

MINUTES OF THE BOARD OF SUPERVISORS
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA



AGENDA NO.

21.1

(MT 17419)

10:00 a.m. being the time set for public hearing on the recommendation from Transportation And Land Management Agency/Planning regarding the Public Hearing on the Conditional Use Permit No. 200032, Development Agreement No. 2000015, and Ordinance No. 664.86 – Exempt from the California Environmental Quality Act (CEQA), pursuant to State CEQA Guidelines Section 15301 (Existing Facilities) and Section 15061(b)(3) (Common Sense Exemption) – CEQ200070 – Applicant: Higher Point Cannabis – Second Supervisorial District – West Corona Zoning Area – Temescal Canyon Area Plan: Community Development: Commercial Retail (CD-CR) (0.20 – 0.35 FAR) – Location: Northerly of Frontage Road, southerly of W. 6th Street, and westerly of Paseo Grande – 0.28 Acres – Zoning: General Commercial (C-1/C-P) – REQUEST: Conditional Use Permit No. 200032 proposes to use an existing 1,748 sq. ft. building as a Cannabis Retailer - Storefront location with office space and would include tenant improvements to the existing building and site. Development Agreement No. 2000015 and Ordinance No. 664.86 will have a term of 10 years on the proposed cannabis project and grant the applicant vesting rights to develop the project in accordance with the terms of Development Agreement No. 2000015 and Conditional Use Permit No. 200032 and provide community benefit to the West Corona area. APN's: 102-250-057 and 102-250-059. District 2. The Chairman called the matter for hearing.

On motion of Supervisor Spiegel, seconded by Supervisor Hewitt and duly carried by unanimous vote, IT WAS ORDERED that the above matter is continued off calendar.

Roll Call:

Ayes: Jeffries, Spiegel, Washington, Perez and Hewitt

Nays: None

Absent: None

I hereby certify that the foregoing is a full true, and correct copy of an order made and entered on December 14, 2021 of Supervisors Minutes.

WITNESS my hand and the seal of the Board of Supervisors

Dated: December 14, 2021

Kecia R. Harper, Clerk of the Board of Supervisors, in
and for the County of Riverside, State of California.

(seal)

By: [Signature] Deputy

AGENDA NO.
21.1

xc: Planning, COB

Date: December 7, 2021

To the Board of Supervisors

**RE: CUP 200032, proposed Cannabis Retail-Storefront project
Hearing set for December 14, 2021**

Dear Riverside County Supervisors,

I am writing to request your denial of the Proposed Cannabis Retail-Storefront Project located at APN 102-250-057 (646 Paseo Grande, Corona, California) and APN 102-250-059 (Vacant lot, no address).

The staff report of this proposed Cannabis-Retail-Storefront project located at APN 102-250-057 & 059, 646 Paseo Grande, Corona, is so unreasonable, deceptive, and violates many County Ordinances, and is so obviously bias and unprofessional.

The Staff Report was materially incorrect and deceptive so as to gain the approval of the planning commission. I am submitting my opposition writeup and its supporting documents for your review in order to deny the project because of so many violations. Please review the writeup of my opposition to the project. The writeup is self-explanatory and reasonable and solid proof for you to deny the project. If the content of the writeup is too technical for your reading, you should be able to obtain help from any competent county engineers and county planners. It might be better, as a matter of fact, I suggest you seek help from the competent engineers and planners to review and comment on the writeup. This would help you with your review of the project document. It would also help to avoid any further bias comments, decision and judgement of the district planners to defend their materially incorrect mistakes which are serious violations of the CEQA, WQMP and County Ordinances.

The writeup consist of two parts: Part A, explanation of why the project creates significant transportation impacts, Part B, explanation of the project's violations of Government codes, Riverside County Ordinances and other state regulations.

While I hope you have your staff read and understand the entire writeup, for simplicity, I am summing it up for your convenience.

Part A shows evidence that project violates Transportation analysis Guideline for Level of Service and Vehicle Miles Traveled, Dated December 2020 and does not comply with some requirement of 2018 OPR technical Advisory documents. The project creates significant transportation impact to the County of Riverside and City of Corona.

Part B shows evidence that the staff report is materially incorrect, violates many County Ordinances. Planner used PP03013 materially incorrect information for a structure that was demolished years ago, for the proposed project in order to justify the existing residential use as an incorrect existing commercial retail establishment to gain exemption of CEQA, including the exemption of WQMP requirement mandated by the Federal and the State of California. Part B also shows in detail the project does not meet the off-street parking requirements and the onsite circulation requirement, which creates significant adverse impacts to the neighborhood, including the gas station to the north of the project site, the businesses to the east, residents to the south, and two public schools in the very close proximity of the project site.

I hope you all review the full write up and its supporting documents in appendix and see all the proofs in order to deny the project, CUP 200032.

Thank you for your consideration for denial of this project.

Sincerely,

Amir's Gas Station
Fayez Sedrak, P.E.
616 Paseo Grande
Corona, CA

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Part A

Significant Transportation Impact of the Development

Petition to
Oppose Proposed Cannabis Retail – Storefront
CUP 200032

Project Location: 646 Paseo Grande, Corona, CA
APN 102-250-057 & APN102-250-059

PART A

RE: Petition to Oppose Proposed Cannabis Retail – Storefront, CUP 200032, where is located at 646 Paseo Grande, APN 102-250-057 and located at vacant Lot of APN 102-250-057, due to significant transportation impact of the development

Abbreviations:

VMТ: Vehicle Miles of Traveled

TA: Transportation Analysis

TA Guidelines: Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled, December 2020, Copy is in Appendix R.

2018 OPR Technical Advisory: Governor’s Office of Planning and Research, Technical Advisory on Evaluating Transportation Impact in CEQA, April 2018, Copy is in Appendix Q.

LOS: Level of Service

CEQA: California Environmental Quality Act

WQMP: Water Quality Management Plan

ITE: Institute of Transportation Engineers

The following rates are used in the writeup. Editions might not be the latest version adopted by the County of Riverside; County is suggested to verify the accuracy.

Based on ITE Trip Generation Report, 10th Edition:

Single Family House: 10 trips per day, 1 per peak hour

Retail: 38 trips per 1000 sf per day, 4.2 per peak hour

Based on level of Service D/E threshold in HCM 6th Edition,

Peak hour capacity of an intersection with stop sign controlled: 35 seconds/vehicle

This project violates Transportation Analysis Guidelines for Level of Service and Vehicle Miles Traveled, Dated December 2020, referred as “TA Guidelines”, and 2018 OPR Technical Advisory, and it shall be denied, for the following reasons:

1. **TA Guidelines, Page 4, Paragraph 4,** “For development projects, two analyses will be required: “LOS analysis for General Plan Consistency and; (2) VMT analysis for CEQA compliance.”

Application did not submit LOS analysis for General Plan Consistency.

2. **Violation: Applicant failed to submit Scoping Agreement**

TA Guidelines, Page 4, Paragraph 5, “... Applicants must fill out the application and submit it along with the scope agreement and initial deposit to the Transportation Department.”

The scope agreement means Transportation Analysis (TA) scoping agreement.

Applicant did not submit the TA scoping agreement.

3. **TA Guidelines, Page 5, Paragraph 1,** *“Projects that meet the screening criteria, discussed later, will not be required to prepare a detailed VMT Analysis, Such Project would typically still be required to prepare a LOS analysis, with exceptions outlined in the Traffic Analysis Exemptions.”*

This project is required to prepare a LOS analysis for the following reasons:

TA Guidelines, Page 29, at the bottom of the page, *“The following are examples of conditions under which an exemption would not be granted.*

- a. The presence of an existing or potential safety problem.*
- b. The location of the development in an environmentally or otherwise sensitive area, or in an area that is likely to generate public controversy.*
- c. The presence of a nearby substandard intersection or street....*
- d. The need for a focused study for access/operational issues.*
- e. A request from an affected agency, such as Caltrans or an adjacent city, which is deemed by the Transportation Department to be reasonable and rational.”*

Response to item a.

- i) Driveway approach location creates a safety problem.
The driveway approach location violates Riverside County Standard 208 – Driveway Locations at Intersection Curb Returns, which states, “no portion of any driveway shall be permitted within 150’ of the flowline of an intersecting street.” The proposed driveway approach is located less than the required 150ft of the flowline of the intersection of Paseo Grande and Front Roach. The driveway approach location creates safety problem.
- ii) The proposed project violates the Riverside County Standard No. 821 – Intersection Sight Distance
- iii) The proposed project violates Riverside County Standard No.207A – Commercial Driveway. The current existing driveway approach was built for residential. Therefore, the project proposed using the existing driveway approach for commercial is materially incorrect, and violates standard No. 207A
- iv) The propose project does not have enough parking lot space for the circulation of hauler truck for Trash/Recycle/Green, the hauler truck must back out to the street, which creates traffic hazard to the public.

Response to item b: The location of this project generates public controversy. Residents and business and their employees oppose this project. Please see petition signatures.

Response to item c: The Frontage Road is an arterial, however, it was built too narrow per Riverside County Standard. Therefore, the road is substandard.

Response to item d: Operation issue and access issue:

- i) The propose project does not have enough parking lot space for the circulation of hauler truck for Trash/Recycle/Green, the hauler truck must back out to the street, which creates traffic hazard to the public.

- ii) The proposed project generates 703 trips per day, which is the volume for design, based on Trip Generation Report by Institute of Transportation Engineers (ITE), 9th Edition, which is approved to use by Riverside County Transportation Department. This high volume and inadequate parking spaces, which violates the parking requirement, will creates public safety issue to the neighborhood.

Response to item e: This project is located in the sphere of influence. The affected city is City of Corona. Corona is concerned of the traffic safety issues, and County has not completely considered their concern. Please review the letters from City of Corona and the response letter from Riverside County.

- 4. **TA Guidelines, Page 29, item 10 on this page, “The following types of development proposal are generally exempt from traffic analysis requirement... 10. Any use which can demonstrate, based on the most recent edition of the Trip Generation Report published by the Institute of Transportation Engineers (ITE) or other approve trip generated data, trip generation of less than 100 vehicle trips during the peak hours.”**

Page 9 of TA Guideline, in the middle of the page, Peak hours are 7am to 9am in the morning and 4pm to 6pm in the afternoon, so 4 hours total. Max hour of business operation is 16 hours in a day. **The traffic to the business by ITE, Trip Generation Manual, 9th edition is 703 (1748 sq ft X 402.2 trips per 1000 sq ft) per day**, so using average trips per hour for calculation, the peak hours trips is equal to 176 (that’s $703 \times 4/16 = 176$) trips during peak hours. **Therefore, project shall not be exempt from preparing a LOS analysis.**

- 5. **This project causes more emission due to the slowed down vehicle travel speed on the Frontage Road and Paseo Grande for the following reasons:**

The fuel consumption decreases as speed increases from 10MPH to 55MPH. The optimum average speed range is 55 MPH to 80MPH for fuel consumption. Fuel consumption rises from 80MPH.

The project causes traffic delay on Paseo Grande, which is an arteria street connected to Freeway 91, and on Frontage Road, because this proposed Cannabis business causes the traffic delay at the intersection of Paseo Grande and Frontage Road.

For example,

- i) Peak hour capacity of an intersection (based on LOS D/E threshold in HCM 6th Edition), Stop sign Controlled 35 Seconds /Vehicle, for two hours peak hours duration, there should be 205 vehicles across the intersection.
- ii) Peak hour from 7am to 9am, two hours duration, the $703/16 \times 2 = 87$ vehicles enter to and exit from the proposed business after development compared to predevelopment 2 trips (due to the existing house use) will increase the trips by 4250%. This increase of the traffic will be slow down on Paseo Grande and Frontage Road and at the intersection during the morning Peak hours.
- iii) The slowed down speed, which is still below 80MPH, causes more fuel consumption.

- iv) The net increase traffic trips is impossible to reduce the emission, The net traffic trips to the proposed project increase 694 trips per day, which calculated as follow:
- is from 10 trips per day (single family house, current existing, also called predevelopment condition)
 - 704 trips per day (based on ITE trip generation) after converted to Cannabis retail use.
 - The project causes 7,000% trip increase. No other parameter to offset the emission due the traffic delay, so the additional emission is induced by the traffic delay that caused by the tremendous trips generated by this proposed project. Therefore, the project causes more emission, which does not meet the purpose of the SB743 to reduce greenhouse gas emission.

6. This project violates the consistency with County General Plan.

Analysis and explanation above prove that it is reasonable for the requirement stated in **TA Guidelines, on page 3, 1st paragraph, "The County's General Plan requires that traffic and circulation impact of proposed development project." On the same page, "The TA will continue to require the level of service (LOS) analysis to maintain consistency with policies contained in the County General Plan."**

Project fails to comply the General Plan Consistency Requirements are clearly and materially listed on TA Guidelines, Page 12, "GENERAL PLAN CONSISTENCY REQUIREMENT."

7. County has not completely considered Transportation Impact concerns from City of Corona. As mentioned in item #2 above, Applicant failed to submit the scoping agreement to the Transportation Department for review and approval, which stated on page TA Guidelines, page 5 as well.

TA Guidelines, page 5, 2nd paragraph, "The scoping agreement provides the following key points in order to establish the scope of the TA:

- *Determination of study area, intersection and roadway links to be analyzed.*
- *Project trip generation, distribution, and assignment*
- *Use of other approved projects for background traffic, traffic growth assumptions, ...*
- *For those projects located with a City's Sphere of Influence or adjacent to a city, the Engineer shall also solicit comments on the scoping agreement from City staff. The Engineer shall submit all comments received from City staff to the Transportation Department for review and consideration.*
- *For Projects within one-mile of state highway, or any projects that may create a deficiency on a state highway, the Engineer shall coordinate with Caltrans.*
- *Identification of unique transportation issues that may be specific to a projects' design or location related to queuing, sight distance, other safety issues, transit, pedestrian, bicycle, access, adjacent land uses, etc.*

The Engineer shall submit the scoping agreement to the Transportation Department to review and obtain approval before the preparation of the TA."

The Engineer failed to submit the scoping agreement. In addition, this proposed project is located in the Sphere of Influence and right next to city limit boundary; and the Engineer, County, failed to completely respond to the concerns from City of Corona.

- 8. Project fails to comply the Requirements of Site Access, Safety, and Other Analyses, are clearly and materially listed on TA Guidelines Page 12, 13 and 14.**

On TA Guidelines, Page 12, paragraph at the bottom of the page, *"The TA may be required to analyze site access and safety around the project and on adjacent streets. The following topics may need to be considered in the TA.*

- a) Intersection Sight Distance*
- b) Driveway Length and Gated Entrance*
- c) Limit Driveway Impacts*
- d) Corner Clearance*
- e) Right Turn Lanes at Driveways*
- f) Adequacy of Pedestrian facilities*
- g) Bicycle accessibility*
- h) Accessibility from adjacent transit stops"*

This project shall be denied obviously, so it is unnecessary to point out too many violations to the requirement, so the following explanation is just for some of the violations.

In response to a): Please see Riverside County Standard No. 821, the project violates this standard.

In response to b) and c) and d), The Driveway was noted as an existing driveway without proposed replacement. The existing driveway violates County Standard No. 207A – Commercial Driveway, and County Standard 208 – Driveway Locations at Intersection Curb Returns

In response to e), Right turn Lanes at Driveway. Based on the proposed site plan, the right-turn in and out is not properly designed to control the vehicle only making right turn in and right turn out. The "Pork Chop" is improperly shown on the proposed site plan. The "pork chop" island must be oriented 135-degree angle or more to Paseo Grande, and it must be at the parkway landscape area, starting from the street curb, to create a channel to guide customers only can make the right in and right out.

In response to g) The proposed project drawing did not show bicycle parking.

In response to h) No local bus stop is found nearby. Greyhound bus stop is located on Sixth Street in front of address of 1580 W 6th Street, Corona, CA, which is about ½ miles away from the proposed project site.

The Engineer/County of Riverside failed to address these violations/concerns to the City of Corona and to the Public.

- 9. The Project creates significant impact to public health**

Governor's Office Planning and Research, State of California, Technical Advisory on Evaluating Transportation Impacts in CEQA, April 2018, Page 2 *"Beyond greenhouse gas emissions, increasing VMT also impact human health and natural environment. Human health is impacted as increases in vehicle travel leads to more vehicle crashes, poorer air quality, increases in chronic diseases associated with reduced physical activity, and worse mental health."*

Paseo Grande is a principal arteria, a very important traffic corridor serving two K-12 schools beside for other public uses,

- 1) Coronita Elementary school, A public K-6 school located at 1757 Via Del Rio street, one block away from this project site, about 1000 feet away, Student population is 531;
- 2) Cesar Chavez Academy, a public middle school located at 1150 Paseo Grande, less than blocks away from this project site, little over 1000 feet away, Student population is 919.

Adding 703 trips from the proposed cannabis business, which is based on the square footage of the Cannabis business and Trips from the Institute of Transportation Engineers' Trip Generation Manual, 9th edition, to the trips for **531 students of elementary school** and for **919 students of Cesar Chaves Academy** is obviously significantly increase a significant transportation impact, such an additional high traffic volume from the Cannabis business increase the possibility of vehicle crashes and poorer air quality, increase chronical disease.

Based on the google map, reasonably assumed 25% of the students using Paseo Grande, So the **trips for students only is 726 round trips**, The **cannabis business itself generates 703 trips**. Without any mathematical calculation here, this proposed cannabis business project, CUP 200032, will significantly increase more vehicle crashes, poorer air quality, which significantly impact to the students' health and public health to all human being and any living being.

