment needs, as well as evacuation routes and access routes for emergency routes. Implementation of the proposed Project would have potential to indirectly result in future population increases within the Project area. County development standards require roadways and property access consistent with the type and intensity of land use. As such, new development would be required to include additional transportation and road improvements as needed to ensure adequate emergency access. Therefore, impacts would be less than significant.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

According to the *Riverside County Map My County* GIS database, portions of the Project area directly border undeveloped hillsides and contain areas of Very High fire hazard risk. While the proposed Project would allow future development adjacent to and within Very High fire hazards zones, the County of Riverside Building and Safety Department has developed a number of protocols and regulations in order to protect development and reduce fire hazard impacts within these areas.

These regulations include Riverside County Ordinance No. 787, which adopts the Uniform Fire Code that requires future development to adhere to standards developed to reduce loss of life and property due to fire risk, and Riverside County Ordinance No. 695, which requires the abatement of hazardous vegetation. As noted in Response 44(a) above, the *Riverside County Fire Department Fire Protection and Emergency Medical Services Strategic Plan* also provides facility, service, and equipment planning in order to reduce potential loss due to fire risk. All future discretionary development applications are sent to the County Fire Department for review and comment on each individual development's site-specific project design and to make recommendations on fire safety and emergency access. Each site-specific project design would be modified as needed prior to approval to ensure compliance with Fire Department requirements to ensure that future development would not exacerbate wildfire risks due to slope, prevailing winds, or other factors, and thereby, would not expose future occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. Therefore, impacts would be less than significant.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Refer to Response 44(b) above. All discretionary applications for future development in the Project area would be sent to the County Fire Department for review and comment on each individual development's site-specific project design and to make recommendations on fire safety and emergency access. Each site-specific project design would be modified as needed prior to approval to ensure compliance with Fire Department requirements to ensure that future development would not require the installation or maintenance of associated infrastructure that may exacerbate fire risk or result in temporary or ongoing impacts to the environment. Therefore, impacts would be less than significant.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

Refer to Response 44(b) above. All applications for future development under the Project would be sent to the County Fire Department for review and comment on each individual development's site-specific project design and to make recommendations on fire safety and emergency access. Each site-specific project design would be modified as needed prior to approval to ensure compliance with Fire Department requirements.

Additionally, compliance with General Plan Policy LU 12.1, described below, would apply the following policies to areas where development is allowed and that contain natural slopes, canyons, or other significant elevation changes, regardless of land use designation:

- a. Require that hillside development minimize alteration of the natural landforms and natural vegetation.
- b. Allow development clustering to retain slopes in natural open space whenever possible.
- c. Require that areas with slope be developed in a manner to minimize the hazards from erosion and slope failures.
- d. Restrict development on visually significant ridgelines, canyon edges and hilltops through sensitive siting and appropriate landscaping to ensure development is visually unobtrusive.
- e. Require hillside adaptive construction techniques, such as post and beam construction, and special foundations for development when the need is identified in a soils and geology report which has been accepted by the County of Riverside.
- f. In areas at risk of flooding, limit grading, cut, and fill to the amount necessary to provide stable areas for structural foundations, street rights-of-way, parking facilities, and other intended uses.

In addition, future development in the Project area would be required to implement General Plan EIR Mitigation Measures related to flood risk. Specifically, implementation of Mitigation Measures 4.9.1A, 4.9.1B, 4.9.1C, 4.9.1D, 4.9.2A, 4.9.2B, 4.9.2C, and 4.9.2D would ensure that future development projects in the Project area would not expose people or structures to significant flood risks including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

Therefore, impacts would be less than significant.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

e) Expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

As discussed in Response 44(b) above, portions of the Project area directly border undeveloped hillsides and contain areas of Very High fire hazard risk. However, while the proposed Project would

allow future development adjacent to and within Very High fire hazards zones, the County of Riverside Building and Safety Department has developed a number of protocols and regulations in order to protect development and reduce fire hazard impacts within these areas. Compliance with Riverside County Ordinance No. 787 and No. 695 would reduce potentially significant impact related to exposure of people or structures to risk of loss, injury or death involving wildland fires to a less than significant level.

All discretionary development applications are sent to the County Fire Department for review and comment on each individual development's site-specific project design and to make recommendations on fire safety and emergency access. As needed, future project designs would be modified prior to approval to ensure compliance with Fire Department requirements which ensures that impacts related to risk of loss, injury, or death due to wildland fire are less than significant.

Determination: Impacts would be less than significant.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

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

Source(s): Staff Review

The proposed Project does not propose any physical development within the LVPA or Project Area as a whole and would therefore not directly degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major proceeds of California history or prehistory. Potential impacts to wildlife from future development within the Project area would be reduced to less than significant through implementation of the proposed mitigation measures; refer to the Biological Resources section of this IS/MND. Additionally, potential impacts from future development within the Project area on California prehistoric and historic resources would be mitigated to less than significant through the mitigation provided in the Cultural Resources section of this IS/MND. Similarly, potential impacts from future development on Tribal Cultural resources would be reduced to less than significant via mitigation identified in the Tribal Cultural Resources section of this IS/MND. Future discretionary development projects within the Project area would be subject to site-specific County review relevant to CEQA to ensure that impacts to biological and cultural/tribal resources are reduced to less than significant or to the extent feasible. As such, potential impacts as noted above

would be mitigated through the implementation of standard County-approved measures and the recommended mitigation measures identified in the impact discussions above.

Determination: Impacts would be less than significant with mitigation incorporated.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
46. Have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, other current projects and probable future projects)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source(s): Staff Review

The General Plan provides policy guidance for projects across the County and provides a framework for future development. The General Plan can be amended up to four times annually, and these amendments can change major facets of the General Plan. All General Plan amendments are subject to the CEQA process and must undergo the CEQA analysis. As such, a cumulative analysis of the Project in relation to other General Plan amendments ensures that the potential for cumulatively considerable impacts in the Project area is analyzed and mitigated where appropriate. The General Plan was recently updated, including GPA No. 960 adopted in December of 2015, and GPA No. 1156 adopted in April of 2017. As such, the current General Plan, which was used as the basis for GPA No. 1208, incorporates the most recent major amendments to the General Plan.

Due to the extended timeline over which the proposed Project would be implemented, and due to the fact that the Project does not propose any physical development, at this time, a site-specific cumulative analysis is not warranted. GPA No. 1208, along with this IS/MND, serves as a review of the communitywide impacts associated with development of the proposed Project.

Cumulative Impact Analysis

Aesthetics

Implementation of the proposed Project would not contribute to cumulative visual resource or aesthetic impacts. Future development that would occur under the Project would be required to include design measures to reduce aesthetic impacts. Future development resulting with implementation of the proposed Project and other discretionary projects are required to comply with County ordinances related to light pollution, impacts to viewsheds, as well as other potential aesthetic impacts as described in the Aesthetics section of this IS/MND. Furthermore, the County’s permit application process would ensure that future development in the Project area is in compliance with the County’s zoning and design standards and guidelines which regulate building design, mass, bulk, height, color, and compatibility with surrounding uses. Thus, the proposed Project would have a less than cumulatively considerable impact relative to aesthetics.

Agricultural Resources

The proposed Project would not directly result in potential impacts to agricultural resources. As such, implementation of the proposed Project would not result in any impacts to agricultural or forestry resources and would therefore not contribute to a cumulatively considerable impact to these resources.

Air Quality

The SCAQMD's approach for assessing cumulative impacts is based on the Air Quality Management Plan forecasts of attainment of ambient air quality standards in accordance with the requirements of the federal and California Clean Air Acts. In other words, the SCAQMD considers projects that are consistent with the AQMP, which is intended to bring the basin into attainment for all criteria pollutants, to also have less than significant cumulative impacts. As noted in the Air Quality section of this IS/MND, future development that would be accommodated by the Project is subject to the requirements set forth by SCAQMD. As such, the Project would have a less than cumulatively considerable impact on air quality.

Biological Resources

The proposed Project, as well as other future General Plan amendments, are subject to the requirements of the MSHCP. Potential impacts to biological resources have been analyzed within the Biological Resources section of this IS/MND. Through the MSHCP, future development resulting from the implementation of GPA No. 1208 or other General Plan amendments will be subject to the requirements of the MSHCP. With implementation of existing regulatory programs, in conjunction with the mitigation provided in the Biological Resources section, the Project would have less than cumulatively considerable impacts.

Cultural Resources

Future development within the Project area would have the potential to contribute to a cumulative increase in impacts to cultural and/or paleontological resources due to future disturbance as development occurs. However, existing regulations and implementation of mitigation measures provided in the Cultural Resources section of this IS/MND would ensure that the potential impacts associated with future development within the Project area are less than significant. Thus, the Project would have a less than cumulatively considerable impact.

Energy

As discussed in the "Energy" section of this IS/MND, implementation of future development under the proposed Project would comply with applicable County, State, and federal energy conservation measures. Foreseeable future implementing projects that may result subsequent to approval of the Project would include construction and operational phases, which would result in increased energy consumption; however, the increased demand from the Project is expected to be adequately served by the existing electrical and natural gas facilities. The increase in demand from the Project would be an insignificant percent increase when compared to the overall demand of the service areas associated with electrical and natural gas facilities. In addition, mitigation measures are provided in the "Energy" section of this IS/MND that would reduce potentially significant energy impacts. Therefore, the Project would have a less than cumulatively considerable impact relative to energy.

Geology and Soils

Project-related impacts on geology and soils associated with future development that could be accommodated in the Project area would occur on a site-specific level. The proposed Project would not directly contribute to seismic hazards or soil erosion and no physical development within the Project area would directly result with Project implementation. Implementation of the proposed mitigation measures provided in the Geology and Soils section of this IS/MND would result in decreased exposure

to the risks associated with seismic activity. Therefore, the Project is anticipated to have less than significant cumulative impact relative to geology and soils in the region.

Greenhouse Gas Emissions

The greenhouse gas analysis provided in the Greenhouse Gas Emissions section of this IS/MND analyzed the proposed Project's cumulative contribution to global climate change and determined that the Project would not create a cumulatively considerable environmental impact resulting from greenhouse gas emissions.

Hazards and Hazardous Materials

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

Hydrology and Water Quality

Water quality measures that are required by the Regional Water Quality Control Board, through SWPPP compliance, as well as other site-specific regulations would protect the quality of water discharged from future development projects proposed within the Project area during construction and operation activities. In addition, mitigation measures are provided in the Hydrology and Water Quality section of this IS/MND to reduce potentially significant impacts relative to water quality. Therefore, the Project would have a less than cumulatively considerable impact in this regard. Similarly, existing regulations related to flooding and hydrology would regulate potential impacts to hydrology. Therefore, the Project would have a less than significant cumulatively considerable impact related to hydrology and water quality.

Land Use and Planning

The proposed Project includes revisions to the County's adopted General Plan to allow for future development of the LVPA. The proposed changes associated with the Project have been reviewed in comparison to existing General Plan policies and text to ensure consistency. Further, as noted above, the Project includes mitigation measures to ensure compliance with MSHCP requirements. Therefore, the Project would have a less than cumulatively considerable impact related to land use and planning.

Mineral Resources

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

Noise

As discussed in the "Noise" section of this IS/MND, future development within the Project area would be required to comply with all applicable noise standards and would have less than significant direct impacts related to noise. Foreseeable future implementing projects that may result subsequent to approve of the Project would include construction phases, which could result in some noise disturbance; however, these impacts would be temporary and would be restricted to daytime hours. In addition, mitigation measures are provided in the "Noise" section of this IS/MND that would reduce potentially significant noise impacts. Therefore, the Project would have a less than cumulatively considerable impact relative to noise.

Population and Housing

As proposed, the Project would not directly displace any existing housing or people requiring the construction of new housing elsewhere. Further, the Project allows for the potential future development of new housing units on currently vacant or underdeveloped parcels. Therefore, the Project would have a less than cumulatively considerable impact relative to population and housing.

Public Services and Recreation

Implementation of the proposed Project may increase the demand for public services such as fire and police protection and recreational facilities over an extended period of time. However, as a standard condition of approval, a project applicant would be required to pay the appropriate development impact fees, as needed, to fund the construction or expansion of such services or facilities, at the time when future development is proposed. Development of any future public and/or recreational facilities would be subject to CEQA review prior to approval that would identify and address any resulting impacts. Therefore, the Project would have a less than cumulatively considerable impact relative to public services and recreation.

Transportation

The Project would allow for future establishment of mixed-use development within the LVPA which would allow for internal trip capture, as well as other potential trip reduction measures. Further, the Project would allow for development of compact (multi-family) development as well as alternative transportation opportunities. As such, cumulatively, the Project would allow for more efficient use of lands within the Project area and would not have a regional cumulative impact within the County. In addition, mitigation measures provided in the Transportation section of this IS/MND would reduce potentially significant transportation impacts associated with Project implementation. Further, mitigation proposed would require future development within the Project area to prepare a project-specific traffic study to evaluate potential impacts and identify mitigation measures as appropriate to reduce impacts to the extent feasible. As such, the Project's contribution to cumulative traffic conditions would be less than cumulatively considerable with mitigation incorporated.

Utilities and Service Systems

Implementation of the proposed Project would have the potential to indirectly increase demand for public utilities and service systems over time. Further, as specifically identified in the Utilities and Service Systems section of this IS/MND, Project implementation would not exceed capacities associated with water, solid waste, and wastewater service. However, as a standard condition of approval, future project applicants would be required to pay the appropriate development impact fees, as needed, to fund the expansion of such services at the time when development is proposed. Therefore, the Project would have less than cumulatively considerable impacts on utilities and service systems.

Wildfire

As discussed in the Wildfire section of this IS/MND, while the proposed Project would allow future development to occur adjacent to and within Very High fire hazards zones, the County of Riverside Building and Safety Department has developed a number of protocols and regulations in order to protect development and reduce fire hazard impacts within these areas. These regulations include Riverside County Ordinance No. 787 which adopts the Uniform Fire Code that requires future development to adhere to standards developed to reduce loss of life and property due to fire risk, and Riverside County Ordinance No. 695, which requires the abatement of hazardous vegetation.

The *Riverside County Fire Department Fire Protection and Emergency Medical Services Strategic Plan* also provides facility, service, and equipment planning in order to reduce potential loss due to fire risk. All future discretionary development applications would be sent to the County Fire Department for review and comment on a site-specific basis and to allow for recommendations on fire safety and

emergency access. Each site-specific project design would be modified, as needed, prior to approval to ensure compliance with Fire Department requirements to ensure that future development anticipated by the Project would not exacerbate wildfire risks. Therefore, the Project would have a less than cumulatively considerable impact relative to wildfire.

Determination: Impacts would be less than significant with mitigation incorporated. The Project does not have impacts which are individually limited, but cumulatively considerable.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
47. Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source(s): Staff Review

The proposed Project would not result in environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly, following implementation of recommended mitigation measures prescribed above. All potential long-term impacts would be reduced to less than significant levels through implementation of required mitigation measures, as described in the impact discussions above.

Determination: The proposed Project would not result in environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly. Impacts would be less than significant with mitigation incorporated.

EARLIER ANALYSES

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

Earlier Analyses Used, if any: General Plan EIR No. 521N/A

Location Where Earlier Analyses, if used, are available for review: <https://planning.rctlma.org/General-Plan-Zoning/General-Plan/Riverside-County-General-Plan-2015/General-Plan-Amendment-No960-EIR-No521-CAP-February-2015>

Location: N/A

V. AUTHORITIES CITED

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

Section II

Response to Comments

2.0 RESPONSE TO COMMENTS

During the public review period, comment letters were received on the IS/MND from interested public agencies and individuals. The following is a list of commenters on the IS/MND during the public review period.

Comment Letter No.	Person, Firm, or Agency	Letter Dated
1	Robert Magee, Resident	June 3, 2020
2	Linda Ridenour, Resident	June 9, 2020
3	Riverside County Flood Control and Water Conservation District	June 9, 2020

Although the CEQA Guidelines do not require a lead agency to prepare written responses to comments received (see CEQA Guidelines Section 15088), the County of Riverside has elected to prepare the following written responses with the intent of conducting a comprehensive and meaningful evaluation of the proposed project. The number designations in the responses are correlated to the bracketed and identified portions of each comment letter.

Page 1 of 3
Comment Letter 1
Robert Magee

**Comments on Lakeland Village Policy Area
Initial Study & Buildout Projection Methodology App. 1**

- | | | |
|--|---|-----|
| <ol style="list-style-type: none"> 1. The Noise section does not address existing land uses adjacent to the Plan Area (page 20): <ol style="list-style-type: none"> a. Diamond Stadium Activities; Baseball Games, Concerts, Fireworks, Special Events, etc. b. Lake Elsinore Motorsports Park: Off-Road Vehicle testing, practice and racing. c. Lake Elsinore Aquatic activities: Motorboats, Water Ski races, Jet Ski races, Jet Boat races, high speed zone for manufacturer testing. d. Special events on the levy/Island: 5k & 10 charity runs, Spartan Challenge, Fun Mudder, Fireworks, etc. e. Skylark Airport; air planes, sail planes and skydiving. • Appendix 1 only addresses traffic noise. | <div style="border-left: 1px solid black; border-right: 1px solid black; height: 100px; margin: 0 auto;"></div> | 1-1 |
| <ol style="list-style-type: none"> 2. General Plan Area Plans: City of Lake Elsinore and City of Wildomar not included in list (page 23). | <div style="border-left: 1px solid black; border-right: 1px solid black; height: 20px; margin: 0 auto;"></div> | 1-3 |
| <ol style="list-style-type: none"> 3. Open Space Conservation Designation along shoreline (pages 14, 16 & 42 – 45): <ol style="list-style-type: none"> a. What elevation(s) is that line set at? b. After reading the restrictions, will it ever be possible to build anything (launch ramp, boat dock, break water, sea wall, non-habitable shade structure, etc.) within this designation? c. Have all effected property owners been advised of this new designation? d. Do the effected property owners have the right to file a claim for a “taking” or will they be forced to file a suit like Lakeside LLC vs. RCA (RIC 1901547)? | <div style="border-left: 1px solid black; border-right: 1px solid black; height: 100px; margin: 0 auto;"></div> | 1-4 |
| <ol style="list-style-type: none"> 4. Butterfield School is listed as a Sensitive Receptor (page 85). This should be changed to: Lakeland Village Community Center. | <div style="border-left: 1px solid black; border-right: 1px solid black; height: 20px; margin: 0 auto;"></div> | 1-5 |
| <ol style="list-style-type: none"> 5. General Plan Land Use Map (page 16) shows TR 32026 as being Low Density Residential (2 du/ac). This track was approved for more than 150 SFRs with average lot sizes approx. 7,200 sq. ft. probably closer to 4-6 du/ac. As long as the map is valid, this designation should reflect that entitlement. | <div style="border-left: 1px solid black; border-right: 1px solid black; height: 100px; margin: 0 auto;"></div> | 1-6 |
| Appendix 1: | | |
| <ol style="list-style-type: none"> 1. What is Mitigation Measure 1.1 (page 7)? | <div style="border-left: 1px solid black; border-right: 1px solid black; height: 20px; margin: 0 auto;"></div> | 1-7 |
| <ol style="list-style-type: none"> 2. Circulation Element Map (page 21): <ol style="list-style-type: none"> a. Diamond Drive, Malaga & Bundy Canyon Road all appear to have incorrect right-of-way designations. b. Union Street Extension: Is this shown in light blue parallel to Grand Avenue between Blanche Drive and Turner Street? | <div style="border-left: 1px solid black; border-right: 1px solid black; height: 100px; margin: 0 auto;"></div> | 1-8 |

Response No. 1

Robert Magee
June 3, 2020

- 1-1 The commenter states the Noise section does not address existing land uses adjacent to the Plan Area. As discussed in Section 27, *Noise Effects by the Project*, of the Initial Study, existing ambient noise measurements were taken in multiple areas as disclosed in Table 8, *Noise Measurements*. Noise impacts from special events of a temporary nature would be considered speculative and not are required for inclusion in CEQA analyses. Regarding Skylark Field Airport, as discussed in Section 26, *Airport Noise*, Skylark Field Airport is located approximately 0.85-mile east of the Project area and runs limited flights during daytime hours to support local skydiving businesses. Due to the limited use of the airport in comparison to other commercial airports, and the distance separating the airport from the Project area, noise impacts on future development in the Project area by the airport would be limited. Furthermore, the noise measurements taken for the project were conducted throughout an extended period that would have included airport operations. Therefore, the discussion of existing land uses that were included for analysis, including Skylark Airport, is considered sufficient. Future developments in the Project area would be required to analyze noise impacts on a case-by-case basis at such time that development is proposed.
- 1-2 The commenter states that Appendix 1 only addresses traffic noise. Appendix 1 is not relative to the noise data, rather, Appendix 4 contains the noise data, which is confined to traffic noise. However, although not shown in Appendix 4, the noise levels from all stationary and mobile sources in the Project area are discussed in Section 27, *Noise Effects by the Project*, of the Initial Study. No further response is warranted.
- 1-3 The commenter states that the City of Lake Elsinore and the City of Wildomar are not included in the list of General Plan Area Plan(s) on page 23. Specifically, the response to Item B. *General Plan Area Plan(s)* is “Elsinore Area Plan.” The purpose of Item B. is to identify the Area Plan, not inclusive of any other General Plans for neighboring jurisdictions. The Riverside County General Plan’s structure includes 19 Area Plans covering Riverside County’s boundary. These Area Plans provide a clear and more focused opportunity to enhance community identity within the County of Riverside and stimulate quality of life at the community level. The project falls within the boundaries of the Elsinore Area Plan. Therefore, the response to Item B. is appropriate as being identification of the Area Plan.
- 1-4 The commenter expresses questions regarding the Open Space designation along the shoreline, regarding such matters as the elevation, the possibility of future construction within this designation, whether or not affected property owners have been notified of this designation, and if affected property owners have the right to claim a ‘taking.’ Generally, the elevation of the shoreline within the Open Space-Conservation land use designation is set at the 100-year flood line. However, this comment does not identify a specific concern with respect to the adequacy of the Initial Study or raise an issue or comment specifically related to the Initial Study’s environmental analysis under CEQA.

- (CEQA Guidelines Section 15088(a) requires that a lead agency only evaluate and respond to comments raised on environmental issues.) Relative to the issue of land use, according to the Riverside County General Plan, the Open Space-Conservation land use designation is applied to land designated for preservation of non-MSHCP habitat lands, protection from natural hazards, and preservation of scenic and other natural resources. Ancillary structures or uses may be permitted provided that they further the intent of this designation and do not substantially alter the character of the area. Actual building or structure size, siting, and design will be determined on a case by case basis. Therefore, future development within this designation is not prohibited; however, it would be required to adhere to allowed uses and would be subject to review and approval.
- 1-5 The commenter states that Butterfield School should be listed as Lakeland Village Community Center. Butterfield Elementary School was permanently closed in 2010 and has since been converted to a community center. The reference to Butterfield Elementary school has been deleted, and is reflected in Section 03, *Errata*, of this document.
- 1-6 The commenter states that the General Plan Land Use Map shows Tract 32026 as being Low Density Residential, and that this tract of land was approved for more than 150 single-family residences with an average lot size of approximately 7200 square feet (or 4 – 6 dwelling units per acre). The commenter further states that this designation should reflect those entitlements, so long as the map is valid. This comment does not identify a specific concern with the adequacy of the Initial Study or raise an issue or comment specifically related to the Initial Study’s environmental analysis under CEQA. Therefore, no further response is warranted. (CEQA Guidelines Section 15088(a) requires that a lead agency only evaluate and respond to comments raised on environmental issues.)
- 1-7 The commenter asks what Mitigation Measure 1-1 is. Mitigation Measure 1-1 comes from the Project’s Traffic Impact Analysis prepared by Urban Crossroads, which is provided in Appendix 3 of the Initial Study, and appears as one of the roadway improvements identified in Mitigation Measure TR-2 in Section 37, *Transportation*, of the Initial Study.
- 1-8 The commenter states that Bundy Drive, Malaga Road, and Bundy Canyon Drive all appear to have incorrect right-of-way designations. The commenter also asks if the Union Street Extension is shown in light blue parallel to Grand Avenue between Blanche Drive and Turner Street. It should be noted that Urban Crossroads collaborated with Riverside County staff to identify the roadways in question during preparation of the Circulation Element map provided in the Traffic Impact Analysis and the map is identical to Figure 7, *Elsinore Area Plan Circulation*, of the Elsinore Area Plan. However, this comment does not identify a specific concern with the adequacy of the Initial Study or raise an issue or comment specifically related to the Initial Study’s environmental analysis under CEQA. Therefore, no further response is warranted. (CEQA Guidelines Section 15088(a) requires that a lead agency only evaluate and respond to comments raised on environmental issues.)

Page 1 of 1
Comment Letter 2
Linda and Martin Ridenour

Linda Ridenour
33628 Brand St.
Lake Elsinore, Ca
92530

Public hearing, pursuant to Riverside County Land Use Ordinance No. 348.

Comments on "Intent to Adopt a Mitigated Negative Declaration to GPA No. 1208"

The project planner, Robert Flores, sent me over 200 pages of detailed information, which I read. Riverside County determined that this project will not have a significant effect on the environment.

2-1

I strongly disagree. I would like this letter submitted into the official record.

My home was built by my grandfather in 1948. My husband and I have lived here for 22 years. We are in the Lakeland Village Policy Area. We currently own two homes here and a vacant lot. The lot has a Blue Line Stream on it. We should not have our property labeled Medium Density Residential.

2-2

There are several factors that should be considered. Only two were marked on page 25. I will be addressing several more.

Transportation: You are correct that Grand Avenue is our only evacuation route. But a more detailed study is needed. On June 3, 2020, there was an earthquake felt by several citizens. The Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zones map is not in my packet of information. On page 52 it states that "...future development which could be subject to substantial adverse effects due to designated Alquist-Priolo Fault Zones." The County further states "...requires similar geotechnical studies prior to development." One study should be for an evacuation plan to safely get us out and emergency equipment in if Grand Avenue is damaged.

2-3

We have several faults here. The Willard Fault and the Wildomar Fault are only two. I would like to see EIR No.521 so I can evaluate my adverse effects. I need to prepare for this treat to my safety I also would like to see information on the earthquake fault zone setback. Is my property within one-half mile of any historic fault.

2-4

The General Plan Safety Element is not in the 200 pages. Is the County responsible for the lack of information? If you state this will cause potentially significant impacts relative to rupture of a known fault, how can you say under Determination say, "...would be reduced to a less than significant level."

2-5

1

Tribal Cultural Resources was not checked. My properties are in the Oak Woodlands. There is not a copy of the County Oak Tree Management Guidelines in my paperwork. These biological resources are significant.

Within walking distance of my home there are grinding stones. The native Americans collected acorns and ground them while looking at the lake.

2-6

We visited the Pechanga tribe many years ago and told them about the location of the stones and the old village site. They sent an archaeologist to document the area. This area is part of a traditional cultural property and is considered significant. Again the County wrote under DETERMINATION: "Impact would be less than significant".

Cultural resources are not checked. As an active member and past officer of the Lake Elsinore Historical Society, the lack of information is disturbing. My property on Landerville Street is two blocks from the Cotrel Mansion which is historically significant. The Upton Sinclair house farther down the hill is another example of a significant resource which must be saved. There are several more. The only other reference is on page 148. It states that future development would "contribute to a cumulative increase in impacts to cultural resources". The Cultural Resources Is/MNO was not in my paperwork.

2-7

Wildfire was not checked. As an active member of the Lakeland Village community I have seen many wildfires. The Riverside County Fire Department (CAL Fire) Station 11 has done a wonderful job saving my home and many others. I do not have a copy of Riverside County Ordinance No. 659.

I remember several years ago the fire was approaching from the hills to the Northwest and people gathered at my house ready to evacuate. Very scary. Years before that the fire was coming down from the forest. The Riverside County Prisoners fought that fire. They stationed themselves on Brand Street and Landerville Blvd. My neighbors brought them snacks and water. Again my home was saved. On page 143 it states I must have an adopted emergency response plan and an evacuation plan. I do not have one in this packet. Due to prevailing winds from the forest there is a significant exposure to wildfires. We do not have fuel breaks in many areas between us and the forest. The power-lines exacerbate the fire risk. The people who live here are directly exposed to loss structures, as well as, significant loss and injury or death.

2-08

Finally, we are a rural area. Is my property classified as a very high fire severity zone? As usual the County marked it less than significant.

Forest Resources were not checked. Our forest is within walking distance of my home. The Cleveland National Forest belongs to all of us. I do not have Public Resources Code 12220(a). The Public Resources Code Section 4526 is also missing.

2-09

The Lake Elsinore Advanced Pump Storage Project (FERC Project No. 14277 will change the existing environment. It will convert forest land to non-forest use. The County commented on this project. This project must be put into the Environmental Assessment Form. It will change the existing environment. Decker Canyon in the National Forest will be destroyed. This will become a 120 acre open reservoir. Again, I find in this report, omissions. Where is Riverside County General Plan Fig. 05-36? Why are you saying, "no impacts would occur"?

2-10

Hydrology: Water Quality was not checked. The LEAPS project should also be placed under Cultural Resources and the Tribal Cultural Resources. As I stated before the grinding stones are on Landerville Blvd. The department of Parks and Recreation office and Historic Preservation has made numerous comments to FERC. This project will cause a significant effect in Lakeland Village. The construction of a powerhouse will cause destruction on Grand Avenue. Water conduits from Grand Ave. to Decker Canyon will cause significant impact. There will be two transmission lines. Our citizens have written several letters to the California Public Utilities Commission. These power-lines could cause wildfires. The electricity will not be used in Lakeland Village. But the destruction will be felt here.

2-11

I did not find the Regional Water Quality Control Board site specific regulations. Also, EVMWD data and regulations are not here. There is nothing about water discharge into the lake. This project will have a major cumulative impact here. I disagree that it is less than significant.

2-12

Multipurpose Open Space Element aims to conserve and preserve the natural resources of Riverside County. The LVC plan aims to preserve much of Lakeland Village rural zoning designation. The "Western Riverside County Multi-species Habitat Conservation Plan" must be considered when handling private and public stand alone applications. "Every stand alone applications shall require an initial Habitat Evaluation and Acquisition Negotiation Process". I do not have a copy of the HANS process. Again the Planning Department without public input wants to make a decision.

2-13

Determination: The county states "the proposed project could have a significant effect on the environment". Yet they state that there will not be a significant effect because revisions to the project. I do not have these revisions. Also, who is the project proponent? Please explain and provide the previous Environmental Impact Report. We have so many animals and protected plants here. How do I contact the department who handles the legal standards? Please provide the mitigation measures. I need a copy of the California Code of Regulation Section 15162. Who is the approving body? Will I be notified when they meet?

2-14

I ask Charissa Leach to read the previous EIR. It has at least one major revision due to new significant environmental effect. The EIR must be redone. These new effects must be included. Because they are more severe they cannot be mitigated. Again I ask, who are these project proponents?