10. **2018 OPR Technical Advisory, page 13**, *"Recommended threshold for retail project: A net increase in total VMT many indicate a signifiation transportation impact."* **Page 14**, *"If the project consists of regionally serving retail, and increases overall VMT compared to with existing uses, then the project would lead to significant transportation impact."*

No definition of Local Retail and Regional Retail are found in the zoning code. Regardless they are defined or not, County should consider any project specific information to determine the VMT increase or decrease. This project is an infill development/redevelopment project, which generates 703 trips based on ITE 9th Edition, which is about 10 times trips than typical retail project. In addition, based on the development near the project site, this proposed Cannabis retails appears as a regional retail, serving the entire County-control area (which is surrounded by the city) under the county jurisdiction in City of Corona and the city area as well. Therefore, the project increases VMT compared to with existing uses, then the project would lead to a significant transportation impact, and the project needs detailed analysis, which was not submitted. **Therefore, this project shall not be approved.**

11. **2018 OPR Technical Advisory, page 10**, *"Screening Threshold for Small Project, ... Projects that generate or attract fewer than 110 trips per day generally may be assumed to cause a less-tan-significant impact."*

The project generates 703 trips per ITE, 9th Edition, which is much greater than 110 trips. Therefore, this project needs details analysis, which was not submitted. **Therefore, this project shall not be approved.**

12. **2018 OPR Technical Advisory, Page 11**, *“Proposed CEQA guideline Section 15064.3, subdivision (b) (1), states that lead agencies generally should presume that certain projects (including,, retail..) proposed within ½ mil of an existing major transit stop and an existing stop along a high quality transit corridor will have a less-than-significant impact on VMT. This presumption would not apply, however, if project-specific location information indicates that the project will still generate significant level of VMT. For example, the presumption might not be appropriate if the project*
Has a Floor Area Ration (FAR) of less than 0.75.
Is inconsistent with the applicable Sustainable communities Strategy).
If any of these exception to the presumption might apply, the lead agency should conduct a detailed VMT analysis to determine whether the project would exceed VMT threshold (see below)”

The FAR of this project is $1748/12196 = 0.14$, which is much less than 0.75. This means, the project will generate significant level of VMT, and so the Lead agency should conduct a detailed VMT analysis. **Therefore, the project shall not be approved.**

13. **2018 OPR Technical Advisory, page 7**, *“The Supreme Court stated that “CEQA requires public agencies... to ensure that such analysis stay in step with evolving scientific knowledge and state regulatory schemes.”*

2018 OPR Technical Advisory, page 4, 2nd paragraph from the bottom, *“CEQA requires environmental analysis to reflect a “good faith effort at full disclosure.” (CEQA Guideline, 15151).”*

Please review all the submitted documents, which include: no supplemental application, no signature form, no Scoping Agreement and no preliminary WQMP, Recording materially incorrect plot plan dated in 1977 for another property (which is no longer exist) to the proposed project property, and determination of wrongfully using the existing residential use as existing facility to justify the exemption of CEQA, and all the violations to the county ordinance and California Government code ..., to judge the Planning Department’s good faith effort” on this project.”

This project creates the significant transportation impact to the residents, businesses, employees of commercial businesses, government employees, tourists, ... and all public in both the City of Corona and County of Riverside. Therefore, this project shall be denied.

Part B

Petition to
Oppose Proposed Cannabis Retail – Storefront
CUP 200032

Project Location: 646 Paseo Grande, Corona, CA
APN 102-250-057 & APN102-250-059

PART B

RE: Petition to oppose cannabis retailer project, Conditional Use Permit No. 200032

Date of Hearing: 12/14/2021

Reasons to deny the cannabis retailer project, Conditional Use Permit No. 200032:

1. Violation #1: Notice of Public Hearing (for hearing on Nov. 16, 2021) does not indicate the exact specific project location (APN or Address), which violates Government Code

California Government Code Section 65090 (3) (b), *"The notice shall include the information specified Section 65094."*

California Government Code Section 65096, *"...whenever a person applies to a city, including a charter city, county, or city and county, for a zoning variance, special use permit, conditional use permit, zoning ordinance amendment, or ..., the city, county, or city and county shall give Notice pursuant to Sections 65091, 65092, 65093 and 65094 of the California Government Code."*

California Government Code Section 65094, *"..."notice of a public hearing" means a notice that include the date, time, and place of a public hearing, identity of the hearing body or officer, a general explanation of the matter to be considered, and a general description, in text or in diagram, of the location of the real property, if any, that is the subject of the hearing."*

Notice of a public hearing for the project violates California Government Code, 65094 for the following reasons:

- a) Notice (copy of the Notice in Appendix B) does not include a general explanation of the matter to be considered, and a general description, in text or by diagram.
- b) The subject property of this project has a postal address (646 Paseo Grande, Corona, CA) and APN Number (102-250-057) and APN 102-250-059. Notice does not include either the project address or APN to specifically indicate the location of the real property, the project site, for CUP200032. In the Notice of Public Hearing, *"The Project is located Northerly of Frontage Road, Southerly of W. 6th Street, and Westerly of Paseo Grande, in the Second Supervisorial District."*

This submitted project location description violates Gov Code 65094 and is incorrect and deceptive to the public for the following reasons:

- i) Project location description in the Notice includes properties outside of the subject project, covers the area for at least 4 parcels (APN 102-250-057 (Residential use in a commercial zone), APN 102-250-059 (vacant land in a commercial zone), APN102-250-050 and APN 102-250-051 (Existing Gas Station (616 Paseo Grande) with CUP for Hydrogen gas approved by City of Corona), and other parcels to the north and west of the Existing Gas Station). Please see Appendix C.4 for evidence.

- ii) ii) This project location description violates GOV 65094.

Therefore, the CUP 200032 shall be denied.

- 2. *Violation #2: Notice of Public Hearing deceptively and inaccurately includes a general explanation of the matter to be considered.*

In the Notice of Public Hearing, "Conditional Use Permit No. 200032 proposes to use an existing 1,748 sq. ft. building as a Cannabis Retailer-Storefront location and would include tenant improvement to the existing building and site." This statement is deceptive for the following reasons.

- i) **Existing building is a residential use building.** The 1748 sq ft building is located in APN 102-250-057, the address is 646 Paseo Grande, which actually is a residential use house. It is not an existing commercial use building.

The subject property (646 Paseo Grande, APN 102-250-057) is currently used as a residential property, a dwelling unit, and is a residential use in a commercial zone per Riverside County Assessor-County Clerk-Recorder. Please see Appendix C.3 for property record from Assessor-County Clerk-Recorder.

- ii) **The project also includes the development of the adjacent vacant lot,** APN 102-250-059, which is a vacant commercial land, no address. Please see Appendix C.2 for property record from Assessor-County Clerk-Recorder. This is a vacant lot, 0.1 acres (4,356 sq. ft). the statement in the notice states that existing building and site, which deceives the public and planning department and planning commission to erroneously believe that the vacant lot is part of 646 Paseo Grande.

- iii) **This project is not a Tenant Improvement project, the scope of project is much greater than tenant improvement.** The term of tenant improvement is deceptive to public, planning department and planning commission and county supervisors.

Definition according to Certified Commercial Investment Member (CCIM) Institute, *"Tenant Improvement (TI) are the customized alteration a building owner makes to rental space as part of a lease agreement, in order to configure the space for the needs of that particular tenant. These include changes to walls, floors, ceilings and lighting, among others."*

Based on this definition, TI does not include substantial alteration of the structure and develop a vacant lot in a separate parcel next to the property. Therefore, this project is much greater than a Tenant Improvement project. It is a substantial alteration project.

The project, CUP200032 involves substantial architectural and structural alterations. Evidence is as below:

* Based on existing floor plan and proposed floor plan and drawing of elevations, all interior walls to be removed, and some of the interior walls are most likely structural bearing walls, except a short portion of interior wall about 7ft to remain, near the proposed entrance.

* Exterior walls are substantially changed architecturally and structurally.

* Roof structural also involve changes or possible complete removal and rebuild.

- iv) **This project is a substantial improvement** per California Building Code 2019, Volume 1, Chapter 2, page 89, *"Any repair, reconstruction, rehabilitation, alteration, addition or other improvement of a building or structure, the cost of which equals or exceeds 50 percent of the market value of the structure before the improvement or repair stated."* *This project obviously exceeds the 50% of the value of the existing structure. Please see County record, recorded value is \$176, 419. Therefore, the proposed alteration of existing structure is a substantial improvement.*
- v) **This project is an infill/redevelopment project.** Vacant lot of APN 102-250-059, which is 4356 sq. ft, and the adjacent residential use lot with the existing house are not existing developed for commercial use. The vacant lot is proposed to develop for parking lot with landscape to facilitate the project improvement and change use. Therefore, the site is not an existing developed commercial site. It is an infill/redevelopment project.

Therefore, the *Notice of Public Hearing* deceptively and inaccurately includes a general explanation of the matter to be considered.

3. *Violation #3: Notice of Public Hearing includes Planning Department's wrongful determination of the EXEMPTION of CEQA,*

The determination of Exemption of CEQA based on CEQA Guideline Section 15301 (Existing Facilities) as indicated in Notice of EXEMPION is wrong for the following reasons. A copy of Notice of Exemption is in Appendix N.

- i) **No record shows change of use from residential to commercial.**
Riverside County Parcel Report, in Appendix C.4, for APN 102-250-057, 646 Paseo Grande, shows that this project had only two building permits: Building and Safety Cases: BEL 2000871, upgrade to 200AMP electrical meter, BZ116524, Patio Cover, were shown in record. No record shows the change of use from residential to commercial.
- ii) **The proposed project is not an existing facility.**
please see CEQA Guideline, Section 15301, page 289, (copy of this page is in Appendix K), *"Existing facility involves negligible or no expansion of existing or*

former use." This project not clearly indicates changing the existing building to a commercial use, nor the application clearly indicates change of use. However, the proposed project implies the existing facility involves change of use, and existing facility (house) does not involve former use, contrast to the definition of Existing facility. Therefore, the existing property for the **proposed project is not an existing facility** as defined in CEQA Guideline.

- iii) **Additional justification of existing facility noncommercial:** APN 102-250-057, 646 Paseo Grande, is a residential house, and appears tenants living in this property. However, numbers of baths and bedrooms and other descriptions are not shown in Riverside County Parcel Report. Please see Appendix C.4.
- iv) **Planning Department wrongfully justify the existing property establishment as an existing facility** by using Plot Plan (PP03013). Please see explanation below:

Based on Riverside County Parcel Report for APN 102-250-057, 646 Paseo Grande, Planning Cases PP03013, ESTABLISHMENT OF A BEAUTY SHOP IN AN EXISTING RESIDENCE was recorded under property APN 102-250-057, 646 Paseo Grande. This document was wrongfully recorded.

The recorded PP03013 is not for APN102-250-057. Please see Appendix C.5, a copy of PP03013.

PP03013 is a plot plan application. Please see line 4 of page 1 on the recorded document, "Address: 656 Paseo Grande, Corona 91720.". Please also see line 16 of page 1 on the recorded document, "102-250-023", which is the APN and is also indicated on line 11 of page1, line 11 of page 3, and line 11 of page 4 and top right corner of page 5, on track map on page 8. Address "656 Paseo Grande" is shown on page 1, 2, 3, 4 and 5.

Riverside county Transportation Commission is the current owner of APN 102-250-023, 656 Paseo Grande, please see Appendix C.1, copy of property record and Document 2013-0060172 from Assessor-County Clerk-Recorder.

Therefore, the document **PP03013 was not, is not and will not be for APN 102-250-057, 646 Paseo Grande.**

County should investigate why such an obvious error are shown in the property record and investigate any false document filing on this property/project.

- v) **PP03013 is irrelevant to this project.**
The PP03013 proposed to use part of a residence at 656 Paseo Grande address for a beauty salon. This also means, the property was not fully converted to commercial use for the residential house at 656 Paseo Grande, Corona, CA.

In addition, the entire building in 656 Paseo Grande, APN 102-250-023, was demolished in 2014, please see demolition permit in Appendix M. Therefore, PP03013 is irrelevant to this project.

The now transparent facts:

- 1) The Notice of Public Hearing announces incorrect and deceptive information of project property.**
- 2) PP03013 was used and filed to County Recorder to justify existing property as commercial use property**
- 3) Planning Department used the existing residential use property as an existing commercial facility to justify exemption of CEQA and WQMP;**

These facts are sufficient to deny CUP 200032.

Therefore, this CUP 200032 shall be denied.

4. *Violation #4: Proposed Project use Existing Residential Structure, which violates Riverside County Ordinance 17.302.020, if the existing Residential structure is considered as an existing commercial facility*

Riverside County Ordinance 17.302.020, "All Commercial cannabis activities within any dwelling unit, ADU, Junior ADU, second unit, guest quarter, MOG, Ranchet, or any other residential structure permitted for residential occupancy is prohibited."

Based on Staff Report page 13 of 20, bottom paragraph, "...The current existing building onsite was redeveloped from a residential building to a commercial building through Plot Plan No. 03013 (PP03013) which established the building as a commercial property and was approved on July 19, 1977." Based on Riverside County record (copy in Appendix C.3) and face-to-face conversation with County Clerk's office staff, we were informed and found PP03013 was not recorded to the property with the current existing building onsite, in APN 102-250-057, (646 Paseo Grande, Corona). It was recorded to a property of APN 102-250-023 (656 Paseo Grande), where the building was demolished with demolition permit in 2014. Therefore, the proposed Cannabis activities will be in a residential structure, which violates County Ordinance 17.302.020.

5. *Violation #5: The project creates negative impact on the people, community and environment. This project violates Riverside County Ordinance 17.302.010*
Per Riverside County ordinance 17.302.010 Purpose and intent of the ordinance "...minimize potential for negative impacts on people, communities, and the environment in the unincorporated areas of Riverside County ..." This proposed cannabis creates negative impacts on the people, communities and environment not only in the unincorporated area of Riverside County, but also in the city of Corona.

The Cannabis is located in a very small lot in unincorporated area (under Riverside County jurisdiction) surrounded by the Corona city. The Cannabis retail- storefront will significantly

consume the resource of Corona city and Riverside County to enforce for public safety, resolving public safety issues aroused from this cannabis business.

The project consists of a construction of new parking lot over 5000 square feet, it increases impervious surface over 5000 sq ft, so more runoff get into the storm water system and more pollutants to the navigable waterway. Therefore, it affects the water quality, creates a significant adverse impact to the environment. In addition, this project violates the WMQP requirement, which will be further explained below.

This project creates negative impacts on the people and community. Within hours less than half day on 11/15/2021, 83 people in the neighborhood of the project site signed petition to oppose the project. The people and community strongly oppose this project.

Therefore, this CUP should be denied.

6. Violation #6: This project adversely affects the health and safety of the nearby resident, business and employees, violates Riverside County Ordinance 17.002.060.
Per Ordinance 17.302.060 *"D. Commercial cannabis activities shall not create a public nuisance or adversely affect the health or safety of the nearby residents, business or employee ... by creating dust, glare, heat, noise, noxious gasses, odor, smoke, traffic, vibration, unsafe conditions or other impacts,"*

This Cannabis retail – storefront will definitely create adverse effect on the public health and safety of the nearby residents and business, please review Appendix O, the **petition signed by the residents and business and customers opposing the proposed cannabis-retail.**

In addition, this cannabis will adversely affect the traffic because the lot is too small and has inadequate parking spaces, and the entry and exit of the driveway approach to and from the proposed business do not meet the public work standard.

The inadequate parking spaces will cause the vehicles to wait on the street or to park and wait in the gas station next door, which will possibly cause the commercial area of the adjacent gas station to be blighted.

Inadequate parking will also cause the customers park in the parking lot to the east of the Paseo Grande, and Jaywalk to cross a wide and heavy traffic road.

The vehicles only can turn right in to the site and turn right out from the site, so the vehicles will go to the gas station driveway approach on Frontage to make a U-turn. Due to the curvature of the road, inadequate sight distance, the U-turn at that driveway approach will be a traffic hazard.

Vehicles will also make U-turn at the T-intersection, which is definitely adversely affect the public safety.

Project site is too small to be effectively designed to prevent the vehicles from making a left turn to Paseo Grande when leaving the site. The project site is too small to meet the requirement for the right-in and right-out driveway approach.

Therefore, the proposed cannabis project shall be denied.

7. Violation #7: The project fails to demonstrate to prevent the cannabis nuisance odor from being detected offsite, which violates Ordinance 17.302.060 F
Per Ordinance 17.302.060 F, *"All commercial cannabis activities shall be sited and operated in a manner that prevent cannabis nuisance odors from being detected offsite."* The notice of public hearing and CUP documents does not include any information to show how this cannabis project prevents the nuisance odors from being detected offsite according to this section of the ordinance.

Therefore, the proposed cannabis project shall be denied.

8. Violation #8, The project violates the purpose and intent of Riverside County Ordinance Chapter 17.302, to protect the public health, safety and welfare.
Ordinance 17.302.010, *"The purpose of this chapter is to protect the public health, safety and welfare ..."* There are two schools, Coronita Elementary School, which is located less than 1000ft from the proposed business, and Cesar Chavez Academy on Paseo Grande, which is located 2 blocks away from the proposed business. Paseo Grande is the main traffic corridor to the schools. If cannabis business starts from 6:00am, the Cannabis's shortage of parking space, driveway approach conditions and high traffic volume to the Cannabis business significantly affect the traffic safety on the street and T-intersection and delay the pupils to be at school on time and residents to be at work on time, which directly affecting public health. The traffic issue also creates problems to the gas stations next door and the business across the Paseo Grande.

This Cannabis business significantly increases Vehicle miles traveled because the high vehicle volume, probably 400 vehicles per day to the proposed business. The neighborhood air is so much polluted because of the location just right next to highway 91. Highway 15 is close by. The increase of vehicle miles traveled will significantly cause the already polluted air quality even worse for the residents in this neighborhood where the project is located. Therefore, the project creates significant negative impact on public health.

Therefore, this proposed Cannabis project shall be denied.

9. Violation #9: The proposed project did not demonstrate the security measures, violates Riverside County Ordinance 17.302.060, N.
Per Ordinance 17.302.060, N, Security, Project does not include any information to show how this cannabis's business complies with this section of the ordinance.
10. Violation #10: This project violates the intent of ordinance 17.302.

The proposed project Cannabis Parking lot is too Close to Hydrogen Storage Tank: This proposed cannabis parking lot is right adjacent to the approved hydrogen gas station which was approved by Corona City before the cannabis application was submitted to the County. Parking space shown on the site plan of the Cannabis project does not have enough set back from the hydrogen according to fire code to prevent fire and explosion hazard. As we know, hydrogen is explosive material. The cannabis seriously and jeopardizes the public safety and health and welfare.

Therefore, this proposed Cannabis project shall be denied.

Although firearm carried by a state licensed security personnel is allowed for the cannabis business operation. Hydrogen is explosive material. Accidently shooting or exchange fire between security personnel and suspect of robbery of the Cannabis-retail or police /sheriff would seriously and jeopardize the public safety and health and welfare. **Therefore, this proposed Cannabis project shall be denied.**

11. Violation #11: This project violates the CEQA Guideline

Ordinance 17.302.060 W.1, states *"1. All commercial cannabis activities shall comply with all applicable local and **State laws, ordinances and regulations** related to, but not limited to, the following: California Environmental Quality Act, California Building Code, California Building Code, Riverside County Ordinance No. 787, Riverside County Ordinance No. 457,.... **Water quality, storm wall discharge and the grading of land**"*

A) "Notice of Public Hearing", 2nd paragraph states *"The Planning Department recommends that the Board of Supervisors find that the project is EXEMPT from the California Environmental Act (CEQA)..."* This project can not be exempt from CEQA, see reasons below.

Staff Report, Page 2 of 20, "Existing Use: Commercial", Please see #5 above. The existing building is not commercial use. No existing parking meet the commercial standard. The property APN102-250-057, 646 Paseo Grande, is currently used as a residential house, and County record shows Residential use. Therefore, **the staff report is wrong, and the decision of EXEMPTION from CEQA violates the CEQA requirement.**

At the bottom of Page 5 of 20 in the Staff Report, *"This project is exempt from the California Environmental Quality Act (CEQA) review pursuant to State CEQA Guideline Section 15301 (Existing Facilities), Class I..."*

This project cannot and shall not be exempt from CEQA for the following reasons:

- i) Staff Report, page 6 of 20, in first paragraph, *"The previously used as beauty salon to be used as Cannabis retail storefront."* The property is residential use, NEVER CONVERTED TO beauty salon or any COMMERCIAL use, The existing building is not a commercial use building. The site is not a commercial site, no commercial parking lot, no accessible path, no accessible parking space, no trash enclosure, etc.; the existing property is totally nonconformed to the commercial use standard. The whole existing property

must be an existing commercial use property in order to categorize as an existing facility. please see explanation #5 above. **Therefore, the existing residential is not an existing facility, and determination of EXEMPT of CEQA violates the CEQA guideline. This violation is adequate to deny CUP 200032.**

- ii) Staff Report, page 6 of 20, in 2nd paragraph, ***"The proposed Project will continue to utilize the site as a commercial land use and will not result in any additional impacts related to traffic, air quality, or public safety, beyond what already occurs at the existing commercial retail establishment. As the land is already developed, there are no potential impacts related to aesthetics, geological and cultural resources, hydrology, or other similar potential impacts as no grading activities are proposed and façade and other tenant improvements are included to renovate and improve the site."***

Statement "continue to utilize the site as a commercial land use", which is underlined above, is incorrect. The current existing use is clearly only for residential use, please see County Record in Appendix C.3, so this quoted statement is materially incorrect. It should have stated as "change the existing resident use site to a commercial land use" because existing use is not commercial use per county record. **The property is not an existing commercial retail establishment.** Therefore, Staff report is materially incorrect, the reason for the CEQA EXEMPTION is wrong, and the exemption from CEQA with such reason violates the CEQA guideline. **Therefore, this project, CUP 200032 shall be denied.**

- iii) Staff Report, page 6 of 20, in 2nd paragraph, line 17 to line 21, ***"As the land is already developed, there are no potential impacts related to aesthetics, biological and cultural resources, hydrology, or other similar potential impacts as no grading activities are proposed and façade and other tenant improvements are included to renovate and improve the site."***

The above-mentioned statement in the staff report is materially incorrect for the following reasons:

- a) The project will use two existing separate properties.
- *Property APN 102-250-057, 646 Paseo Grande, which is the subject property is being used solely as a residential house.
 - * Property APN 102-250-059, which was part of 656 Paseo Grande and is a vacant land per Riverside County record.
- b) APN 102-250-570 is a residential house, no parking lot for commercial, No permit for the concrete slab poured around the existing house, therefore, the existing site impervious pavement must not be considered as existing. APN102-250-059 is a vacant lot, it has not impervious pavement for parking lot and it has not been developed to any structure. Technically, Based on the existing condition, this project is an infill development project. The site consisting of two parcel requirement

grading design plan, and WQMP. Grading activity must be proposed in order to build parking lot in a vacant land of APN 102-250-590, some grading must be done on APN 102-250-057. So ***"no grading activities are proposed" shall not be acceptable.*** Based on Checklist (in Appendix F) for identifying projects requiring WQMP within the Santa Ana River Region, *"Parking lots of 5000 square feet or more exposed to stormwater,..."* Project requires a Project Specific WQMP.

Therefore, statement "As the land is already developed, there are no potential impacts related to aesthetics, biological and cultural resources, hydrology, or other similar potential impacts as no grading activities are proposed and facade and other tenant improvements are included to renovate and improve the site." is materially incorrect. Preliminary Project WQMP must be submitted and approved by Transportation Department prior to entitlement, see a copy of this requirement in appendix F. The staff report does not meet the CEQA requirement and WQMP requirement, and it does not comply with County requirement for the approval of preliminary WQMP prior to entitlement, and such a materially incorrect staff report is deceptive to the public and the planning commissioners. **Therefore, this project, CUP 200032, shall be denied.**

- iv) Staff Report, page 7 of 20, in 1st paragraph, "all potential cumulative impacts of this use were also previously addressed in the prior approvals."

Based on County records, **no prior approval** of change of use, from residential use to commercial use, for APN102-250-057, 646 Paseo Grande. In addition, no record of business license is found at the address of 646 Paseo Grande, APN 102-250-057, in the Riverside County Recorder. In addition, residents are currently living in the subject house. *"All potential cumulative impacts of this use were also previously addressed in the prior approvals"* is a false statement.

Therefore, this project, CUP 200032 shall be denied.

- v) Staff Report, page 13 of 20, paragraph at the bottom of the page, item 4. "Cannabis Retailers shall not be located on a lot containing a residential dwelling unit. The project is not located on a lot containing a residential dwelling unit as **the current existing building onsite was redeveloped from a residential dwelling to a commercial building through Plot Plan No. 03013 (PP03013) which established the building as a commercial property and was approved by July 19, 1977.**"

This statement is materially incorrect for the following reasons:

- a) Based on Riverside County Parcel Report, Planning case PP03013 was recorded to property APN 102-250-057, 646 Paseo Grande. This recording is false. The PP03013 is for the property at 656 Paseo Grande, APN 102-025-023, which was purchased by RCTC for Frontage Road development. **PP03013 was filed for the wrong property.**

it is serious consequences to file false documents with a public office. I trust with all of the above information the county will now move forward and to re-exam the applications, staff report, and to investigate why such a patently obvious mistake of recording documents to a wrong property in the County Clerk before proceeding further in this CUP or denying this CUP. I trust that the county will moving forward implement some measures to prevent a similar situation happening in the future to save public resource and to safeguard the public general welfare.

- b) PP03013 was for APN 102-250-023, 656 Paseo Grande, which was not a permit to convert the whole property to commercial. This plot plan permit was only for the proposal to use part of a residence for a beauty salon located at 656 Paseo Grande, please see page 2 of PP03013, PP03013 did not establish the property to commercial. In addition, an approval for a property cannot and shall not be transferred to the adjacent property (APN102-250-057, 646 Paseo Grande). Therefore, the statement "the current existing building onsite was redeveloped from a residential dwelling to a commercial building through Plot Plan No. 03013 (PP03013) which established the building as a commercial property" is **false**.

The PP0313 is for property (at 656 Paseo Grande) that is no longer exist, where the building was removed many years ago, and so PP03013 is irrelevant to the Cannabis project.

The existing building in property APN102-250-057 (part of the proposed Cannabis project site) was **NOT** redeveloped from a residential dwelling to a commercial building through plot plan NO. 03013 (PP03013).

Therefore, the staff report is wrong and is deceptive to public and planning commissioners and to the Board of County Supervisors. **This project, CUP 200032 shall be denied.**

12. Violation #12, the project violates development standards and zoning requirement, violates Ordinance 17.302.070

Ordinance 17.302.070, "No condition use permit for a commercial cannabis activity shall be approved unless the following findings are made: 1. The permit is consistent with the general plan and any applicable specific plan. 2. The permit complies with the requirement of chapter 17.200, Section 17.302.06, 17.302.120. 3. The permit complies with the development standards for the zoning classification in which the commercial cannabis activity is located. 4. The permit will not be detrimental to the public health, safety or general welfare."

The permit does not comply with the development standards. Please see all violations above and below.

13. Violation #13: Document for the proposed project consists of false statement

Per 17.200.050 *"A condition use permit shall not be granted unless the applicant demonstrate that the proposed use will not be detrimental to the health, safety or general welfare of the community. Any permit that is granted shall be subject to such conditions as shall be necessary to protect the health, safety or general welfare of the community."*

The document of the proposed project seeking for County's approval consists of false information, untrue conditions and violations of County ordinance, CEQA, WQMP and California Government Code and the possible filing of falsified and deceptive information and reasons to seek planning commissioners' and County Supervisors' approval. All these violations **do not and cannot demonstrate** that the proposed use will not be detrimental to the health, safety or general welfare of the community. Please see all other comments above and below. **Therefore, this project shall be denied.**

14. Violation #14: Classifying the a residential use structure as an existing facility to gain CEQA exemption and waive WQMP violates the CEQA Guideline and WQMP requirements. Therefore, this project shall be denied.

Ordinance 17.302.190 Cannabis retailer. *"2. Cannabis retailer- Storefront. Storefront cannabis retailers within a permanent structure are allowed in the following zones with an approved conditional use permit in accordance with Chapter 17.200 of this title: C-1/C-PC-P-S, I-P, MS-C, M-M and M-H."*

Proposed project is located in a commercial zone, which meet the zoning requirement for Cannabis-retail; However, the current property is a residential use in commercial zone; **Please see Appendix C.3.**

- a) **Definition of nonconforming use:** A Nonconforming use is a use of property which was allowed under the zoning regulation at the time that use was establish, because of the subsequent changes of the zoning regulation, the use of the property is no longer a permitted use.
- b) **Definition of nonconforming structure:** is a structure that complied with zoning and development regulations (building codes, fire code, etc) at the time the structure was built, because of the subsequent changes of the zoning and development regulations, the structure is no longer fully in compliance with the subsequent regulations.
- c) **Explanation of why the existing property is not an existing commercial facility or establishment:**
This project, the existing property of 646 Paseo Grande is a nonconforming use and the residential house (building) is nonconforming structure. Therefore, this project property is not an existing commercial property which has no existing commercial structure (building).

This property is neither an existing commercial establishment nor an existing commercial facility.

The project proposes substantial alteration of the existing residential building and sites (consisting of two lots, one vacant and the other with the existing residential building) for a cannabis business through a CUP and other permits, that means the project is in the process to change the existing residential building to a commercial building, which is a new commercial facility. I hope this explanation further explain why the existing property is not an existing commercial facility.

Classifying a residential use structure to an existing facility to gain CEQA exemption and waive WQMP violates the CEQA Guideline and WQMP requirements. Therefore, this project shall be denied.

15. Violation #15, Cannabis is located less than 1000 ft from k-12 School.

Ordinance 17.302.200, Item A.1, "*Cannabis retailers shall not be located within 1000 feet from any child day care center, K-12 school ...*". This proposed cannabis project is located 971 ft, which is less than 1000 feet, from Coronita Elementary School, and so the project does not comply with Ordinance 17.302.200.

Therefore, this Cannabis project shall be denied.

16. Violation #16, violates Ordinance 17.302.200, Item A.2, "Cannabis retailers shall not be located withing 500 feet of a smoke shop or similar facility." This cannabis project is located adjacent to a convenience store, which is a similar facility to smoke shop. Therefore, this Cannabis project shall be denied.

17. Violation: Parking is inadequate, violates Riverside County Parking standard

Parking violates the County Ordinance for the following reasons:

a) Accessible parking and loading:

Accessible parking shall not be on the driver side of the accessible parking space. It shall be on the passenger side per CBC 11B-502.3.4. Accessible parking space shall be 9ft wide and the loading shall be 8ft min. Proposed site plan is not in compliance with building code 2019, section 11B-502.2. **One (1) parking space is reduced to meet this requirement.**

b) Parking Lot Aisle Width:

The backup space and driving aisle shows dimension from the wrong side of the parking space #7 to the southwest corner of the building to make it equal to 26 ft. If the parking is measured from the other side of the parking space, the distance will be shorter than 26ft, The driving aisle width shall be measured from the end of the parking stall to the landscape bollard in front of the planter, and the measurement is shorter than 26 ft, and possible less than 24 ft required by Ordinance 17.188.030. 1 parking space is possibly reduced to meet this requirement.

c) **Trash collection truck circulation and obstructed access for hauler:**

Based on site plan, site is not big enough for trash collection truck and delivery truck turn around to exit the site, commercial delivery truck and trash collection truck must back up to the street, which will create public safety issue.

County's requirement for recyclables collection and loading area, please see Appendix H.

"...the recyclables collection area shall be located adjacent to the solid waste collection area, but the area must be clearly identified through signage and shall have unobstructed access for the respective hauler(s). Inadequate circulation is obstructed access for hauler. Trash enclosure is not accessible and must be located in different location of the site, which possibly further reduces the site space for parking spaces to meet this requirement.

d) **Reduction of parking to meet County's Trash enclosure requirement:**

Trash enclosure shown on site plan does not comply with Riverside County standard, please see Appendix H, enclosure shall have space minimum for 3 bins (one 4 cu refuse bin, one 4 cy recyclables bin and one 4 cy organics bin). Trash enclosure needs to be bigger to accommodate these 3 bins, therefore, **2 parking spaces are reduced to meet this requirement.**

e) **End Stall of Parking:**

Based on site plan, All the end stalls next to planter are 9ft wide. Per Ordinance 17.188.030, the end stall width is 11ft wide, while the proposed site plan only show 9ft wide. Therefore, the end parking stalls **violates Ordinance 17.188.030. 2 parking spaces are reduced to meet this requirement.**

f) **Accessibility of fire access along the north edge of the Frontage Road:**

There is not existing landscape parkway, sidewalk. The project lot elevation is much higher than the existing top of street curb elevation, no accessibility path shown at the fire access gate, since labeling the gate as fire access, the gate should meet the accessibility requirement per code. The accessibility ramp is required per code for fire access. **One (1) parking space is reduced to meet this requirement.**

g) **Electrical pole and its guide wire:**

Proposed site plan does not show the electrical pole and its guide wire truly matching the existing condition. Please see picture attached in Appendix I. To adjust site plan according to this existing site condition appears **one (1) parking space is reduced.** In addition, the electrical pole and its guide wire might also interfere with the whole parking lot vehicle circulation.

h) **Bicycle parking:**

Bicycle parking per County ordinance 348, section 18.12 and Riverside County code 17.188.060, **is not shown on proposed site plan.** The bicycle parking could affect the design that results reduction lot space to meet parking requirement.

i) Parking space calculation

On proposed site plan, parking calculation is based on 1 space per 250 gross floor area, 1748/250, and 12 provided parking spaces shown on the site plan, **According to Riverside Ordinance 177.188.030**, Parking shall be 1/200 of gross floor area, therefore parking space shall be $1748/200 = 9$ spaces required. **Parking calculation shown on proposed site plan is materially wrong.**

Staff Report page 3 of 20, indicates that Parking Space Provided is 13. **Provided parking space in staff report is false.**

Summary of above a) to i) regarding parking space:

- i) Definite parking space loss to meet the County Ordinance = 1 (a) + 2 (d) + 2 (e) + 1 (f) + 1 (g) = 6, which means 6 parking spaces would be loss in order for the site design to comply with Ordinance and meet existing site condition. This results: Parking space to the extend of practicable = provided parking spaces – parking spaces loss = $12 - 6 = 6$, which is less than 9 required per County ordinance.
- i) If the parking loss by considering the possible loss per comments above, the parking space loss will be 8, which results: $12 - 8 = 4$, only 4 parking space can be provided.
- ii) If considering to meet the circulation of the trash and recycle and green waste haulers, the project is not feasible.
- iii) Cannabis requires more parking space due to high traffic volume to the proposed business and extra parking for security and employee and extra parking for constant delivery. The minimum parking space for employees and security = $6 + 2 = 8$, which exceeds the feasible provided parking spaces (6 spaces at the best scenario). This means this proposed project site is definitely too small for Cannabis Retail Business.

The parking does not meet the County Ordinance 17.188.03, and onsite traffic circulation does not meet the county requirement. Therefore, the project shall be denied.

18. Adjacent neighbors and residents strongly oppose this Cannabis retail at this location, please see signatures of residents or business owners and business employees opposing this project. Therefore, this Cannabis project shall be denied.

19. Violation #19, Project violates public work standards

Sight distance and possible delay vehicle enter and exit the site:

Proposed site plan shows Knox box at the gate at the south side of the lot.