2-15

If the LEAPS project is approved, the Nevada Hydro Company must do a study regulating the noise. See Riverside County Ordinance No. 847. This ordinance sets acceptable noise limits. I need a copy of this regulation. I live within two miles of this project. I do not know how loud 55 decibels is. As a senior citizen I do not want my peace of mind disturbed. This terrible project could cause long-term and continuous noise. Most of the noise along Grand Avenue is from vehicles. If this project is approved semi dump trucks would cause the most mobile noise.

2-16

Ground borne noise levels cause vibrations. The construction for the LEAPS project could cause high levels of damage. There would be a negative effect on my health from this annoyance due to the extended period of time.

There could be structural damage to my home. Noted on page 93: plaster cracks. Who will pay for this damage? Other historical homes may also need repair if the county approves this project.

2-17

I need a copy of the Federal Highway Administration FHWA RD-77-108. Also the Traffic Impact Analysis done by Michael Backer. He should be hired to add the LEAPS component since it is readily available. There are hundreds of motions to intervene in this project. You are negligent by not including this information.

2-18

Construction activities would occur in close proximity to existing noise sensitivity uses. The Village and the County of Riverside office are located here. This paperwork needs to state that construction must be limited. Trucks on Grand Avenue must have mufflers and trucks must not be idling while waiting to be filled or emptied, before they can be used. Grading permits issued by the county must be specific as to the location. Where is General Plan Mitigation measures 4.13.1A and B?

2-19

Parks and Recreation: Perret Park on Grand Ave. is our local park. It is maintained by the county. On page 103, it states "not currently located within a Community Service area". Then where is it? Why is no one reading this report?

2-20

As an officer of the Butterfield Trail Association, my husband and I helped to maintain these trails for years. I am glad to see a trail and bikeway system. But I am disappointed that it is not in the LVPA report.

2-21

After days and hours of reading and more days of writing, I hope someone reads my response. Also, I am sure you will send me all of the material requested, because this is a legal document entered into the record.

2-22

Linda and Martin Ridenour
33628 Brand Street
Lake Elsinore, CA
92530

4

Response No. 2

Linda and Martin Ridenour
June 9, 2020

- 2-1 The commenter notes disagreement that the project will not have a significant impact on the environment. This comment provides a general introduction. Responses to specific comments are provided below.
- 2-2 The commenter states that their property should not be labeled Medium Density Residential due to several factors. This comment addresses a policy matter and does not identify a specific concern with the adequacy of the Initial Study or raise an issue or comment specifically related to the Initial Study's environmental analysis under CEQA. Therefore, no further response is warranted. (CEQA Guidelines Section 15088(a) requires that a lead agency only evaluate and respond to comments raised on environmental issues.)
- 2-3 The commenter states that a more detailed analysis is needed regarding Grand Avenue serving as an evacuation route and requests information regarding Alquist Priolo Earthquake Fault Zones. As discussed in Section 11a, *Alquist Priolo Earthquake Fault Zone or County Fault Hazard Zones*, of the Initial Study, Alquist-Priolo Mapping has not kept pace with recent rapid development in the County, and the County has zoned fault systems and requires similar geotechnical studies prior to development. Based on General Plan Figure S-2, Earthquake Fault Study Zones, the Project site is affected by several Riverside County-designated faults. The County implements several ordinances, policies, and EIR No. 521 mitigation measures to reduce the potential to expose people or structures to substantial adverse effects due to fault hazards. Ordinance No. 457 is adapted from the California Building Standards Codes (CBSC) and establishes site-specific investigation requirements, construction standards, and inspection procedures to ensure that development authorized by the County does not pose a threat to the health, safety, or welfare of the public. Ordinance No. 547 establishes the regulations for construction, including for grading, slopes, and compaction, erosion control, retaining wall design and earthquake fault zone setbacks. General Plan Policy S 2.1 would ensure that future development complies with the Alquist-Priolo Earthquake Fault Zoning Act through the provisions of a geologic study for any project within one-half mile of any Quaternary through historic faults shown on the Earthquake Fault Study Zones map.

Alquist Priolo Earthquake Fault Zone Maps are available online on the California Department of Conservation website at <https://www.conservation.ca.gov/cgs/alquist-priolo>. The Riverside County Fault Hazard Zones are available online on the Riverside County Geographic Information Systems website at <https://gis.rivcoit.org/>.

- 2-4 The commenter requests to review EIR No. 521 to evaluate adverse effects from potential earthquakes on the Willard and Wildomar Faults. EIR No. 521 is available online on the Riverside County Planning Department website at <https://planning.rctlma.org/General-Plan-Zoning/General-Plan/Riverside-County-General-Plan-2015/General-Plan-Amendment-No960-EIR-No521-CAP-February-2015/Draft-Environmental-Impact-Report-No-521>.

2-5 The commenter states that the General Plan Safety Element is not included within the document. The General Plan Safety Element is available online on the Riverside County Planning Department's website at <https://planning.rctlma.org/General-Plan-Zoning/General-Plan>.

2-6 The commenter expresses that the County Oak Tree Management Guidelines are not included in the document. The County Oak Tree Management Guidelines are available online at the following website: https://planning.rctlma.org/Portals/14/devproc/guidelines/oak_trees/oak_trees.html.

The commenter also states that the project area was part of the traditional cultural area of the Pechanga Tribe, and that Tribal Cultural Resources should be checked as having a significant environmental impact. As discussed in Section 39, *Tribal Cultural Resources*, of the Initial Study, 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 June 21, 2017 list provided by NAHC, project notices were sent on July 13, 2017 to twenty-eight Native American Tribal representatives. SB 18 consultations were requested by the Pechanga and Soboba Bands; the Viejas Band of Kumeyaay Indians did not request additional consultation. No other responses were received.

In compliance with Assembly Bill 52 (AB 52), notices regarding the proposed Project were mailed to all requesting tribes on June 19, 2017. Consultations were requested by the Pechanga Band, the Rincon Band, the Soboba Band, and the Morongo Band. No response was received from the Quechan, Ramona, or the Colorado River Indian Tribes. The Pala Band deferred to Tribes within closer proximity to the Project area. Refer to Section 39, *Tribal Cultural Resources*, of the Initial Study for a complete discussion of the Tribal consultations. In consideration of the above, the discussion of Tribal Cultural Resources is considered sufficient. Future developments in the Project area would be required to analyze potential impacts to Tribal Cultural Resources on a case-by-case basis at such time that development is proposed and would be subject to General Plan EIR Mitigation Measures 4.7.1B and 4.9.B-N1, which reduce impacts to Tribal Cultural Resources by requiring project plans to be developed to allow avoidance of cultural resources, and by providing for dialog with the appropriate ethnic or cultural group concerning the dispensation of cultural resources where it is infeasible for those resources to be avoided or preserved in place.

2-7 The commenter states that there is a lack of historical information within the document, and that Historic Resources should be checked as having a significant environmental impact. As discussed in Section 8a, *Historic Resources*, of the Initial Study, General Plan Policy OS 19.3 states that proposed developments should be reviewed for possible cultural resources, which would occur on a development-by-development basis. The General Plan contains a number of additional policies related to the protection of cultural resources. Furthermore, the Riverside County Planning Department has a number of procedures required during the development review process which function to ensure specific projects are reviewed prior to construction. Once construction begins, the Riverside County

Planning Department monitors that development projects comply with cultural resources conditions of approval developed in order to provide project-level compliance in the event that resources are discovered on a development site.

- 2-8 The commenter states that there is a significant threat of wildfires in the area. As discussed in Section 44, *Wildfire Impacts*, of the Initial Study, the Project area was mapped for wildfire risks within the *Riverside County Map My County* GIS database. Portions of the Project area directly border undeveloped hillsides and contain areas of Very High Fire Hazard risk. While the proposed Project would allow future development adjacent to and within Very High fire hazards zones, the County of Riverside Building and Safety Department has developed a number of protocols and regulations in order to protect development and reduce fire hazard impacts within these areas. These protocols and regulations are available online on the County of Riverside Building & Safety Department website at <https://www.rctlma.org/building>.

The *Riverside County Fire Department Fire Protection and Emergency Medical Services Strategic Master Plan* includes a plan for facility, service, and equipment needs, as well as evacuation routes and access routes for emergency routes. A copy of this document can be requested from the Riverside County Fire Department website at <http://www.rvcfire.org/>.

- 2-9 The commenter states that Forestry Resources was not marked as a significant impact and that Public Resources Code Sections 12220(a) and 4526 were not included in the document. As discussed in Section 5, *Forest*, of the Initial Study, 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* were consulted in the preparation of Section 5. The Project area does not contain forest land, timberland, or timberland zoned Timberland Production. As such, the Project would not 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 Government Code section 51104(g)).

- 2-10 The commenter states that the Lake Elsinore Advanced Pump Storage (LEAPS) Project will change the existing environment. This is a separate and unrelated project, the environmental analysis of which has been conducted separately and is not relevant to the proposed Project. This comment does not identify a specific concern with the adequacy of the Initial Study or raise an issue or comment specifically related to the Initial Study's environmental analysis under CEQA. Therefore, no further response is warranted. (CEQA Guidelines Section 15088(a) requires that a lead agency only evaluate and respond to comments raised on environmental issues.)

- 2-11 The commenter states that Hydrology and Water Quality should be checked as having a significant environmental impact. As discussed in Section 23, *Hydrology and Water Quality*, of the Initial Study, the Project does not propose site-specific development and as such, it is not feasible to check water quality at this time. However, future development resulting from Project implementation would be required to meet all applicable waste discharge and water quality standards prior to the commencement of construction. Environmental

impacts associated with water quality standards or waste discharge requirements needed to serve new development would be determined through site-specific project-level CEQA analyses when applicants complete the development review process. All construction activities would be required to obtain and comply with relevant National Pollutant Discharge Elimination Services (NPDES) permits, Storm Water Pollution Prevention Plans (SWPPPs), and Water Quality Management Plans (WQMPs) to prevent or minimize construction-related water quality impacts and waste discharges, particularly as related to soils.

As stated previously in response 2-10, the LEAPS Project is a separate and unrelated project, the environmental analysis of which has been conducted separately and is not relevant to the proposed Project. This comment does not identify a specific concern with the adequacy of the Initial Study or raise an issue or comment specifically related to the Initial Study's environmental analysis under CEQA. Therefore, no further response is warranted. (CEQA Guidelines Section 15088(a) requires that a lead agency only evaluate and respond to comments raised on environmental issues.)

- 2-12 The commenter states they did not find any information regarding Regional Water Quality Control Board site specific regulations in the document. As stated above and as discussed in Section 23, *Hydrology and Water Quality*, of the Initial Study, the Project does not propose site-specific development and future development resulting from Project implementation would be required to meet all applicable waste discharge and water quality standards prior to the commencement of construction. Water quality measures that are required by the Regional Water Quality Control Board, through SWPPP compliance, as well as other site-specific regulations would protect the quality of water discharged from future development projects proposed within the Project area during construction and operation activities.
- 2-13 The commenter states that they do not have a copy of the HANS process for this project. Information and plan documents associated with the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP) and the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) are available online at the Riverside County Transportation and Land Management Agency website at <https://rctlma.org/epd/WR-MSHCP>.
- 2-14 The commenter states that they do not have copies of project revisions, asks who the project proponent is and asks for a copy of the California Code of Regulations Section 15162. The proponent for the proposed land use changes is the Riverside County Planning Department. Due to the programmatic nature of this environmental document, it is unknown at this time whom the specific project proponents (developers) would be with regard to site-specific future development in the Project area. Implementation of future development projects in the Project area will be subject to public review and comment requirements under CEQA and all environmental documents prepared at such time that development occurs will be made available to the public. The California Code of Regulations Section 15162 is available online on the California Natural Resources Agency website at <https://resources.ca.gov/>.

- 2-15 The commenter asks who the project proponent is, and also asks who the approving body will be for the project and if the commenter will be notified when the approving body meets. As stated above, it is unknown at this time whom the specific project proponents (developers) would be with regard to site-specific future development in the Project area. However, the approving body for future development projects will be the Riverside County Planning Department, as well as the Planning Commission and Board of Supervisors depending on the proposed entitlements.
- 2-16 The commenter states that if the LEAPS project is approved, the Nevada Hydro Company must do a study regulating noise. This comment does not identify a specific concern with the adequacy of the Initial Study or raise an issue or comment specifically related to the Initial Study's environmental analysis under CEQA. Therefore, no further response is warranted. (CEQA Guidelines Section 15088(a) requires that a lead agency only evaluate and respond to comments raised on environmental issues.)
- 2-17 The commenter expresses concern that structural damage to their home could occur as a result of this project. This comment does not identify a specific concern with the adequacy of the Initial Study or raise an issue or comment specifically related to the Initial Study's environmental analysis under CEQA. Therefore, no further response is warranted. (CEQA Guidelines Section 15088(a) requires that a lead agency only evaluate and respond to comments raised on environmental issues.)
- 2-18 The commenter expresses their desire for a copy of the Federal Highway Administration FHWA RD-77-108 and the Traffic Impact Analysis. FHWA RD-77-108 is available online on the FHWA website at <https://www.fhwa.dot.gov/>. The Traffic Impact Analysis was included as Appendix 3 of the Initial Study.
- 2-19 The commenter states that construction activities would occur in close proximity to sensitive noise receptors. As discussed in Section 27, *Noise Effects by the Project*, of the Initial Study, under development and/or grading permit conditions of approval, as well as Ordinance No. 847 and other regulations, the County of Riverside enacts a number of noise controls on construction activities. These include limiting activities to specific hours of the day (or severely restricting allowable noise levels after certain hours, typically 10:00 p.m.), limiting idling, staging and loading locations (away from adjacent homes, for example), requiring setbacks, sound barriers, or other equipment modifications, as appropriate for the situation. Additionally, General Plan Mitigation Measure 4.13.1B requires that construction delivery trucks and haul trucks avoid sensitive receptors. All future development associated with implementation of the proposed LVPA would be subject to the County's Noise Ordinance and the General Plan policies that address construction-related noise in order to minimize impacts to surrounding sensitive receptors.
- 2-20 The commenter states that Perret Park is a local park and is maintained by the County and points out that the document states it is not located within a Community Service area. Although Perret Park may be maintained currently by the County, it is not identified on General Plan Figure OS-3a, which identifies the locations of all Riverside County parks and recreation areas. A County Service Area (CSA), or special district formed for the

- specific purpose of construction and operation of certain community facilities such as parks, does not currently exist in the Project area. However, as discussed in Section 35, *Recreation*, of the Initial Study, although the Project area is not currently located within a CSA or a recreation and park district with a Community Parks and Recreation Plan, the future development of such areas and/or plans are provided for in ELAP Policy 6.4, “Encourage the formation of a County Service Area (CSA) or Parks and Recreation District to develop adequate park services and facilities. Large-scale development is encouraged to include parks, recreational open space, plazas and other public spaces.
- 2-21 The commenter expresses their disappointment that a trail and bikeway system is not included in the document. As discussed in Section 36, *Recreational Trails*, of the Initial Study, Riverside County General Plan Figure C-6, *Trails and Bikeway System*, was consulted in the preparation of Section 36. Future development facilitated by Project implementation would be subject to Riverside County Ordinance No. 659 which requires new development to pay mitigation fees used to fund public facilities, including regional parks, community centers/parks, and regional multipurpose trails. Existing ordinances and development fees, along with the County’s development review process, would ensure that future development facilitated through Project implementation would provide adequate trail facilities.
- 2-22 The commenter states they expect all the material they requested be sent to them. Implementation of future development projects in the Project area will be subject to public review and comment requirements under CEQA and all environmental documents prepared at such time that development occurs will be made available to the public. Specific documents requested in the comment letter have been provided via hyperlinks embedded within these responses.

Page 1 of 2
Comment Letter 3
Riverside County Flood Control District

JASON E. UHLEY
General Manager-Chief Engineer



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RIVERSIDE COUNTY FLOOD CONTROL
AND WATER CONSERVATION DISTRICT

231624

June 9, 2020

Riverside County Planning Department
Post Office Box 1409
Riverside, CA 92502-1409

Attention: Robert Flores

Re: Lakeland Village Community Planning

The Riverside County Flood Control and Water Conservation District (District) does not normally recommend conditions for land divisions or other land use cases in incorporated cities. The District also does not plan check City land use cases, or provide State Division of Real Estate letters or other flood hazard reports for such cases. District comments/recommendations for such cases are normally limited to items of specific interest to the District including District Master Drainage Plan facilities, other regional flood control and drainage facilities which could be considered a logical component or extension of a master plan system, and District Area Drainage Plan fees (development mitigation fees). In addition, information of a general nature is provided.

The District's review is based on the above-referenced project transmittal, received May 19, 2020. The District has not reviewed the proposed project in detail, and the following comments do not in any way constitute or imply District approval or endorsement of the proposed project with respect to flood hazard, public health and safety, or any other such issue:

- This project would not be impacted by District Master Drainage Plan facilities, nor are other facilities of regional interest proposed.
- This project involves District proposed Master Drainage Plan facilities, Lakeland Village MDP. The District's Lakeland Village MDP is located within the limits of the proposed General Plan Amendment. The MDP drainage facilities were sized from stormwater runoff determined based on 2003 County General Plan. The proposed Land Use change could potentially affect the amount of calculated MDP stormwater runoff. Until the Lakeland MDP is updated to reflect the Land Use change, development should implement the necessary adjustment to the size of the MDP facilities needed.
- This project proposes channels, storm drains 36 inches or larger in diameter, or other facilities that could be considered regional in nature and/or a logical extension of the adopted _____ Master Drainage Plan. The District would consider accepting ownership of such facilities on written request of the City. Facilities must be constructed to District standards, and District plan check and inspection will be required for District acceptance. Plan check, inspection, and administrative fees will be required.

3-1

June 9, 2020

Riverside County Planning Department
Re: Lakeland Village Community Planning

231624

- This project is located within the limits of the District's West Elsinore Area Drainage Plan for which drainage fees have been adopted. If the project is proposing to create additional impervious surface area, applicable fees should be paid by cashier's check or money order only to the Flood Control District or City prior to issuance of grading or building permits. Fees to be paid should be at the rate in effect at the time of issuance of the actual permit.
- An encroachment permit shall be obtained for any construction related activities occurring within District right of way or facilities, namely, _____. For further information, contact the District's Encroachment Permit Section at 951.955.1266.
- The District's previous comments are still valid.

3-1
(con'd)

GENERAL INFORMATION

This project may require a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board. Clearance for grading, recordation, or other final approval should not be given until the City has determined that the project has been granted a permit or is shown to be exempt.

3-2

If this project involves a Federal Emergency Management Agency (FEMA) mapped floodplain, then the City should require the applicant to provide all studies, calculations, plans, and other information required to meet FEMA requirements, and should further require that the applicant obtain a Conditional Letter of Map Revision (CLOMR) prior to grading, recordation, or other final approval of the project and a Letter of Map Revision (LOMR) prior to occupancy.

3-3

If a natural watercourse or mapped floodplain is impacted by this project, the City should require the applicant to obtain a Section 1602 Agreement from the California Department of Fish and Wildlife and a Clean Water Act Section 404 Permit from the U.S. Army Corps of Engineers, or written correspondence from these agencies indicating the project is exempt from these requirements. A Clean Water Act Section 401 Water Quality Certification may be required from the local California Regional Water Quality Control Board prior to issuance of the Corps 404 permit.

3-4

Very truly yours,



DEBORAH DE CHAMBEAU
Engineering Project Manager

c: Riverside County Planning Department
Attn: John Hildebrand

SLJ:mcv

Response No. 3

Riverside County Flood Control and Water Conservation District
June 9, 2020

- 3-1 The commenter states that the District’s review is based on a project transmittal received on May 19, 2020, and that the project involves the District’s proposed Master Drainage Plan facilities, and that the proposed Land Use change could potentially affect the amount of calculated stormwater runoff. As discussed in Section 23, *Hydrology and Water Quality*, of the Initial Study, all future development projects that will be conveying water into the existing storm drain systems within Riverside County are required to comply with the County of Riverside MS4 permit conditions and the associated Master Drainage Plan standards. Specifically, the *Riverside County Flood Control and Water Conservation District Lakeland Village Master Drainage Plan* (MDP) identifies the network of drainage facilities and relevant infrastructure necessary to provide adequate drainage within the community of Lakeland Village, and includes conceptual alignments and locations of proposed drainage facilities. Any future development project would be required to demonstrate compliance with MDP drainage design requirements. Future development accommodated by the proposed Project would be required to undergo site-specific project-level review and would be required to install relevant drainage infrastructure either constructed by the site’s developer or through payment of an in-lieu fee.
- 3-2 The commenter states the project may require a National Pollutant Discharge Elimination System (NPDES) permit from the State Water Resources Control Board. As discussed in Section 23, *Hydrology and Water Quality*, of the Initial Study, the Project does not propose site-specific development; however, all future development in the Project area would be required to meet all applicable waste discharge and water quality standards prior to the commencement of construction. All construction activities would be required to obtain and comply with relevant National Pollutant Discharge Elimination Services (NPDES) permits, SWPPPs, and Water Quality Management Plans (WQMPs) to prevent or minimize construction-related water quality impacts and waste discharges.
- 3-3 The commenter states that if the project involves a Federal Emergency Management Agency (FEMA) mapped floodplain, then the City should require the applicant to provide all studies, calculations, plans, and other information required to meet FEMA requires, as well as obtaining a Conditional Letter of Map Revision and a final Letter of Map Revision. As discussed in Section 23, *Hydrology and Water Quality*, of the Initial Study, Riverside County participates in the FEMA National Flood Insurance Program (NFIP) and implements this program and necessary flood mitigation actions through the RCFCWCD. Several countywide policies and ordinances would also apply to housing development projects within 100-year flood hazard areas. For example, future development would be required to demonstrate compliance with Ordinance No. 458, which includes specifications for development within County flood risk areas. These specifications include the raising the finished floor elevation above the floodplain elevation and other project design features that reduce flood risk.

Any future housing projects within the 100-year flood hazard areas would be required to undergo RCFCWCD review in order to ensure that they have been designed to adequately reduce potential flood risk.

- 3-4 The commenter states that if a natural watercourse or mapped floodplain is impacted by the project, a Section 1602 Agreement and Section 404 Permit should be obtained from the agencies that distribute these documents. As discussed in Section 23, *Hydrology and Water Quality*, of the Initial Study, future development projects must comply with Clean Water Act (CWA) Sections 401 and 404 if waters of the United States would be disturbed. Several Riverside County regulations addressing surface runoff and requiring no net increase of flow from onsite would also apply. The County also has a number of policies and programs that further regulate potential water quality impacts related to proposed development. Compliance with applicable water quality regulations and programs, particularly those of the NPDES, would ensure that no significant violations of water quality standards or waste discharge requirements occur with future development in the LVPA.

Section III

Errata

3.0 ERRATA

Changes to the Draft Initial Study/Mitigated Negative Declaration (IS/MND) are noted below. A **bold double-underline** indicates additions to the text; ~~strike through~~ indicates deletions to the text. Changes have been analyzed and responded to in Section 2.0, *Response to Comments*, of this Final IS/MND. The changes to the Draft IS/MND do not affect the overall conclusions of the environmental document. Changes are listed by page and, where appropriate, by paragraph.

These errata address the technical comments on the Draft IS/MND, which circulated from May 22, 2020 to June 11, 2020. These clarifications and modifications are not considered to result in any new or substantially greater significant impacts as compared to those identified in the Draft IS/MND. All mitigation measure modifications have been reflected in Section 4.0, *Mitigation Monitoring and Reporting Program*, of this Final IS/MND.

FIGURE 04B, LAKELAND VILLAGE LAND USE DESIGNATION CHANGES (SOUTH AREA)

Page 16

- The Land Use of RC-EDR will be changed to Medium Density Residential (MDR), and the labelling will also be changed.
- Assessor's Parcel Number (APN) 371-110-009 will be changed to an MDR Land Use, and a border and label will also be added to Figure 04B, Lakeland Village Land Use Designation Changes (South Area).

SECTION 27, NOISE

Page 85, Existing Conditions, Sensitive Receptors, Paragraph 1

Certain land uses are particularly sensitive to noise, including schools, hospitals, rest homes, long-term medical and mental care facilities, and parks and recreation areas. Residential areas are also considered noise sensitive, especially during the nighttime hours. The closest existing sensitive receptors include residential uses located within the Project site, and adjoining the site to the north, east, and west. Four schools are also located in the vicinity of the Project site. ~~Butterfield Elementary School~~, Lakeland Children's Center, and Lakeland Village Middle School are located within the Project site, and William Collier Elementary School adjoins the site to the east. Four churches are located in the vicinity of the Project site. Adjoining the Project site to the south is the Mountainside Ministries. Lake Elsinore Four Square, Lakehills Community Church, Elsinore First Assembly of God Church are located within the Project site.

Section IV
Mitigation Monitoring and Reporting Program

Lakeland Village Community Plan: General Plan Amendment No. 1208 (GPA No. 1208) IS/MND

MITIGATION MONITORING AND REPORTING PROGRAM

- PROJECT NAME:** Lakeland Village Community Plan: General Plan Amendment No. 1208 (GPA No. 1208)
- PROJECT MANAGER:** Robert Flores
- PROJECT DESCRIPTION:** The project consists of General Plan Land Use Designation and policy updates generally within the Lakeland Village Policy Area (LVPA), including General Plan Foundation Component changes that were not feasible during General Plan Amendment No. 1156, as shown on the attached draft policies and the exhibits.
- PROJECT LOCATION:** The Project Area includes the LVPA boundary, which is specifically located directly southwest of the Lake Elsinore shoreline and is adjacent to the northeast side of the Santa Ana and Elsinore Mountains, along Grand Avenue generally between State Route 74 (SR-74) and Corydon Road. The Project Area also includes a few select areas just outside the LVPA boundary to the southwest along the mountain slopes, as shown on the attached exhibits.
- INTRODUCTION:** This document is the Mitigation Monitoring and Reporting Program (MMRP) for General Plan Update No. 1208.
- As the lead agency, the County of Riverside Planning Department will be responsible for monitoring compliance with all mitigation measures. The MMRP identifies the parties with the responsibility for ensuring the measure is completed; however, it is expected that one or more departments will coordinate efforts to ensure compliance.
- The MMRP is presented in tabular form on the following pages. The components of the MMRP are described briefly below.
- **Source and Mitigation Measure:** The mitigation measures are taken from the IS/MND, in the same order they appear in the IS/MND.
 - **Timing:** Identifies at which stage of the project the mitigation must be completed.
 - **Monitoring Responsibility:** Identifies the department in the County with responsibility for mitigation monitoring.
 - **Date Completed and Signature:** Provides a contact who reviewed the mitigation measure and the date the measure was determined complete.

Mitigation Monitoring and Reporting Program Matrix

Lakeland Village Community Plan: General Plan Amendment No. 1208 (GPA No. 1208) IS/MND

SOURCE	MITIGATION MEASURE	TIMING	MONITORING	DATE COMPLETED	SIGNATURE
<u>Transportation</u>					
Draft MND Section 37 Transportation	<p><u>Transportation Mitigation Measure 1 (TRA-1)</u></p> <p>Prior to project approval, ensure that all development projects adhere to General Plan Policy C 2.2 which requires that projects prepare a Traffic Impact Analysis as warranted by the Riverside County Transportation Department Traffic Impact Analysis guidelines or as approved by the Director of Transportation.</p>	Prior to project approval.	Riverside County Planning Department		
Draft MND Section 37 Transportation	<p><u>Transportation Mitigation Measure 2 (TRA-2)</u></p> <p>For those development projects that prepare a project-level Traffic Impact Analysis, the analysis shall include, but is not limited to, an analysis of the following intersections, pursuant to the Traffic Impact Analysis for General Plan Amendment No. 1208:</p> <ul style="list-style-type: none"> • Riverside Drive (SR-74) & Collier Avenue (SR-74) (study area intersection #1) – addition of a northbound left turn lane, a 2nd northbound through lane, a 2nd southbound through lane, a 2nd westbound left turn lane, and a westbound right turn lane. • Riverside Drive (SR-74) & Lakeshore Drive (study area intersection #2) – modify the traffic signal to implement overlap phasing on the northbound and southbound right turn lane, and the addition of a 2nd southbound through lane and a 2nd eastbound left turn lane. • Riverside Drive (SR-74) & Lincoln Street (study area intersection #3) – addition of a 2nd northbound through lane, a 2nd southbound 	During the preparation of a Traffic Impact Analysis.	Riverside County Planning Department		

SOURCE	MITIGATION MEASURE	TIMING	MONITORING	DATE COMPLETED	SIGNATURE
	<p>through lane, and a southbound right turn lane.</p> <ul style="list-style-type: none"> • Riverside Drive (SR-74) & Grand Avenue (study area intersection #4) – addition of a 2nd northbound through lane, a 2nd southbound through lane, and a southbound right turn lane. • Central Street (SR-74) & I-15 SB Ramps (study area intersection #6) – addition of a 3rd northbound through lane and a 3rd southbound through lane. • Ortega Highway (SR-74) & Grand Avenue (study area intersection #8) – addition of a 2nd eastbound through lane and a 2nd westbound through lane. • Corydon Street & Grand Avenue (study area intersection #10) – modify the traffic signal to implement overlap phasing on the southbound right turn lane and the addition of a 2nd eastbound left turn lane. 				

Appendix 1

Buildout Projection Methodology

Lakeland Village
Initial Study

Memorandum

To: Robert Flores (Riverside County Planning Department)
From: Peter Minegar (Project Manager)
Project: Lakeland Village Phase II/III (GPA No. 1208)
Date: January 8, 2019
Subject: Development Projections Methodology

Michael Baker International (MBI), as directed by County Staff, has undertaken a review of the existing development in the Lakeland Village Policy Area, and developed a development projection methodology to be utilized for the Lakeland Village Policy Area CEQA analysis. This memorandum outlines the assumptions utilized to calculate future development in the Policy Area, and provides a detailed outline of the steps to project future development in the Policy Area.

1. Existing Conditions:

In order to identify the number of existing units within the Lakeland Village Policy Area, MBI utilized the County Assessor's data and sorted the parcel specific data by General Plan Land Use Designation. For residential land uses, MBI then utilized the "Units" field to quantify the number of dwelling units in each land use category. For non-residential land uses, MBI used the "Area" field to quantify the existing square-footage.

2. Proposed (20-Year Development Potential):

In order to project future development for the Policy Area, MBI utilized a number of methods to understand potential future development based on past growth within the Policy Area. MBI is proposing that future development be projected based on a 20-year development timeline (2019-2039).

- a. **Review of Permit Data:** To understand the development activity within the Policy Area, MBI reviewed the Planning Department permit data in the Policy Area for the last 10 years (2007-2017). This time period included the Great Recession, as well as the recovery period. This review found that there was a limited amount of permit activity in the policy area that resulted in the development of new dwelling units or non-residential structures. The majority of permit activity was related to modifications to existing buildings and other minor development activities (such as construction of a free-standing garage, mobile home renovations/additions, wireless facilities, and other misc. permits). While this review was not ultimately utilized to

develop the development projections, this review did provide confirmation of the limited development that has occurred within the Policy Area.