- a) This means that a fence is proposed to install along the south property line (right-of-way). Fence will block out the visibility of the sight distance according the **Corona city standard (number 120)**. The project is within the sphere of influence. County did not fully consider the City's request/concern for the public safety and health; the sight distance standard is the ordinance of City of Corona and intends for public safety.

- b) The proposed Knox box also means that the site is possibly gated, Gate is not shown on proposed site plan. If the site is gated, it would create a delay for vehicles **enter and exit the property**, and would **seriously cause a public safety issue**

20. Violation #20: Existing Driveway Approach is not in compliance with Corona Standard or County Standard (821, 207A and 208). Copy of Corona Standards shown in Appendix J, and Copy of the County standards shown in Appendix P.

- a) Site plan indicates the driveway approach is an existing driveway approach. However, driveway approach was shown on proposed site plan, does not truly reflect the actual site condition of the driveway approach (please see Appendix I). The deviation is deceptive to plan checker and planning commissioners to gain their approval and appears to possibly avoid the noncompliance of the **Corona city standard, plan standard number 130 and 133 or Riverside County standard 207A.**
- b) Existing driveway approach, please see picture, is neither in compliance with **Corona City standard (standard plan 130) nor in compliance with Riverside County Standard (207A).** It appears relatively new.
- c) Driveway approach shown on site plan is impossible to prevent the south-bound vehicles making left turn to the property or making a left turn to Paseo Grande when exit the site, because there is no landscape parkway island between the street curb and the front edge of the sidewalk to separate the right in and right out. Hazards as below:
 - i) The left turn from property to Paseo Grande when exit create traffic safety issue on the street.
 - ii) Vehicles making a left turn entering to the property from Paseo Grande creates creates safety issue.
 - iii) The right-in and right-out driveway approach will create the following scenarios:
 - Vehicle exit the site, make a U-turn at the T- intersection
 - Vehicles exit the site, make a U-turn at the driveway approach of the gas station in Frontage Road
 - Vehicle exit the site, make a left turn regardless

Therefore, this project shall be denied.

21. Violation #21: false submitted information, which does not match actuality of the existing site condition.

Existing 12' block wall, along the North side of the property line, which is indicated on proposed site plan, does not reflect the actuality of existing condition, the existing block wall is much lower than 12'. See Appendix I to verify the actuality. This nomenclature on the proposed site plan is deceiving the plan checker and planning commission for approval. Block wall with very significant height must be install to the protect the Hydrogen gas on the gas station property. The height of wall might be a serious neighborhood compatibility issue. **Therefore, the project shall be denied.**

22. Violation #22: Inaccurate information on plan: To the west side of the building, site plan does not show an existing portion of the building, which could be possibly illegal built, and no demolition plan was submitted to show that this rear (west) side of the structure will be demolished. Inaccurate information, regardless intentional or unintentional, shown on submitted plan is deceiving plan checker's and planning commissioners for their approval. **Therefore, planning commissioner's approval and plan department's recommendation shall be rescinded, and this project shall be denied.**

23. Violation #23: Inadequate information on design drawing is deceptive:

Proposed site plan shows two APN numbers; however, it fails to show the project consisting of two lots, one is the vacant lot, APN 102-250-059, and the other is APN102 250-057, 646 Paseo Grande, lot with existing residential use house. Lack of brief description and no showing the property line between these two lots are deceptive for plan check and planning commissioners' approval. Therefore, the incorrect information, regardless intentional or unintentional, which is deceptive to the public and affected parties in neighborhood, should be one of the reasons to rescind the planning commissioners' approval. **Therefore, the project shall be denied.**

24. Violation #24: Violation of WQMP Requirement:

Proposed site plan does not show square footage of both lots. Based on Assessor record, APN102-250-057, 0.18 acre, APN102-250-059, 0.1 acre, total square footage is 12,196 sq ft, House gross floor area is 1748 sq ft, so the lot for parking lot and landscape area is 10,448 sq ft. Based on Riverside County WQMP applicability checklist, Parking lot of 5000 square feet or more exposed to stormwater requires WQMP. Preliminary WQMP shall be submitted for preliminary approval by Transportation Department of Riverside County. Preliminary WQMP shall be submitted with project application per county requirement, please see Appendix F. This project obviously requires a WQMP. It is therefore suggested, that the county exam the planner's qualifications on plan check capability and hold responsible parties accountable for such a violation of county's WQMP requirement also means violating Federal and State regulations. **Therefore, this project shall be denied.**

25. Violation #25, Fail to demonstrate Odor Control. Ordinance 17.302.060 Nuisance Odors, Project does not show any proof that the project is in compliance with this section. No odor control plan was given to the public for review and comment for the public hearing. Probably, no odor control plan was submitted to planning department. History of issue Cannabis permit is very short, could be just the beginning, misunderstanding or miss information to prove the compliance is understandable. However, regardless of intentional or unintentional, **this project shall be denied without the proof of compliance of this section.**

26. Violation #26: Planning Department's determination on CEQA is wrong. CEQA 21061.3 INFILL SITE definition, this project is infill site.

Staff Report, page 5 of 20, last paragraph, "This project is exempt from the California Environmental Quality Act (CEQA) review pursuant to State CEQA Guideline Section 15301 (Existing Facility), Class I..."

This project property is not an existing facility, please see item 16 above and other items above. The planner's determination of the exemption of CEQA violates the CEQA requirement.

Therefore, the project shall be denied.

27. Violation # 27, violation of CEQA

CEQA 15332. IN-FILL DEVELOPMENT PROJECTS, "Class 32, ... (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations."

(d) "Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality."

In response to (a) above, the project is not consistent with general plan policies. See all items above.

In response to (b) above, Water quality: This project requires preliminary WQMP approval before public hearing. No WQMP was submitted. This project is not in compliance with Riverside County WQMP applicability checklist. The Approval of the project result in significant effects on water quality, that is why the WQMP is required.

The County's reasons for the exemption of the project are based on CEQA Guidelines section 15301 (existing facilities) and 15061 (b) (3) (Common Sense Exemption) **violates the CEQA Guideline, Therefore the project shall be denied.**

Conclusion:

The project document and staff report consist of materially incorrect/false information, improper judgement and decision from planner, possibly incorrect information in the application forms. This project does not comply with County Ordinance, CEQA and WQMP requirements ..., Therefore, the project shall be denied.

Appendix A

2009 California Government Code Section 6500-65096::
Chapter 2.7. Public Hearing

[View the 2020 California Code](#) | [View Previous Versions of the California Code](#)

2009 California Government Code - Section 65090-65096 :: Chapter 2.7. Public Hearings

GOVERNMENT CODE

SECTION 65090-65096

65090. (a) When a provision of this title requires notice of a public hearing to be given pursuant to this section, notice shall be published pursuant to Section 6061 in at least one newspaper of general circulation within the jurisdiction of the local agency which is conducting the proceeding at least 10 days prior to the hearing, or if there is no such newspaper of general circulation, the notice shall be posted at least 10 days prior to the hearing in at least three public places within the jurisdiction of the local agency.

(b) The notice shall include the information specified in Section 65094.

(c) In addition to the notice required by this section, a local agency may give notice of the hearing in any other manner it deems necessary or desirable.

(d) Whenever a local agency considers the adoption or amendment of policies or ordinances affecting drive-through facilities, the local agency shall incorporate, where necessary, notice procedures to the blind, aged, and disabled communities in order to facilitate their participation. The Legislature finds that access restrictions to commercial establishments affecting the blind, aged, or disabled is a critical statewide problem; therefore, this subdivision shall be applicable to charter cities.

65091. (a) When a provision of this title requires notice of a public hearing to be given pursuant to this section, notice shall be given in all of the following ways:

(1) Notice of the hearing shall be mailed or delivered at least 10 days prior to the hearing to the owner of the subject real property as shown on the latest equalized assessment roll. Instead of using the assessment roll, the local agency may use records of the county assessor or tax collector if those records contain more recent information than the information contained on the assessment roll. Notice shall also be mailed to the owner's duly authorized agent, if any, and to the project applicant.

(2) When the Subdivision Map Act (Div. 2 (commencing with Section 66410)) requires notice of a public hearing to be given pursuant to this section, notice shall also be given to any owner of a mineral right pertaining to the subject real property who has recorded a notice of intent to preserve the mineral right pursuant to Section 883.230 of the Civil Code.

(3) Notice of the hearing shall be mailed or delivered at least 10 days prior to the hearing to each local agency expected to provide water, sewage, streets, roads, schools, or other essential facilities or services to the project, whose ability to provide those facilities and services may be significantly affected.

(4) Notice of the hearing shall be mailed or delivered at least 10 days prior to the hearing to all owners of real property as shown on the latest equalized assessment roll within 300 feet of the real property that is the subject of the hearing. In lieu of using the assessment roll, the local agency may use records of the county assessor or tax collector which contain more recent information than the assessment roll. If the number of owners to whom notice would be mailed or delivered pursuant to this paragraph or paragraph (1) is greater than 1,000, a local agency, in lieu of mailed or delivered notice, may provide notice by placing a display advertisement of at least one-eighth page in at least one newspaper of general circulation within the local agency in which the proceeding is conducted at least 10 days prior to the hearing.

(5) If the notice is mailed or delivered pursuant to paragraph

(3), the notice shall also either be:

(A) Published pursuant to Section 6061 in at least one newspaper of general circulation within the local agency which is conducting the proceeding at least 10 days prior to the hearing.

(B) Posted at least 10 days prior to the hearing in at least three public places within the boundaries of the local agency, including one public place in the area directly affected by the proceeding.

(b) The notice shall include the information specified in Section 65094.

(c) In addition to the notice required by this section, a local agency may give notice of the hearing in any other manner it deems necessary or desirable.

(d) Whenever a hearing is held regarding a permit for a drive-through facility, or modification of an existing drive-through facility permit, the local agency shall incorporate, where necessary, notice procedures to the blind, aged, and disabled communities in order to facilitate their participation in any hearing on, or appeal of the denial of, a drive-through facility permit. The Legislature finds that access restrictions to commercial establishments affecting the blind, aged, or disabled, is a critical statewide problem; therefore, this subdivision shall be applicable to charter cities.

65092. (a) When a provision of this title requires notice of a public hearing to be given pursuant to Section 65090 or 65091, the notice shall also be mailed or delivered at least 10 days prior to the hearing to any person who has filed a written request for notice with either the clerk of the governing body or with any other person designated by the governing body to receive these requests. The local agency may charge a fee which is reasonably related to the costs of providing this service and the local agency may require each request to be annually renewed.

(b) As used in this chapter, "person" includes a California Native American tribe that is on the contact list maintained by the Native American Heritage Commission.

65093. The failure of any person or entity to receive notice given pursuant to this title, or pursuant to the procedures established by

a chartered city, shall not constitute grounds for any court to invalidate the actions of a local agency for which the notice was given.

65094. As used in this title, "notice of a public hearing" means a notice that includes the date, time, and place of a public hearing, the identity of the hearing body or officer, a general explanation of the matter to be considered, and a general description, in text or by diagram, of the location of the real property, if any, that is the subject of the hearing.

65095. Any public hearing conducted under this title may be continued from time to time.

65096. (a) Notwithstanding any other provision of law, whenever a person applies to a city, including a charter city, county, or city and county, for a zoning variance, special use permit, conditional use permit, zoning ordinance amendment, general or specific plan amendment, or any entitlement for use which would permit all or any part of a cemetery to be used for other than cemetery purposes, the city, county, or city and county shall give notice pursuant to Sections 65091, 65092, 65093, and 65094.

(b) Those requesting notice shall be notified by the local agency at the address provided at the time of the request.

(c) Notwithstanding Section 65092, a local agency shall not require a request made pursuant to this section to be annually renewed.

(d) "Cemetery," as used in this section, has the same meaning as that word is defined in Section 8100 of the Health and Safety Code.

Disclaimer: These codes may not be the most recent version. California may have more current or accurate information. We make no warranties or guarantees about the accuracy, completeness, or adequacy of the information contained on this site or the information linked to on the state site. Please check official sources.

Appendix B
Copy of “Notice of Public Hearing”

For
Hearing:
Time 10:am
Date November 16, 2021
CUP 200032

NOTICE OF PUBLIC HEARING BEFORE THE BOARD OF SUPERVISORS OF RIVERSIDE COUNTY ON A CONDITIONAL USE PERMIT AND DEVELOPMENT AGREEMENT IN THE TEMESCAL CANYON AREA PLAN, SECOND SUPERVISORIAL DISTRICT

NOTICE IS HEREBY GIVEN that a public hearing at which all interested persons will be heard, will be held before the Board of Supervisors of Riverside County, California, on the 1st Floor Board Chambers, County Administrative Center, 4080 Lemon Street, Riverside, on **Tuesday, November 16, 2021 at 10:00 A.M.** or as soon as possible thereafter, to consider the Planning Department's recommended approval of **Conditional Use Permit No. 200032 and Development Agreement 2000015**. Conditional Use Permit No. 200032 proposes to use an existing 1,748 sq. ft. building as a Cannabis Retailer - Storefront location and would include tenant improvements to the existing building and site. Development Agreement No. 2000015 would impose a lifespan on the proposed cannabis project and provide community benefit to the West Corona area. The project is located Northerly of Frontage Road, southerly of W. 6th Street, and westerly of Paseo Grande, in the Second Supervisorial District.

The Planning Department recommends that the Board of Supervisors find that the project is **EXEMPT** from the California Environmental Quality Act (CEQA); approve **Conditional Use Permit No. 200032**; introduce, read title, and waive further reading of, and adopt the associated ordinance approving **Development Agreement No. 2000015**.

On October 6, 2021 the Planning Commission approved staff recommendation to the Board of Supervisors by a vote of 5-0. The Planning Department meeting documents for the proposed project may be viewed online under the Planning Commission hearing date on the Public Hearing page of the Planning Department website: <https://planning.rctlma.org/Public-Hearings>.

FOR FURTHER INFORMATION REGARDING THIS PROJECT, PLEASE CONTACT STEVEN JONES, PRINCIPAL PLANNER, AT (951) 955-0314 OR EMAIL SJONES@RIVCO.ORG.

Any person wishing to testify in support of or in opposition to the project may do so in writing between the date of this notice and the public hearing or may appear and be heard at the time and place noted above. All written comments received prior to the public hearing will be submitted to the Board of Supervisors and the Board of Supervisors will consider such comments, in addition to any oral testimony, before making a decision on the project.

If you challenge the above item in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence to the Planning Commission or Board of Supervisors at, or prior to, the public hearing. Be advised that as a result of the public hearing and the consideration of all public comment, written and oral, the Board of Supervisors may amend, in whole or in part, the project and/or the related environmental document. Accordingly, the designations, development standards, design or improvements, or any properties or lands within the boundaries of the project, may be changed in a way other than specifically proposed.

Alternative formats available upon request to individuals with disabilities. If you require reasonable accommodation, please contact the Clerk of the Board office at (951) 955-1069, at least 72 hours prior to hearing.

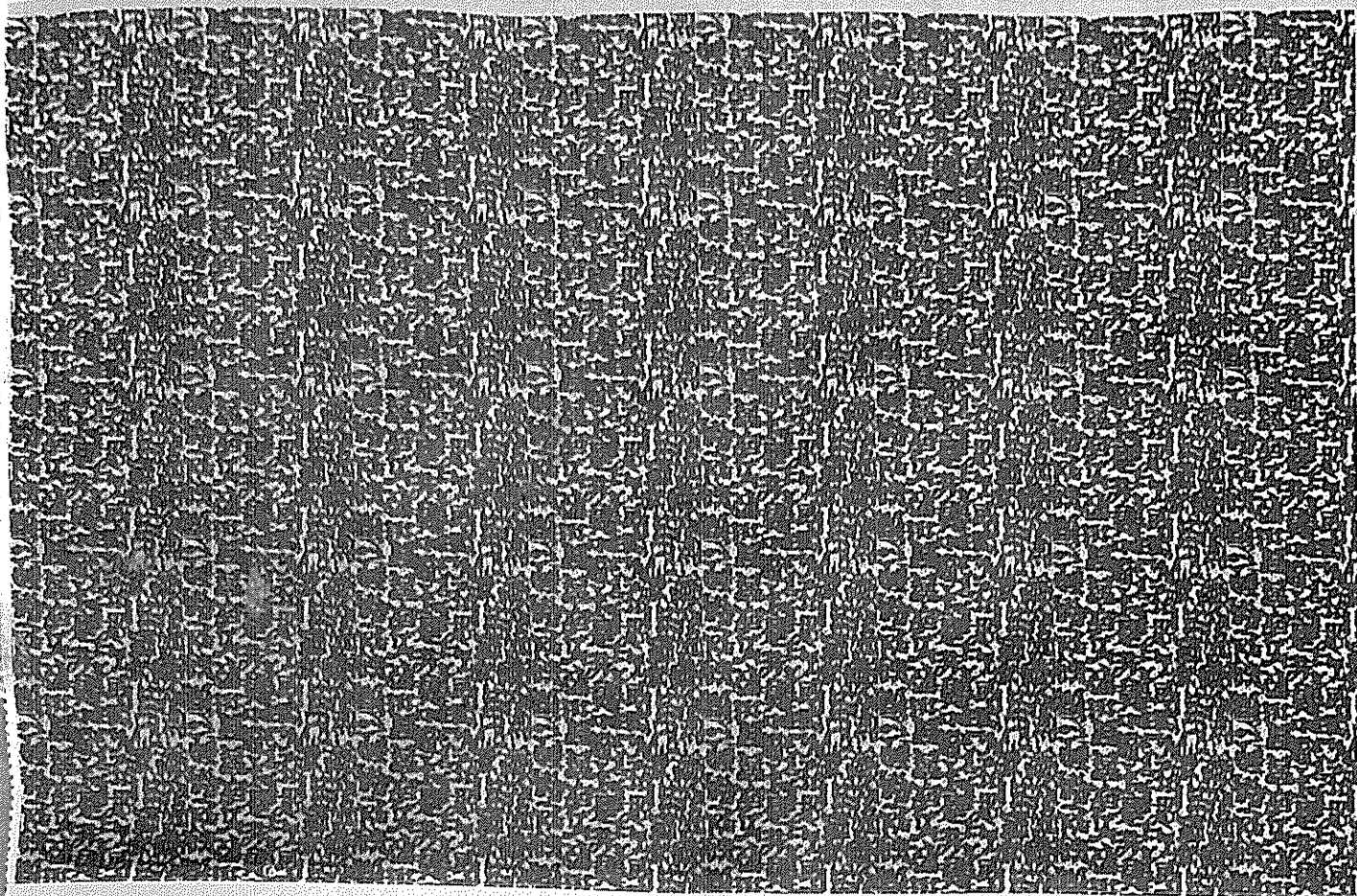
Please send all written correspondence to: Clerk of the Board, 4080 Lemon Street, 1st Floor, Post Office Box 1147, Riverside, CA 92502-1147