- b. **Review of Assessor's Data:** Since the review of the permit data did not provide sufficient data to determine a historic level of growth, MBI utilized the Assessor's data to develop growth rates for each land use type. MBI reviewed the development that has occurred in the past 20 years (from 1998-2017) based on the Assessor's Parcel Data. MBI used the Assessor's data to calculate the growth rate for each land use category for the past 20 years. MBI found that a 20-year review of development includes a number of development cycles, including times of large real estate growth, economic recession, and economic recovery. As such, MBI believes that the review of 20-years of development will serve as an accurate indicator of future growth in Lakeland Village. For each land use type (Residential, Non-Residential, and Mixed Use) MBI has outlined the assumptions utilized to project development below.
 - i. **Residential Development:** To calculate future residential development, MBI applied the 20-year growth rates from the Assessor's data to the existing development for each of the residential land uses to calculate anticipated buildout for the next 20 years. To ensure that the anticipated development calculations provide a conservative estimate of future growth, a buffer of 10% has been added to the 20-Year Development Potential calculations.
 - ii. **Non-Residential Development:** To calculate future non-residential development, MBI took the existing non-residential square-footage for each land use and assumed that the existing development quantity will grow by 35% over the next 20 years. There was limited non-residential growth in the past 20-years, and as such MBI had a data set that was too limited to determine a growth rate. To project non-residential growth, MBI utilized a future growth rate of 35% for non-residential development which was based on the cumulative growth rate for residential land uses. This assumed growth rate is above the historic non-residential development growth rate, and as such represents a conservative growth rate for the policy area. To ensure that the anticipated calculations provide conservative projection for future development, a buffer of 10% has been added to the 20-Year Development Potential calculations.
 - iii. **Mixed Use Development:** Since the Mixed Use Areas (MUA) are a new land use in the Policy Area, there is not a development history for these land uses. To forecast future growth for these areas, MBI utilized the highest development rate for residential and non-residential development. For residential growth, MBI assumed the level of development associated with Medium Density Residential, which is the land use generating the highest number of dwelling units and Commercial Retail, which has the largest square-footage of all non-residential land uses in the Policy Area.
3. MBI has developed a growth projection table that outlines the calculated growth projections for each of the General Plan Land Uses in the Lakeland Village Policy Area. The projection

table, which is included as Attachment 1 of this memorandum, includes existing development, growth rate, buffer, projected growth, and projected 20-year buildout. The projections were developed utilizing the methodology outlined in the sections above.

MBI will outline the above-listed methodology in detail in the CEQA Project Description, as well as how these estimates will be used to assist in evaluating whether additional CEQA analysis is required for future projects. In the event that unforeseen development or infrastructure constraints change during the 20-year projection period that exceed the CEQA assumptions, further CEQA analysis will may be required.

Attachments:

Attachment 1: Lakeland Village Growth Projections

Attachment 1
Lakeland Village Policy Area Growth Forecast

Land Use	Existing Development		Growth at Current Rate			Additional Buffer for Unforeseen Development	Projected Growth		Projected 20-Year Buildout	
	Existing Dwelling Units (Residential)	Existing Square Feet (Non-Residential)	Historic 20-Year Growth Rate (1998-2017)	Projected 20-Year Growth (Dwelling Units)	Projected 20-Year Growth (Non-Residential SF)	Buffer (10%)	Additional Dwelling Units	Additional Non-Residential SF	Anticipated 20 Year Residential Development Capacity	Anticipated 20 Year Non-Residential Development Capacity
Rural Mountainous (RM)	192		18%	34		3	38		230	
Rural Residential (RR)	7		75%	5		1	6		13	
Rural Community- Estate Density Residential (RC-EDR)	224		21%	47		5	52		276	
Rural Community- Low Density Residential (RC-LDR)	-		0%	0		-	-		-	
Rural Community- Very Low Density Residential (RC-VLDR)	-		0%	0		-	-		-	
Open Space-Conservation (OS-C)	-		0%	0		-	-		-	
Estate Density Residential (EDR)	2		0%	0		-	-		2	
Low Density Residential (LDR)	113		24%	27		3	30		143	
Medium Density Residential (MDR)	1,766		18%	320		32	352		2,118	
Medium High Density Residential (MHDR)	18		0%	0		-	-		18	
High Density Residential (HDR)	25		0%	0		-	-		25	
Very High Density Residential (VHDR)			N/A			-	-		-	
Commercial Retail (CR)*		19,818	35%		6,963	696		7,659		27,477
Light Industrial (LI)*		9,819	35%		3,450	345		3,795		9,819
Public Facilities (PF)*		2,947	35%		1,035	104		1,139		2,947
Mixed Use Area (MUA)*										
Residential Units	14						352		366	
Non-Residential SF		9,085						7,659		9,085
	2,361						829	20,251	3,190	49,328

Change in DU's	829
Change in Non-Residential SF	20,251

Notes: Column totals are rounded

Appendix 2
Proposed LVPA Neighborhoods Policies

Lakeland Village
Initial Study

Lakeland Village Policy Area (LVPA) Elsinore Area Plan

*(This will replace the existing policy area section)
(Any existing LVPA policy that is not within this section will be deleted)
(Policy ELAP 7.19 – 7.27 will be renumbered to 7.1 – 7.9, respectively)*

Overlays and Policy Areas Subsection

Lakeland Village Policy Area

The Lakeland Village Policy Area (“LVPA”) is located on the westerly side of the water body that is Lake Elsinore and is nestled against the easterly side of Cleveland Ridge, along the eastern flank of the Santa Ana and Elsinore Mountains. The Lakeland Village Policy Area consists of approximately 2,626 acres, which includes a large portion of the unincorporated community of Lakeland Village, generally bounded by State Route 74, or the Ortega Highway, and the City of Lake Elsinore limits on the northerly end and Corydon Road and the City of Wildomar on the southerly end. Grand Avenue runs the length of the community and is the only roadway access to the area from the north and the south. Existing uses in the community are primarily single-family residential with pockets of commercial uses scattered along Grand Avenue. Properties east of Grand Avenue generally extend to the edge of the lake, which may be part of a Special Flood Hazard Area due to the significant water level fluctuations of Lake Elsinore. Properties on the westerly side of Grand Avenue extend up to the base of the hills and may include areas with steep slopes.

LVPA Policies:

- ELAP 6.1 Land within the Special Flood Hazard Areas should be developed in accordance with all applicable local, state and federal flood control ordinances and regulations, including the *Lake Village Master Drainage Plan*, and may include passive recreational uses.
- ELAP 6.2 In addition to Specific Plan and Mixed-Use zoning classifications, commercial zoning classifications that implements the intent of the land use designation or provide for a community serving use(s) may be utilized for any Mixed-Use Area (MUA) General Land Use Designation within the Lakeland Village Policy Area (LVPA)..
- ELAP 6.3 Encourage the design of new streets and the significant upgrading of existing streets to provide all users with safe, convenient access through the community. Emphasis should be placed on providing dedicated, protected facilities for pedestrians and bicyclists, including a continuous network of sidewalks and pedestrian pathways; bicycle routes and lanes; multi-use trails and trailhead parking; traffic calming measures; and delineated street crossings where feasible.
- ELAP 6.4 Encourage the formation of a County Service Area (CSA) or Parks and Recreation District to develop adequate park services and facilities. Large-scale

development is encouraged to include parks, recreational open space, plazas and other public spaces.

- ELAP 6.5 Development should provide for continuous collector roadways, especially along Union and Brightman Avenues between Blanche Drive and Turner Street, in order to provide for parallel travel with Grand Avenue and should provide for street connections to Grand via Blanche Drive and Turner Street, which should also be developed as collector roadways.
- ELAP 6.6 Encourage the clustering of development and consolidation of parcels, whenever feasible. (AI 25, AI 59-61)
- ELAP 6.7 Development of parcels not designated Rural Mountainous with steep slopes should cluster buildings in areas with lesser slope and should comply with hillside design policy in the Land Use Element. Residential densities of any parcel with slopes greater than 35 percent should be one (1) dwelling unit per twenty (20) acres.
- ELAP 6.8 Building envelopes and locations should be visually compatible with the surrounding uses.
- ELAP 6.9 The community's history and character should be incorporated into all streetscapes and development.

LVPA Neighborhoods

The Lakeland Village Policy Area includes eight neighborhoods, known as "LVPA Neighborhood," located along Grand Avenue, seven of which have been designated, partly or in whole, with the General Plan Land Use Designation of Mixed-Use Area (MUA or MUAs) and one that has an existing General Plan Land Use Designation of Light Industrial that will remain. The LVPA Neighborhoods include mixed use and other complimentary land uses that encourage a combination of business, office, retail, commercial use, community facilities and residential uses that are physically and functionally integrated. The intent of the LVPA Neighborhoods is to designate areas where a blend of uses can be developed. Mixed use development provides the following community benefits:

- Greater housing variety and density, more affordable housing, life-cycle housing (e.g. starter homes to larger family homes to senior housing), workforce housing, veterans housing, etc.;
- Reduced distances between housing, workplaces, retail businesses and other amenities and destinations;
- Better access to fresh, healthy foods (as food and retail and farmers markets can be accessed on foot or through bike or transit);
- More compact development, land use synergy (e.g. residents provide customers for retail which provide amenities for residents);
- Stronger neighborhood character and sense of place;
- Walkable, bicycle-friendly environments with increased accessibility via transit resulting in reduced transportation costs;

- Encourage the assembly of small parcels into larger project areas that can be developed for mixed residential and commercial development without the requirement for general plan amendments, helping to revitalize the area, encourage new balanced economic development, and provide for new local infrastructure improvements; and,
- Encourage commercial development to be near intersections and clustered as opposed to strip or piecemeal development spread along the Grand Avenue corridor.

In addition to the general policies provided above, specific policies that apply within the LVPA Neighborhoods are described below:

LVPA Neighborhood Policies

The following policies apply to all Neighborhoods in the Lakeland Village Policy Area, unless specified differently within any policy.

- ELAP 6.10 New development in MUAs are encouraged to vary in residential densities, which may include ranges from 2 to 20 dwelling units per acre, and provide diversity in land uses.
- ELAP 6.11 The density of residential development should complement the adjacent existing uses, generally transitioning from higher densities closer to Grand Avenue and commercial use development, to lower densities around the Mixed Use Area's edges that correspond with the residential densities located in the surrounding areas.
- ELAP 6.12 Areas with a MUA land use designation are intended to allow a mixture of compatible land uses including residential, administrative and professional offices, retail and service uses, public and quasi-public uses, and entertainment and recreational.
- ELAP 6.13 New development within Neighborhoods should promote livable neighborhoods that provide housing, goods and services, open space, and multi-model transportation options within close proximity.
- ELAP 6.14 New non-residential development in the Neighborhoods 1 and 8 is encouraged to include uses that serve the needs of visitors and travelers, as well as residents of the area. Development in these neighborhoods should be designed to create a sense of arrival to Lakeland Village.
- ELAP 6.15 New non-residential development in the Neighborhoods 2 through 7 is encouraged to include uses that primarily serve the needs of residents living near the site or elsewhere in the community.
- ELAP 6.16 Neighborhoods are encouraged to include uses that serve the recreational needs of residents and visitors with such activities as hiking, mountain biking, boating, water sports, paragliding, skydiving, and other recreational uses due to the proximity of natural resources.

- ELAP 6.17 Development may include live-work spaces within the MUAs where appropriate.
- ELAP 6.18 New development within Neighborhood should be compatible with adjacent uses.
- ELAP 6.19 New development within Neighborhoods are encouraged to utilize distinctive architecture, edge and entry treatment, landscape, streetscaping, signage and other elements to perpetuate or establish a unique identity of the area.
- ELAP 6.20 Commercial uses, where applicable, should be oriented towards Grand Avenue and away from residential areas located outside of the Neighborhood, as feasible. Residential uses, where feasible and appropriate, should be used as a transitional buffer between the nonresidential and mixed uses within the Neighborhood and the lower density residential uses beyond.
- ELAP 6.21 Multi-story buildings are encouraged within commercial and mixed use areas with transitions down to two- or one-story buildings adjacent to residential neighborhoods, as appropriate.
- ELAP 6.22 Encourage the incorporation of variety of different types of wall textures and colors, architectural elements, landscaping and other features that provide for attractive and inviting facades for public view from surrounding uses and streets.
- ELAP 6.23 Ground floor commercial and facades are encouraged on the first floor of buildings facing the adjoining sidewalks and pedestrian spaces.
- ELAP 6.24 Encourage screening of off-street parking by locating it safely behind or within structures, or otherwise screening it from the public right-of-way, and the design of parking facilities with limited vehicle access points to optimize pedestrian safety, where feasible.
- ELAP 6.25 Street trees, signage, landscaping, street furniture, public art, and other aesthetic elements should be used to enhance the appearance and identity of the Neighborhoods.
- ELAP 6.26 Encourage the use or installation of underground utilities.
- ELAP 6.27 Encourage coordination with local transit authorities to expand transit access along Grand Avenue and provide stops at, or close in proximity to each Neighborhood.
- ELAP 6.28 At least ten percent of the gross area of each Neighborhood should be reserved for common, integrated open space that provides opportunities for passive and active recreation.

Descriptions of LVPA Neighborhoods

Below are descriptions of each of the eight LVPA Neighborhoods, which may include neighborhood-specific policies, which only applies to that neighborhood.

Neighborhood 1

Neighborhood 1 is located and adjacent to the southwest side of Grand Avenue, generally northwest of Magnolia Street and southeast of the City of Lake Elsinore boundary, and consists of approximately 74 acres, as shown on *Exhibit 3A*. This neighborhood is predominately designated Mixed-Use Areas but includes some High Density Residential (HDR) and Very High Density Residential (VHDR) land use designations.

Neighborhood 1 is largely vacant with some existing commercial establishments on the northwestern end, abutting Grand Avenue, and a community center, which may be considered the focal point of this developing neighborhood due to its prominence in the area. Additionally, the neighborhood includes two existing multi-family residential complexes, located adjacent to the community center. There are three existing bus stops along Grand Avenue adjacent or in close proximity to this neighborhood.

This neighborhood presents opportunity for visitor- or commuter-serving commercial establishments, civic and community facilities, and supporting residential components that may provide a live, work, and play space that promotes active transportation, which includes use of transit from one of the nearby bus stops.

Policy

ELAP 6.29 New development within Neighborhood 1 should cluster public, commercial, and residential uses that support this neighborhood's emerging identity as the civic center in the community.

Neighborhood 2

Neighborhood 2 abuts and is located southwest of Grand Avenue, generally northwest of Adelfa Street and southeast of Evergreen Street, and includes approximately 32 acres, as shown on *Exhibit 3B*. This neighborhood is entirely designated as Mixed-Use Area.

This neighborhood is predominantly vacant with a small existing commercial center and one existing residential home in the center and southeastern portion. Neighborhood 2 includes a vast amount of large, contiguous vacant parcels of land covering most of this neighborhood.

This neighborhood presents an attractive opportunity for new development and would be a great opportunity for a well-balanced vertical or horizontal mix use area, with a diverse blend of commercial and residential uses clustered together. Such uses should include community-serving uses that serve this neighborhood's residents, as well as the Lakeland Village community, and recreation-serving uses that meet the recreational needs of visitors that come to Lakeland Village to enjoy its natural assets. In order to balance this area, residential uses are encouraged to include higher-density residential development and "Live-Work" units, which reduces the vehicle miles travelled within the community, amongst a wide variety of residential products.

Neighborhood 3

Neighborhood 3 abuts and is located southwest of Grand Avenue, north of Blackwell Boulevard and south of Deeble Entrance Street, and includes 24 acres, as shown on *Exhibit 3B*. The neighborhood is predominantly a Mixed-Use Area land use designation, with a limited area of Commercial Retail (CR) in-between the neighborhood.

Neighborhood 3 is largely vacant, with Riverside County Fire Department Station 11 located along Grand Avenue in between Maiden Lane and Lillian Ave, as well as a residence located adjacent to the fire station. Neighborhood 3 is characterized by multiple large, vacant parcels in the northern portion of the neighborhood, with smaller parcels to the south.

Thus, this neighborhood presents an opportunity for vertical or horizontal mixed use development, particularly on the larger vacant parcels. This neighborhood should foster a diverse mix of commercial and residential uses that can serve the neighborhood as well as the community. In order to balance this area, residential uses are encouraged to include higher-density residential development and “Live-Work” units, which reduces the vehicle miles travelled within the community, amongst a wide variety of residential products.

Neighborhood 4

Neighborhood 4 is located southwest of Grand Avenue, generally north of Vail Street and south of Turner Street, and consists of approximately 23 acres, as shown on *Exhibit 3C*. This neighborhood is entirely designated as Light Industrial.

This neighborhood contains a mix of existing non-residential uses, predominantly industrial establishments with limited commercial facilities. The Neighborhood contains a number of larger lots, as well as many parcels that currently have a limited lot coverage.

This neighborhood presents a unique opportunity to allow for the continuance of existing industrial uses, while a providing long-range goal of converting into a mixed-use area that would mirror Neighborhood 5.

Policy

- | | |
|-----------|--|
| ELAP 6.30 | Legally existing industrial uses may remain in accordance with Ordinance No. 348 and applicable approved land use permits with no further extensions to the life of the permit. Unpermitted and new industrial uses will need to go through the appropriate land use review process including placing a life on the land use permit for no longer than five (5) years or until the Neighborhood’s General Plan Land Use designation is changed to MUA, whichever comes last, in order to meet the long-range mixed use intent of all LVPA Neighborhoods. |
|-----------|--|

Neighborhood 5

Neighborhood 5 abuts and is located southwest of Grand Avenue, generally north of Ginger Lane and South of Kathryn Way, and includes approximately 13 acres, as shown on *Exhibit 3C*. This Neighborhood is entirely designated a Mixed-Use Area.

This neighborhood is predominantly vacant, with minimal existing residential homes, as well as a limited number of industrial and commercial facilities. Neighborhood 5 includes a large amounts of vacant land, and is dominated by large parcels with minimal existing lot coverage.

This neighborhood presents an opportunity to establish a commercial center in this part of the policy area. The surrounding residences, as well as the industrial uses to the north, present opportunities for supporting uses as well as neighborhood serving uses. The commercial center should include uses that benefit and serve this neighborhood's residents, as well as the overall Lakeland Village community.

Neighborhood 6

Neighborhood 6 abuts and is located southwest of Grand Avenue generally north of Zinck Way and south of Pamela Road, and consists of approximately 16 acres, as shown on *Exhibit 3D*. The neighborhood designated as Mixed-Use Area.

This neighborhood includes a number of existing single-family residential homes, with large parcels in the northern portion of the neighborhood. The neighborhood is generally underdeveloped, with large areas of vacant land, abutting the hillsides to the southwest. The neighborhood is across Grand Avenue from the Lakeland Village Middle School, and surrounded by other residential uses in all directions.

This neighborhood is prime for development and presents great opportunity for a well-balanced vertical or horizontal mix use area, with a diverse blend of commercial and residential uses clustered together. Such uses should include community-serving uses that serve this neighborhood's residents, students and faculty of the adjacent school, as well as the surrounding residential developments.

Neighborhood 7

Neighborhood 7 abuts and is located northeast of Grand Avenue, generally north of Stoneman Street and south of Morrison Plane, and consists of approximately 7 acres, as shown on *Exhibit 3D*. The neighborhood is designated entirely Mixed-Use Area.

This neighborhood is vacant and is made up of four larger parcels. The neighborhood is surrounded by residential development, and is in close proximity to the Lakeland Village Middle School, as well as Neighborhood 6.

This neighborhood presents an opportunity for residential development, potentially with a higher density than the surrounding uses. This neighborhood could also include a blend of commercial and residential uses clustered together that serve this neighborhood's, students and faculty of the adjacent school, as well as the surrounding residential developments.

Neighborhood 8

Neighborhood 8 abuts and is located northeast of Grand Avenue, generally north of Corydon Street and south of Gill Lane, and consists of approximately 19 acres, as shown on *Exhibit 3E*. This neighborhood is predominantly a Mixed-Use Area with a Commercial Retail (CR) area located at the intersection of Corydon Road Grand Avenue.

This neighborhood is predominantly vacant, with existing development generally confined to the southeast corner of the neighborhood. Existing development includes an existing commercial center, as

well as single family residences located in the southwest portion of the site, adjacent to the commercial center, and along Gill Lane. The neighborhood contains a number of larger parcels that are vacant.

This neighborhood is a key local resource for residents who visit the existing commercial use. This neighborhood presents opportunity for visitor- or commuter-serving commercial establishments, and supporting residential components that may provide a live, work, and play space. Some of the community services that would benefit the neighborhood include additional retail, eating establishments, professional offices, dry cleaners, and a beauty salon that would meet the need of various residents in this neighborhood.

DRAFT

Appendix 3

Traffic Impact Analysis

Lakeland Village
Initial Study



Lakeland Village Community Plan (GPA No. 1208)

TRAFFIC IMPACT ANALYSIS

COUNTY OF RIVERSIDE

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LIST OF ABBREVIATED TERMS

(1)	Reference
ADT	Average Daily Traffic
CA MUTCD	California Manual on Uniform Traffic Control Devices
Caltrans	California Department of Transportation
CEQA	California Environmental Quality Act
CMP	Congestion Management Program
DIF	Development Impact Fee
E+P	Existing Plus Project
HCM	Highway Capacity Manual
ITE	Institute of Transportation Engineers
LOS	Level of Service
NCHRP	National Cooperative Highway Research Program
PCE	Passenger Car Equivalents
PHF	Peak Hour Factor
Project	Lakeland Village Community Plan (GPA No. 1208)
RivTAM	Riverside County Transportation Analysis Model
RTP	Regional Transportation Plan
SCAG	Southern California Association of Governments
SCS	Sustainable Communities Strategy
SHS	State Highway System
TIA	Traffic Impact Analysis
TIF	Traffic Infrastructure Fee
TUMF	Transportation Uniform Mitigation Fee
WRCOG	Western Riverside Council of Governments

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1 INTRODUCTION

This report presents the results of the traffic impact analysis (TIA) for the proposed Lakeland Village Community Plan (GPA No. 1208) development (“Project”), which is located along Grand Avenue in the County of Riverside as shown on Exhibit 1-1.

The purpose of this TIA is to evaluate the potential circulation system deficiencies that may result from the development of the proposed Project and recommend improvements to achieve acceptable circulation system operational conditions. This TIA has been prepared in accordance with the *County of Riverside Transportation Department Traffic Impact Analysis Preparation Guide* (April 2008), the California Department of Transportation (Caltrans) *Guide for the Preparation of Traffic Impact Studies* (December 2002), and consultation with County of Riverside staff during the scoping process. (1) (2) The approved Project Traffic Study Scoping agreement is provided in Appendix 1.1 of this TIA.

1.1 PROJECT OVERVIEW

The Project is proposed to consist of the land use designations and acreage included in GPA No. 960 and GPA No. 1156, with an additional 829 dwelling units, 7,659 square feet (sf) of commercial retail, 3,795 sf of light industrial use, 7,659 sf of non-residential use, and 1,139 square feet of public facilities. The Project is proposed to have access onto Grand Avenue. Regional access to the Project site will be provided by the SR-74 Highway and the I-15 Freeway.

Trips generated by the Project’s proposed land uses have been estimated based on trip generation rates collected by the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, 2017. (3) The proposed Project is estimated to generate a net total of 7,594 PCE trip-ends per day with 599 PCE AM peak hour trips and 817 PCE PM peak hour trips. The assumptions and methods used to estimate the Project’s trip generation characteristics are discussed in greater detail in Section 4.1 *Project Trip Generation* of this report.

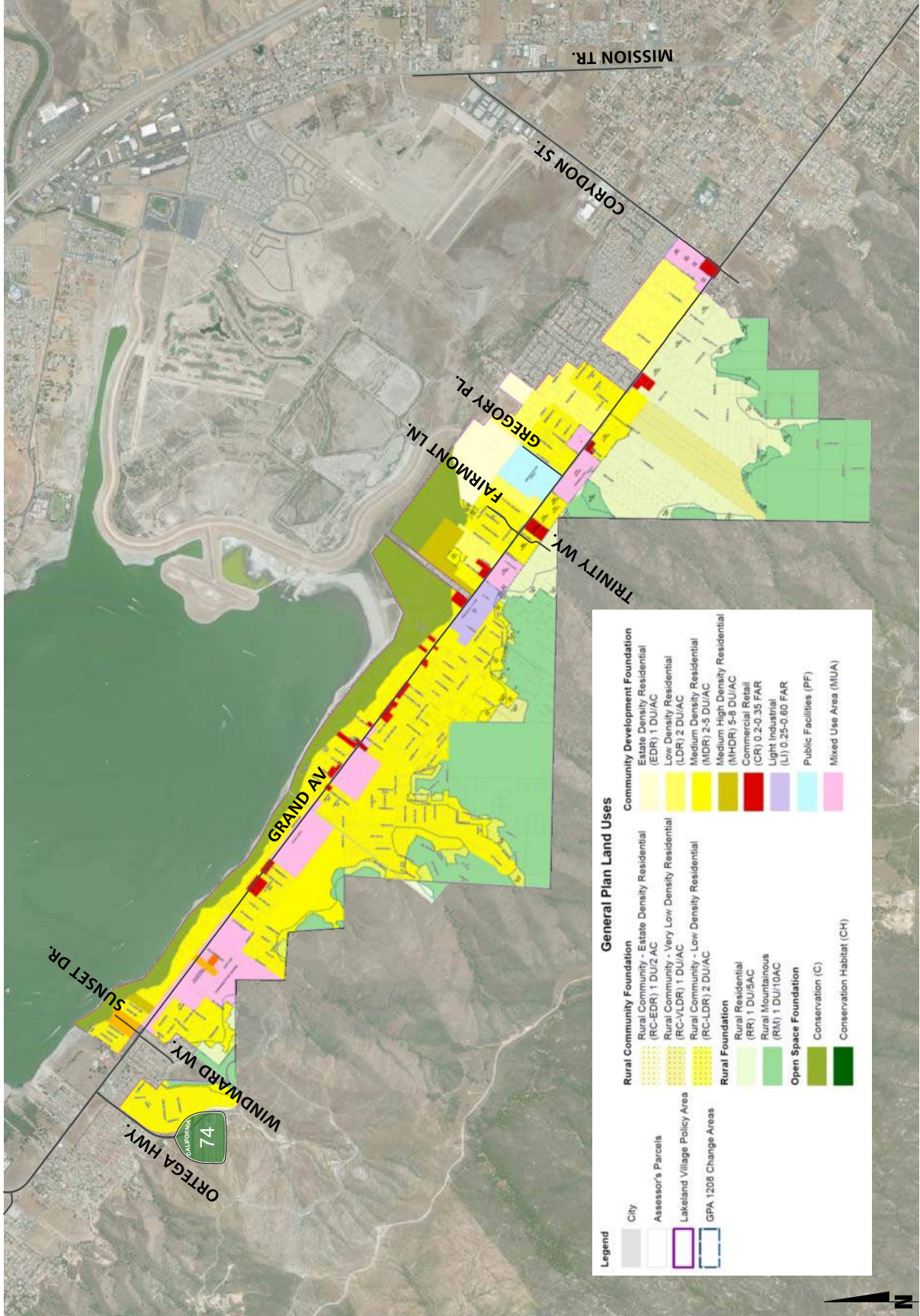
1.2 ANALYSIS SCENARIOS

For the purposes of this traffic study, potential impacts to traffic and circulation have been evaluated for each of the following conditions:

- Existing (2019) Conditions
- Existing plus Project (E+P) Conditions
- Horizon Year (2040) Without Project
- Horizon Year (2040) With Project

All study area intersections will be evaluated using the Highway Capacity Manual (HCM) 6th Edition analysis methodology.

EXHIBIT 1-1: PRELIMINARY LAND USE PLAN



1.2.1 EXISTING CONDITIONS

Existing physical conditions have been disclosed to represent the baseline traffic conditions as they existed at the time this report was prepared.

1.2.2 E+P CONDITIONS

The E+P analysis determines circulation system deficiencies that would occur on the existing roadway system in the scenario of the Project being placed upon Existing conditions.

1.2.3 HORIZON YEAR (2040) CONDITIONS

Traffic projections for Horizon Year with Project conditions were derived from the Riverside County Transportation Analysis Model (RivTAM) using accepted procedures for model forecast refinement and smoothing. The Horizon Year conditions analysis will be utilized to determine if improvements funded through regional transportation mitigation fee programs, such as the Transportation Uniform Mitigation Fee (TUMF), County of Riverside Development Impact Fee (DIF) programs, or other approved funding mechanism (e.g., City of Lake Elsinore TIF, City of Wildomar DIF, etc.) can accommodate the long-range cumulative traffic at the target Level of Service (LOS) identified in the County of Riverside (lead agency) General Plan. (4) Other improvements needed beyond the “funded” improvements (such as localized improvements to non-TUMF, non-TIF, or non-DIF facilities) are identified as such. Each of these regional transportation fee programs are discussed in more detail in Section 7 *Local and Regional Funding Mechanisms*.

1.3 STUDY AREA

1.3.1 INTERSECTIONS

The Project study area was defined in coordination with the County of Riverside. The study area represents key intersections determined through consultation with the County of Riverside staff. Exhibit 1-2 and Table 1-1 presents the study area and intersection analysis locations.

In consultation with County Planning Department staff, the land use plan is envisioned to enhance mixed use area resulting in trips generated to remain local to the area.

To ensure that this TIA satisfies the needs of the County of Riverside, Urban Crossroads, Inc. prepared a Project specific traffic study scoping agreement for review by County staff prior to the preparation of this TIA. The agreement provides an outline of the study area, trip generation, trip distribution, and analysis methodology. The agreement approved by the County of Riverside is included in Appendix 1.1.

TABLE 1-1: INTERSECTION ANALYSIS LOCATIONS

ID	Intersection Location	Jurisdiction
1	Riverside Dr. (SR-74) & Collier Av. (SR-74)	Caltrans, City of Lake Elsinore
2	Riverside Dr. (SR-74) & Lakeshore Dr.	Caltrans, City of Lake Elsinore
3	Riverside Dr. (SR-74) & Lincoln St.	Caltrans, City of Lake Elsinore
4	Riverside Dr. (SR-74) & Grand Av.	Caltrans, City of Lake Elsinore
5	Central St. (SR-74) & I-15 NB Ramps	Caltrans, Riverside County, City of Lake Elsinore
6	Central St. (SR-74) & I-15 SB Ramps	Caltrans, City of Lake Elsinore
7	Central St. (SR-74) & Collier Av. (SR-74)	Caltrans, City of Lake Elsinore
8	Ortega Hwy. (SR-74) & Grand Av.	Caltrans, City of Lake Elsinore
9	Corydon St. & Mission Tr.	City of Lake Elsinore, City of Wildomar
10	Corydon St. & Grand Av.	Riverside County, City of Lake Elsinore, City of Wildomar
11	Central St. & Palomar St.	City of Wildomar
12	Central St. & Grand Av.	City of Wildomar

1.4 ANALYSIS FINDINGS

This section provides a summary of the analysis results for Existing (2019), E+P, and Horizon Year (2040) Without Project and Horizon Year (2040) With Project.

Existing (2019) Conditions

Intersection Operations Analysis

The summary of LOS results for Existing (2019) traffic conditions are presented in Exhibit 1-3. As shown, the following study area intersection is currently operating at an unacceptable LOS during the one or more peak hours:

- Riverside Dr. (SR-74) & Grand Av. (#4) – LOS F AM peak hour; LOS E PM peak hour

Existing Plus Project (E+P) Conditions

Intersection Operations Analysis

As shown on Exhibit 1-3 and consistent with Existing (2019) traffic conditions, there are no additional study area intersections anticipated to operate at unacceptable LOS under E+P traffic conditions.

Mitigation Measures

The following additional improvements are recommended to improve each impacted intersection's LOS back to acceptable LOS, where the Project is recommended to contribute a fair share in order to reduce the cumulative impacts to less than significant levels:

Mitigation Measure 1.1 – Riverside Dr. (SR-74) & Grand Av. (#4)

- Contribute fair share towards installing a traffic signal.

EXHIBIT 1-2: LOCATION MAP

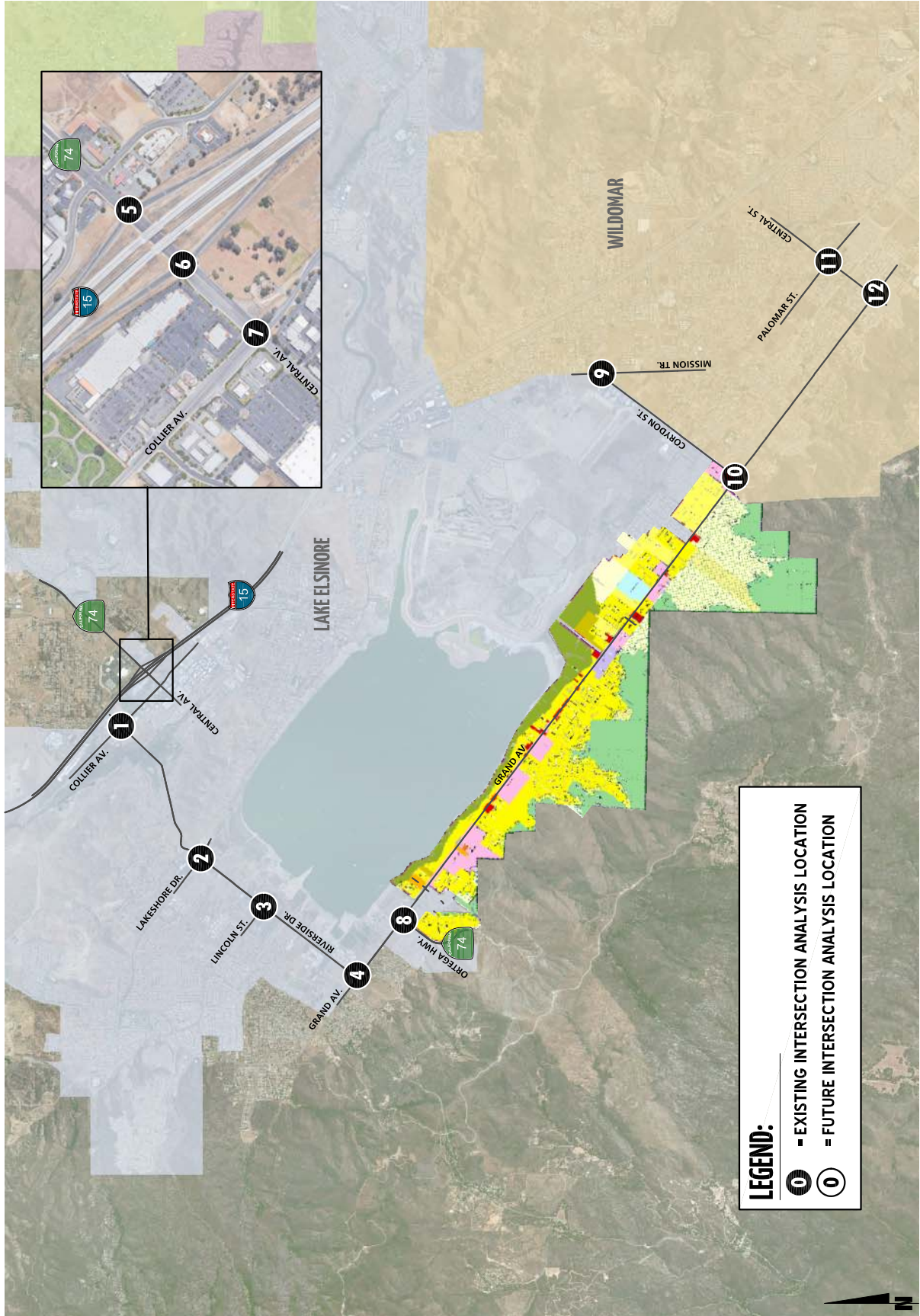


EXHIBIT 1-3: SUMMARY OF DEFICIENT INTERSECTIONS BY ANALYSIS SCENARIO

#	Intersection	Existing (2019)	E+P	Horizon Year (2040) Without Project	Horizon Year (2040) With Project
1	Riverside Dr. (SR-74) & Collier Av. (SR-74)				
2	Riverside Dr. (SR-74) & Lakeshore Dr.				
3	Riverside Dr. (SR-74) & Lincoln St.				
4	Riverside Dr. (SR-74) & Grand Av.				
5	Central St. (SR-74) & I-15 NB Ramps				
6	Central St. (SR-74) & I-15 SB Ramps				
7	Central St. (SR-74) & Collier Av. (SR-74)				
8	Ortega Hwy. (SR-74) & Grand Av.				
9	Corydon St. & Mission Tr.				
10	Corydon St. & Grand Av.				
11	Central St. & Palomar St.				
12	Central St. & Grand Av.				

LEGEND:

- AM PEAK HOUR
- PM PEAK HOUR
- LOS A-D
- LOS E
- LOS F

Horizon Year (2040) Conditions

Intersection Operations Analysis

As shown on Exhibit 1-3, there are seven study area intersection that are anticipated to operate at an unacceptable LOS during one or both peak hours for Horizon Year (2040) traffic conditions.

Mitigation Measures

The following additional improvements are recommended to improve each impacted intersection's LOS back to acceptable LOS, where the Project is recommended to contribute a fair share in order to reduce the cumulative impacts to less than significant levels:

Mitigation Measure 2.1 – Riverside Dr. (SR-74) & Collier Av. (SR-74) (#1)

- Contribute fair share towards the addition of a northbound left turn lane, a 2nd northbound through lane, a 2nd southbound through lane, a 2nd westbound left turn lane, and a westbound right turn lane.

Mitigation Measure 3.1 – Riverside Dr. (SR-74) & Lakeshore Dr. (#2)

- Contribute fair share towards modifying the traffic signal to implement overlap phasing on the northbound and southbound right turn lane, and the addition of a 2nd southbound through lane and a 2nd eastbound left turn lane.

Mitigation Measure 4.1 – Riverside Dr. (SR-74) & Lincoln St. (#3)

- Contribute fair share towards the addition of a 2nd northbound through lane, a 2nd southbound through lane, and a southbound right turn lane.

Mitigation Measure 1.2 – Riverside Dr. (SR-74) & Grand Av. (#4)

- Same improvement identified previously by Mitigation Measure 1.1; and
- Contribute fair share towards the addition of a 2nd northbound through lane, a 2nd southbound through lane, and a southbound right turn lane.

Mitigation Measure 5.1 – Central St. (SR-74) & I-15 SB Ramps (#6)

- Contribute fair share towards the addition of a 3rd northbound through lane and a 3rd southbound through lane.

Mitigation Measure 6.1 – Ortega Hwy. (SR-74) & Grand Av. (#8)

- Contribute fair share towards the addition of a 2nd eastbound through lane and a 2nd westbound through lane.

Mitigation Measure 7.1 – Corydon St. & Grand Av. (#10)

- Contribute fair share towards modifying the traffic signal to implement overlap phasing on the southbound right turn lane and the addition of a 2nd eastbound left turn lane.

1.5 CIRCULATION SYSTEM DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

1.5.1 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

A summary of the operationally deficient study area intersections and recommended improvements required to achieve acceptable circulation system performance are described in detail within Section 3 *Existing Conditions*, Section 5 *E+P Traffic Analysis*, and Section 6 *Horizon Year (2040) Traffic Analysis* of this report.

A summary of off-site improvements needed to address intersection operational deficiencies for each analysis scenario is included in Table 1-2 and Exhibit 1-4. These recommended improvements are consistent with or less than the geometrics assumed in the County of Riverside, City of Lake Elsinore, and City of Wildomar General Plan Circulation Elements. For improvements that do not appear to be in the TUMF, TIF, or DIF, a fair share financial contribution based on the Project's fair share impact may be imposed in order to mitigate the Project's share of impacts in lieu of construction. These fees (both to the County of Riverside, TUMF, and as determined, to surrounding agencies as fair-share contributions) are collected as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with the projected vehicle trip increases. Additional information related to these various fee programs are contained in Section 7 *Local and Regional Funding Mechanisms* of this report.

Table 1-2

Summary of Improvements by Analysis Scenario

#	Intersection Location	Jurisdiction	E+P	2040 With Project	Improvements in TUMF/TIF/DIF? ¹	Fair Share % ²
1	Riverside Dr. (SR-74) & Collier Av. (SR-74)	Caltrans, City of Lake Elsinore	- None	- NB left turn lane - 2nd NB through lane - SB left turn lane - 2nd SB through lane - 2nd WB left turn lane - WB right turn lane	Yes Yes Yes Yes No No	30.85%
2	Riverside Dr. (SR-74) & Lakeshore Dr.	Caltrans, City of Lake Elsinore	- None	- 2nd EB left turn lane - Right turn overlap for the north and south legs	No No	21.75%
3	Riverside Dr. (SR-74) & Lincoln St.	Caltrans, City of Lake Elsinore	- None	- 2nd NB through lane - 2nd SB through lane - SB right turn lane	Yes Yes Yes	40.09%
4	Riverside Dr. (SR-74) & Grand Av.	Caltrans, City of Lake Elsinore	- Install a traffic signal	- Same - 2nd NB through lane - 2nd SB through lane - SB right turn lane	Yes Yes Yes Yes	45.97%
6	Central St. (SR-74) & I-15 SB Ramps	Caltrans, City of Lake Elsinore	- None	- 3rd NB through lane - 3rd SB through lane	Yes Yes	18.40%
8	Ortega Hwy. (SR-74) & Grand Av.	Caltrans, City of Lake Elsinore	- None	- 2nd EB through lane - 2nd WB through lane	Yes Yes	40.66%
10	Corydon St. & Grand Av.	Riverside County, City of Lake Elsinore, City of Wildomar	- None	- 2nd EB left turn lane - Right turn overlap for the north leg	No No	23.44%

¹ Improvements included in WRCOG TUMF, County DIF, City of Lake Elsinore TIF, or City of Wildomar DIF.

² Program improvements constructed by the Project may be eligible for fee credit, at discretion of County. See Table 7-1 for Fair Share Calculations.

EXHIBIT 1-4 (10F2): SUMMARY OF INTERSECTION LANE CONFIGURATION BY ANALYSIS SCENARIO

	1	2	3	4	5	6
	Riverside Dr. (SR-74) & Collier Av. (SR74)	Riverside Dr. (SR-74) & Lakeshore Dr.	Riverside Dr. (SR-74) & Lincoln St.	Riverside Dr. (SR-74) & Grand Av.	Central St. (SR-74) & I-15 NB Ramps	Central St. (SR-74) & I-15 SB Ramps
Existing						
E+P With Improvements	No Improvement Required	No Improvement Required	No Improvement Required	No Improvement Required	No Improvement Required	No Improvement Required
Horizon Year (2040) With Improvements						

LEGEND:

- = TRAFFIC SIGNAL
- = NEW TRAFFIC SIGNAL
- = EXISTING LANE
- = LANE IMPROVEMENT
- = DEFAC TO RIGHT TURN
- = RIGHT TURN OVERLAP EXISTING
- = RIGHT TURN OVERLAP IMPROVEMENT



EXHIBIT 1-4 (20F2): SUMMARY OF INTERSECTION LANE CONFIGURATION BY ANALYSIS SCENARIO

Intersection	Scenario 7	Scenario 8	Scenario 9	Scenario 10	Scenario 11	Scenario 12
Central St. (SR-74) & Collier Av. (SR74)						
Ortega Hwy. (SR-74) & Grand Av.						
Corydon St. & Mission Tr.						
Corydon St. & Grand Av.						
Central St. & Palomar St.						
Central St. & Grand Av.						

Existing

E-P With Improvements

Horizon Year (2040) With Improvements

LEGEND:

- = TRAFFIC SIGNAL
- = EXISTING LANE
- = LANE IMPROVEMENT
- = RIGHT TURN OVERLAP EXISTING
- = RIGHT TURN OVERLAP IMPROVEMENT



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2 METHODOLOGIES

This section documents the methodologies and assumptions used to perform this traffic assessment.

2.1 LEVEL OF SERVICE

Traffic operations of roadway facilities are described using the term "Level of Service" (LOS). LOS is a qualitative description of traffic flow based on several factors such as speed, travel time, delay, and freedom to maneuver. Six levels are typically defined ranging from LOS A, representing completely free-flow conditions, to LOS F, representing breakdown in flow resulting in stop-and-go conditions. LOS E represents operations at or near capacity, an unstable level where vehicles are operating with the minimum spacing for maintaining uniform flow.

2.2 INTERSECTION CAPACITY ANALYSIS

The definitions of LOS for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control. The LOS is typically dependent on the quality of traffic flow at the intersections along a roadway. The Highway Capacity Manual (HCM) methodology expresses the LOS at an intersection in terms of delay time for the various intersection approaches. (7) The HCM uses different procedures depending on the type of intersection control.

2.2.1 SIGNALIZED INTERSECTIONS

County of Riverside, City of Lake Elsinore, and City of Wildomar

The County of Riverside, City of Lake Elsinore, and City of Wildomar require signalized intersection operations analysis based on the methodology described in the HCM 6th Edition. (7) Intersection LOS operations are based on an intersection's average control delay. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. For signalized intersections LOS is directly related to the average control delay per vehicle and is correlated to a LOS designation as described in Table 2-1.

California Department of Transportation (Caltrans)

Per the Caltrans Guide for the Preparation of Traffic Impact Studies, the traffic modeling and signal timing optimization software package Synchro (Version 10) has been utilized to analyze signalized intersections under Caltrans' jurisdiction, which include interchange to arterial ramps (i.e. I-15 Freeway ramps at Central Avenue). (2) Synchro is a macroscopic traffic software program that is based on the signalized intersection capacity analysis as specified in the HCM. Macroscopic level models represent traffic in terms of aggregate measures for each movement at the study intersections.

TABLE 2-1: SIGNALIZED INTERSECTION DESCRIPTION OF LOS

Description	Average Control Delay (Seconds), V/C ≤ 1.0	Level of Service, V/C ≤ 1.0	Level of Service, V/C > 1.0
Operations with very low delay occurring with favorable progression and/or short cycle length.	0 to 10.00	A	F
Operations with low delay occurring with good progression and/or short cycle lengths.	10.01 to 20.00	B	F
Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.01 to 35.00	C	F
Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.01 to 55.00	D	F
Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.01 to 80.00	E	F
Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths	80.01 and up	F	F

Source: HCM 6th Edition

Equations are used to determine measures of effectiveness such as delay and queue length. The level of service and capacity analysis performed by Synchro takes into consideration optimization and coordination of signalized intersections within a network. Signal timing for the freeway arterial-to-ramp intersections have been obtained from Caltrans District 8 and were utilized for the purposes of this analysis. All signalized study area intersections with the County of Riverside, City of Lake Elsinore, and City of Wildomar have also utilized the Synchro software.

The peak hour traffic volumes have been adjusted using a peak hour factor (PHF) to reflect peak 15 minute volumes. Common practice for LOS analysis is to use a peak 15-minute rate of flow. However, flow rates are typically expressed in vehicles per hour. The PHF is the relationship between the peak 15-minute flow rate and the full hourly volume (e.g. $PHF = \frac{[Hourly Volume]}{[4 \times Peak\ 15\text{-minute\ Flow\ Rate}]}$). The use of a 15-minute PHF produces a more detailed analysis as compared to analyzing vehicles per hour. Existing PHFs have been used for all analysis scenarios. Per Chapter 4 of the HCM 6th Edition, PHF values over 0.95 often are indicative of high traffic volumes with capacity constraints on peak hour flows while lower PHF values are indicative of greater variability of flow during the peak hour. (7)

2.2.2 UNSIGNALIZED INTERSECTIONS

The County of Riverside, City of Lake Elsinore, and City of Wildomar require the operations of unsignalized intersections be evaluated using the methodology described in the HCM 6th Edition. (7) The LOS rating is based on the weighted average control delay expressed in seconds per vehicle (see Table 2-2).

TABLE 2-2: UNSIGNALIZED INTERSECTION DESCRIPTION OF LOS

Description	Average Control Delay Per Vehicle (Seconds)	Level of Service, V/C ≤ 1.0	Level of Service, V/C > 1.0
Little or no delays.	0 to 10.00	A	F
Short traffic delays.	10.01 to 15.00	B	F
Average traffic delays.	15.01 to 25.00	C	F
Long traffic delays.	25.01 to 35.00	D	F
Very long traffic delays.	35.01 to 50.00	E	F
Extreme traffic delays with intersection capacity exceeded.	> 50.00	F	F

Source: HCM 6th Edition

At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement and for the left turn movement from the major street, as well as for the intersection as a whole. For approaches composed of a single lane, the delay is computed as the average of all movements in that lane. For all-way stop controlled intersections, LOS is computed for the intersection as a whole.

2.4 TRAFFIC SIGNAL WARRANT ANALYSIS METHODOLOGY

The term "signal warrants" refers to the list of established criteria used by the California Department of Transportation (Caltrans) and other public agencies to quantitatively justify or ascertain the potential need for installation of a traffic signal at an otherwise unsignalized intersection. This TIA uses the signal warrant criteria presented in the latest edition of the Caltrans California Manual on Uniform Traffic Control Devices (CA MUTCD). (8)

The signal warrant criteria for Existing study area intersections are based upon several factors, including volume of vehicular and pedestrian traffic, frequency of accidents, and location of school areas. The CA MUTCD indicates that the installation of a traffic signal should be considered if one or more of the signal warrants are met. (8) Specifically, this TIA utilizes the Peak Hour Volume-based Warrant 3 as the appropriate representative traffic signal warrant analysis for existing traffic conditions. Warrant 3 is appropriate to use for this TIA because it provides specialized warrant criteria for intersections with rural characteristics (e.g. located in communities with populations of less than 10,000 persons or with adjacent major streets operating above 40 miles per hour). For the purposes of this study, the speed limit was the basis for determining whether Urban or Rural warrants were used for a given intersection.

Future unsignalized intersections, that currently do not exist, have been assessed regarding the potential need for new traffic signals based on future average daily traffic (ADT) volumes, using the Caltrans planning level ADT-based signal warrant analysis worksheets.

Traffic signal warrant analyses were performed for all unsignalized study area intersections as shown on Table 2-3:

TABLE 2-3: UNSIGNALIZED INTERSECTION LOCATIONS

ID	Intersection Location
4	Riverside Dr. (SR-74) & Grand Av.

The Existing conditions traffic signal warrant analysis is presented in the subsequent section, Section 3 *Existing Conditions* of this report. The traffic signal warrant analysis for future conditions is presented in Section 5 *E+P Traffic Analysis* and Section 6 *Horizon Year (2040) Traffic Analysis* of this report.

It is important to note that a signal warrant defines the minimum condition under which the installation of a traffic signal might be warranted. Meeting this condition does not require that a traffic control signal be installed at a particular location, but rather, that other traffic factors and conditions be evaluated in order to determine whether the signal is truly justified. It should also be noted that signal warrants do not necessarily correlate with LOS. An intersection may satisfy a signal warrant condition and operate at or above acceptable LOS or operate below acceptable LOS and not meet a signal warrant.

2.5 MINIMUM LEVEL OF SERVICE (LOS)

The definition of an intersection deficiency has been obtained from each of the applicable surrounding jurisdictions.

2.5.1 COUNTY OF RIVERSIDE, CITY OF LAKE ELSINORE, AND CITY OF WILDOMAR

Riverside County General Plan Policy C 2.1 states that the County will maintain the following County-wide target LOS:

The following minimum target levels of service have been designated for the review of development proposals in the unincorporated areas of Riverside County with respect to transportation impacts on roadways designated in the Riverside County Circulation Plan which are currently County maintained, or are intended to be accepted into the County maintained roadway system:

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

Harvest Valley/Winchester, Southwest Area, The Pass, San Jacinto Valley, Western Coachella Valley and those Community Development Areas of the Elsinore, Lake Mathews/Woodcrest, Mead Valley and Temescal Canyon Area Plans.

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

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

For the purposes of this analysis, LOS D has been assumed at all of the study area intersections.

2.5.2 CALTRANS

Caltrans endeavors to maintain a target LOS at the transition between LOS C and LOS D on SHS facilities, however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. Consistent with the County of Riverside minimum LOS of LOS D, LOS D will be used as the target LOS for both arterial-to-freeway ramps.

2.6 DEFICIENCY CRITERIA

This section outlines the methodology used in this analysis related to identifying circulation system deficiencies.

2.6.1 INTERSECTIONS

County of Riverside, City of Lake Elsinore, and City of Wildomar

To determine whether the addition of project traffic at a study intersection would result in a deficiency, the following will be utilized:

- A deficiency occurs at study area intersections if the pre-Project condition is at or better than LOS D (i.e., acceptable LOS), and the addition of project trips causes the peak hour LOS of the study area intersection to operate at unacceptable LOS (i.e., LOS E or F).
- Per the County of Riverside traffic study guidelines, for intersections currently operating at unacceptable LOS (LOS E or F), a deficiency would occur if the Project contributes 50 or more peak hour trips to pre-project traffic conditions.

2.6.2 CALTRANS FACILITIES

To determine whether the addition of project traffic to the SHS freeway segments would result in a deficiency, the following will be utilized:

- The traffic study finds that the LOS of a segment will degrade from D or better to E or F.

- The traffic study finds that the project will exacerbate an already deficient condition (i.e., contributing 50 or more peak hour trips). A segment that is operating at or near capacity is deemed to be deficient.

2.7 PROJECT FAIR SHARE CALCULATION METHODOLOGY

In cases where this TIA identifies that the Project would contribute additional traffic volumes to cumulative traffic deficiencies, Project fair share costs of improvements necessary to address deficiencies have been identified. The Project's fair share cost of improvements is determined based on the following equation, which is the ratio of Project traffic to new traffic, and new traffic is total future traffic less existing baseline traffic:

$$\text{Project Fair Share \%} = \text{Project Traffic} / (\text{2040 With Project Total Traffic} - \text{Existing Traffic})$$

The Project fair share contribution calculations are presented in Section 7 *Local and Regional Funding Mechanisms* of this TIA.

3 EXISTING CONDITIONS

This section provides a summary of the existing circulation network, the County of Riverside General Plan Circulation Network, the City of Lake Elsinore General Plan Circulation Network, City of Wildomar General Plan Circulation Network, and a review of existing peak hour intersection operations, and traffic signal warrant analyses.

3.1 EXISTING CIRCULATION NETWORK

Pursuant to the agreement with County of Riverside staff (Appendix 1.1), the study area includes a total of 12 existing intersections as shown previously on Exhibit 1-2. Exhibit 3-1 illustrates the study area intersections located near the proposed Project and identifies the number of through traffic lanes for existing roadways and intersection traffic controls.

3.2 GENERAL PLAN CIRCULATION ELEMENT

3.2.1 COUNTY OF RIVERSIDE

Exhibit 3-2 shows the adopted County of Riverside General Plan Circulation Element, and Exhibit 3-3 illustrates the adopted County of Riverside General Plan roadway cross-sections.

3.2.2 CITY OF LAKE ELSINORE

Exhibit 3-4 shows the City of Lake Elsinore General Plan Circulation Element, and Exhibit 3-5 illustrates the City of Lake Elsinore General Plan roadway cross-sections.

3.2.3 CITY OF WILDOMAR

Exhibit 3-6 shows the City of Wildomar General Plan Circulation Element, and Exhibit 3-7 illustrates the City of Wildomar General Plan roadway cross-sections.

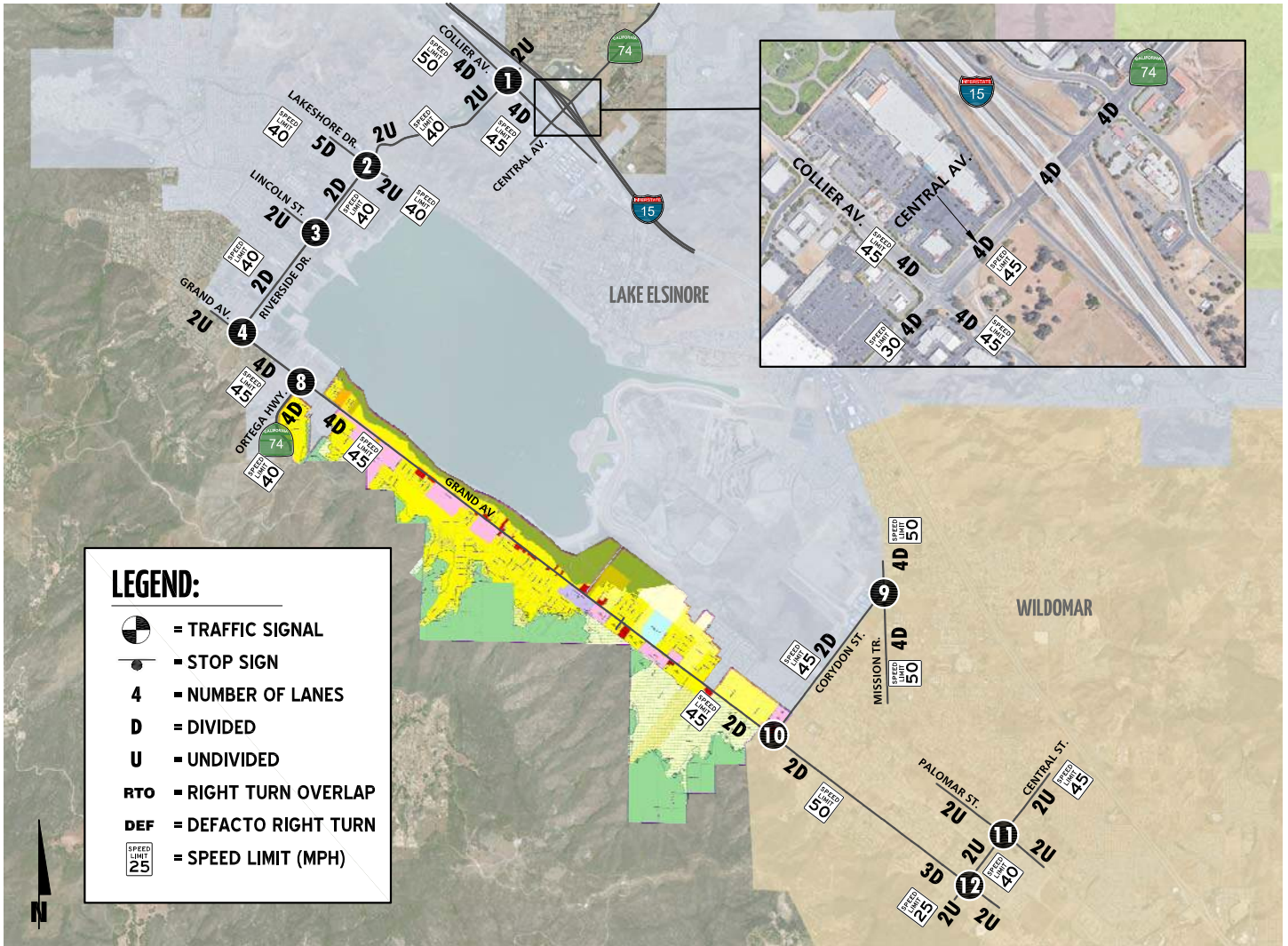
3.3 EXISTING TRAFFIC COUNTS

The intersection LOS analysis is based on the traffic volumes observed during the peak hour conditions using traffic count data collected in April 2019. The following peak hours were selected for analysis:

- Weekday AM Peak Hour (peak hour between 7:00 AM and 9:00 AM)
- Weekday PM Peak Hour (peak hour between 4:00 PM and 6:00 PM)

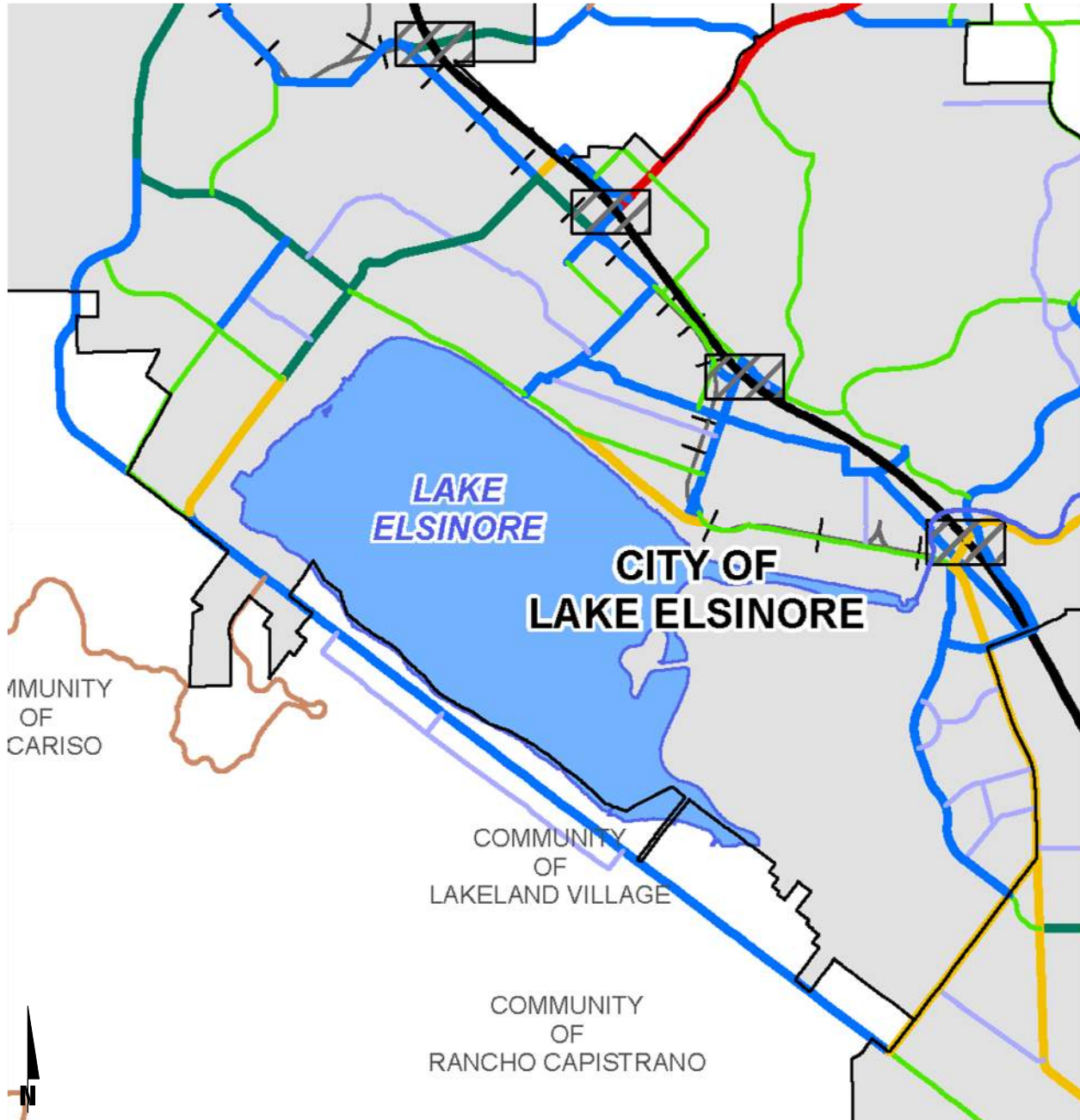
The weekday AM and weekday PM peak hour count data is representative of typical weekday peak hour traffic conditions in the study area. There were no observations made in the field that would indicate atypical traffic conditions on the count dates, such as construction activity or detour routes and near-by schools were in session and operating on normal schedules. The raw manual peak hour turning movement traffic count data sheets are included in Appendix 3.1.