Dated: October 29, 2021

Kecia R. Harper, Clerk of the Board
By: Zuly Martinez, Board Assistant



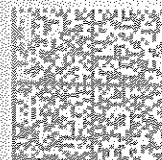
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THEN FOLD AND TEAR THIS STUB ALONG PERFORATION



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County Administrative Center
4080 Lemon Street, 1st Floor Annex
P. O. Box 1147
Riverside, CA 92502-1147

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3070 SHADOW CANYON CIR
NORCO CA 92860

16KY8MB 92860



Appendix C.1
Copy of Property Record

For
656 Paseo Grande
Corona, CA
APN 102-250-023



Assessor - County Clerk - Recorder

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General Information

Property Address 656 PASEO GRANDE
CORONA, CA 92882

Assessment No. (PIN) 102250023

APN (GeoCode) 102250023

Property Type Retail - General

TAG 059-014 CORONA NORCO USD

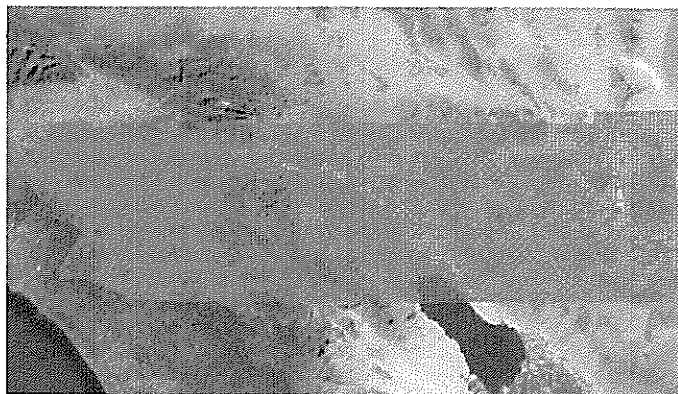
Acreage 0.16

Doing Business As

Business Use

Legal Description

.16 ACRES M/L IN POR LOT 3 MB 002/022 TR YORBA TR Lot
3 SubdivisionName TR YORBA TR Acres 000.16 M/L LotType
Lot RecMapType Map Book MapPlatB 002 MapPlatP 022
PortionLot Portion



Valuation data as of: Monday, November 22, 2021

Valuation data updated weekly.

Transfer History

Date	Document #	Sale Price
7/27/2017	2017-0307493-S	\$0
2/4/2013	2013-0060172	\$0
3/8/2004	2004-0158722	\$0
3/21/2001	2001-0115371	\$120,000
1/9/1997	1997-0007028	\$0
8/19/1977	1977-0161190	\$45,000
12/1/1974	1974-0009722-RM	\$0
12/1/1974	1974-0009722-RM	\$0

Buildings

Buildings does not exist for this account.

Features does not exist for this account.

Land Detail does not exist for this account.

Land Use Detail does not exist for this account.

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Account Information

PARCEL NUMBER
102250023

PROPERTY TYPE
Real

STATUS
Inactive

LAST UPDATE
11/24/2021 11:06:58 AM

Current Owner:
RIVERSIDE COUNTY TRANSPORTATION
COMMISSION

Tax Rate Area
059-014 CORONA NORCO USD

Class Code

Legal Description

.16 ACRES M/L IN POR LOT 3 MB 002/022 TR YORBA TR

PLEASE NOTE

Please click "PAY" to add unpaid tax bills to your Cart.

If your Assessment has both current and defaulted tax years due, you will need to add each of these to your check out cart individually.
All secured defaulted tax years must be paid together (adding one will add all prior year items to your Cart).

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Appendix C.2
Copy of Property Record

For
Vacant Commercial Land
Corona, CA
APN 102-250-059



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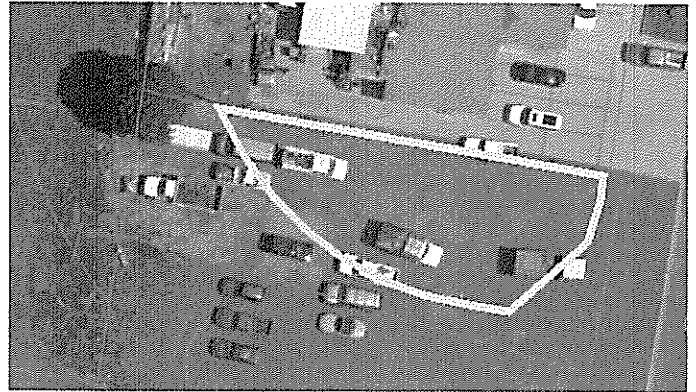
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General Information

Property Address - No Situs -
Assessment No. (PIN) 102250059
APN (GeoCode) 102250059
Property Type Vacant Commercial Land
TAG 059-014 CORONA NORCO USD
Acreage 0.10
Doing Business As
Business Use

Legal Description

.10 ACRES M/L IN POR LOT 3 MB 002/022 TR YORBA TR Lot
 3 SubdivisionName TR YORBA TR Acres 000.10 M/L LotType
 Lot RecMapType Map Book MapPlatB 002 MapPlatP 022
 PortionLot Portion



Valuation data as of: Monday, November 22, 2021

Valuation data updated weekly.

Transfer History

Date	Document #	Sale Price
7/9/2020	2020-0299272	\$500
11/20/2017	2017-0485831	\$0
7/27/2017	2017-0307493	\$0
7/27/2017	2017-0307493-S	\$0
3/21/2001	2001-0115371	\$120,000

Buildings

Buildings does not exist for this account.

Features does not exist for this account.

Land

Primary Use	Land Type	Acres	Eff. Frontage	Eff. Depth
Commercial	LandLine 01 / 102250059 / Commercial	0.10	0.00	0.00

Land Use Detail does not exist for this account.



Assessor - County Clerk - Recorder
Riverside County, CA

Property Detail

Assessment No.	102250059
APN	102250059
Property Type	Vacant Commercial Land
Neighborhood	Land - Riverside, Canyon Lake, Murrieta, Wildomar, Jurupa Valley
Acreage	0.10

Legal Description

.10 ACRES M/L IN POR LOT 3 MB 002/022 TR YORBA TR Lot 3 SubdivisionName TR YORBA TR Acres 000.10 M/L LotType Lot RecMapType Map Book MapPlatB 002 MapPlatP 022 PortionLot Portion

Value History (Part 1)

Year	Reason Date	Market Value				Factored Base Year Value			
		Land	Improvement	Living Improvement	Total	Land	Improvement	Living Improvement	Total
2017	Other 27/07/2017	\$37,000			\$37,000				
2018	Other 01/01/2018					\$37,000			\$37,000
2019	01/01/2019					\$37,740			\$37,740
2020	01/01/2020					\$38,494			\$38,494
2021	01/01/2021					\$38,892			\$38,892

Value History (Part 2)

Year	Restricted Value				Assessed Value				Penalty	Exemption	Net Taxable Value
	Land	Improvement	Living Improvement	Total	Land	Improvement	Living Improvement	Total			
2017					\$36,999			\$36,999			\$36,999
2018					\$37,000			\$37,000			\$37,000
2019					\$37,740			\$37,740			\$37,740
2020					\$38,494			\$38,494			\$38,494
2021					\$38,892			\$38,892			\$38,892

Transfer History

Doc #	Sales Price	Date	Vacant Land
2020-0299272	\$500	7/9/2020	True
2017-0485831	\$0	11/20/2017	True
2017-0307493	\$0	7/27/2017	True
2017-0307493-S	\$0	7/27/2017	True
2001-0115371	\$120,000	3/21/2001	True

Features

Land Details

Primary Use	Land Type	Acres	Eff. Frontage	Eff. Depth
Commercial	LandLine 01 / 102250059 / Commercial	0.10	0.00	0.00

Riverside County is not liable for erroneous or incomplete data.
California Revenue and Taxation Code Sec. 408.3 (d)

Date Printed: 11/17/2021



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Riverside County, CA

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General Information

Property Address - No Situs -
Assessment No. (PIN) 102250059
APN (GeoCode) 102250059
Property Type Vacant Commercial Land
TAG 059-014 CORONA NORCO USD
Acreage 0.10
Doing Business As
Business Use

Legal Description

.10 ACRES M/L IN POR LOT 3 MB 002/022 TR YORBA TR Lot 3 SubdivisionName TR YORBA TR Acres 000.10 M/L LotType Lot
 RecMapType Map Book MapPlatB 002 MapPlatP 022 PortionLot Portion

If you're not seeing your 2021 values, please contact the county at (951) 256-0200 or Email: acrcustomer@rccs.net

Value History

Years	2021	2020	2019	2018	2017
Assessment ID	804560518	803631885	802847497	4049033	153719732
Event Type	Annual	Annual	Annual	Annual	Transfer
Roll Caste	Annual	Annual	Annual	Annual	Supplemental
Reason				Other	Other
Event Date	01/01/2021	01/01/2020	01/01/2019	01/01/2018	07/27/2017
<u>Total Assessment Value</u>	\$38,892	\$38,494	\$37,740	\$37,000	\$36,999
<u>Total Factored Base Year Value</u>	\$38,892	\$38,494	\$37,740	\$37,000	
<u>Total Market Value</u>					\$37,000
Net Taxable Value	\$38,892	\$38,494	\$37,740	\$37,000	\$36,999

Name	Description
Structures	Improvements
Land	Land
Living Improvements	Trees & Vines
Personal Property	Personal Property
Trade Fixtures	Removable personal property (i.e., display counters)

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2017-0307493

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2017-0485831

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Recording Info**Document Number:**

2020-0299272

Recording Date:

07/09/2020 08:59:56 AM

Number Pages:

5

Names**Grantor:**

HALE JARED SCOTT

Grantee:

HALE JASON ARCH

Legal**Assessors Parcel Number:**

102-250-057

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Appendix C.3
Copy of Property Record

For
646 Paseo Grande
Corona, CA
APN 102-250-057



Assessor - County Clerk - Recorder

Riverside County, CA

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General Information

Property Address 646 PASEO GRANDE
CORONA, CA 91720

Assessment No. (PIN) 102250057

APN (GeoCode) 102250057

Property Type Residential Use Zoned Commercial

TAG 059-014 CORONA NORCO USD

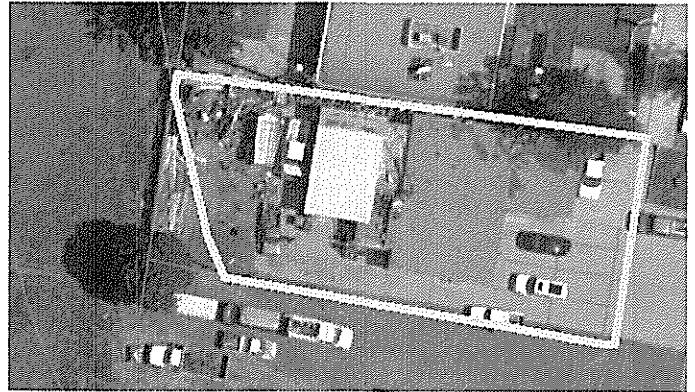
Acreage 0.18

Doing Business As

Business Use

Legal Description

.18 ACRES M/L IN POR LOT 3 MB 002/022 TR YORBA TR Lot
3 SubdivisionName TR YORBA TR Acres 000.18 M/L LotType
Lot RecMapType Map Book MapPlatB 002 MapPlatP 022
PortionLot Portion



Valuation data as of: Monday, November 22, 2021

Valuation data updated weekly.

Transfer History

Date	Document #	Sale Price
7/9/2020	2020-0299272	\$500
11/20/2017	2017-0485831	\$0
3/2/2017	2017-0087707	\$0
2/21/2014	2014-0067530-S	\$0
2/21/2014	2014-0067531	\$0
10/28/2012	2012-9029116-UC	\$0
5/10/2012	2012-0216460	\$0

Buildings

Building 1

Floor Areas	Structural Elements	Units/Costs
DESCRIPTION	TYPE	GROSS FINISHED CONSTRUCTION
Low-Rise Apartments, Motels & Residential Multiples (MS12)	Ground	0.00 0.00 Wood or Light Steel (D)
Total Area		0.00

Address 646 PASEO GRANDE
Grade Residential Use Zoned Commercial
Year Built 1954

Features does not exist for this account.

Land

Primary Use	Land Type	Acres	Eff. Frontage	Eff. Depth
Commercial	LandLine 01 / 102250057 / Commercial	0.18	0.00	0.00

Land Use Detail does not exist for this account.



Assessor - County Clerk - Recorder
Riverside County, CA

Property Detail

646 PASEO GRANDE CORONA CA 91720

Assessment No. 102250057
APN 102250057
Property Type Residential Use Zoned Commercial
Neighborhood Residential Use Zoned Commercial - Riverside District
Acreage 0.18

Legal Description

.18 ACRES M/L IN POR LOT 3 MB 002/022 TR YORBA TR Lot 3 SubdvisionName TR YORBA TR Acres 000.18 M/L LotType Lot RecMapType Map Book MapPlatB 002 MapPlatP 022 PortionLot Portion

Value History (Part 1)

Year	Reason Date	Market Value				Factored Base Year Value			
		Land	Improvement	Living Improvement	Total	Land	Improvement	Living Improvement	Total
2017	Other 01/01/2017					\$122,235	\$42,307		\$164,542
2018	Other 01/01/2018					\$124,679	\$43,153		\$167,832
2019	01/01/2019					\$127,173	\$44,015		\$171,188
2020	01/01/2020					\$129,716	\$44,895		\$174,611
2021	01/01/2021					\$131,059	\$45,360		\$176,419

Value History (Part 2)

Year	Restricted Value				Assessed Value				Penalty	Exemption	Net Taxable Value
	Land	Improvement	Living Improvement	Total	Land	Improvement	Living Improvement	Total			
2017					\$122,235	\$42,307		\$164,542			\$164,542
2018					\$124,679	\$43,153		\$167,832			\$167,832
2019					\$127,173	\$44,015		\$171,188			\$171,188
2020					\$129,716	\$44,895		\$174,611			\$174,611
2021					\$131,059	\$45,360		\$176,419			\$176,419

Transfer History

Doc #	Sales Price	Date	Vacant Land
2020-0299272	\$500	7/9/2020	False
2017-0485831	\$0	11/20/2017	False
2017-0087707	\$0	3/2/2017	False
2014-0067530-S	\$0	2/21/2014	False
2014-0067531	\$0	2/21/2014	False
2012-9029116-UC	\$0	10/28/2012	False
2012-0216460	\$0	5/10/2012	False

Features

Land Details

Primary Use	Land Type	Acres	Eff. Frontage	Eff. Depth
Commercial	LandLine 01 / 102250057 / Commercial	0.18	0.00	0.00

Building 1 - Building Details

Address 646 PASEO GRANDE
Type Residential Use Zoned Commercial
Year Built 1954

Image: Sketch Image

Structural Elements

Use	Detail
Foundation	Concrete
Lighting	Average

Floor Areas

Description	Level	Gross Area	Finished Area	Construction Type
Low-Rise Apartments, Motels & Residential Multiples (MS12)	Ground	0.00	0.00	Wood or Light Steel (D)

Riverside County is not liable for erroneous or incomplete data.
California Revenue and Taxation Code Sec. 408.3 (d)

Date Printed: 11/17/2021

Assessor-County Clerk-Recorder

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Document Number Search - Web

Enter the **Document Number** as a four digit year a dash and then the number (i.e. 2000-000001). You will need to use leading zeros, if necessary, to make the required number of digits.

Please note: Our document numbers started out as 6 digits and then went to 7 on 12/23/2003.

Recorder Documents are Indexed from Jan 1, 1974 through Nov 22, 2021

Clerk Documents are Indexed from Jan 1, 1893 through Oct 22, 2021

Document Number

[Recent searches](#)
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[Search](#)

Description (1)

DEED 1

[Apply Filter\(s\)](#)

☐ Showing page 1 of 1 for Document Number Search - Web
1 Total Results Document Number equals 2020-0299272



☐ 2020-0299272 • DEED

Visited

Recording Date	Grantor	Grantee	# of Pages
07/09/2020 08:59	HALE JARED SC...	HALE JASON AR...	5

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Document Number Search - Web

Enter the **Document Number** as a four digit year a dash and then the number (i.e. 2000-000001). You will need to use leading zeros, if necessary, to make the required number of digits.

Please note: Our document numbers started out as 6 digits and then went to 7 on 12/23/2003.