EXHIBIT 3-1: EXISTING NUMBER OF THROUGH LANES AND INTERSECTION CONTROLS



1 Riverside Dr. (SR-74) & Collier Av. (SR74)	2 Riverside Dr. (SR-74) & Lakeshore Dr.	3 Riverside Dr. (SR-74) & Lincoln St.	4 Riverside Dr. (SR-74) & Grand Av.	5 Central St. (SR-74) & I-15 NB Ramps	6 Central St. (SR-74) & I-15 SB Ramps
7 Central St. (SR-74) & Collier Av. (SR74)	8 Ortega Hwy. (SR-74) & Grand Av.	9 Corydon St. & Mission Tr.	10 Corydon St. & Grand Av.	11 Central St. & Palomar St.	12 Central St. & Grand Av.

EXHIBIT 3-2: COUNTY OF RIVERSIDE GENERAL PLAN CIRCULATION ELEMENT

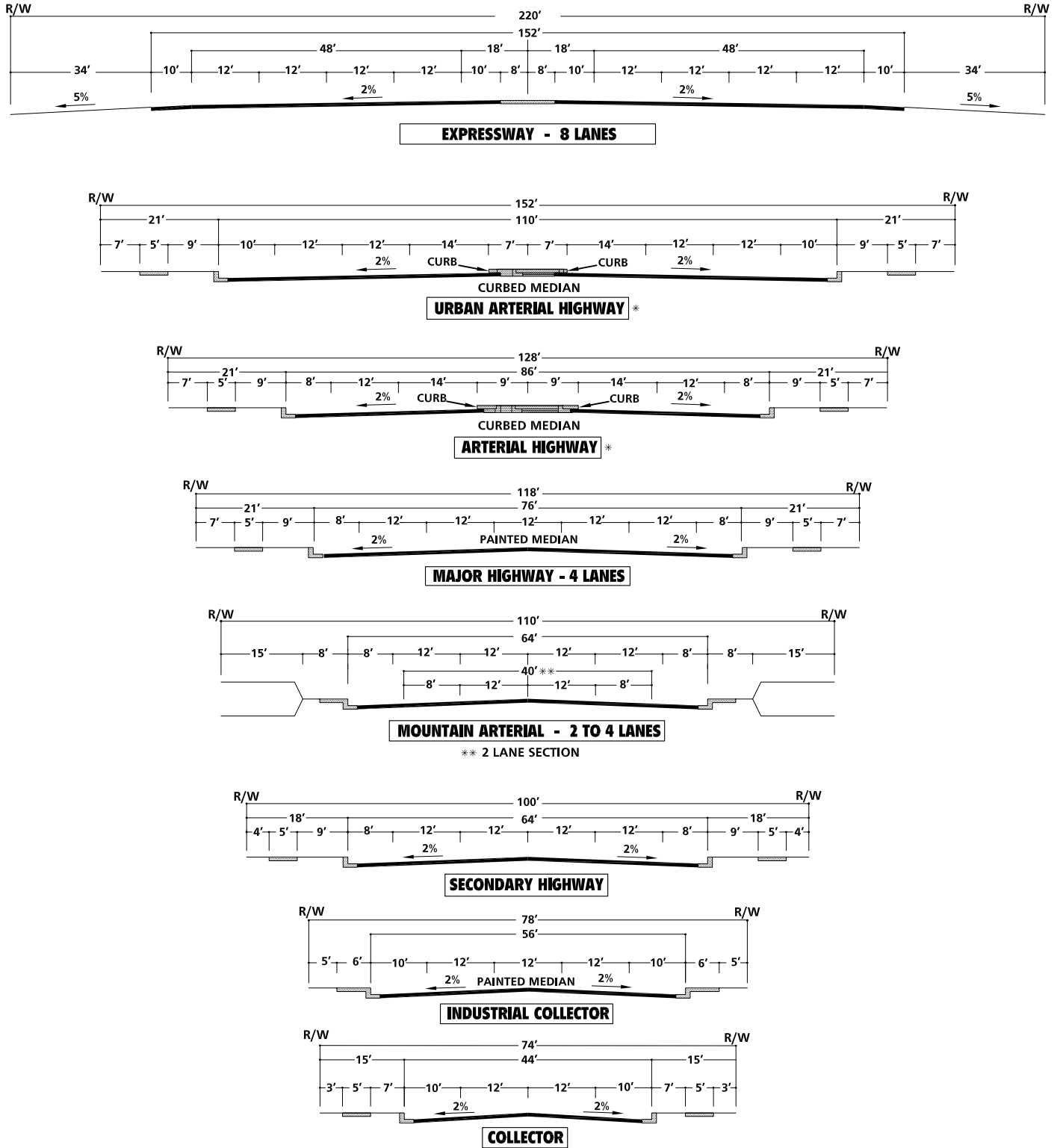


LEGEND:

- | | | |
|------------------------------|-------------------------|------------------------------|
| Freeway | Cajalco Romona Corridor | Highways |
| Expressway (220' ROW) | Existing Interchange | Area Plan Boundary |
| Urban Arterial (152' ROW) | Proposed Interchange | March Joint Powers Authority |
| Arterial (128' ROW) | Rail | City Boundary |
| Major (118' ROW) | | Waterbodies |
| Mountain Arterial (110' ROW) | | |
| Secondary (100' ROW) | | |
| Collector (74' ROW) | | |

Data Source: Riverside County Transportation

EXHIBIT 3-3: COUNTY OF RIVERSIDE GENERAL PLAN ROADWAY CROSS-SECTIONS

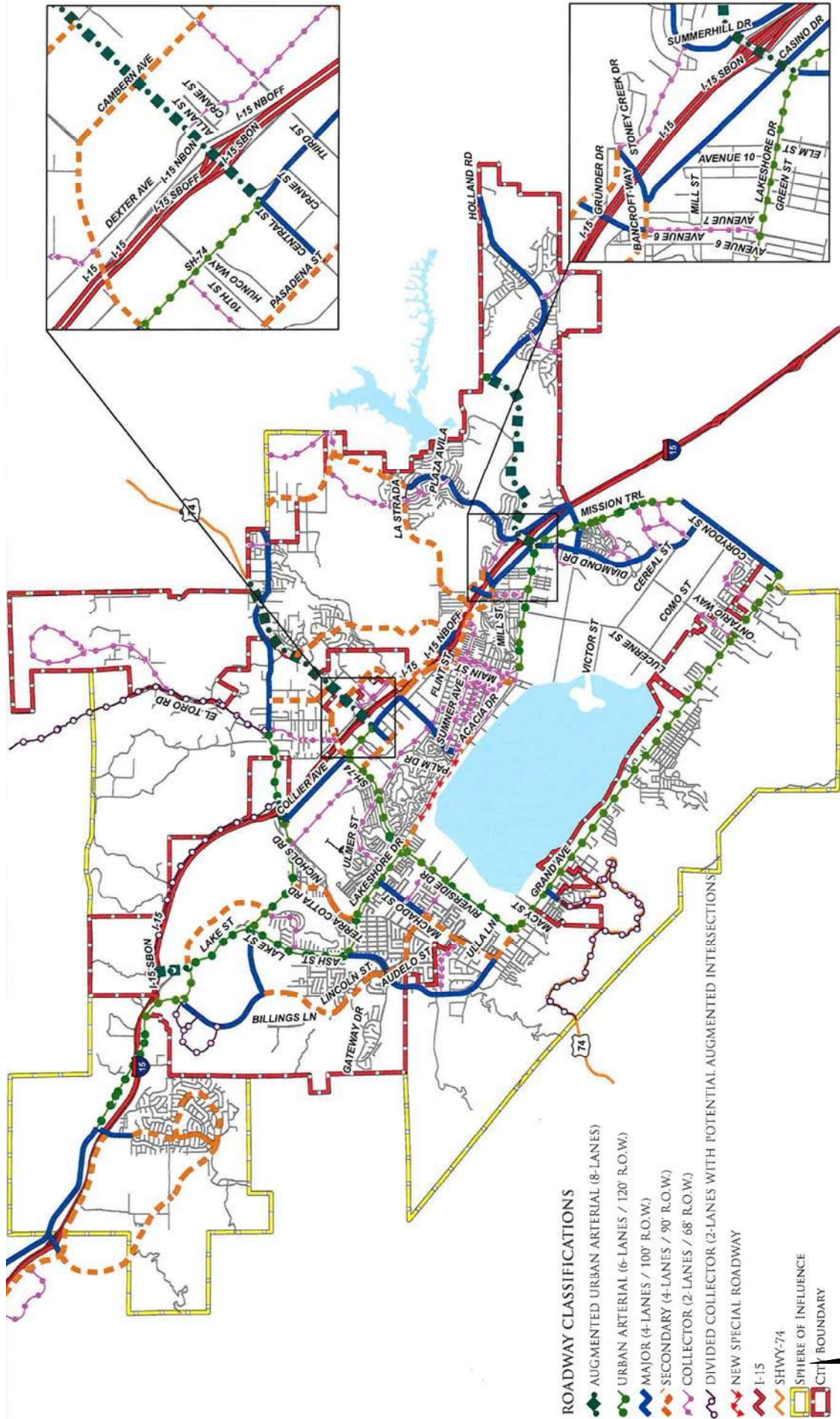


* IMPROVEMENTS MAY BE RECONFIGURED TO ACCOMMODATE EXCLUSIVE TRANSIT LANES OR ALTERNATIVE LANE ARRANGEMENTS. ADDITIONAL RIGHT OF WAY MAY BE REQUIRED AT INTERSECTIONS TO ACCOMMODATE ULTIMATE IMPROVEMENTS FOR STATE HIGHWAYS SHALL CONFORM TO CALTRANS DESIGN STANDARDS.

NOT TO SCALE

SOURCE: COUNTY OF RIVERSIDE

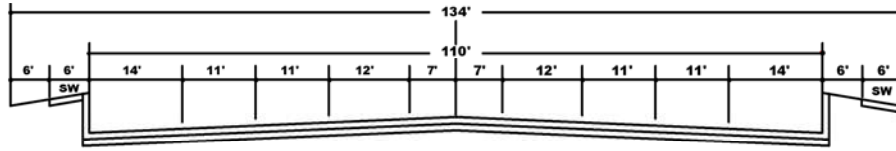
EXHIBIT 3-4: CITY OF LAKE ELSINORE GENERAL PLAN CIRCULATION ELEMENT



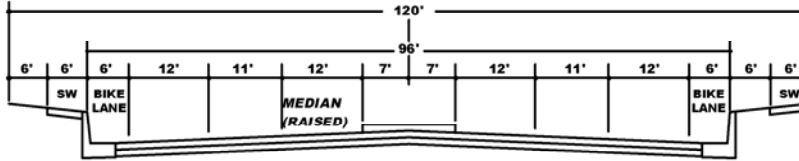
SOURCE: CITY OF LAKE ELSINORE GENERAL PLAN (ADOPTED 12-13-2011)



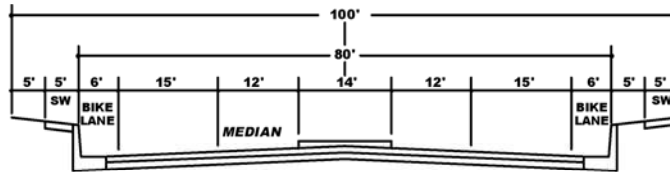
EXHIBIT 3-5: CITY OF LAKE ELSINORE GENERAL PLAN ROADWAY CROSS-SECTIONS



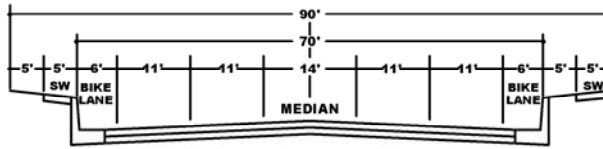
AUGMENTED URBAN ARTERIAL - STATE HIGHWAY
(8-LANE)



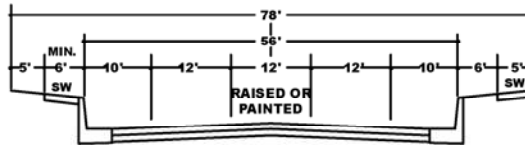
URBAN ARTERIAL HIGHWAY
(6-LANE)



MAJOR HIGHWAY
(4-LANE)



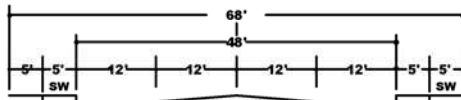
SECONDARY HIGHWAY
(4-LANE)



DIVIDED COLLECTOR

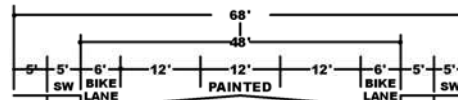
(2-LANE)

BIKES USE SHOULDER



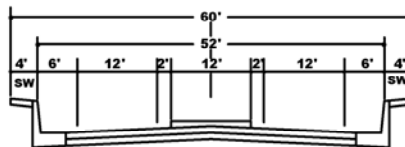
COLLECTOR HIGHWAY

(4-LANE)



COLLECTOR HIGHWAY

(2-LANE)



NEW SPECIAL ROADWAY

(2-LANE)

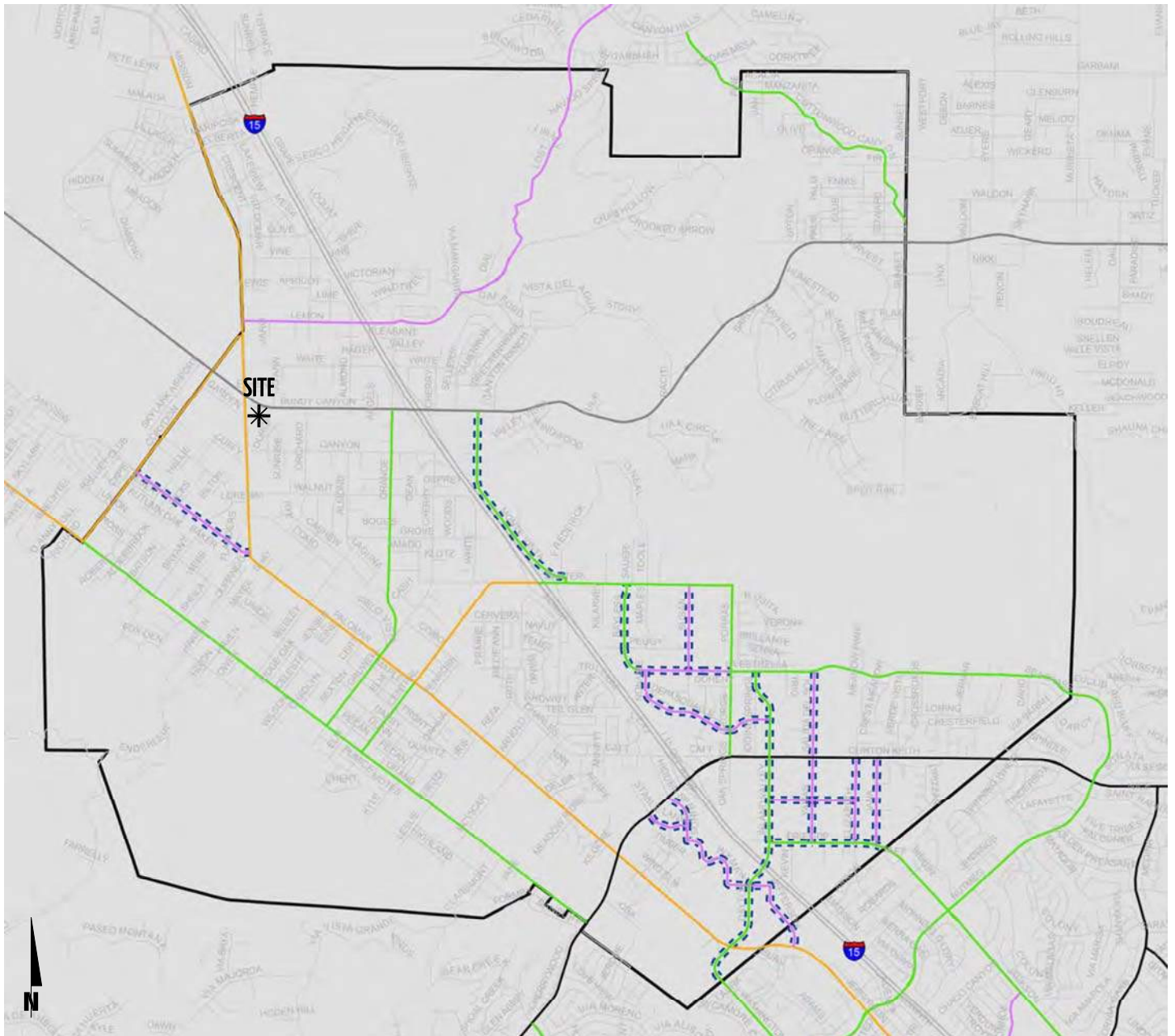
SHOULDER/BIKE LANE

(PROPOSED FOR LAKESHORE DRIVE IN THE COUNTRY CLUB HEIGHT DISTRICT)

* BIKE LANES ARE NOT MANDATORY UNLESS SHOWN ON THE BIKEWAY CIRCULATION ELEMENT PLAN
PRECISE SIDEWALK LOCATION SUBJECT TO CITY ENGINEER APPROVAL
NOTE: CHECK THE DISTRICT PLAN OF YOUR AREA FOR ANY REQUIRED SPECIAL ROADWAY CROSS-SECTION,
ESPECIALLY THE LAKE EDGE AND COUNTRY CLUB HEIGHTS DISTRICT PLANS.
STRIPPING OF COLLECTOR HIGHWAY AS DIRECTED BY CITY ENGINEER.

SOURCE: CITY OF LAKE ELSINORE GENERAL PLAN (ADOPTED 12-13-2011)

EXHIBIT 3-6: CITY OF WILDOMAR GENERAL PLAN CIRCULATION AND INFRASTRUCTURE ELEMENT

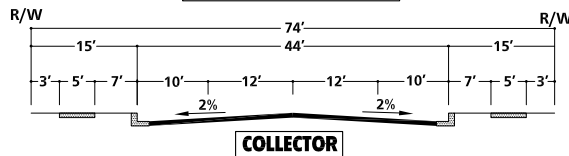
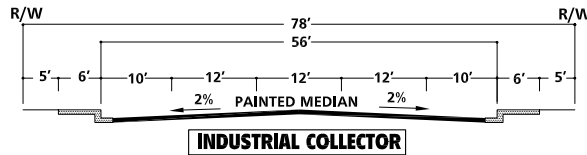
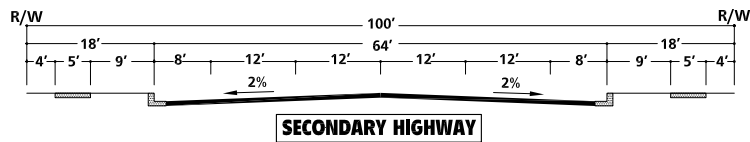
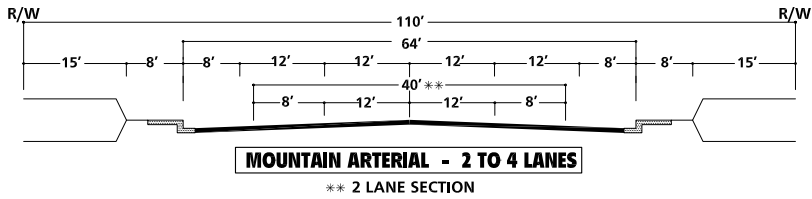
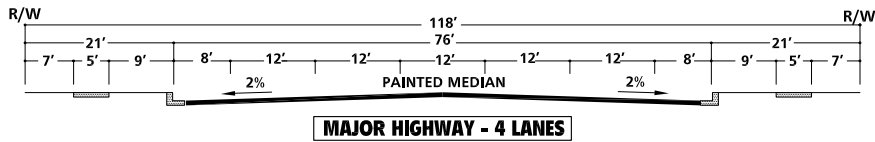
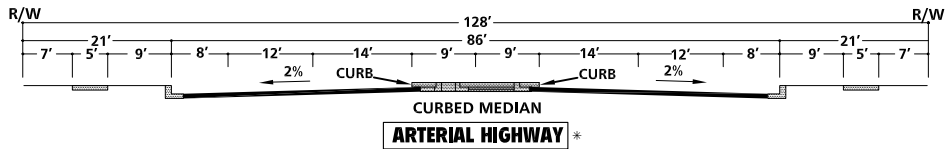
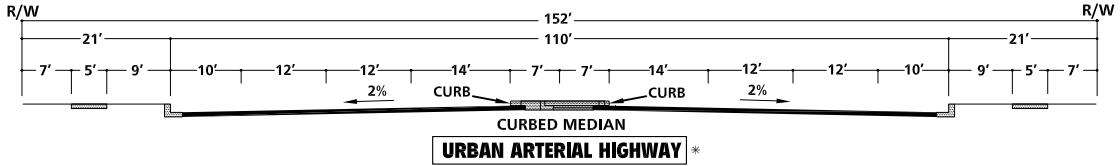
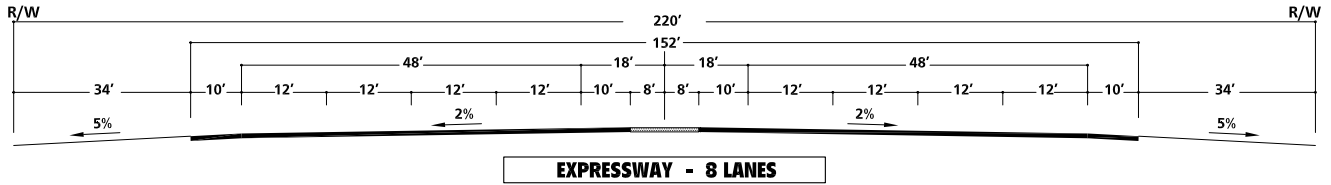


LEGEND:

-  URBAN ARTERIAL
-  ARTERIAL
-  MAJOR
-  SECONDARY
-  COLLECTOR
-  WILDOMAR CITY BOUNDARIES

NOTE: CITY OF WILDOMAR DRAFT GENERAL PLAN UPDATE
JANUARY 2015

EXHIBIT 3-7: CITY OF WILDOMAR GENERAL PLAN ROADWAY CROSS-SECTIONS



* IMPROVEMENTS MAY BE RECONFIGURED TO ACCOMMODATE EXCLUSIVE TRANSIT LANES OR ALTERNATIVE LANE ARRANGEMENTS. ADDITIONAL RIGHT OF WAY MAY BE REQUIRED AT INTERSECTIONS TO ACCOMMODATE ULTIMATE IMPROVEMENTS FOR STATE HIGHWAYS. SHALL CONFORM TO CALTRANS DESIGN STANDARDS.

NOTE: THE CITY OF WILDOMAR HAS ADOPTED THE COUNTY OF RIVERSIDE'S GENERAL PLAN AND STANDARDS

These raw turning volumes have been flow conserved between intersections with limited access, no access and where there are currently no uses generating traffic (e.g., between ramp-to-arterial intersections, etc.). The traffic counts collected in April 2019 include the vehicle classifications as shown below:

- Passenger Cars
- 2-Axle Trucks
- 3-Axle Trucks
- 4 or More Axle Trucks

To represent the impact large trucks, buses and recreational vehicles have on traffic flow; all trucks were converted into PCEs. By their size alone, these vehicles occupy the same space as two or more passenger cars. In addition, the time it takes for them to accelerate and slow-down is also much longer than for passenger cars, and varies depending on the type of vehicle and number of axles. For the purpose of this analysis, a PCE factor of 1.5 has been applied to 2-axle trucks, 2.0 for 3-axle trucks and 3.0 for 4+-axle trucks to estimate each turning movement. These factors are consistent with the values recommended for use in the San Bernardino County CMP and are in excess of the factor recommended for use in the County of Riverside traffic study guidelines. (9) Although the County of Riverside has a recommended PCE factor of 2.0, the San Bernardino County CMP PCE factors have been utilized in an effort to conduct a more conservative analysis.

Existing weekday ADT volumes on arterial highways throughout the study area are shown on Exhibit 3-8. Existing ADT volumes are based upon factored intersection peak hour counts collected by Urban Crossroads, Inc. using the following formula for each intersection leg:

$$\text{Weekday PM Peak Hour (Approach Volume + Exit Volume)} \times 11.1524 = \text{Leg Volume}$$

A comparison of the PM peak hour and daily traffic volumes of various roadway segments within the study area indicated that the peak-to-daily relationship is approximately 8.97 percent. As such, the above equation utilizing a factor of 11.1524 estimates the ADT volumes on the study area roadway segments assuming a peak-to-daily relationship of approximately 8.97 percent (i.e., $1/0.0897 = 11.1524$) and was assumed to sufficiently estimate average daily traffic (ADT) volumes for planning-level analyses. Existing weekday AM and weekday PM peak hour intersection volumes (in PCE) are also shown on Exhibit 3-8.

3.4 EXISTING CONDITIONS INTERSECTION OPERATIONS ANALYSIS

Existing peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2.2 *Intersection Capacity Analysis* of this report. The intersection operations analysis results are summarized in Table 3-1 which indicates that the following study area intersection is currently operating at an unacceptable LOS during the one or more peak hours:

- Riverside Dr. (SR-74) & Grand Av. (#4) – LOS F AM peak hour; LOS E PM peak hour

Table 3-1

Intersection Analysis for Existing (2019) Conditions

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Delay (secs.) ¹		Level of Service	
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM
			L	T	R	L	T	R	L	T	R	L	T	R				
1	Riverside Dr. (SR-74) & Collier Av. (SR-74)	TS	0	1	1>	0	1	0	1	1	1	1	1	0	17.9	23.7	B	C
2	Riverside Dr. (SR-74) & Lakeshore Dr.	TS	1	2	1	1	1	1	1	2	1	1	2	0	31.3	34.1	C	C
3	Riverside Dr. (SR-74) & Lincoln St.	TS	1	1	0	0	1	d	1	0	1	0	0	0	32.1	12.9	C	B
4	Riverside Dr. (SR-74) & Grand Av.	CSS	1	1	0	0	1	d	1	0	d	0	0	0	62.2	47.4	F	E
5	Central St. (SR-74) & I-15 NB Ramps	TS	1	3	0	0	3	1	0	0	0	1	1	1	14.6	13.5	B	B
6	Central St. (SR-74) & I-15 SB Ramps	TS	0	2	1	2	2	0	1	1	1	0	0	0	15.4	20.9	B	C
7	Central St. (SR-74) & Collier Av. (SR-74)	TS	2	2	0	2	1	2>	2	2	1	1	2	2>	25.6	26.3	C	C
8	Ortega Hwy. (SR-74) & Grand Av.	TS	2	0	1>	0	0	0	0	1	2>	1	1	0	14.5	19.6	B	B
9	Corydon St. & Mission Tr.	TS	2	0	2>	0	0	0	0	2	1>	1	2	0	12.5	12.0	B	B
10	Corydon St. & Grand Av.	TS	0	1	0	1	1	0	1	1	0	1	1	0	16.2	18.4	B	B
11	Central St. & Palomar St.	TS	1	2	0	1	1	1	1	1	1	1	1	1	23.3	18.4	C	B
12	Central St. & Grand Av.	TS	1	1	0	1	1	1	1	1	1	1	1	1	20.4	13.5	C	B

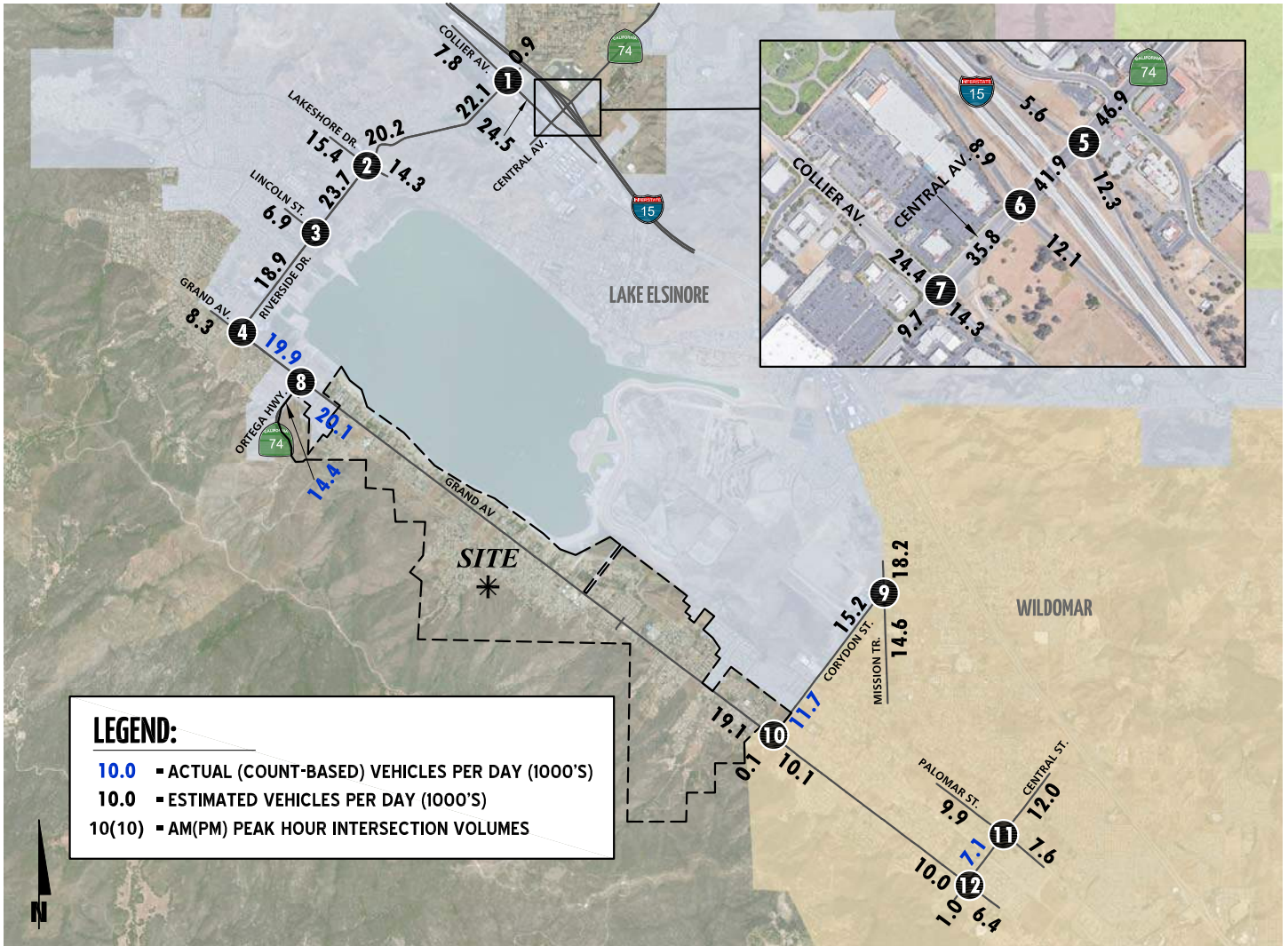
¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; d = Defacto Right Turn Lane; > = Right Turn Overlap

² Per the Highway Capacity Manual (HCM) 6th Edition, overall average intersection delay and level of service are shown for intersections with a traffic signal. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. LOS calculated using Synchro (Version 10).

³ CSS = Cross-street Stop; TS = Traffic Signal

EXHIBIT 3-8: EXISTING (2019) TRAFFIC VOLUMES (IN PCE)



LEGEND:
 10.0 - ACTUAL (COUNT-BASED) VEHICLES PER DAY (1000'S)
 10.0 - ESTIMATED VEHICLES PER DAY (1000'S)
 10(10) - AM(PM) PEAK HOUR INTERSECTION VOLUMES

1 Riverside Dr. (SR-74) & Collier Av. (SR74)	2 Riverside Dr. (SR-74) & Lakeshore Dr.	3 Riverside Dr. (SR-74) & Lincoln St.	4 Riverside Dr. (SR-74) & Grand Av.	5 Central St. (SR-74) & I-15 NB Ramps	6 Central St. (SR-74) & I-15 SB Ramps
↓ 6(10) ↓ 1(22) ↓ 8(16) ↑ 16(25) ↑ 60(251) ↑ 614(859)	↓ 139(280) ↓ 488(561) ↓ 26(36) ↑ 20(33) ↑ 171(321) ↑ 208(287)	↓ 64(212) ↓ 648(688)	↓ 162(126) ↓ 632(583)	↓ 548(391) ↓ 1597(1425)	↓ 475(636) ↓ 3(1) ↓ 486(465)
6(9) 72(190) → 57(140) →	290(218) → 299(289) → 141(149) →	408(257) → 297(90) →	72(63) → 360(195) →	82(114) → 982(1757) →	355(636) → 1(4) → 195(156) →
↓ 97(99) → 9(4) → 872(856) →	129(125) → 566(682) → 328(319) →	158(59) → 686(855) →	202(358) → 609(841) →	82(114) → 982(1757) →	709(1236) → 545(508) →
7 Central St. (SR-74) & Collier Av. (SR74)	8 Ortega Hwy. (SR-74) & Grand Av.	9 Corydon St. & Mission Tr.	10 Corydon St. & Grand Av.	11 Central St. & Palomar St.	12 Central St. & Grand Av.
↓ 642(736) ↓ 290(184) ↓ 513(306) ↑ 342(496) ↑ 53(146) ↑ 28(75)	↓ 621(465) ↓ 305(65)	↓ 371(417) ↓ 250(243)	↓ 368(388) ↓ 0(1) ↓ 67(44) ↓ 55(28) ↓ 335(331) ↓ 1(2)	↓ 149(213) ↓ 259(307) ↓ 63(73) ↓ 83(61) ↓ 278(266) ↓ 66(64)	↓ 140(193) ↓ 21(38) ↓ 217(56) ↓ 200(47) ↓ 303(185) ↓ 14(16)
845(903) → 73(196) → 18(52) →	590(598) → 471(105) →	320(367) → 364(398) →	350(496) → 506(496) → 0(0) →	204(126) → 274(182) → 167(66) →	243(251) → 328(259) → 10(3) →
31(155) → 125(336) → 37(68) →	109(751) → 63(549) →	458(452) → 263(271) →	0(1) → 2(0) → 3(1) →	113(41) → 357(300) → 56(32) →	9(4) → 50(24) → 22(8) →

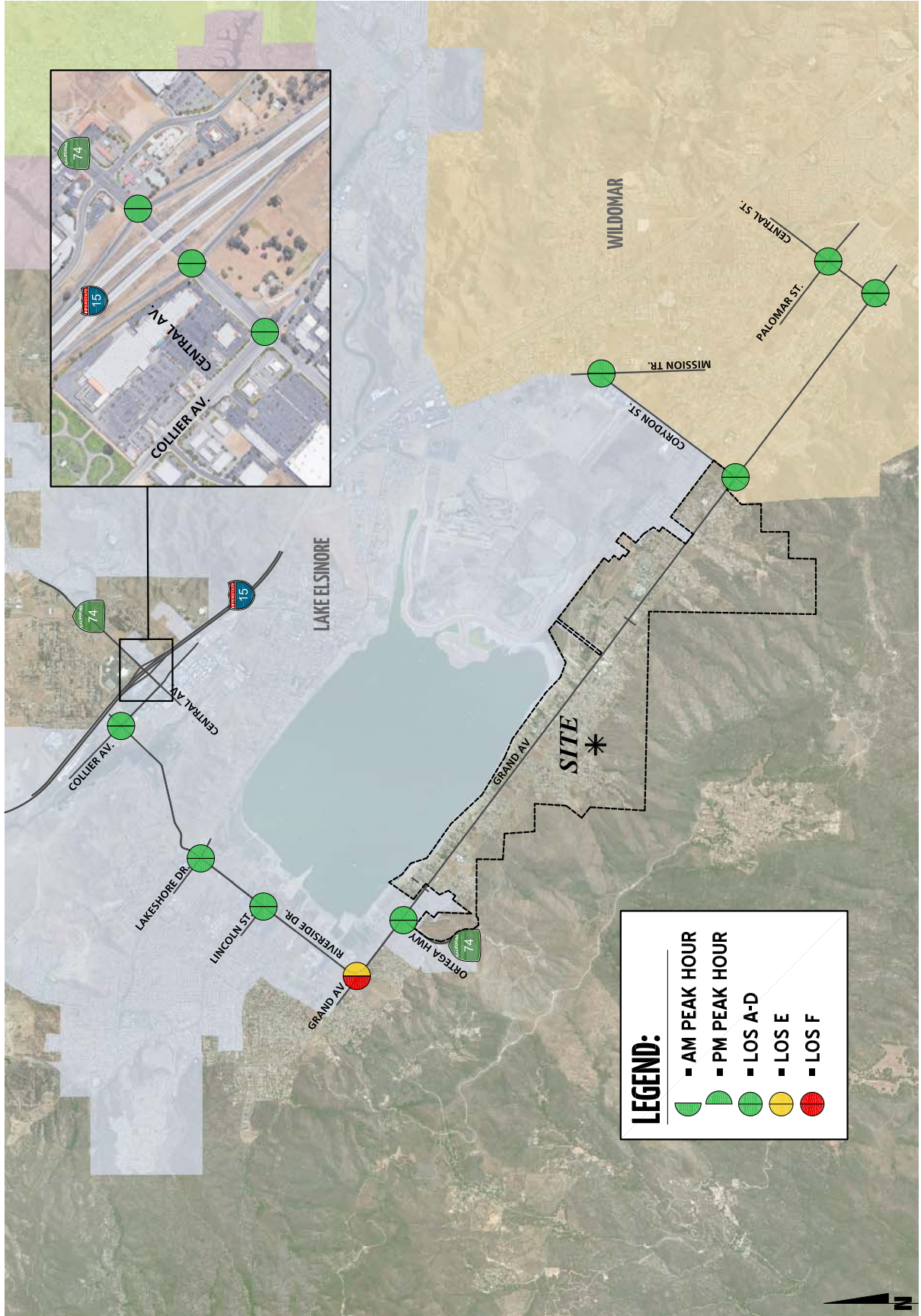
Consistent with Table 3-1, a summary of the peak hour intersection LOS for Existing conditions are shown on Exhibit 3-9. The intersection operations analysis worksheets are included in Appendix 3.2 of this TIA.

It is important to recognize that the intersection operations analysis reflects the existing constrained traffic count conditions. These constraints in the form of vehicle queues at closely spaced intersections significantly limit the number of vehicles that can physically be accommodated during peak hour conditions. While the traffic counts identify all the vehicles using an intersection during peak hours, they may not fully account for the unconstrained demand at a particular location. Field observations indicate that the intersection of Riverside Drive & Collier Avenue experiences vehicle delays that are not reflected in the intersection LOS analysis. Field observations also show that this intersection experiences peak hour queues that periodically affect intersection operations. As such, based on the constrained traffic count data the intersections appear to operate at acceptable LOS or at LOS better than field observations would suggest.

3.5 EXISTING CONDITIONS TRAFFIC SIGNAL WARRANTS ANALYSIS

Traffic signal warrants for Existing traffic conditions are based on existing peak hour intersection turning volumes. For Existing traffic conditions, the intersection of Riverside Drive (SR-74) & Grand Avenue appear to currently be warranted for a traffic signal (see Appendix 3.3).

EXHIBIT 3-9: EXISTING (2019) SUMMARY OF LOS



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4 PROJECTED FUTURE TRAFFIC

This section presents the traffic volumes estimated to be generated by the Project, as well as the Project's trip assignment onto the study area roadway network. The Project is proposed to consist of the land use designations and acreage included in GPA No. 960 and GPA No. 1156, with an additional 829 dwelling units, 7,659 square feet (sf) of commercial retail, 3,795 sf of light industrial use, 7,659 sf of non-residential use, and 1,139 square feet of public facilities. The Project is proposed to have access onto Grand Avenue. Regional access to the Project site will be provided by the SR-74 Highway and the I-15 Freeway.

4.1 PROJECT TRIP GENERATION

Trip generation represents the amount of traffic which is both attracted to and produced by a development. Determining traffic generation for a specific project is therefore based upon forecasting the amount of traffic that is expected to be both attracted to and produced by the specific land uses being proposed for a given development.

Trip generation rates (in PCE) used to estimate Project traffic and a summary of the Project's trip generation (in PCE) are shown in Table 4-1. Trip generation rates (in actual vehicles) used to estimate Project traffic and a summary of the Project's trip generation (in actual vehicles) are shown in Table 4-2. The trip generation rates are based upon data collected by the Institute of Transportation Engineers (ITE) in their published Trip Generation Manual, 10th Edition, 2017. (3) The following land uses were utilized for the purposes of this analysis:

- General Light Industrial (ITE LU Code 110)
- Single Family Detached Residential (ITE LU Code 210)
- Shopping Center (ITE LU Code 820)

The proposed Project is estimated to generate a net total of 7,594 PCE trip-ends per day with 599 PCE AM peak hour trips and 817 PCE PM peak hour trips. In comparison, the proposed Project is estimated to generate a net total of 7,584 actual vehicle trip-ends per day with 599 actual vehicle AM peak hour trips and 815 actual vehicle PM peak hour trips.

4.2 PROJECT TRIP DISTRIBUTION

Trip distribution is the process of identifying the probable destinations, directions or traffic routes that will be utilized by Project traffic. The potential interaction between the planned land uses and surrounding regional access routes are considered, to identify the route where the Project traffic would distribute.

The Project trip distribution was developed based on anticipated travel patterns to and from the Project site. The Project trip distribution pattern was developed based on an understanding of existing travel patterns in the area, the geographical location of the site, and the site's proximity to the regional arterial and state highway system. The Project passenger car trip distribution patterns are graphically depicted on Exhibit 4-1.

Table 4-1

Project Trip Generation Summary (PCE)

Project Trip Generation Rates									
Land Use ¹	ITE LU Code	Units ²	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
General Light Industrial ^{3,4}	110	TSF	0.616	0.084	0.700	0.082	0.548	0.630	4.960
Passenger Cars (61.2%)			0.377	0.051	0.428	0.050	0.336	0.386	3.038
2-Axle Trucks (6.1%) (PCE = 1.5)			0.057	0.008	0.065	0.008	0.051	0.059	0.458
3-Axle Trucks (12.7%) (PCE = 2.0)			0.156	0.022	0.178	0.020	0.140	0.160	1.262
4-Axle+ Trucks (19.9%) (PCE = 3.0)			0.369	0.051	0.420	0.048	0.327	0.375	2.961
Single Family Detached Residential	210	DU	0.185	0.555	0.740	0.624	0.366	0.990	9.440
Shopping Center	820	TSF	0.583	0.357	0.940	1.829	1.981	3.810	37.750

Project Trip Generation									
Project	Quantity	Units ²	AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
General Light Industrial	3,795	TSF							
Passenger Cars:			1	0	1	0	1	1	12
Truck Trips:									
2-axle:			0	0	0	0	0	0	2
3-axle:			1	0	1	0	1	1	6
4+-axle:			1	0	1	0	1	1	12
- Net Truck Trips			2	0	2	0	2	2	20
Single Family Detached Residential	829	DU	154	461	615	518	304	822	7,826
Commercial Retail/Non-Residential	15,318	TSF	9	6	15	29	31	60	580
<i>Subtotal</i>			<i>166</i>	<i>467</i>	<i>633</i>	<i>547</i>	<i>338</i>	<i>885</i>	<i>8,438</i>
<i>Internal Capture (10%)</i>			<i>-17</i>	<i>-17</i>	<i>-34</i>	<i>-34</i>	<i>-34</i>	<i>-68</i>	<i>-844</i>
TOTAL NET TRIPS			149	450	599	513	304	817	7,594

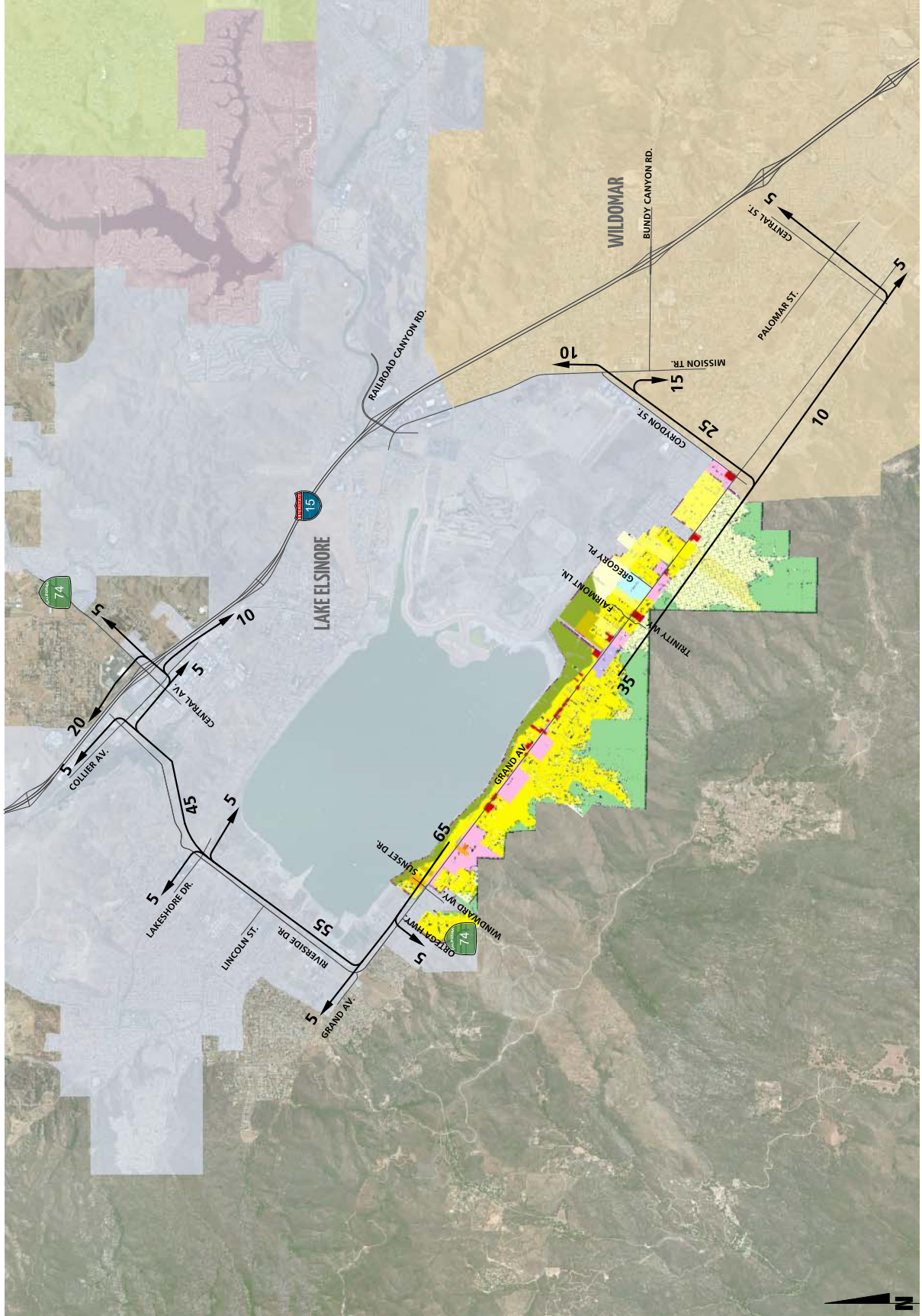
¹ Trip Generation Source: Institute of Transportation Engineers (ITE), *Trip Generation Manual*, Tenth Edition (2017).

² TSF = thousand square feet; DU = Dwelling Units

³ Vehicle Mix Source: Institute of Transportation Engineers (ITE), *Trip Generation Handbook*, Third Edition (September 2017).

⁴ Truck mix per *City of Fontana Truck Trip Generation Study* for LU 110, August 2003. PCE rates are per SBCTA.

EXHIBIT 4-1: PROJECT TRIP DISTRIBUTION



4.3 MODAL SPLIT

Although the use of public transit, walking, and/or bicycling have the potential to reduce Project-related traffic, such reductions have not been taken into consideration in this traffic study in order to provide a conservative analysis of the Project's potential to contribute to circulation system deficiencies.

4.4 PROJECT TRIP ASSIGNMENT

The assignment of traffic from the Project area to the adjoining roadway system is based upon the Project trip generation, trip distribution, and the arterial highway and local street system improvements that would be in place by the time of initial occupancy of the Project. Based on the identified Project traffic generation and trip distribution patterns, Project ADT and peak hour intersection turning movement volumes are shown on Exhibits 4-2.

4.5 BACKGROUND TRAFFIC

The adopted Southern California Association of Governments (SCAG) 2016 Regional Transportation Plan (RTP) /Sustainable Communities Strategy (SCS) (April 2016) growth forecasts for Riverside County identifies projected growth in population of 359,000 in 2012 to 499,200 in 2040, or a 39.05% increase over the 28-year period. The change in population equates to roughly a 1.18 percent growth rate, compounded annually. Similarly, growth over the same 28-year period in households is projected to increase by 45.06 percent, or 1.34 percent growth rate, compounded annually. Finally, growth in employment over the same 28-year period is projected to increase by 122.13 percent, or a 2.89 percent growth rate, compounded annually. (10) Therefore, the annual growth rate of 2.0% in conjunction with cumulative project traffic would appear to be conservative and tend to overstate as opposed to understate future traffic growth.

4.6 TRAFFIC FORECASTS

To provide a comprehensive assessment of the deficiencies, a "buildout" analysis was performed in support of this work effort. The "buildout" approach is used to forecast the Horizon Year Without and With Project conditions of the study area based on planned land uses within the Project vicinity.

4.7 HORIZON YEAR (2040) CONDITIONS

"Buildout" traffic projections for Horizon Year With Project conditions are based on traffic model forecasts and were derived from the Riverside County Transportation Analysis Model (RivTAM) using accepted procedures for model forecast refinement and smoothing. The Horizon Year traffic conditions analyses will be utilized to determine if improvements funded through regional transportation mitigation fee programs, such as the TUMF, County of Riverside DIF programs, or other approved funding mechanism can accommodate the long-range cumulative traffic at the target LOS identified in the County of Riverside General Plan. Other improvements needed beyond the "funded" improvements (such as localized improvements to non-TUMF, non-TIF, or non-DIF facilities) are identified as such.

In most instances the traffic model zone structure is not designed to provide accurate turning movements along arterial roadways unless refinement and reasonableness checking is performed. Therefore, the Horizon Year peak hour forecasts were refined using the model derived long-range forecasts, base (validation) year model forecasts, along with existing peak hour traffic count data collected at each analysis location.

The refined future peak hour approach and departure volumes obtained from these calculations are then entered into a spreadsheet program consistent with the National Cooperative Highway Research Program (NCHRP Report 255), along with initial estimates of turning movement proportions. A linear programming algorithm is used to calculate individual turning movements which match the known directional roadway segment forecast volumes computed in the previous step. This program computes a likely set of intersection turning movements from intersection approach counts and the initial turning proportions from each approach leg.

In some instances, the traffic model zone structure is not designed to provide accurate turning movements along arterial roadways unless refinement and reasonableness checking is performed. Horizon Year turning volumes were compared to existing volumes in order to ensure a minimum growth as a part of the refinement process, where applicable. The minimum growth includes any additional growth between existing and Horizon Year With Project traffic conditions that is not accounted for by the traffic generated by cumulative development projects and the ambient growth between Existing and Horizon Year traffic conditions. The initial estimate of the future Horizon Year with Project peak hour turning movements was then reviewed by Urban Crossroads for reasonableness at intersections where model results showed unreasonable turning movements. The initial raw model estimates were adjusted to achieve flow conservation (where applicable), reasonable growth, and reasonable diversion between parallel routes.

Post-processing worksheets for Horizon Year with Project traffic conditions are provided in Appendix 4.1.

5 E+P TRAFFIC CONDITIONS

In an effort to satisfy the CEQA Guideline Section 15125(a), an analysis of existing traffic volumes plus traffic generated by the proposed Project (E+P) has been included in this report. This section discusses the traffic forecasts for Existing plus Project (E+P) conditions and the resulting intersection operations, and traffic signal warrant analyses.

5.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for E+P conditions consist of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for E+P conditions only (e.g., intersection and roadway improvements at the Project's frontage and driveways). These include the Project site adjacent roadway.

5.2 E+P TRAFFIC VOLUME FORECASTS

This scenario includes Existing traffic volumes plus Project traffic. Exhibit 5-1 shows the ADT volumes which can be expected for E+P traffic conditions. E+P weekday AM and weekday PM peak hour intersection turning movement volumes are also shown on Exhibit 5-1.

5.3 INTERSECTION OPERATIONS ANALYSIS

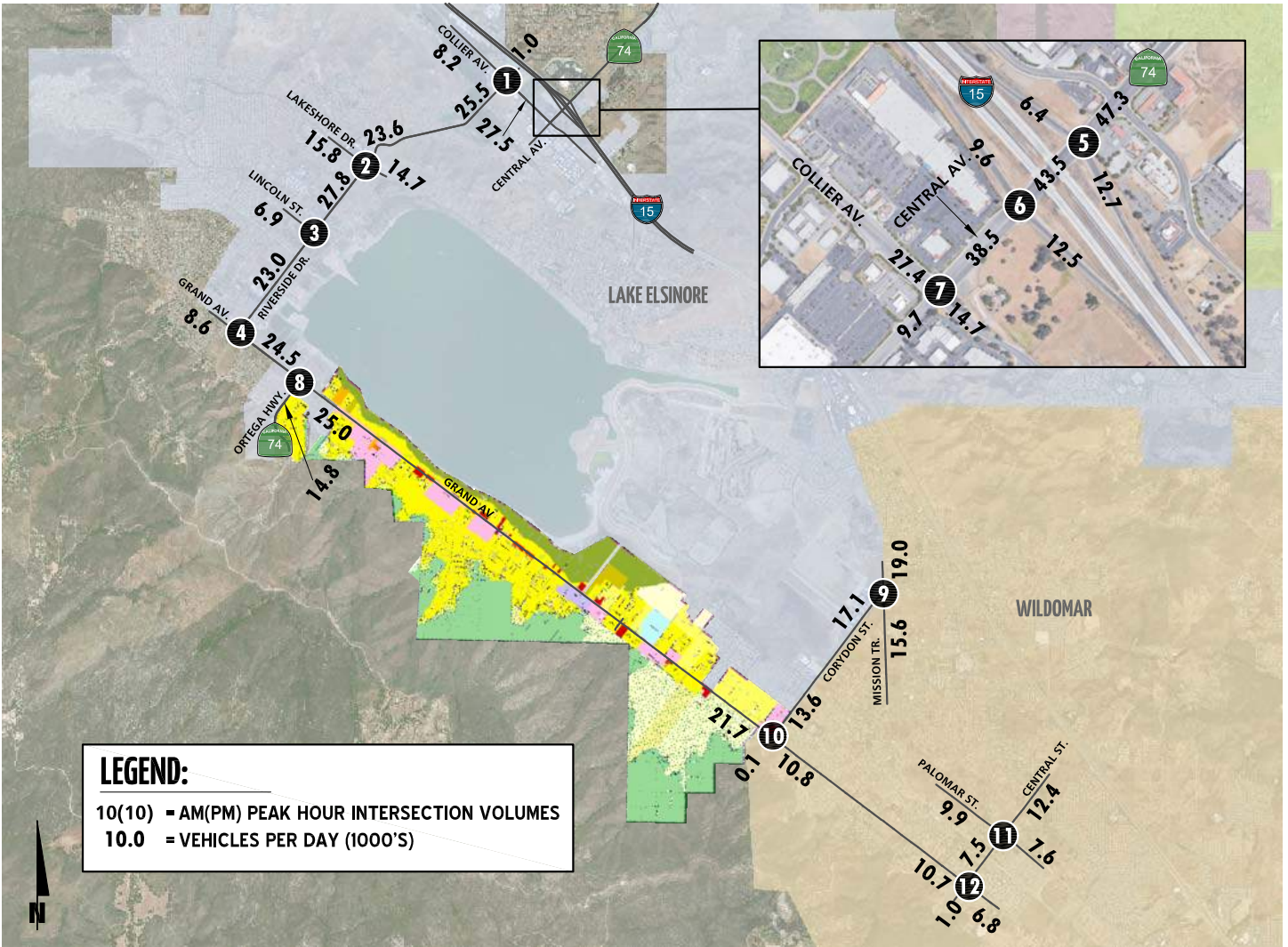
E+P peak hour traffic operations have been evaluated for the study area intersections based on the analysis methodologies presented in Section 2 *Methodologies* of this TIA. The intersection analysis results are summarized in Table 5-1, which indicates that there are no additional study area intersections anticipated to operate at unacceptable LOS under E+P traffic conditions, consistent with Existing traffic conditions.

Exhibit 5-2 summarizes the weekday AM and PM peak hour study area intersection LOS under E+P traffic conditions, consistent with the summary provided in Table 5-1. The intersection operations analysis worksheets are included in Appendix 5.1 of this TIA. Measures to address deficiencies for Horizon Year traffic conditions are discussed in Section 5.5 *E+P Deficiencies and Recommended Improvements*.

5.4 TRAFFIC SIGNAL WARRANTS ANALYSIS

For E+P conditions, all intersections are signalized or were anticipated to warrant a traffic signal in previous traffic conditions based on either peak hour or planning-level volume-based warrants.