Recorder Documents are Indexed from Jan 1, 1974 through Nov 22, 2021

Clerk Documents are Indexed from Jan 1, 1893 through Oct 22, 2021

Document Number

2017-0485831

Recent searches

Clear Selections

Search

Description (1)

DEED 1

[Apply Filter\(s\)](#)

☐ Showing page 1 of 1 for Document Number Search - Web
1 Total Results Document Number equals 2017-0485831



☐ 2017-0485831 • DEED

Recording Date	Grantor (3)	Grantee	# of Pages
11/20/2017 09:44	HALE JASON AR...	HALE JASON AR...	3

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Assessor-County Clerk-Recorder

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Document Number Search - Web

Enter the **Document Number** as a four digit year a dash and then the number (i.e. 2000-000001). You will need to use leading zeros, if necessary, to make the required number of digits.

Please note: Our document numbers started out as 6 digits and then went to 7 on 12/23/2003.

Recorder Documents are indexed from Jan 1, 1974 through Nov 22, 2021

Clerk Documents are indexed from Jan 1, 1893 through Oct 22, 2021

Document Number

2017-0087707

Recent searches

Clear Selections

Search

Description (1)

DEED

1

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☐ Showing page 1 of 1 for Document Number Search - Web
1 Total Results Document Number equals 2017-0087707



D 2017-0087707 • DEED

Recording Date	Grantor	Grantee	# of Pages
03/02/2017 01:01	HALE JARED SC...	HALE JASON AR...	2

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Document Number Search - Web

Enter the **Document Number** as a four digit year a dash and then the number (i.e. 2000-000001). You will need to use leading zeros, if necessary, to make the required number of digits.

Please note: Our document numbers started out as 6 digits and then went to 7 on 12/23/2003.

Recorder Documents are Indexed from Jan 1, 1974 through Nov 22, 2021

Clerk Documents are Indexed from Jan 1, 1893 through Oct 22, 2021

Document Number

2014-0067530

Recent searches

Clear Selections

Search

Description (1)

DEED

1

Apply Filter(s)

☐ Showing page 1 of 1 for Document Number Search - Web
1 Total Results Document Number equals 2014-0067530



D 2014-0067530 • DEED

Recording Date	Grantor (4)	Grantee	# of Pages
02/21/2014 08:00	HALE JASON AR...	RIVERSIDE COU...	8

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Document Number Search - Web

Enter the **Document Number** as a four digit year a dash and then the number (i.e. 2000-000001). You will need to use leading zeros, if necessary, to make the required number of digits.

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Recorder Documents are Indexed from Jan 1, 1974 through Nov 22, 2021

Clerk Documents are Indexed from Jan 1, 1893 through Oct 22, 2021

Document Number

2014-0067531

Recent searches

Clear Selections

Search

Description (1)

DEED

1

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☐ Showing page 1 of 1 for Document Number Search - Web
1 Total Results Document Number equals 2014-0067531



D 2014-0067531 • DEED

Recording Date	Grantor (4)	Grantee	# of Pages
02/21/2014 08:00	... HALE JASON AR...	RIVERSIDE COU...	7

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Appendix C.4
Riverside County Parcel Report
For
APN102-250-057
646 Paseo Grande
Corona, CA 91720



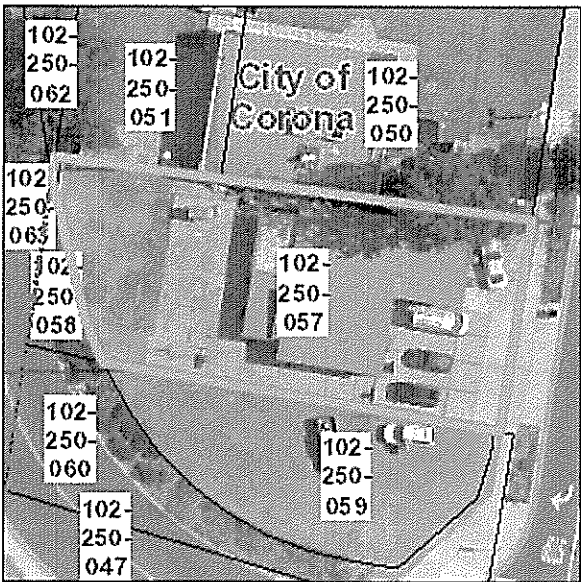
Riverside County Parcel Report

APN(s):102250057

DISCLAIMER

Maps, permit information and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, or completeness of any of the data provided, and assumes no legal responsibility for the information contained on this map. Any use of this product with respect to accuracy and precision shall be the sole responsibility of the user.

MAPS/IMAGES



PARCEL

APN	102-250-057-0	Supervisory District	KAREN SPIEGEL, DISTRICT 2
Previous APN	102250057 102250022	Township/Range	T3SR7W SEC 27 SEC
Owner Name	102250057 JASON ARCH HALE PATRICIA A. HALE	Elevation	694 ft
Address	102250057 646 PASEO GRANDE CORONA CA 91720	Thomas Bros. Map Page/Grid	PAGE: 742, GRID: J5
Mailing Address	102250057 1566 E CARLETON CT CORONA CA 92881	Indian Tribal Land	NOT IN A TRIBAL LAND
Legal Description	102250057 Recorded Book/Page: MB 2/22 Subdivision Name: TR YORBA TR Lot/Parcel: 3 Block: Tract Number:	City Boundary	NOT IN A CITY

Property	102200001	County Service Area	21 - CORONA
Characteristics	Year Constructed: 1954 Baths: Bedrooms: Construction Type: Wood or Light Steel (D) Garage Type: Property Area (sq ft): Roof Type: Stories: 1 Pool: NO Central Cool: NO Central Heat: NO		
Annexation Date	N/A	LAFCO Case	N/A
Proposals	N/A		

PLANNINGmore...

Specific Plans	NOT IN A SPECIFIC PLAN	Historic Preservation Districts	NOT IN A HISTORIC PRESERVATION DISTRICT
Land Use Designations	CR	Agricultural Preserve	NOT IN AN AGRICULTURAL PRESERVE
General Plan Policy Overlays	N/A		
Area Plan (RCIP)	Temescal Canyon	Airport Influence Areas	NOT IN AN AIRPORT INFLUENCE AREA
General Plan Policy Areas	NOT IN A GENERAL PLAN POLICY AREA	Airport Compatibility Zones	NOT IN AN AIRPORT COMPATIBILITY AREA
Zoning Classifications (ORD. 348)	C-1/C-P, CZ Number 743	Zoning Districts and Zoning Areas	WEST CORONA AREA
Zoning Overlays	NOT IN A ZONING OVERLAY	Community Advisory Councils	NOT IN A COMMUNITY ADVISORY COUNCIL
Residential Permit Stats			
N/A			

ENVIRONMENTALmore...

CVMSHCP (Coachella Valley Multi-Species Habitat Conservation Plan) Plan Area	NOT IN A COACHELLA VALLEY MSHCP FEE AREA	WRMSHCP (Western Riverside County Multi-Species Habitat Conservation Plan) Cell Group	NOT IN A CELL GROUP
CVMSHCP (Coachella Valley Multi-Species Habitat Conservation Plan) Conservation Area	NOT COACHELLA VALLEY CONSERVATION AREA	WRMSHCP Cell Number	NOT IN A CELL NUMBER
CVMSHCP Fluvial Sand Transport Special Provision Areas	NOT IN A FLUVIAL SAND TRANSPORT SPECIAL PROVISION AREA	HANS/ERP (Habitat Acquisition and Negotiation Strategy/Expedited Review Process)	NOT IN A HANS/ERP PROJECT
WRMSHCP (Western Riverside County Multi-Species Habitat Conservation Plan) Plan Area	WESTERN RIVERSIDE COUNTY	Vegetation (2005)	URBAN OR DEVELOPMENT MAPPING UNIT

FIREmore...

Fire Hazard Classification (Ord. 787)	NOT IN A FIRE HAZARD ZONE	Fire Responsibility Area	NOT IN A FIRE RESPONSIBILITY AREA
---------------------------------------	---------------------------	--------------------------	-----------------------------------

DEVELOPMENT FEESmore...

CVMSHCP (Coachella Valley Multi-Species Habitat Conservation Plan) Fee Area (Ord 875)	NOT IN A COACHELLA VALLEY MSHCP FEE AREA	RBBD (Road & Bridge Benefit District)	NOT IN A ROAD BRIDGE BENEFIT DISTRICT
---	--	---------------------------------------	---------------------------------------

Eastern TUMF (Transportation Uniform Mitigation Fee Ord. 173)	NOT IN THE EASTERN TUMF FEE AREA	DA (Development Agreements)	NOT IN A DEVELOPMENT AGREEMENT
TRANSPORTATION more...			
Circulation	IN OR PARTIALLY WITHIN A CIRCULATION	Road Book Page	21A
Element Ultimate Right-of-Way	ELEMENT RIGHT-OF-WAY	Transportation Agreements	NOT IN A TRANS AGREEMENT
		CETAP (Community and Environmental Transportation Acceptability Process) Corridors	NOT IN A CETAP CORRIDOR
HYDROLOGY			
Flood Plan Review	OUTSIDE FLOODPLAIN, REVIEW NOT REQUIRED	Watershed	SANTA ANA RIVER
Water District	WESTERN MUNICIPAL WATER DISTRICT		
Flood Control District	RIVERSIDE COUNTY FLOOD CONTROL DISTRICT		
GEOLOGIC			
Fault Zone	NOT IN A FAULT ZONE	Paleontological Sensitivity	HIGH SENSITIVITY (HIGH A): BASED ON GEOLOGIC FORMATIONS OR MAPPABLE ROCK UNITS THAT ARE ROCKS THAT CONTAIN FOSSILIZED BODY ELEMENTS, AND TRACE FOSSILS SUCH AS TRACKS, NESTS AND EGGS. THESE FOSSILS OCCUR ON OR BELOW THE SURFACE
Faults	NOT IN A FAULT LINE		
Liquefaction Potential	LOW		
Subsidence	SUSCEPTIBLE		
MISCELLANEOUS			
School District	CORONA-NORCO UNIFIED		
Communities	CORONA		
Lighting (Ord. 655)	NOT IN A PALOMAR OBSERVATORY ZONE		
2010 Census Tract	419.04		
Farmland	URBAN-BUILT UP LAND		
Special Notes	NO SPECIAL NOTES		
Tax Rate Areas	059014 - CO FREE LIBRARY 059014 - CO STRUCTURE FIRE PROTECTION 059014 - CO WASTE RESOURCE MGMT DIST 059014 - CORONA NORCO UNIFIED SCHOOL 059014 - CSA 152 059014 - CSA 21 * 059014 - FLOOD CONTROL ADMIN 059014 - FLOOD CONTROL ZN 2 059014 - GENERAL 059014 - GENERAL PURPOSE 059014 - MWD WEST 1302999 059014 - NW MOSQUITO & VECTOR CNTL DIST 059014 - RIV CO REGIONAL PARK & OPEN SP 059014 - RIV CORONA RESOURCE CONSERVATION 059014 - RIVERSIDE CITY COMMUNITY COLLEGE 059014 - RIVERSIDE CO OFC OF EDUCATION 059014 - SO. CALIF, JT(19,30,33,36,37,56)		

Septic Permits

Record Id	Application Date	Plan Check Approved Date	Final Inspection Date	Approved Date
N/A	N/A	N/A	N/A	N/A

Well Water Permits

Record Id	PE	Permit Paid Date	Permit Approved Date	Well Finaled Date
N/A	N/A	N/A	N/A	N/A

LUS PERMITS & CASES

Administrative Cases

Case	Case Description	Status
N/A	N/A	N/A

Building and Safety Cases

Case	Case Description	Status
BEL2000871	UPGRADE TO 200AMP	FINAL
BRI2000490	REQUEST FOR RECORDS	APPLIED
BZ116524	PATIO COVER	FINAL

Code Cases

Case	Case Description	Status
N/A	N/A	N/A

Fire Cases

Case	Case Description	Status
N/A	N/A	N/A

Planning Cases

Case	Case Description	Status
CAN190017	RFP FOR COMMERCIAL CANNABIS	DENIED
CEQ200070	CEQA ANALYSIS FOR CUP200032 & DA2000015 (COMMERCIAL CANNABIS RETAIL STOREFRONT).	COMPLETED
CUP200032	RETAIL - 1,748 SQ. FT. EXISTING BUILDING FOR A COMMERCIAL CANNABIS RETAIL STOREFRONT WITH OFFICE SPACE.	BOS
DA2000015	DEVELOPMENT AGREEMENT FOR CUP200032 (COMMERCIAL CANNABIS RETAIL STOREFRONT).	BOS
DP03013	ESTABLISHMENT OF A BEAUTY SHOP IN AN EXISTING RESIDENCE	APPROVED

Survey Cases

Case	Case Description	Status
CPM200025	MERGER OF TWO LOTS FOR PARKING SPACE	PEND CORRECTION

Transportation Cases

Case	Case Description	Status
------	------------------	--------

Fw: 646 Paseo Grande

From: richard delarosa (rdelarosa4460@sbcglobal.net)
To: wtane@yahoo.com
Date: Wednesday, November 24, 2021, 11:22 AM GMT-8

Sent from AT&T Yahoo Mail on Android

----- Forwarded Message -----

From: "Records" <records@RIVCO.ORG>
To: "rdelarosa4460@sbcglobal.net" <rdelarosa4460@sbcglobal.net>
Sent: Wed, Nov 24, 2021 at 10:53 AM
Subject: 646 Paseo Grande
Hello Richard,

I went ahead and attached the parcel report for this property along with the plot plan. You can view the image at the top of the parcel report to see if this is the property you were requesting information on.

I was only able to locate 2 permit records for this property below. Our records date back to 1963. All permit records prior to 1963 have been destroyed.

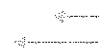
116524-PATIO COVER

If you would like to purchase a copy of this permit record, the fee is \$8.

There is one more permit under **BEL2000871**-Upgrade to 200 Amp, that is available to view for free from our website. You will find instructions below:

To view/print from website:

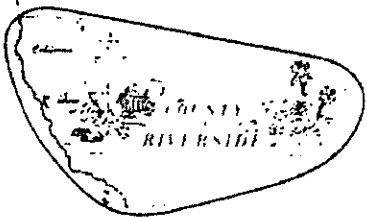
Go to www.rctlma.org
Click on "ONLINE SERVICES"
Scroll down
Click on "Building Permit Information" (right-hand side of page)
Enter permit number to view and / or print.
Click "Submit"
Right click to print page
Repeat steps on "Building Permit Inspection history to see individual inspections.



Appendix C.5
Copy of PP03013

For
656 Paseo Grande
Corona, CA
APN 102-250-023

12345



RIVERSIDE COUNTY PLANNING DEPARTMENT

PLOT PLAN
APPLICATION

Name of Applicant Micki Evans, Realtor Phone 735 8040
Mailing Address 605 Paseo Grande Corona 9020
Street City Zip Code
Legal Owner Lewton L. + Rosemary J. Talbot 737-5952
Address 656 Paseo Grande Corona 91720
Purpose of request use as Beauty Salon
Location of property 656 Paseo Grande - Corona 91720

Legal Description of Property (Give exact legal description as recorded in the office of the County Recorder - say to attach:

See legal attached

THIS APPLICATION MUST BE ACCOMPANIED BY SEVEN (7) COPIES OF A COMPLETE AND ACCURATE PLOT PLAN.

102-250-023 PLANNING COMMISSION USE ONLY

(Date Accepted) _____

District/Area _____ Zone _____

Road Book Page _____

Geologic Hazard Zone _____ No

Yes: Map No. _____

Date Transmittals Sent _____

Expiration Date _____

Related File _____

Transmittals Sent To: _____ Road

Fire

Health

Other

RIVERSIDE COUNTY PLANNING COMMISSION
4080 LEMON STREET
RIVERSIDE, CALIFORNIA

TO: HEALTH DEPT.

DATE June 13, 1977

SUBJECT: 18.30 (P-3) Plot Plan No. 3015

Exhibit "A" attached (1 of 1)

Your comments and recommendation are requested prior to June 13, 1977
so that they may be included as conditions in our plot plan approval letter. Please
note that the proposal is to use part of a residence for a beauty salon

on property located at
656 Paseo Grande

in the West Corona
Area/District of Riverside County.

ASSESSORS PARCEL NO. 102-450-0-3

COMMENTS AND/OR RECOMMENDATIONS.

This Department has no objection to the above plot plan as public health is not
available.

DATE June 16, 1977 SIGNED Richard L. Freeman

RC Richard L. Freeman, R.S., Admin. Supervisor
Environmental Health

(RETURN SIGNED ORIGINAL TO PLANNING DEPARTMENT, 4080 LEMON STREET, RIVERSIDE, CA. 92501)

FD-74-33*

Rev. 8-13-76 FWW:mb

PLANNING DEPARTMENT
4080 LEMON STREET
RIVERSIDE, CALIFORNIA

TO: Paul J. Smith

DATE 6/1/77

SUBJECT: 18.30 (A /) Plot Plan No. 36-13

Exhibit "A" attached (1 of 1)

Your comments and recommendation are requested prior to _____

so that they may be included as conditions in our plot plan approval letter. Please

note that the proposal is to see plat for subdivision

beverage center on property located at

6500 Lemon Street

_____ in the West Town

Area/District of Riverside County.

ASSIGNORS PARCEL NO. 162-250-073

COMMENTS AND/OR RECOMMENDATIONS:

DATE _____ Signed PC

(RETURN SIGNED ORIGINAL TO PLANNING DEPARTMENT, 4080 LEMON STREET, RIVERSIDE, CALIFORNIA)

PD-74-33*

Rev. 8-18-76 PGW:mh

RIVERSIDE COUNTY PLANNING COMMISSION
4080 LEMON STREET
RIVERSIDE, CALIFORNIA

TO: DEPT. OF FIRE PROTECTION

DATE June 13, 1977

SUBJECT: 18.30 (R-3) Plot Plan No. 3013

Exhibit "A" attached (1 of)

Your comments and recommendation are requested prior to June 28, 1977
so that they may be included as conditions in our plot plan approval letter. Please
note that the proposal is to use part of a residence as a beauty salon

on property located at
656 Paseo Grande

in the West Corona

Area/District of Riverside County.