EXHIBIT 5-1: E+P TRAFFIC VOLUMES (IN PCE)



1 Riverside Dr. (SR-74) & Collier Av. (SR74)	2 Riverside Dr. (SR-74) & Lakeshore Dr.	3 Riverside Dr. (SR-74) & Lincoln St.	4 Riverside Dr. (SR-74) & Grand Av.	5 Central St. (SR-74) & I-15 NB Ramps	6 Central St. (SR-74) & I-15 SB Ramps
↓ 6(10) ↓ 1(22) ↓ 8(16) ↑ 16(25) ↑ 60(251) ↑ 675(1064)	↓ 139(280) ↓ 557(792) ↓ 26(36) ↑ 20(33) ↑ 171(321) ↑ 216(313)	↓ 64(212) ↓ 732(970)	↓ 162(126) ↓ 716(865)	↓ 548(391) ↓ 1605(1451) ↑ 475(636) ↑ 3(1) ↑ 501(516)	↓ 1434(1391) ↓ 673(576)
↓ 6(9) ↓ 72(190) ↓ 65(166) ↑ 119(114) ↑ 9(4) ↑ 1050(978)	↓ 290(218) ↓ 299(289) ↓ 149(175) ↑ 151(140) ↑ 766(819) ↑ 350(334)	↓ 408(257) ↓ 297(90) ↑ 158(59) ↑ 931(1022)	↓ 72(63) ↓ 368(221) ↑ 224(373) ↑ 854(1008)	↓ 171(175) ↓ 1004(1772)	↓ 355(636) ↓ 1(4) ↓ 226(259) ↑ 820(1312) ↑ 590(538)
7 Central St. (SR-74) & Collier Av. (SR74)	8 Ortega Hwy. (SR-74) & Grand Av.	9 Corydon St. & Mission Tr.	10 Corydon St. & Grand Av.	11 Central St. & Palomar St.	12 Central St. & Grand Av.
↓ 696(916) ↓ 290(184) ↓ 513(306) ↑ 342(496) ↑ 61(172) ↑ 28(75)	↓ 888(647) ↓ 327(80)	↓ 371(417) ↓ 273(320)	↓ 406(516) ↓ 0(1) ↓ 67(44) ↑ 55(28) ↑ 350(382) ↑ 1(2)	↓ 149(213) ↓ 267(333) ↓ 63(73) ↑ 83(61) ↑ 278(266) ↑ 66(64)	↓ 148(219) ↓ 21(38) ↓ 217(56) ↑ 200(47) ↑ 311(211) ↑ 14(16)
↓ 001(1009) ↓ 95(211) ↓ 18(52) ↑ 31(155) ↑ 125(336) ↑ 37(68)	↓ 682(906) ↓ 471(105) ↑ 109(751) ↑ 71(575)	↓ 320(367) ↓ 379(449) ↑ 503(482) ↑ 330(317)	↓ 461(572) ↓ 551(526) ↓ 0(0) ↑ 0(1) ↑ 2(0) ↑ 3(1)	↓ 204(126) ↓ 274(182) ↓ 167(66) ↑ 113(41) ↑ 379(315) ↑ 56(32)	↓ 265(266) ↓ 350(274) ↓ 10(3) ↑ 9(4) ↑ 50(24) ↑ 22(8)

EXHIBIT 5-2: E+P SUMMARY OF LOS

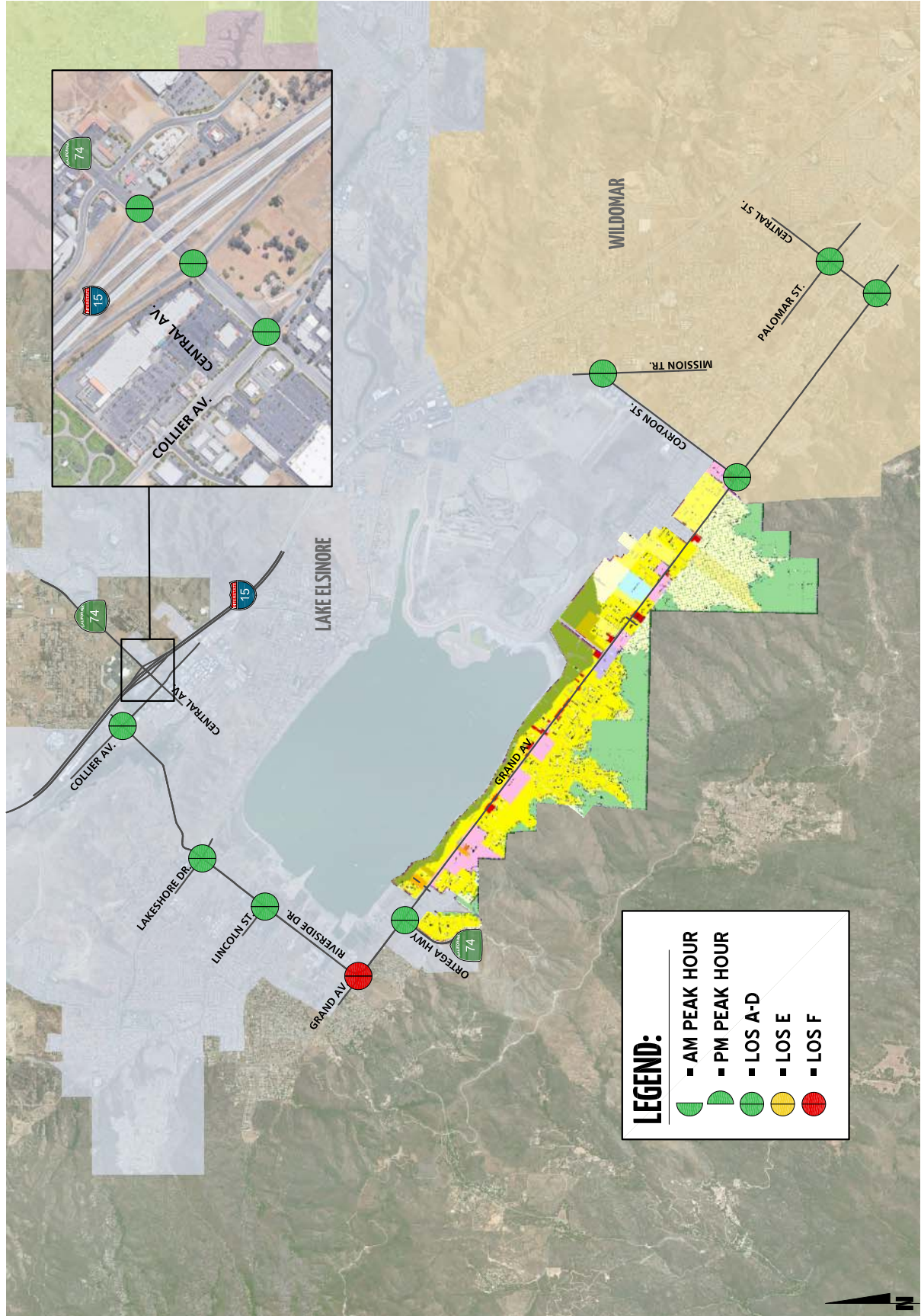


Table 5-1

Intersection Analysis for E+P Conditions

#	Intersection	Traffic Control ²	Existing (2019)				E+P			
			Delay (secs.) ¹		Level of Service		Delay (secs.) ¹		Level of Service	
			AM	PM	AM	PM	AM	PM	AM	PM
1	Riverside Dr. (SR-74) & Collier Av. (SR-74)	TS	17.9	23.7	B	C	18.3	51.9	B	D
2	Riverside Dr. (SR-74) & Lakeshore Dr.	TS	31.3	34.1	C	C	35.9	54.7	D	D
3	Riverside Dr. (SR-74) & Lincoln St.	TS	32.1	12.9	C	B	43.2	17.7	D	B
4	Riverside Dr. (SR-74) & Grand Av.	CSS	62.2	47.4	F	E	>100.0	90.8	F	F
5	Central St. (SR-74) & I-15 NB Ramps	TS	14.6	13.5	B	B	17.4	15.0	B	B
6	Central St. (SR-74) & I-15 SB Ramps	TS	15.4	20.9	B	C	15.6	22.9	B	C
7	Central St. (SR-74) & Collier Av. (SR-74)	TS	25.6	26.3	C	C	28.1	28.0	C	C
8	Ortega Hwy. (SR-74) & Grand Av.	TS	14.5	19.6	B	B	16.1	43.7	B	D
9	Corydon St. & Mission Tr.	TS	12.5	12.0	B	B	13.2	13.8	B	B
10	Corydon St. & Grand Av.	TS	16.2	18.4	B	B	22.1	42.0	C	D
11	Central St. & Palomar St.	TS	23.3	18.4	C	B	23.5	18.7	C	B
12	Central St. & Grand Av.	TS	20.4	13.5	C	B	21.5	13.9	C	B

* **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

¹ Per the Highway Capacity Manual (HCM) 6th Edition, overall average intersection delay and level of service are shown for intersections with a traffic signal. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. LOS calculated using Synchro (Version 10).

² CSS = Cross-street Stop; TS = Traffic Signal

5.5 E+P DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

5.5.1 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

Improvement strategies have been recommended to address intersection LOS deficiencies identified in this analysis. The effectiveness of the recommended improvement strategies is presented on Table 5-2. Worksheets for E+P conditions, with improvements, HCM calculation worksheets are provided in Appendix 5.2.

The following additional improvements are recommended to improve each impacted intersection's LOS back to acceptable LOS:

Mitigation Measure 1.1 – Riverside Dr. (SR-74) & Grand Av. (#4)

- Contribute fair share towards installing a traffic signal.

Table 5-2

Intersection Analysis for E+P Conditions With Improvements

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Delay ² (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM
			L	T	R	L	T	R	L	T	R	L	T	R				
4	Riverside Dr. (SR-74) & Grand Av.																	
	- Without Improvements	CSS	1	1	0	0	1	d	1	0	d	0	0	0	>100.0	90.8	F	F
	- With Improvements	TS	1	1	0	0	1	d	1	0	d	0	0	0	45.0	39.3	D	D

* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; 1 = Improvement

² Per the Highway Capacity Manual (HCM) 6th Edition, overall average intersection delay and level of service are shown for intersections with a traffic signal. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. LOS calculated using Synchro (Version 10).

³ CSS = Cross-street Stop; TS = Traffic Signal; **TS** = Improvement

6 HORIZON YEAR (2040) TRAFFIC CONDITIONS

This section discusses the methods used to develop Horizon Year (2040) Without and With Project traffic forecasts, and the resulting intersection operations, and traffic signal warrant analyses.

6.1 ROADWAY IMPROVEMENTS

The lane configurations and traffic controls assumed to be in place for Horizon Year conditions are consistent with the following improvement discussed below:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access are also assumed to be in place for Horizon Year conditions (e.g., intersection and roadway improvements at the Project's frontage and driveways). These include the Project site adjacent roadway of McAllister Parkway.
- Driveways and those facilities assumed to be constructed by cumulative developments to provide site access are also assumed to be in place for Horizon Year conditions only (e.g., intersection and roadway improvements along the cumulative development's frontages and driveways).

6.2 HORIZON YEAR (2040) WITHOUT PROJECT TRAFFIC VOLUME FORECASTS

This scenario includes the refined post-processed volumes obtained from the RivTAM. The weekday ADT, weekday AM and PM peak hour volumes which can be expected for Horizon Year Without Project traffic conditions are shown on Exhibit 6-1.

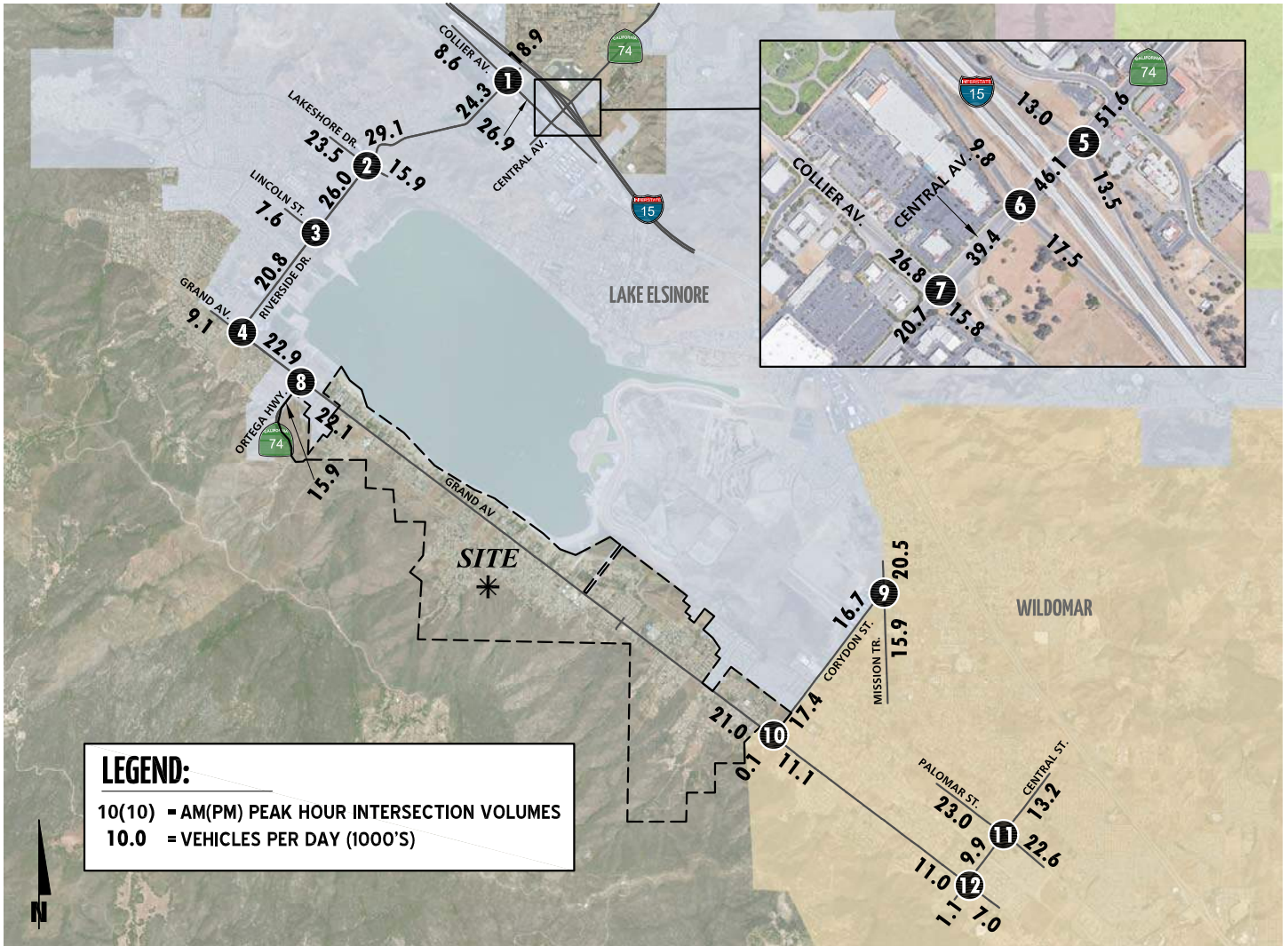
6.3 HORIZON YEAR (2040) WITH PROJECT TRAFFIC VOLUME FORECASTS

This scenario includes the refined post-processed volumes obtained from the RivTAM plus the addition of Project volumes. The weekday ADT, weekday AM and PM peak hour volumes which can be expected for Horizon Year With Project traffic conditions are shown on Exhibit 6-2.

6.4 INTERSECTION OPERATIONS ANALYSIS

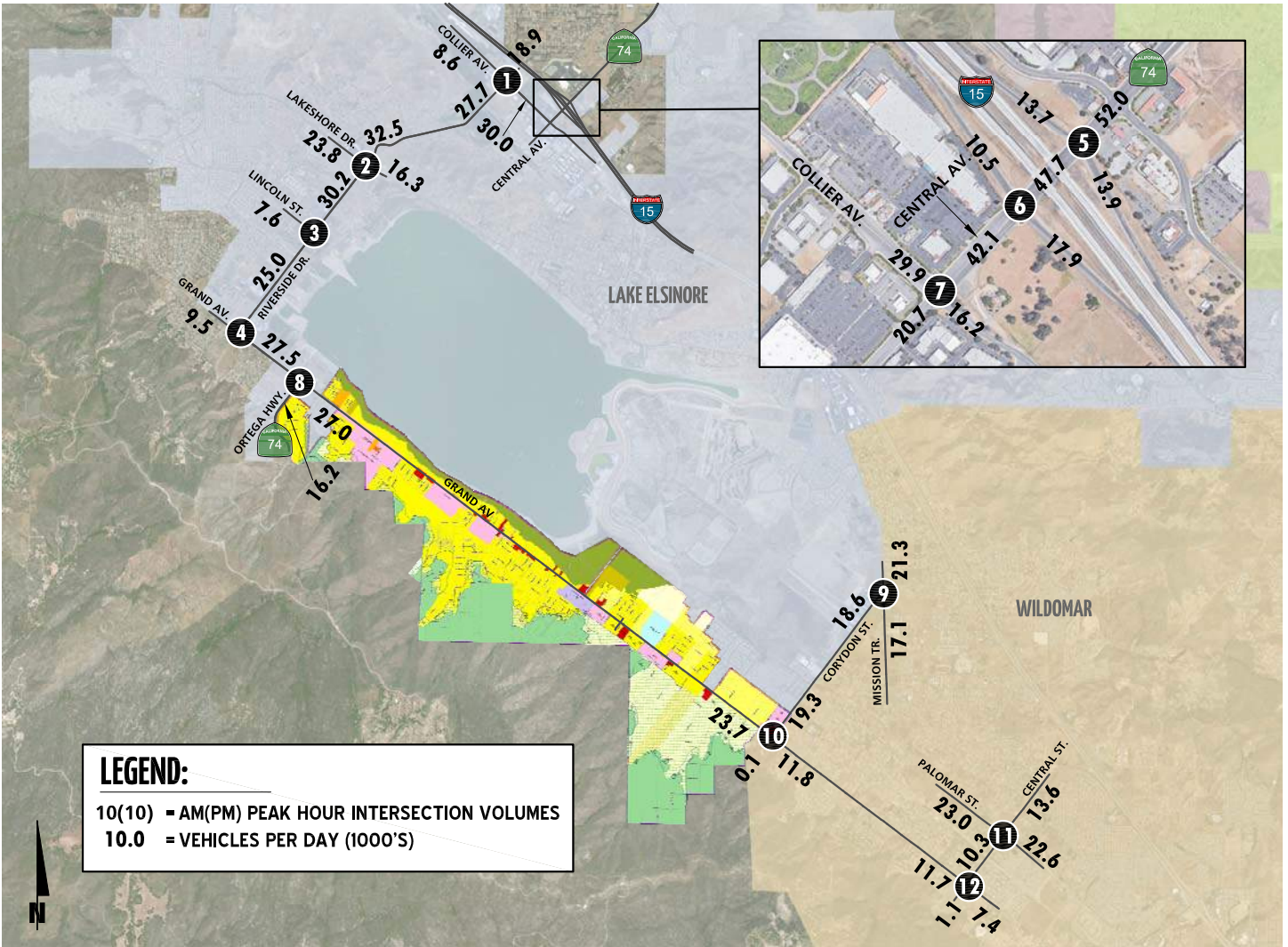
LOS calculations were conducted for the study intersections to evaluate their operations under Horizon Year without and with Project conditions with Existing roadway and intersection geometrics consistent with Section 6.1 *Roadway Improvements*.

EXHIBIT 6-1: HORIZON YEAR (2040) WITHOUT PROJECT TRAFFIC VOLUMES (IN PCE)



1 Riverside Dr. (SR-74) & Collier Av. (SR74)	2 Riverside Dr. (SR-74) & Lakeshore Dr.	3 Riverside Dr. (SR-74) & Lincoln St.	4 Riverside Dr. (SR-74) & Grand Av.	5 Central St. (SR-74) & I-15 NB Ramps	6 Central St. (SR-74) & I-15 SB Ramps
↓ 84(97) ↓ 302(627) ↓ 67(52) ↑ 35(222) ↑ 59(272) ↑ 411(622)	↓ 309(608) ↓ 626(855) ↓ 43(64) ↑ 32(55) ↑ 260(506) ↑ 226(318)	↓ 88(304) ↓ 759(970)	↓ 177(138) ↓ 668(835)	↓ 808(413) ↓ 1711(1547) ↑ 514(712) ↑ 8(1) ↑ 797(730)	↓ 1794(1655) ↓ 714(623)
34(111) 76(205) 106(149) 93(226) 614(335) 538(656)	600(449) 455(467) 162(206) 191(154) 868(885) 371(349)	496(345) 322(134) 213(78) 990(999)	79(70) 389(335) 345(412) 904(950)	256(178) 1075(2372)	337(1220) 1(10) 205(615) 994(1330) 773(622)
7 Central St. (SR-74) & Collier Av. (SR74)	8 Ortega Hwy. (SR-74) & Grand Av.	9 Corydon St. & Mission Tr.	10 Corydon St. & Grand Av.	11 Central St. & Palomar St.	12 Central St. & Grand Av.
↓ 422(628) ↓ 555(664) ↓ 576(736) ↑ 539(609) ↑ 55(156) ↑ 42(172)	↑ 926(689) ↑ 332(70)	↑ 395(586) ↑ 266(263)	↓ 617(798) ↓ 0(1) ↓ 109(44) ↑ 59(29) ↑ 363(360) ↑ 1(2)	↓ 193(307) ↓ 284(337) ↓ 125(157) ↑ 143(173) ↑ 653(667) ↑ 84(70)	↓ 152(212) ↓ 23(42) ↓ 234(62) ↑ 218(73) ↑ 328(204) ↑ 14(24)
646(610) 77(210) 17(66) 51(171) 634(556) 103(141)	774(1016) 497(116) 224(817) 69(600)	466(535) 391(431) 495(494) 278(293)	779(943) 550(539) 0(0) 0(1) 1(0) 3(1)	222(207) 610(393) 183(72) 123(44) 389(330) 73(35)	265(276) 354(285) 11(3) 10(4) 55(35) 29(9)

EXHIBIT 6-2: HORIZON YEAR (2040) WITH PROJECT TRAFFIC VOLUMES (IN PCE)



LEGEND:
 10(10) = AM(PM) PEAK HOUR INTERSECTION VOLUMES
 10.0 = VEHICLES PER DAY (1000'S)

1 Riverside Dr. (SR-74) & Collier Av. (SR74)	2 Riverside Dr. (SR-74) & Lakeshore Dr.	3 Riverside Dr. (SR-74) & Lincoln St.	4 Riverside Dr. (SR-74) & Grand Av.	5 Central St. (SR-74) & I-15 NB Ramps	6 Central St. (SR-74) & I-15 SB Ramps
↓ 84(97) ↓ 302(627) ↓ 67(52) ↑ 35(222) ↑ 59(272) ↑ 472(827)	↓ 309(608) ↓ 695(1086) ↓ 43(64) ↑ 32(55) ↑ 260(506) ↑ 234(344)	↓ 88(304) ↓ 843(1252)	↓ 177(138) ↓ 752(1117)	↓ 808(413) ↓ 1719(1573)	↓ 1817(1732) ↓ 714(623)
34(111) → 76(205) → 114(175) → ← 115(241) ← 614(335) ← 716(778)	600(449) → 455(467) → 170(232) → ← 213(169) ← 068(1022) ← 393(364)	496(345) → 322(134) → ← 213(78) ← 235(1166)	79(70) → 397(361) → ← 367(427) ← 149(1117)	← 345(239) ← 1097(2387)	337(1220) → 1(10) → 236(718) → ← 1105(1406) ← 818(652)
7 Central St. (SR-74) & Collier Av. (SR74)	8 Ortega Hwy. (SR-74) & Grand Av.	9 Corydon St. & Mission Tr.	10 Corydon St. & Grand Av.	11 Central St. & Palomar St.	12 Central St. & Grand Av.
↓ 476(808) ↓ 555(664) ↓ 576(736) ↑ 539(609) ↑ 63(182) ↑ 42(172)	↓ 1193(871) ↓ 354(85)	↑ 395(586) ↑ 289(340)	↓ 655(926) ↓ 0(1) ↓ 109(44) ↑ 59(29) ↑ 378(411) ↑ 1(2)	↓ 193(307) ↓ 292(363) ↓ 125(157) ↑ 143(173) ↑ 653(667) ↑ 84(70)	↓ 160(238) ↓ 23(42) ↓ 234(62) ↑ 218(73) ↑ 336(230) ↑ 14(24)
802(716) → 99(225) → 17(66) → ← 51(171) ← 634(556) ← 103(141)	866(1324) → 497(116) → ← 224(817) ← 77(626)	466(535) → 406(482) → ← 540(524) ← 345(339)	890(1019) → 595(569) → 0(0) → 0(1) → 1(0) → 3(1) →	222(207) → 610(393) → 183(72) → ← 123(44) ← 411(345) ← 73(35)	287(291) → 376(300) → 11(3) → ← 10(4) ← 55(35) ← 29(9)

6.4.1 HORIZON YEAR (2040) WITHOUT PROJECT CONDITIONS

The intersection analysis results are summarized in Table 6-1 and illustrated on Exhibit 6-3 which indicates that the following study area intersections are anticipated to experience unacceptable LOS during one or more peak hours for Horizon Year Without Project traffic conditions:

- Riverside Dr. (SR-74) & Collier Av. (SR-74) – LOS F AM and PM peak hours
- Riverside Dr. (SR-74) & Lakeshore Dr. – LOS F AM and PM peak hours
- Riverside Dr. (SR-74) & Lincoln St. – LOS E AM peak hour only
- Riverside Dr. (SR-74) & Grand Av. – LOS F AM and PM peak hours
- Central St. (SR-74) & I-15 SB Ramps – LOS E PM peak hour only
- Ortega Hwy. (SR-74) & Grand Av. – LOS E PM peak hour only
- Corydon St. & Grand Av. – LOS F AM and PM peak hours

The intersection operations analysis worksheets for Horizon Year Without Project conditions are included in Appendix 6.1 of this TIA.

6.4.2 HORIZON YEAR (2040) WITH PROJECT CONDITIONS

As shown on Table 6-1 and illustrated on Exhibit 6-4, the addition of Project traffic is not anticipated to cause any additional study area intersection to operate at unacceptable LOS (i.e., LOS E or worse) in addition to those previously identified under Horizon Year Without Project conditions.

The intersection operations analysis worksheets for Horizon Year With Project conditions are included in Appendix 6.2 of this TIA. Measures to address deficiencies for Horizon Year traffic conditions are discussed in Section 6.6 *Horizon Year Deficiencies and Recommended Improvements*.

6.5 TRAFFIC SIGNAL WARRANTS ANALYSIS

For Horizon Year (2040) conditions, all intersections are signalized or were anticipated to warrant a traffic signal in previous traffic conditions based on either peak hour or planning-level volume-based warrants.

Table 6-1

Intersection Analysis for Horizon Year (2040) Conditions

#	Intersection	Traffic Control ²	2040 Without Project				2040 With Project			
			Delay (secs.) ¹		Level of Service		Delay (secs.) ¹		Level of Service	
			AM	PM	AM	PM	AM	PM	AM	PM
1	Riverside Dr. (SR-74) & Collier Av. (SR-74)	TS	129.9	>200.0	F	F	>200.0	>200.0	F	F
2	Riverside Dr. (SR-74) & Lakeshore Dr.	TS	94.9	100.3	F	F	99.2	135.4	F	F
3	Riverside Dr. (SR-74) & Lincoln St.	TS	68.9	26.1	E	C	114.0	58.7	F	E
4	Riverside Dr. (SR-74) & Grand Av.	CSS	>100.0	>100.0	F	F	>100.0	>100.0	F	F
5	Central St. (SR-74) & I-15 NB Ramps	TS	50.0	16.7	D	B	52.9	19.1	D	B
6	Central St. (SR-74) & I-15 SB Ramps	TS	16.5	74.8	B	E	17.4	84.6	B	F
7	Central St. (SR-74) & Collier Av. (SR-74)	TS	48.0	41.5	D	D	52.6	45.8	D	D
8	Ortega Hwy. (SR-74) & Grand Av.	TS	20.7	63.1	C	E	27.9	135.1	C	F
9	Corydon St. & Mission Tr.	TS	13.8	12.9	B	B	14.7	15.0	B	B
10	Corydon St. & Grand Av.	TS	131.2	199.8	F	F	180.6	>200.0	F	F
11	Central St. & Palomar St.	TS	49.2	36.8	D	D	50.1	38.8	D	D
12	Central St. & Grand Av.	TS	24.0	14.2	C	B	26.3	14.5	C	B

* **BOLD** = LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

¹ Per the Highway Capacity Manual (HCM) 6th Edition, overall average intersection delay and level of service are shown for intersections with a traffic signal. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. LOS calculated using Synchro (Version 10).

² CSS = Cross-street Stop; TS = Traffic Signal

EXHIBIT 6-3: HORIZON YEAR (2040) WITHOUT PROJECT SUMMARY OF LOS

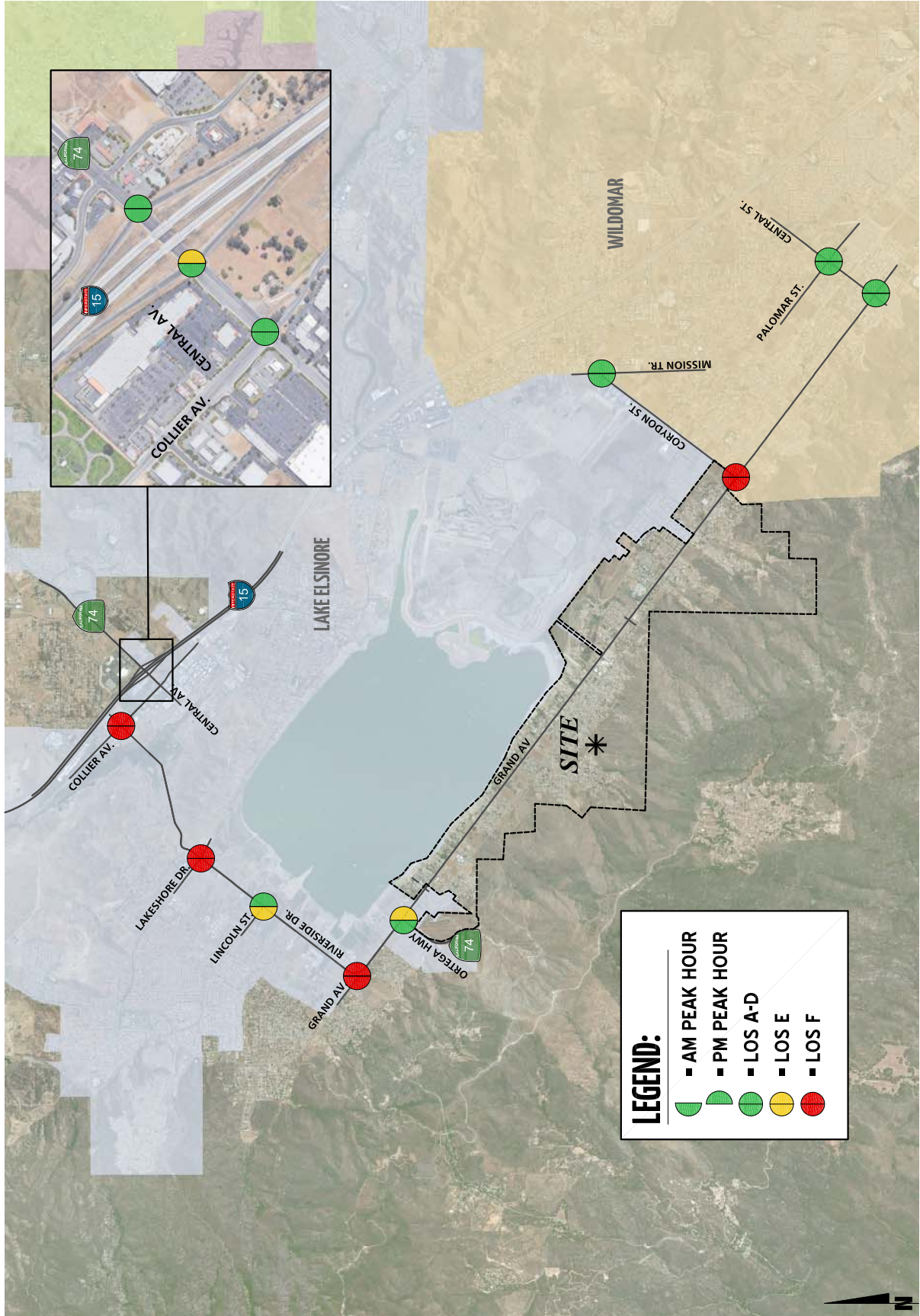
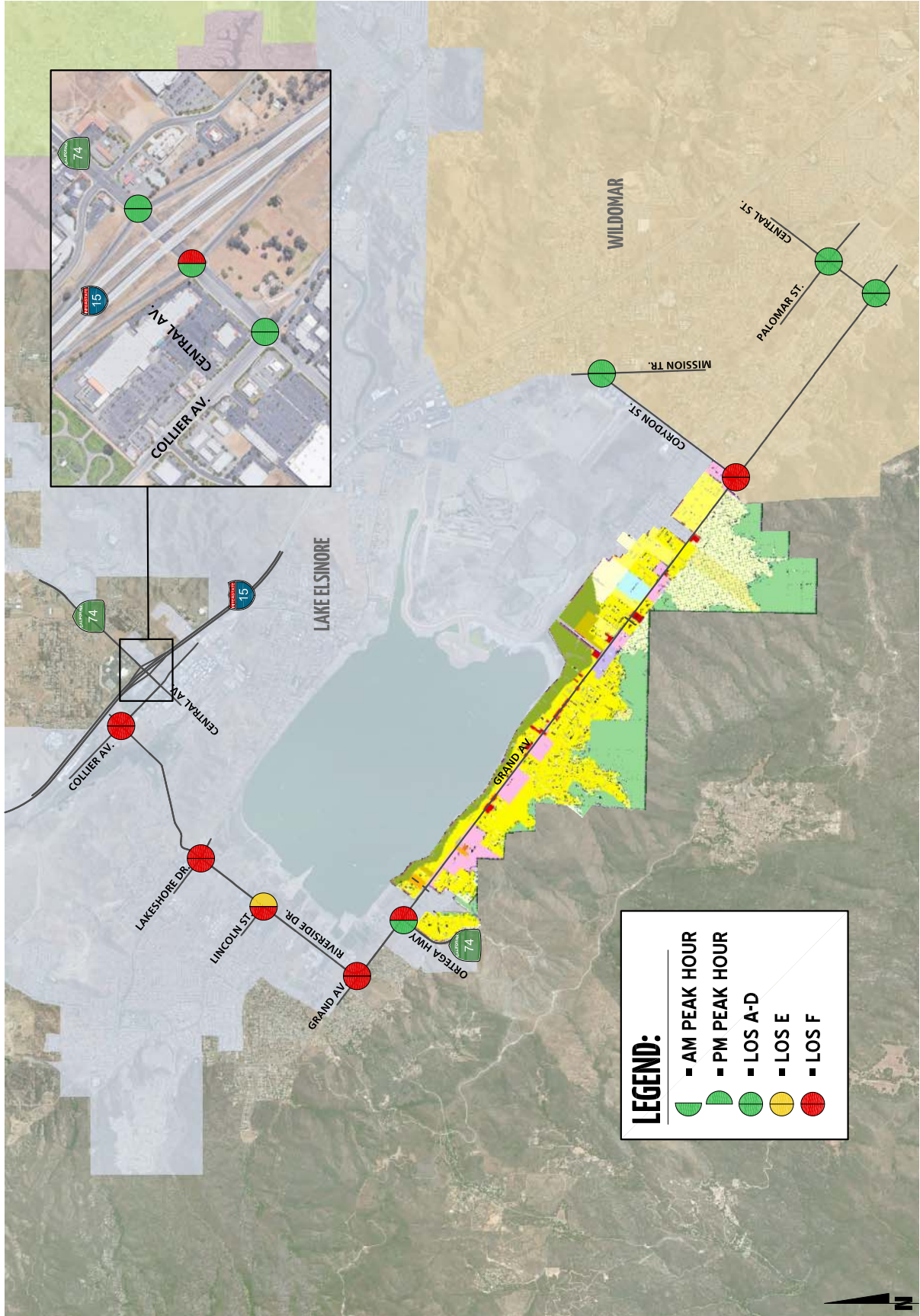


EXHIBIT 6-4: HORIZON YEAR (2040) WITH PROJECT SUMMARY OF LOS



6.6 HORIZON YEAR DEFICIENCIES AND RECOMMENDED IMPROVEMENTS

6.6.1 RECOMMENDED IMPROVEMENTS TO ADDRESS DEFICIENCIES AT INTERSECTIONS

Improvement strategies have been recommended at intersections that have been identified as deficient in an effort to reduce each location's peak hour delay and improve the associated LOS grade to an acceptable LOS (LOS D or better). The effectiveness of the recommended improvement strategies necessary to address Horizon Year traffic deficiencies are presented in Table 6-2.