ASSESSORS PARCEL NO. 102-250-023

COMMENTS AND/OR RECOMMENDATIONS:

RECEIVED
JUL 11 1977

RIVERSIDE COUNTY
PLANNING COMMISSION

Show there exists or provide a county standard fire hydrant within
250' in either direction of the center line of this site which will
flow 500 GPM or greater.

DATE July 7, 1977

Signed Orien Ted Pfeiffer
RC

(RETURN SIGNED ORIGINAL TO PLANNING DEPARTMENT, 4080 LEMON STREET, RIVERSIDE, CA. 92503.
PD-74-33*

Rev. 8-18-76 PWW:mb

PWW: 72527

July 19, 1977

Micki Evans, Realtor
605 Paseo Grande
Corona, California 91720

RE: 18.30 (C-P) Plot Plan No. 3013
Portion Lot 3, Trinidad Yerba Tract
MB 2/22
Assessor's Parcel No. 102-250-023

Dear Mr. Evans:

This letter is to report approval of your application for establishment of a beauty shop in an existing residence at 636 Paseo Grande which is located in the C-P zone in the West Corona District of Riverside County. This approval is subject to the mandatory requirements of the Riverside County Codes and the following conditions:

1. The development of the premises shall conform substantially with that as shown on plot plan marked Exhibit "A" on file with 18.30 (C-P) Plot Plan No. 3013.
2. A minimum of two (2) parking spaces shall be provided in accordance with Section 18.12, Riverside County Ordinance No. 348.
3. All landscaped areas shown on the approved Exhibit "A" shall be planted with groundcover or plants. A sprinkler system shall be installed and all landscaped areas shall be maintained in a viable growth condition.
4. Any outside lighting shall be hooded and directed so as not to shine directly upon adjoining property or public rights-of-way.
5. Prior to the occupancy of the use permitted hereby, the applicant shall:
 - a. obtain a special inspection permit for the structure to be used for the beauty shop from the Riverside County Department of Building and Safety and comply with all requirements established thereby.
 - b. show there exists or provide a county standard fire hydrant within 250 feet in either direction of the centerline of the site which will flow 500 GPM or greater.

Nicki Evans, Resitor

- 2 -

July 19, 1977

Written evidence of compliance shall be presented to the Land Use Division of the Department of Building and Safety.

6. This approval shall be used within one year from this date of approval, otherwise it shall become null and void and of no effect whatsoever. By use is meant the beginning of substantial construction contemplated by this approval within the one-year period which is thereafter diligently pursued to completion, or the beginning of substantial utilization contemplated by this approval. In the event the use permitted hereby ceases operation for a period of one year or more, this approval shall become null and void.

A copy of the approved plot plan is enclosed for your files.

Very truly yours,

RIVERSIDE COUNTY PLANNING DEPARTMENT
A. E. Newcomb, Planning Director

Patrick W. Wade, Associate Planner

PLW/vf

Enclosure

cc. Dept. of Building and Safety
Fire Department

EXHIBIT "A"

That portion of Lot 3 in Trinidad Yorba Tract, as shown by map on file in Book 2, page 22 of Maps, Riverside County Records, described as follows:

COMMENCING at the intersection of the Southwesterly line of that certain strip of land condemned by the State of California for highway purposes, a certified copy of Decree of Condemnation being recorded October 1, 1941 in Book 517, page 277 of Official Records, and the Westerly line of Paseo Grande, as shown on map of Yorba Heights Unit No. 1 on file in Book 22, page 5 of Maps, Riverside County Records;
THENCE South 8° 39' West, on the Westerly line of said Paseo Grande, 252 feet, to the truepoint of beginning;
THENCE continuing South 8° 39' West 8.64 Feet, to a point of tangency in a curve concave to the Northwest;
THENCE Southwesterly, on said curve, through a central angle of 1° 42' 56", an arc distance of 53 feet, to a point in said curve, the center of which bears North 79° 38' 04" West, a radial distance of 1770 feet;
THENCE North 73° 39' 47" West 150.56 feet, to a point in the Southeasterly line of Yorba Heights Unit No. 2, as shown by Map on file in Book 25, page 2 of Maps, Riverside County Records;
THENCE North 8° 39' East 44.50 feet;
THENCE South 80° 12' 15" East 150 feet, to the truepoint of beginning.

914
406

6th Street

STREET



24

[illegible]

M.B. 2/22 Trinidad Yorbo Tract
M.B. 25/2 Yorbo Heights Unit No. 2
M.B. 27/87-88 " " " " 4
M.B. 22/5 " " " " 1
M.B. 30/83-84 Yorbo Heights Unit No 6

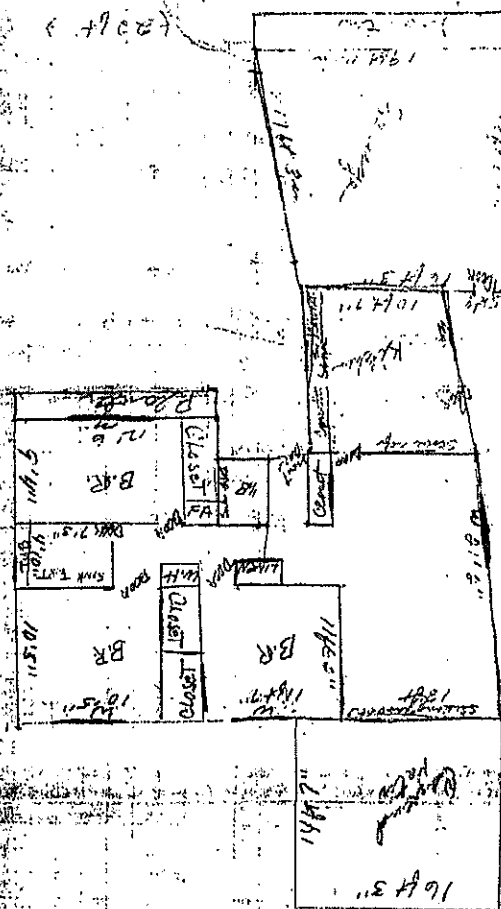
NOV. 1974 n.c.

Ratio Grade

EXHIBIT A
18.30(-P) PILOT PLAN NO.

classing

← 43 ft. 3 in. →



Enclosed is the

150 ft

France

05.04

157 Jan. 1892

Appendix D

Copy of Chapter 17.302 Commercial Cannabis Activities

Riverside County, CA

Code of Ordinance

Chapter 17.302 - COMMERCIAL CANNABIS ACTIVITIES

Sections:

17.302.010 - Purpose and intent.

The purpose of this chapter is to protect the public health, safety, and welfare, enact strong and effective regulatory and enforcement controls in compliance with state law, protect neighborhood character, and minimize potential for negative impacts on people, communities, and the environment in the unincorporated areas of Riverside County by establishing land use regulations for commercial cannabis activities. Commercial cannabis activities includes cannabis cultivation, cannabis nurseries, cannabis manufacturing, cannabis testing facilities, cannabis retailers, and cannabis distribution, including medical and adult-use cannabis. Commercial cannabis activities require land use regulations due to the unique State legal constraints on cannabis activity, and the potential environmental and social impacts associated with cannabis activity.

(Ord. No. 348.4898, § 9, 10-23-2018)

17.302.020 - Prohibited activities.

- A. Any commercial cannabis activity that is not expressly provided for in both an approved conditional use permit and a valid cannabis license issued by the state is prohibited in all zones and is hereby declared a public nuisance that may be abated by the county and is subject to all available legal remedies, including but not limited to civil injunctions.
- B. Mobile cannabis retailers are prohibited in all zones and may not operate in the unincorporated area of Riverside County.
- C. All cannabis cultivation shall be conducted in the interior of enclosed structures, facilities or buildings, and all cannabis cultivation operations, including all live cannabis plants, at any stage of growth, shall not be visible from the exterior of any structure, facility or building containing cannabis cultivation. Portable greenhouses and non-permanent enclosures shall not be used for cannabis cultivation unless all applicable permits and licenses have been obtained including, but not limited to, land use permits, building permits and a California license has been issued for a mixed light cannabis cultivation operation.
- D. Outdoor cultivation of cannabis is prohibited in the unincorporated area of Riverside County.
- E. All commercial cannabis activities within any dwelling unit, ADU, junior ADU, second unit, guest quarter, MOG, ranchet, or any other residential accessory structure permitted for residential occupancy is prohibited.
- F. Unless a conditional use permit has been approved that includes the retail sales of cannabis or cannabis products no person shall conduct any retail sales of cannabis or cannabis products on or from a permitted commercial cannabis activity.

(Ord. No. 348.4898, § 9, 10-23-2018; Ord. No. 348.4926, § 11, 8-25-2020)

17.302.030 - Applicability.

- A. Except as provided in Section 19.503 of this article, commercial cannabis activities shall not be allowed in the unincorporated areas of Riverside County without first obtaining all required land use permits, licenses or

other entitlements required by local or state laws and regulations.

B. Cannabis is not an agricultural commodity with respect to Ordinance No. 625, the right-to-farm ordinance, and is not considered farmland or agriculture as those terms are defined in the Riverside County General Plan or Ordinance No. 625.

C. For the purposes of this article, cannabis does not include industrial hemp as defined in this chapter.

(Ord. No. 348.4898, § 9, 10-23-2018)

17.302.040 - Exemptions.

This article does not apply to the activities listed below which shall be accessory to a legally existing private residence and comply with all other applicable State and local laws, requirements and regulations.

- A. Personal cannabis cultivation. This article shall not prohibit a person 21 years of age or older from engaging in the indoor cannabis cultivation of six or fewer live cannabis plants within a single private residence or inside a detached accessory structure located upon the grounds of a private residence that is fully enclosed and secured, to the extent the cultivation is authorized by Health and Safety Code Sections 11362.1 and 11362.2. In no event shall more than six live cannabis plants be allowed per private residence. For purposes of this section, private residence means a one-family dwelling, an apartment unit, a mobile home or other similar dwelling.
- B. Cannabis cultivation by a primary caregiver. This article shall not prohibit the cultivation of cannabis by a qualified patient or primary caregiver in accordance with Riverside County Ordinance No. 925.

(Ord. No. 348.4898, § 9, 10-23-2018)

17.302.050 - Prohibited locations.

Commercial cannabis activities are prohibited in the following zones: R-R, R-R-O, R-1, R-1A, R-A, R-2, R2-A, R-3, R-3A, R-T, R-T-R, R-4, R-5, R-6, R-7, C/V, C-C/V, WC-R, WC-W, WC-WE, WC-E, W-2, R-D, N-A, W-2-M, W-1, W-E, M-R, M-R-A and MU.

(Ord. No. 348.4898, § 9, 10-23-2018)

17.302.060 - Permit requirements for all commercial cannabis activities.

All commercial cannabis activities shall comply with the following requirements:

- A. Application requirements. At the time of filing the application for a commercial cannabis activity on a form provided by the planning department, the applicant shall also provide the applicable fee for processing the land use permit application.
- B. State license required. Obtain and maintain during the life of the commercial cannabis activity the applicable California license issued pursuant to California Business and Professions Code Sections 19300.7 or 26050(a) as may be amended from time to time.
- C. Suspension, revocation, or termination of state license. Suspension of a license issued by the State of California, or by any state licensing authority, shall immediately suspend the ability of a commercial cannabis activity to operate within the county until the state, or its respective state licensing authority,

reinstates or reissues the state license. Revocation or termination of a license by the State of California, or by any state licensing authority, will also be grounds to revoke or terminate any conditional use permit granted to a commercial cannabis activity pursuant to this article.

- D. Health and safety. Commercial cannabis activities shall at all times be operated in such a way as to ensure the health, safety, and welfare of the public. Commercial cannabis activities shall not create a public nuisance or adversely affect the health or safety of the nearby residents, businesses or employees working at the commercial cannabis activity by creating dust, glare, heat, noise, noxious gasses, odor, smoke, traffic, vibration, unsafe conditions or other impacts, or be hazardous due to the use or storage of materials, processes, products, and runoff of water, pesticides or wastes.
- E. Development agreement. No approval required by this chapter shall be given for any permit for a commercial cannabis activity unless the board of supervisors prior to or concurrently with approves a development agreement, pursuant to Section 17.192.110 of this title, setting forth the terms and conditions under which the commercial cannabis activity will operate in addition to the requirements of this chapter, all other local ordinances and regulations, state law and such other terms and conditions that will protect and promote the public health, safety and welfare. No use or operation under any permit for a commercial cannabis activity shall be allowed to begin until the development agreement is effective.
- F. Nuisance odors. All commercial cannabis activities shall be sited and operated in a manner that prevents cannabis nuisance odors from being detected offsite. All commercial cannabis activities shall provide a sufficient odor absorbing ventilation and exhaust system so that odor generated inside the commercial cannabis activity that is distinctive to its operation is not detected outside of the operation's facility, anywhere on adjacent lots or public rights-of-way, on or about the exterior or interior common area walkways, hallways, breezeways, foyers, lobby areas, or any other areas available for use by common tenants or the visiting public, or within any other unit located inside the same building as the commercial cannabis activity. In order to control nuisances such as odors, humidity and mold, commercial cannabis activities shall install and maintain at the minimum, the following equipment, or any other equipment that can be proven to be an equally or more effective method or technology to control these nuisances:
1. An exhaust air filtration system with odor control that prevents internal odors from being emitted externally;
 2. An air system that creates negative air pressure between the commercial cannabis activities' interior and exterior, so that the odors generated by the commercial cannabis activity are not detectable on the outside of the commercial cannabis activity.
- G. Commercial cannabis activity operator qualifications.
1. All operators and all employees of a commercial cannabis activity must be 21 years of age or older.
 2. Operators shall be subject to background checks.
 3. Permits for commercial cannabis activities shall not be granted for operators with felony convictions, as specified in subdivision (c) of Section 667.5 of the Penal Code and Subdivision (c) of Section 1192.7 of the Penal Code.
 4. Applicants providing false or misleading information in the permitting process will result in rejection of the application or nullification or revocation of any permit granted pursuant to this chapter.
- H. Relocation of a permitted commercial cannabis activity. In the event the permittee or successor in interest vacates and relocates the commercial cannabis activity to a new location, a new conditional use permit

will need to be granted by the county in accordance with this chapter prior to commencing operations at the new location.

- I. Hours of operation. A commercial cannabis activity operating as a cannabis retailer may be open to the public seven days a week only between the hours of 6:00 a.m. and 10:00 p.m. All other commercial cannabis activities may operate only during the hours specified in the conditional use permit granted by the county.
- J. Inspections. A commercial cannabis activity shall be subject to inspections by appropriate local and state agencies, including, but not limited to, the Riverside County Departments of Code Enforcement, Planning, Fire, Public Health, Environmental Health, the Agricultural Commissioner's Office and the Sheriff's Department.
- K. Monitoring program. Permittees of a commercial cannabis activity shall participate in the county's monitoring program to verify permit requirements such as, but not limited to, security measures, water use and state track-and-trace requirements.
- L. Restriction on alcohol and tobacco sales or consumption. Commercial cannabis activities shall not allow the sale, dispensing, or consumption of alcoholic beverages or tobacco on the site of the commercial cannabis activity.
- M. Restriction on consumption. Cannabis shall not be consumed or used on the lot of any commercial cannabis activity.
- N. Security. A commercial cannabis activity shall implement sufficient security measures to deter and prevent the unauthorized entrance into areas containing cannabis or cannabis products, to deter and prevent the theft of cannabis or cannabis products at the commercial cannabis activity and to ensure emergency access in accordance with applicable Fire Code standards. Guard dogs shall not be used at the commercial cannabis activity as a security measure. Security measures shall include, but not be limited to, the following:
 - 1. A plan to prevent individuals from loitering on the lot if they are not engaging in activity expressly related to the commercial cannabis activity.
 - 2. Twenty-four-hour emergency contact information for the owner or an on-site employee which shall be provided to the county.
 - 3. A professionally installed, maintained, and monitored alarm system.
 - 4. Except for live cannabis plants being cultivated at a cultivation facility and limited amounts of cannabis for display purposes, all cannabis and cannabis products shall be stored in a secured and locked structure and in a secured and locked safe room, safe, or vault, and in a manner as to prevent diversion, theft, and loss.
 - 5. Twenty-four-hour security surveillance cameras to monitor all entrances and exits to a commercial cannabis activity, all interior spaces within the commercial cannabis activity that are open and accessible to the public, and all interior spaces where cannabis, cash or currency is being stored for any period of time on a regular basis. The permittee for a commercial cannabis activity shall be responsible for ensuring that the security surveillance camera's footage is accessible. Video recordings shall be maintained for a minimum of ninety (90) days, and shall be made available to the county upon request.
 - 6. Sensors shall be installed to detect entry and exit from all secure areas.