The following additional improvements are recommended to improve each impacted intersection's LOS back to acceptable LOS, where the Project is recommended to contribute a fair share in order to reduce the cumulative impacts to less than significant levels:

Mitigation Measure 2.1 – Riverside Dr. (SR-74) & Collier Av. (SR-74) (#1)

- Contribute fair share towards the addition of a northbound left turn lane, a 2nd northbound through lane, a 2nd southbound through lane, a 2nd westbound left turn lane, and a westbound right turn lane.

Mitigation Measure 3.1 – Riverside Dr. (SR-74) & Lakeshore Dr. (#2)

- Contribute fair share towards modifying the traffic signal to implement overlap phasing on the northbound and southbound right turn lane, and the addition of a 2nd southbound through lane and a 2nd eastbound left turn lane.

Mitigation Measure 4.1 – Riverside Dr. (SR-74) & Lincoln St. (#3)

- Contribute fair share towards the addition of a 2nd northbound through lane, a 2nd southbound through lane, and a southbound right turn lane.

Mitigation Measure 1.2 – Riverside Dr. (SR-74) & Grand Av. (#4)

- Same improvement identified previously by Mitigation Measure 1.1; and
- Contribute fair share towards the addition of a 2nd northbound through lane, a 2nd southbound through lane, and a southbound right turn lane.

Mitigation Measure 5.1 – Central St. (SR-74) & I-15 SB Ramps (#6)

- Contribute fair share towards the addition of a 3rd northbound through lane and a 3rd southbound through lane.

Mitigation Measure 6.1 – Ortega Hwy. (SR-74) & Grand Av. (#8)

- Contribute fair share towards the addition of a 2nd eastbound through lane and a 2nd westbound through lane.

Mitigation Measure 7.1 – Corydon St. & Grand Av. (#10)

- Contribute fair share towards modifying the traffic signal to implement overlap phasing on the southbound right turn lane and the addition of a 2nd eastbound left turn lane.

Table 6-2

Intersection Analysis for Horizon Year (2040) Conditions With Improvements

#	Intersection	Traffic Control ³	Intersection Approach Lanes ¹												Delay ² (secs.)		Level of Service	
			Northbound			Southbound			Eastbound			Westbound			AM	PM	AM	PM
			L	T	R	L	T	R	L	T	R	L	T	R				
1	Riverside Dr. (SR-74) & Collier Av. (SR-74)																	
	- Without Improvements	TS	0	1	1>	0	1	0	1	1	1	1	1	1	0	>200.0	>200.0	F
	- With Improvements	TS	<u>1</u>	<u>2</u>	1>	<u>1</u>	<u>2</u>	0	1	1	1	<u>2</u>	1	<u>1</u>	24.4	46.3	C	D
2	Riverside Dr. (SR-74) & Lakeshore Dr.																	
	- Without Improvements	TS	1	2	1	1	1	1	1	2	1	1	2	0	99.2	135.4	F	F
	- With Improvements	TS	1	2	<u>1></u>	1	<u>2</u>	<u>1></u>	<u>2</u>	2	1	1	2	0	34.0	43.7	C	D
3	Riverside Dr. (SR-74) & Lincoln St.																	
	- Without Improvements	TS	1	1	0	0	1	d	1	0	1	0	0	0	114.0	58.7	F	E
	- With Improvements	TS	1	<u>2</u>	0	0	<u>2</u>	<u>1</u>	1	0	1	0	0	0	29.7	14.6	C	B
4	Riverside Dr. (SR-74) & Grand Av.																	
	- Without Improvements	CSS	1	1	0	0	1	d	1	0	d	0	0	0	>100.0	>100.0	F	F
	- With Improvements	TS	1	<u>2</u>	0	0	<u>2</u>	<u>1</u>	1	0	d	0	0	0	29.4	37.8	C	D
6	Central St. (SR-74) & I-15 SB Ramps																	
	- Without Improvements	TS	0	2	1	2	2	0	1	1	1	0	0	0	17.4	84.6	B	F
	- With Improvements	TS	0	<u>3</u>	1	2	<u>3</u>	0	1	1	1	0	0	0	23.5	50.7	C	D
8	Ortega Hwy. (SR-74) & Grand Av.																	
	- Without Improvements	TS	2	0	1>	0	0	0	0	1	2>	1	1	0	27.9	135.1	C	F
	- With Improvements	TS	2	0	1>	0	0	0	0	<u>2</u>	2>	1	<u>2</u>	0	13.6	28.7	B	C
10	Corydon St. & Grand Av.																	
	- Without Improvements	TS	0	1	0	1	1	0	1	1	0	1	1	0	180.6	>200.0	F	F
	- With Improvements	TS	0	1	0	1	1	<u>1></u>	<u>2</u>	1	0	1	1	0	18.1	38.2	B	D

* **BOLD** = Level of Service (LOS) does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

¹ When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be sufficient width for right turning vehicles to travel outside the through lanes.

L = Left; T = Through; R = Right; > = Right-Turn Overlap Phasing; 1 = Improvement

² Per the Highway Capacity Manual (HCM) 6th Edition, overall average intersection delay and level of service are shown for intersections with a traffic signal. For intersections with cross street stop control, the delay and level of service for the worst individual movement (or movements sharing a single lane) are shown. LOS calculated using Synchro (Version 10).

³ CSS = Cross-street Stop; TS = Traffic Signal; **TS** = Improvement

The Project Applicant shall participate in the funding of off-site improvements, including traffic signals that are needed to serve cumulative traffic conditions through the payment of Western Riverside County TUMF or a fair share contribution as directed by the County. These fees are collected as part of a funding mechanism aimed at ensuring that regional highways and arterial expansions keep pace with the projected population increases. Each of the improvements discussed above have been identified as being included as part of TUMF fee program, TIF fee program, DIF fee program, or fair share contribution in Section 7.1 *Local and Regional Funding Mechanisms* of this TIA.

Worksheets for Horizon Year With Project conditions, with improvements, HCM calculations are provided in Appendix 6.2.

7 LOCAL AND REGIONAL FUNDING MECHANISMS

7.1 TRANSPORTATION UNIFORM MITIGATION FEE (TUMF) PROGRAM

Transportation improvements within the County of Riverside are funded through a combination of direct project mitigation and fee programs, such as the TUMF. Identification and timing of needed improvements is generally determined through local jurisdictions based upon a variety of factors.

The TUMF program is administered by the Western Riverside Council of Governments (WRCOG) based upon a regional Nexus Study, most recently updated in 2017, to address major changes in right of way acquisition and improvement cost factors. This regional program was put into place to ensure that development pays its fair share and that funding is in place for construction of facilities needed to maintain the requisite level of service and critical to mobility in the region. TUMF is a truly regional mitigation fee program and is imposed and implemented in every jurisdiction in Western Riverside County.

TUMF fees are imposed on new residential, industrial, and commercial development through application of the TUMF fee ordinance and fees are collected at the building or occupancy permit stage. In addition, an annual inflation adjustment is considered each year in February. In this way, TUMF fees are adjusted upwards on a regular basis to ensure that the development impact fees collected keep pace with construction and labor costs, etc.

7.2 COUNTY OF RIVERSIDE DEVELOPMENT IMPACT FEE (DIF) PROGRAM

The Project is located within the County's Elsinore Area Plan and therefore will be subject to County of Riverside DIF in an effort by the County to address development throughout its unincorporated area. The DIF program consists of two separate transportation components: Roads, Bridges and Major Improvements component and the Traffic Signals component. Eligible facilities for funding by the County DIF program are identified on the County's Public Needs List, which currently extends through the year 2010. (6) A comprehensive review of the DIF program is now planned in order to update the nexus study. This will result in development of a revised "needs list" extending the program time horizon from 2010 to 2030.

The cost of signaling DIF network intersections is identified under the Traffic Signals component of the DIF program. County staff generally defines DIF eligible intersections as those consisting of two intersecting general plan roadways. If the intersection meets this requirement, it is potentially eligible for up to \$250,000 of credit, which is subject to negotiations with the County.

7.3 FAIR SHARE CONTRIBUTION

Project mitigation may include a combination of fee payments to established programs (e.g., TUMF and/or DIF), construction of specific improvements, payment of a fair share contribution toward future improvements or a combination of these approaches. Improvements constructed by development may be eligible for a fee credit or reimbursement through the program where appropriate (to be determined at the County of Riverside's discretion).

When off-site improvements are identified with a minor share of responsibility assigned to proposed development, the approving jurisdiction may elect to collect a fair share contribution or require the development to construct improvements. Detailed fair share calculations, for each peak hour, has been provided on Table 7-1 for the applicable deficient intersections.

Table 7-1

Project Fair Share Calculations

#	Intersection	Existing	Project	2040 With Project Volume	Total New Traffic	Project % of New Traffic
1	Riverside Dr. (SR-74) & Collier Av. (SR-74)	AM: 1,816	269	2,688	872	30.85%
		PM: 2,479	368	3,941	1,462	25.17%
2	Riverside Dr. (SR-74) & Lakeshore Dr.	AM: 2,802	329	4,472	1,670	19.70%
		PM: 3,297	450	5,366	2,069	21.75%
3	Riverside Dr. (SR-74) & Lincoln St.	AM: 2,260	329	3,197	937	35.11%
		PM: 2,159	449	3,279	1,120	40.09%
4	Riverside Dr. (SR-74) & Grand Av.	AM: 2,035	359	2,921	886	40.52%
		PM: 2,164	490	3,230	1,066	45.97%
6	Central St. (SR-74) & I-15 SB Ramps	AM: 3,887	210	5,028	1,141	18.40%
		PM: 4,428	286	6,361	1,933	14.80%
8	Ortega Hwy. (SR-74) & Grand Av.	AM: 2,158	389	3,212	1,054	36.91%
		PM: 2,533	531	3,839	1,306	40.66%
10	Corydon St. & Grand Av.	AM: 1,685	209	2,692	1,007	20.75%
		PM: 1,787	285	3,003	1,216	23.44%

BOLD = Denotes highest fair share percentage.

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8 REFERENCES

1. **Riverside County Transportation Department.** *Traffic Impact Analysis Preparation Guide.* County of Riverside : s.n., Updated April 2008.
2. **California Department of Transportation.** *Guide for the Preparation of Traffic Impact Studies.* December 2002.
3. **Institute of Transportation Engineers.** *Trip Generation.* 10th Edition. 2017.
4. **Western Riverside Council of Governments.** *TUMF Nexus Study, 2016 Program Update.* July 2017.
5. **Transportation Research Board.** *Highway Capacity Manual (HCM).* 6th Edition. s.l. : National Academy of Sciences, 2016.
6. **California Department of Transportation.** California Manual on Uniform Traffic Control Devices (CA MUTCD). [book auth.] California Department of Transportation. *California Manual on Uniform Traffic Control Devices (CA MUTCD).* 2014.
7. **San Bernardino Associated Governments.** *Congestion Management Program for County of San Bernardino.* County of San Bernardino : s.n., Updated December 2007.
8. **Southern California Association of Governments.** *2016 Regional Transportation Plan / Sustainable Communities Strategy.* April 2016.
9. **David Taussig & Associates, Inc.** *County of Riverside DIF Update - Updated Public Facilities Needs List through the year 2010.* County of Riverside : s.n., 2006.

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Appendix 4

Noise Data

Lakeland Village
Initial Study

Existing Conditions

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 155334
Project Name: Lakeland Village

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: Michael Baker International (2018)
Community Noise Descriptor: L_{dn} : _____ CNEL: x

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Analysis Condition Roadway, Segment	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix		CNEL at 100 Feet	Distance in Feet from Centerline of Roadway to Contour			
						Medium Trucks	Heavy Trucks		70 CNEL	65 CNEL	60 CNEL	55 CNEL
Collier Avenue												
West of Riverside Drive	4	12	7,800	40	0	4.1%	10.9%	66.2	-	132	417	1,319
Riverside Drive to Central Avenue	4	8	24,500	40	0	4.1%	10.9%	71.2	130	412	1,304	4,124
East of Central Avenue	2	0	14,300	40	0	4.1%	10.9%	68.7	74	235	744	2,352
Central Avenue												
South of Collier Avenue	4	0	9,700	30	0	4.1%	10.9%	66.8	47	150	473	1,497
Collier Avenue to I-15 SB Ramp	8	0	35,800	30	0	4.1%	10.9%	72.8	189	599	1,894	5,990
I-15 SB Ramp to I-15 NB Ramp	7	0	41,900	30	0	4.1%	10.9%	73.3	216	682	2,156	6,819
North of I-15 NB Ramp	9	0	46,900	30	0	4.1%	10.9%	74.1	257	812	2,567	8,118
Riverside Drive												
East of Collier Avenue	2	0	900	40	0	4.1%	10.9%	56.7	-	-	47	148
Collier Avenue to Baker Street	4	0	22,100	40	0	4.1%	10.9%	70.7	117	369	1,167	3,689
Baker Street to Lakeshore Drive	4	0	20,200	40	0	4.1%	10.9%	70.3	107	337	1,066	3,372
Lakeshore Drive to Lincoln Street	2	15	23,700	40	0	4.1%	10.9%	70.9	124	393	1,242	3,928
Lincoln Street to Grand Avenue	4	0	18,900	40	0	4.1%	10.9%	70.0	100	316	998	3,155
Lakeshore Drive												
East of Riverside Drive	4	0	14,300	40	0	4.1%	10.9%	68.8	75	239	755	2,387
West of Riverside Drive	6	0	15,400	40	0	4.1%	10.9%	69.2	84	265	838	2,651
Lincoln Street												
West of Riverside Drive	2	0	6,900	40	0	4.1%	10.9%	65.6	36	114	359	1,135

Existing Conditions

Grand Avenue

West of Riverside Drive	2	0	8,300	40	0	4.1%	10.9%	66.4	43	137	432	1,365
Riverside Drive to Ortega Highway (SR-74)	4	0	19,900	40	0	4.1%	10.9%	70.2	105	332	1,051	3,322
East of Ortega Highway (SR-74)	4	0	20,100	40	0	4.1%	10.9%	70.3	106	336	1,061	3,355
West of Corydon Street	2	0	19,100	40	0	4.1%	10.9%	70.0	99	314	994	3,142
East of Corydon Street	2	0	10,100	40	0	4.1%	10.9%	67.2	53	166	525	1,661
West of Central Street	2	0	10,000	40	0	4.1%	10.9%	67.2	52	165	520	1,645
East of Central Street	2	0	6,400	40	0	4.1%	10.9%	65.2	33	105	333	1,053

Ortega Highway (SR-74)

South of Grand Avenue	2	0	14,400	45	0	4.1%	10.9%	69.4	88	279	881	2,785
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Corydon Street

South of Grand Avenue	2	0	100	45	0	4.1%	10.9%	47.9	-	-	-	-
North of Grand Avenue	2	0	11,700	45	0	4.1%	10.9%	68.5	72	226	716	2,263
West of Mission Trail	2	0	15,200	45	0	4.1%	10.9%	69.7	93	294	930	2,940

Mission Trail

South of Corydon Street	4	0	14,600	40	0	4.1%	10.9%	68.9	77	244	771	2,437
North of Corydon Street	4	0	18,200	40	0	4.1%	10.9%	69.8	96	304	961	3,038

Central Street

South of Grand Avenue	2	0	1,000	40	0	4.1%	10.9%	57.2	-	-	52	165
Grand Avenue to Palomar Street	2	0	7,100	40	0	4.1%	10.9%	65.7	37	117	369	1,168
North of Palomar Street	2	0	12,000	40	0	4.1%	10.9%	68.0	62	197	624	1,974

Palomar Street

East of Central Street	2	0	7,600	25	0	4.1%	10.9%	64.8	-	95	299	945
West of Central Street	2	0	9,900	40	0	4.1%	10.9%	67.1	51	163	515	1,629

¹ Distance is from the centerline of the roadway segment to the receptor location.

"-" = contour is located within the roadway right-of-way.

2040 Without Project Conditions

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 155334
Project Name: Lakeland Village

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
Source of Traffic Volumes: Michael Baker International (2018)
Community Noise Descriptor: L_{dn} : _____ CNEL: _____ x _____

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Analysis Condition Roadway, Segment	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix		CNEL at 100 Feet	Distance in Feet from Centerline of Roadway to Contour			
						Medium Trucks	Heavy Trucks		70 CNEL	65 CNEL	60 CNEL	55 CNEL
Collier Avenue												
West of Riverside Drive	4	12	8,600	40	0	4.1%	10.9%	66.6	-	145	460	1,455
Riverside Drive to Central Avenue	4	8	26,900	40	0	4.1%	10.9%	71.6	143	453	1,432	4,528
East of Central Avenue	2	0	15,800	40	0	4.1%	10.9%	69.1	82	260	822	2,599
Central Avenue												
South of Collier Avenue	4	0	20,700	30	0	4.1%	10.9%	70.0	101	319	1,010	3,195
Collier Avenue to I-15 SB Ramp	8	0	39,400	30	0	4.1%	10.9%	73.2	208	659	2,085	6,592
I-15 SB Ramp to I-15 NB Ramp	7	0	46,100	30	0	4.1%	10.9%	73.8	237	750	2,373	7,503
North of I-15 NB Ramp	9	0	51,600	30	0	4.1%	10.9%	74.5	282	893	2,824	8,932
Riverside Drive												
East of Collier Avenue	2	0	18,900	40	0	4.1%	10.9%	69.9	98	311	983	3,109
Collier Avenue to Baker Street	4	0	24,300	40	0	4.1%	10.9%	71.1	128	406	1,283	4,057
Baker Street to Lakeshore Drive	4	0	29,100	40	0	4.1%	10.9%	71.9	154	486	1,536	4,858
Lakeshore Drive to Lincoln Street	2	15	26,000	40	0	4.1%	10.9%	71.3	136	431	1,363	4,309
Lincoln Street to Grand Avenue	4	0	20,800	40	0	4.1%	10.9%	70.4	110	347	1,098	3,472
Lakeshore Drive												
East of Riverside Drive	4	0	15,900	40	0	4.1%	10.9%	69.2	84	265	839	2,654
West of Riverside Drive	6	0	23,500	40	0	4.1%	10.9%	71.1	128	405	1,279	4,045
Lincoln Street												
West of Riverside Drive	2	0	7,600	40	0	4.1%	10.9%	66.0	40	125	395	1,250

2040 Without Project Conditions

Grand Avenue

West of Riverside Drive	2	0	9,100	40	0	4.1%	10.9%	66.8	47	150	473	1,497
Riverside Drive to Ortega Highway (SR-74)	4	0	22,900	40	0	4.1%	10.9%	70.8	121	382	1,209	3,823
East of Ortega Highway (SR-74)	4	0	22,100	40	0	4.1%	10.9%	70.7	117	369	1,167	3,689
West of Corydon Street	2	0	21,000	40	0	4.1%	10.9%	70.4	109	345	1,092	3,455
East of Corydon Street	2	0	11,100	40	0	4.1%	10.9%	67.6	58	183	577	1,826
West of Central Street	2	0	11,000	40	0	4.1%	10.9%	67.6	57	181	572	1,810
East of Central Street	2	0	7,000	40	0	4.1%	10.9%	65.6	36	115	364	1,152

Ortega Highway (SR-74)

South of Grand Avenue	2	0	15,900	45	0	4.1%	10.9%	69.9	97	308	973	3,075
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Corydon Street

South of Grand Avenue	2	0	100	45	0	4.1%	10.9%	47.9	-	-	-	-
North of Grand Avenue	2	0	17,400	45	0	4.1%	10.9%	70.3	106	337	1,064	3,366
West of Mission Trail	2	0	16,700	45	0	4.1%	10.9%	70.1	102	323	1,021	3,230

Mission Trail

South of Corydon Street	4	0	15,900	40	0	4.1%	10.9%	69.2	84	265	839	2,654
North of Corydon Street	4	0	20,500	40	0	4.1%	10.9%	70.3	108	342	1,082	3,422

Central Street

South of Grand Avenue	2	0	1,100	40	0	4.1%	10.9%	57.6	-	-	57	181
Grand Avenue to Palomar Street	2	0	9,900	40	0	4.1%	10.9%	67.1	51	163	515	1,629
North of Palomar Street	2	0	13,200	40	0	4.1%	10.9%	68.4	69	217	687	2,171

Palomar Street

East of Central Street	2	0	22,600	25	0	4.1%	10.9%	69.5	89	281	889	2,811
West of Central Street	2	0	23,000	40	0	4.1%	10.9%	70.8	120	378	1,196	3,784

¹ Distance is from the centerline of the roadway segment to the receptor location.

"-" = contour is located within the roadway right-of-way.

2040 With Project Conditions

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 155334
Project Name: Lakeland Village

Background Information

Model Description: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
 Source of Traffic Volumes: Michael Baker International (2018)
 Community Noise Descriptor: L_{dn} : _____ CNEL: x

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Analysis Condition Roadway, Segment	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix		CNEL at 100 Feet	Distance in Feet from Centerline of Roadway to Contour			
						Medium Trucks	Heavy Trucks		70 CNEL	65 CNEL	60 CNEL	55 CNEL
Collier Avenue												
West of Riverside Drive	4	12	8,600	40	0	4.1%	10.9%	66.6	-	145	460	1,455
Riverside Drive to Central Avenue	4	8	30,000	40	0	4.1%	10.9%	72.0	160	505	1,597	5,050
East of Central Avenue	2	0	16,200	40	0	4.1%	10.9%	69.3	84	266	843	2,665
Central Avenue												
South of Collier Avenue	4	0	20,700	30	0	4.1%	10.9%	70.0	101	319	1,010	3,195
Collier Avenue to I-15 SB Ramp	8	0	42,100	30	0	4.1%	10.9%	73.5	223	704	2,228	7,044
I-15 SB Ramp to I-15 NB Ramp	7	0	47,700	30	0	4.1%	10.9%	73.9	245	776	2,455	7,763
North of I-15 NB Ramp	9	0	52,000	30	0	4.1%	10.9%	74.5	285	900	2,846	9,001
Riverside Drive												
East of Collier Avenue	2	0	18,900	40	0	4.1%	10.9%	69.9	98	311	983	3,109
Collier Avenue to Baker Street	4	0	27,700	40	0	4.1%	10.9%	71.7	146	462	1,462	4,624
Baker Street to Lakeshore Drive	4	0	32,500	40	0	4.1%	10.9%	72.3	172	543	1,716	5,425
Lakeshore Drive to Lincoln Street	2	15	30,200	40	0	4.1%	10.9%	72.0	158	500	1,583	5,005
Lincoln Street to Grand Avenue	4	0	25,000	40	0	4.1%	10.9%	71.2	132	417	1,320	4,173
Lakeshore Drive												
East of Riverside Drive	4	0	16,300	40	0	4.1%	10.9%	69.3	86	272	860	2,721
West of Riverside Drive	6	0	23,800	40	0	4.1%	10.9%	71.1	130	410	1,296	4,097
Lincoln Street												
West of Riverside Drive	2	0	7,600	40	0	4.1%	10.9%	66.0	40	125	395	1,250

2040 With Project Conditions

Grand Avenue

West of Riverside Drive	2	0	9,500	40	0	4.1%	10.9%	66.9	49	156	494	1,563
Riverside Drive to Ortega Highway (SR-74)	4	0	27,500	40	0	4.1%	10.9%	71.6	145	459	1,452	4,591
East of Ortega Highway (SR-74)	4	0	27,000	40	0	4.1%	10.9%	71.5	143	451	1,425	4,507
West of Corydon Street	2	0	23,700	40	0	4.1%	10.9%	70.9	123	390	1,233	3,899
East of Corydon Street	2	0	11,800	40	0	4.1%	10.9%	67.9	61	194	614	1,941
West of Central Street	2	0	11,700	40	0	4.1%	10.9%	67.8	61	192	609	1,925
East of Central Street	2	0	7,400	40	0	4.1%	10.9%	65.9	38	122	385	1,217

Ortega Highway (SR-74)

South of Grand Avenue	2	0	16,200	45	0	4.1%	10.9%	70.0	99	313	991	3,133
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Corydon Street

South of Grand Avenue	2	0	100	45	0	4.1%	10.9%	47.9	-	-	-	-
North of Grand Avenue	2	0	19,300	45	0	4.1%	10.9%	70.7	118	373	1,181	3,733
West of Mission Trail	2	0	18,600	45	0	4.1%	10.9%	70.6	114	360	1,138	3,598

Mission Trail

South of Corydon Street	4	0	17,100	40	0	4.1%	10.9%	69.6	90	285	903	2,855
North of Corydon Street	4	0	21,300	40	0	4.1%	10.9%	70.5	112	356	1,124	3,556

Central Street

South of Grand Avenue	2	0	1,100	40	0	4.1%	10.9%	57.6	-	-	57	181
Grand Avenue to Palomar Street	2	0	10,300	40	0	4.1%	10.9%	67.3	54	169	536	1,694
North of Palomar Street	2	0	13,600	40	0	4.1%	10.9%	68.5	71	224	707	2,237

Palomar Street

East of Central Street	2	0	22,600	25	0	4.1%	10.9%	69.5	89	281	889	2,811
West of Central Street	2	0	23,000	40	0	4.1%	10.9%	70.8	120	378	1,196	3,784

¹ Distance is from the centerline of the roadway segment to the receptor location.

"-" = contour is located within the roadway right-of-way.



RIVERSIDE COUNTY PLANNING DEPARTMENT

Charissa Leach, P.E.
Assistant TLMA Director

NOTICE OF DETERMINATION

TO: Office of Planning and Research (OPR)
P.O. Box 3044
Sacramento, CA 95812-3044
 County of Riverside County Clerk

FROM: Riverside County Planning Department
 4080 Lemon Street, 12th Floor
P. O. Box 1409
Riverside, CA 92502-1409

38686 El Cerrito Road
Palm Desert, California 92211

SUBJECT: Filing of Notice of Determination ("NOD") in compliance with Section 21152 of the California Public Resources Code.

Lakeland Village Community Planning (GPA No. 1208)

Project Title/Case Numbers

Robert Flores

County Contact Person

951-955-1195

Phone Number

2020050501

State Clearinghouse Number (if submitted to the State Clearinghouse)

County of Riverside

Project Applicant

4080 Lemon Street, Riverside, CA 92501

Address

Southwest of the Lake Elsinore shoreline, adjacent to the northeast side of the Santa Ana and Elsinore Mountains, along Grand Avenue generally between State Route 74 (SR-74) and Corydon Road

Project Location

GPA No. 1208 consists of General Plan Foundation Component changes and Land Use Designation and policy updates, generally within the Lakeland Village Policy Area (LVPA). This amendment proposes to revise the existing LVPA section of the Elsinore Area Plan to update descriptions, revise existing policies, add new policies, and create Neighborhood planning areas with specific policies that, together with proposed land use changes, can provide direction for the orderly development of the Lakeland Village community, which may provide for appropriate land use, infrastructure, services, design and character. This amendment also includes a minor amendment to a Land Use Element policy that affects the Mixed-Use Area land use designation.

Project Description

This is to advise that the Riverside County Board of Supervisors, as the lead agency, has approved the above-referenced project on _____, and has made the following determinations regarding that project:

1. The project WILL NOT have a significant effect on the environment.
2. An Mitigated Negative Declaration was prepared for the project pursuant to the provisions of the California Environmental Quality Act and reflect the independent judgment of the Lead Agency.
3. Mitigation measures WERE NOT made a condition of the approval of the project.
4. A Mitigation Monitoring and Reporting Plan/Program WAS adopted.
5. A statement of Overriding Considerations WAS NOT adopted
6. Findings were made pursuant to the provisions of CEQA.

This is to certify that the earlier EA, with comments, responses, and record of project approval is available to the general public at: Riverside County Planning Department, 4080 Lemon Street, 12th Floor, Riverside, CA 92501.

Signature

Urban & Regional Planner IV
Title

June 30, 2020
Date

Date Received for Filing and Posting at OPR: _____

Revised: 02/07/2019

Y:\Planning Master Forms\Templates\CEQA Forms\Form_NOD.docx

Please charge deposit fee case#: EA / CEQ

CFG / CFW

FOR COUNTY CLERK'S USE ONLY

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