7. Panic buttons shall be installed in all commercial cannabis activities.
8. Any bars installed on the windows or the doors of a commercial cannabis activity shall be installed only on the interior of the building.
9. Security personnel must be licensed by the State of California Bureau of Security and Investigative Services.
10. A commercial cannabis activity shall have the capability to remain secure during a power outage and all access doors shall not be solely controlled by an electronic access panel to ensure locks are not released during a power outage.
11. A commercial cannabis activity shall cooperate with the county and, upon reasonable notice to the commercial cannabis activity, allow the county to inspect or audit the effectiveness of the security plan for the commercial cannabis activity.
12. The permittee for a commercial cannabis activity shall notify the Riverside County Sheriff's Department immediately after discovering any of the following:
 - a. Significant discrepancies identified during inventory.
 - b. Diversion, theft, loss, or any criminal activity involving the commercial cannabis activity or any agent or employee of the commercial cannabis activity.
 - c. The loss or unauthorized alteration of records related to cannabis, registering qualifying patients, primary caregivers, or employees or agents of the commercial cannabis activity.
 - d. Any other breach of security.
13. Firearms shall not be permitted at a commercial cannabis activity by an owner, manager, employee, volunteer or vendor other than those individuals authorized as a state licensed security personnel.
14. Cannabis or cannabis products shall not be stored outside at any time.
- O. Permit and license posting. The permittee shall post or cause to be posted at the commercial cannabis activity all required county and state permits and licenses to operate. Such posting shall be in a central location, visible to the patrons, and in all vehicles that deliver or transport cannabis.
- P. Signage. Signage for a commercial cannabis activity shall comply with the following:
 1. In addition to the requirements set forth in this section and California Business and Professions Code Section 26152 as may be amended, business identification signage for a commercial cannabis activity shall comply with Section 17.252.040 of this title.
 2. No commercial cannabis activity shall advertise by having a person or device holding a sign or an air dancer sign advertising the activity to passersby, whether such person, device or air dancer is on the lot of the commercial cannabis activity or elsewhere including, but not limited to, the public right-of-way.
 3. No commercial cannabis activity shall publish or distribute advertising or marketing that is attractive to children.
 4. No commercial cannabis shall advertise or market cannabis or cannabis products on motor vehicles.
 5. Except for advertising signs inside a licensed premises and provided that such advertising signs do not advertise or market cannabis or cannabis products in a manner intended to encourage persons under 21 years of age to consume cannabis or cannabis products, no commercial cannabis activity

shall advertise or market cannabis or cannabis products on an advertising sign within one thousand (1,000) feet of a child day care center, a K-12 school, a public park or a youth center.

6. No signs placed on the lot of a commercial cannabis activity shall obstruct any entrance or exit to the building or any window.
7. Each entrance to a commercial cannabis activity shall be visibly posted with a clear and legible notice indicating that smoking, ingesting, or otherwise consuming cannabis on the lot of the commercial cannabis activity is prohibited.
8. Signage shall not be directly illuminated, internally or externally.
9. No banners, flags, billboards, or other prohibited signs may be used at any time.

Q. Records.

1. Each owner and permittee of a commercial cannabis activity shall maintain clear and adequate records and documentation demonstrating that all cannabis or cannabis products have been obtained from and are provided to other permitted and licensed cannabis operations. The county shall have the right to examine, monitor, and audit such records and documentation, which shall be made available to the county upon written request.
2. Each owner and permittee of a commercial cannabis activity shall maintain a current register of the names and contact information, including name, address, and telephone number, of anyone owning or holding an ownership interest in the commercial cannabis activity, and of all the officers, managers, employees, agents and volunteers currently employed or otherwise engaged by the commercial cannabis activity. The county shall have the right to examine, monitor, and audit such records and documentation, which shall be made available to the county upon request.
3. All commercial cannabis activities shall maintain an inventory control and reporting system that accurately documents the present location, amounts, and descriptions of all cannabis and cannabis products for all stages of the growing and production or manufacturing, laboratory testing and distribution processes until purchase by or distribution to a qualified patient, primary caregiver for medical purpose or an adult 21 years of age or older who qualifies to purchase adult-use cannabis.

R. Water. All commercial cannabis activities shall obtain a "will serve" letter from the applicable water purveyor, indicating agreement to supply water for the commercial cannabis activity. The letter shall include the activity proposed and any improvements required for service. For commercial cannabis activities where water service is not available, conditions from the department of environmental health for a permitted onsite, in-ground well will be required for the conditional use permit. Irrigation and domestic water supplies shall not include water transported by vehicle from off-site sources.

S. Waste water. All commercial cannabis activities shall obtain a "will serve" letter from the applicable sanitary sewer purveyor, indicating agreement to supply sewer for the commercial cannabis activity. The letter shall include the activity proposed and any improvements required for service. For commercial cannabis activities where sewer service is not available, conditions from the department of environmental health will be required for the conditional use permit. Where sanitary sewer is not available, the applicant shall obtain clearance from the appropriate regional water quality control board.

T. Parking. Parking shall be provided in accordance with Chapter 17.188 of this title.

U. Visibility. In no case shall live cannabis plants be visible from a public or private road, sidewalk, park or common public viewing area.

- V. Hazardous materials. All commercial cannabis activities that utilize hazardous materials shall comply with a hazardous waste generator, Riverside County Ordinance No. 615, and hazardous materials handling, Riverside Ordinance No. 651, requirements and maintain any applicable permits for these programs from the Riverside Fire Department, the Riverside County Department of Environmental Health, the Riverside County Department of Waste Resources and the Agricultural Commissioner.
- W. Compliance with local and state laws and regulations.
1. All commercial cannabis activities shall comply with all applicable local and State laws, ordinances and regulations related to, but not limited to, the following: the California Environmental Quality Act, California Building Code, California Fire Code, Riverside County Ordinance No. 787, Riverside County Ordinance No. 457, Riverside County Ordinance No. 657, Riverside County Ordinance No. 745, Airport Land Use Compatibility Plans, weights and measures regulations, track and trace requirements, pesticide use, water quality, storm water discharge and the grading of land.
 2. All buildings and structures, including greenhouse, hoop structures, or other similar structures shall comply with all applicable building, fire, and safety laws and regulations. All buildings and structures shall be reviewed by the Riverside County Building and Safety Department in accordance with the California Building Code and Riverside County Ordinance No. 457 and by the Riverside County Fire Department in accordance with Riverside County Ordinance No. 787 and the California Fire Code.
- X. Material alterations to premises. No physical change, alteration, or modification shall be made to a premises without first obtaining the appropriate approvals from the county, including but not limited a substantial conformance or revised permit and all other necessary permits. Alterations or modifications requiring approval include, without limitation: (i) the removal, creation, or relocation of a common entryway, doorway, passage, or a means of public entry or exit, when such common entryway, doorway, or passage alters or changes limited-access areas within the premises; (ii) the removal, creation, addition, or relocation of a cultivation area; (iii) or the addition or alteration of a water supply. The requirement of this section is in addition to compliance with any other applicable state or local law or regulation pertaining to approval of building modifications, zoning, and land use requirements. In the event that the proposed modification requires a new or modified conditional use permit such permit must be obtained prior to issuance of building permits.
- Y. Multiple commercial cannabis activities. Multiple commercial cannabis activities may be allowed on the same lot provided the proposed activities are allowed in the zone classification and meet all requirements in this article and state law.

(Ord. No. 348,4898, § 9, 10-23-2018)

17.302.070 - Public hearing and requirements for approval.

- A. A public hearing shall be held on the application for a conditional use permit in accordance with the provisions of Chapter 17.192 of this title and all of the procedural requirements and rights of appeal set forth therein shall govern the public hearing.
- B. No conditional use permit for a commercial cannabis activity shall be approved unless the following findings are made:
1. The permit is consistent with the general plan and any applicable specific plan.
 2. The permit complies with the requirements of Chapter 17.200, Sections 17.302.060, 17.302.120,

17.302.140, 17.302.160, 17.302.180, 17.302.200, 17.302.220 and 17.302.240, as applicable, of this title.

3. The permit complies with the development standards for the zoning classification in which the commercial cannabis activity is located.
 4. The permit will not be detrimental to the public health, safety or general welfare.
- C. Conditional use permits shall be subject to all conditions necessary or convenient to assure that the commercial cannabis activity will satisfy the requirements of this article.

(Ord. No. 348.4898, § 9, 10-23-2018)

17.302.080 - Permit expiration.

- A. All conditional use permits granted for a commercial cannabis activity shall be conditioned for the permittee to obtain a valid cannabis license from the State of California within six months of the conditional use permit's approval date. In the event the condition of approval is not complied with, the conditional use permit will automatically become null and void on the six-month anniversary date of the conditional use permit's approval.
- B. All conditional use permits issued for a commercial cannabis activity shall expire as provided in each permit's conditions of approval and development agreement. No less than six months from the expiration date, the permittee may request the conditional use permit to be renewed as provided in the development agreement. Any request for renewal shall be in writing to the planning department and in conjunction with a revised permit application. The renewal request and revised permit application shall be processed in accordance with the procedures for processing the original permit, including any requirements for public hearing, notice of hearing and all rights of appeal. If all obligations detailed within the development agreement associated with the permit are not met, the revised permit application and renewal request will be recommended for denial. If a request for renewal is not requested or is not granted the conditional use permit shall be deemed expired on the date set forth in the permit's conditions of approval and development agreement.

(Ord. No. 348.4898, § 9, 10-23-2018)

17.302.090 - Outdoor cannabis cultivation prohibited.

Notwithstanding any other provision of this ordinance, outdoor cannabis cultivation of mature cannabis plants is prohibited in all zone classifications.

(Ord. No. 348.4898, § 9, 10-23-2018)

17.302.100 - Indoor (artificial light) cannabis cultivation.

- A. Zoning. Notwithstanding any other provision of this title, indoor cannabis cultivation is allowed as follows:
 1. Specialty cottage indoor cannabis cultivation. Specialty cottage indoor cannabis cultivation is allowed in the following zone classifications with an approved conditional use permit in accordance with Chapter 17.200 of this title: C-1/C-P, C-P-S, I-P, M-SC, M-M, M-H, A-1, A-P, A-2 and A-D.
 2. Specialty indoor cannabis cultivation. Specialty indoor cannabis cultivation is allowed in the following zone classifications with an approved conditional use permit in accordance with Chapter 17.200 of this title: C-1/C-P, C-P-S, I-P, M-SC, M-M, M-H, A-1, A-P, A-2 and A-D.



3. Small indoor cannabis cultivation. Small indoor cannabis cultivation is allowed in the following zone classifications with an approved conditional use permit in accordance with Chapter 17.200 of this title: C-1/C-P, C-P-S, I-P, M-SC, M-M, M-H, A-1, A-P, A-2, and A-D.
4. Medium indoor cannabis cultivation. Medium indoor cannabis cultivation is allowed on lots one gross acre or more in the following zone classifications with an approved conditional use permit in accordance with Chapter 17.200 of this title: I-P, M-S-C, M-M and M-H.

B. Size limitations.

1. All indoor cannabis cultivations shall not exceed the canopy size threshold established by state law.
2. The canopy size on a single lot for a specialty cottage indoor cannabis cultivation shall not exceed five hundred (500) square feet.
3. The canopy size on a single lot for a specialty indoor cannabis cultivation shall not exceed five thousand (5,000) square feet.
4. The canopy size on a single lot for a small indoor cannabis cultivation shall not exceed ten thousand (10,000) square feet.
5. The canopy size on a single lot for a medium indoor cannabis cultivation shall not exceed twenty-two thousand (22,000) square feet except as provided for in Section 17.302.100.B.6. below.
6. Multiple indoor cannabis cultivations may operate on a single lot provided all the following is complied with:
 - a. A conditional use permit has been granted for indoor cannabis cultivation and specifies the number and size of each proposed licensed premises.
 - b. The individual Canopy size for each indoor cannabis cultivation operation complies with state law, and the cumulative canopy area for all the indoor cannabis cultivation operations on one lot does not exceed the total amount of forty-three thousand five hundred sixty (43,560) square feet.

(Ord. No. 348.4898, § 9, 10-23-2018)

17.302.110 - Mixed light cannabis cultivation.

A. Zones. Notwithstanding any other provision of this chapter, mixed light cannabis cultivation is allowed as follows:

1. Specialty cottage mixed light cannabis cultivation. Specialty cottage mixed light cannabis cultivation is allowed on lots one gross acre or more in the following zone classifications with an approved conditional use permit in accordance with Chapter 17.200 of this title: A-1, A-P, A-2 and A-D.
2. Specialty mixed light cannabis cultivation. Specialty mixed light cannabis cultivation is allowed on lots one and one-half gross acres or more in the following zone classifications with an approved conditional use permit in accordance with Chapter 17.200 of this title: A-1, A-P, A-2 and A-D.
3. Small mixed light cannabis cultivation. Small mixed light cannabis cultivation is allowed on lots two and one-half gross acres in the following zone classifications with an approved conditional use permit in accordance with Chapter 17.200 of this title: A-1, A-P, A-2 and A-D.
4. Medium mixed light cannabis cultivation. Medium mixed light cannabis cultivation is allowed on lots five gross acres or more in the following zone classifications with an approved conditional use permit in accordance with Chapter 17.200 of this title: A-1, A-2.

B. Size limitations.

1. A mixed light cannabis cultivation shall not exceed the canopy size threshold established by state law.
2. The canopy size on a single lot for a specialty cottage mixed light cannabis cultivation shall not exceed two thousand five hundred (2,500) square feet.
3. The canopy size on a single lot for a specialty mixed light cannabis cultivation shall not exceed five thousand (5,000) square feet.
4. The canopy size on a single lot for a small mixed light cannabis cultivation shall not exceed ten thousand (10,000) square feet.
5. The canopy size on a single lot for a medium mixed light cannabis cultivation shall not exceed twenty-two thousand (22,000) square feet except as provided for in Section 17.301.110.B.6. below.
6. Multiple mixed light cannabis cultivation operations may operate on a single lot provided all the following is complied with:
 - a. A conditional use permit has been granted for mixed light cannabis cultivation and specifies the number and size of each proposed licensed premises.
 - b. The individual canopy size for each mixed light cannabis cultivation operation complies with state law and the cumulative canopy area for all the mixed light cannabis cultivation operations does not exceed the total amount of forty-three thousand five hundred sixty (43,560) square feet.

(Ord. No. 348.4898, § 9, 10-23-2018)

17.302.120 - Cannabis cultivation standards.

In addition to the approval requirements in Section 17.302.070 of this chapter and the development standards in the applicable zoning classification, cannabis cultivation operations shall comply with the standards provided below. If there is an inconsistency between the development standards of the zone classification and these standards, the more restrictive standard applies.

A. Location requirements.

1. Indoor and mixed light cannabis cultivation shall not be located within one thousand (1,000) feet of any child day care center, K-12 school, public park, or youth center. The distance shall be measured from the nearest points of the respective lot lines using a direct straight-line measurement. A new adjacent use will not affect the continuation of an existing legal use that has been established under this article and continuously operating in compliance with the conditional use permit, and local and state laws and regulations. This location requirement may be modified with the approval of a variance pursuant to Chapter 17.196 of this title. In no case shall the distance be less than allowed by state law.
2. Indoor and mixed light cannabis cultivation are not allowed in an established agricultural preserve or on a lot under a land conservation contract pursuant to the Williamson Act. Indoor and mixed light cannabis cultivation shall not be considered agriculture for the purposes of Ordinance No. 625 the county's right-to-farm ordinance.
3. All cannabis cultivation is prohibited on natural slopes twenty-five (25) percent or greater.

B. Minimum lot size.

1. Minimum lot size for indoor cannabis cultivation. The minimum lot size for indoor cannabis

cultivation is provided below:

Commercial Cannabis Activity	Minimum Lot Size (Square Feet)	Allowable Zone(s)
Specialty Cottage	Minimum lot size per Zone	C1/CP, C-P-S, I-P, M-SC, M-M, M-H, A-1, A-P, A-2, A-D
Specialty	Minimum lot size per Zone	C1/CP, C-P-S, I-P, M-SC, M-M, M-H, A-1, A-P, A-2, A-D
Small	Minimum lot size per Zone	C1/CP, C-P-S, I-P, M-SC, M-M, M-H, A-1, A-P, A-2, A-D
Medium	Minimum lot size per Zone	I-P, M-SC, M-M, M-H

2. Minimum lot size for mixed light cannabis cultivation. The minimum lot size for mixed light cannabis cultivation is provided below:

Commercial Cannabis Activity	Minimum Lot Size (Gross Acres)	Allowable Zone(s)
Specialty Cottage	1	A-1, A-P, A-2, A-D
Specialty	1.5	A-1, A-P, A-2, A-D
Small	2.5	A-1, A-P, A-2, A-D
Medium	5	A-1, A2

- C. Minimum lot dimensions. The minimum average lot width for mixed light cannabis cultivation lots shall be one hundred fifty (150) feet.

D. Setbacks.

1. Indoor cannabis cultivation: Indoor cannabis cultivation shall be within a fully enclosed building or buildings and setback from the lot lines and public right-of-way in accordance with the development standards for the zone classification in which it is located. When an indoor cannabis cultivation facility is located adjacent to a residentially zoned lot the minimum setback shall be twenty-five (25) feet.
2. Mixed light cannabis cultivation:
 - a. Except for medium mixed light cannabis cultivation, the cannabis cultivation area for mixed light cannabis cultivation shall be setback a minimum of fifty (50) feet from all lot lines and public

rights-of-way.

- b. The cannabis cultivation area for medium mixed light cannabis cultivation shall be setback a minimum of one hundred (100) feet from all lot lines and public rights-of-way.
 - c. The cannabis cultivation area for all mixed light cannabis cultivation shall be located a minimum of fifty (50) feet from the drip line of any riparian vegetation of any watercourse.
 - d. All hoop structures, greenhouses and other similar structures used for all mixed light cannabis cultivation shall be separated by a minimum of six feet.
 - e. When adjacent to a residentially zoned lot, the cannabis cultivation area for all mixed light cannabis cultivation shall be setback a minimum of one hundred (100) feet from the adjacent residentially zoned lot lines.
3. Setback adjustments may be made in accordance with Section 17.172.220 of this title, except in no event shall setbacks be less than the setbacks required by the State of California Department of Food and Agriculture.
- E. Screening and fencing. All mixed light cannabis cultivation shall occur within a secure fence at least six feet in height that fully encloses the cannabis cultivation premises or cannabis cultivation area and prevents easy access to the cannabis cultivation area. The fence must be solid, durable and include a lockable gate(s) that is locked at all times, except for during times of active ingress and egress. Fences shall be separated by a minimum of six feet from all cultivation structures, providing a clear six foot path. The fence shall comply with all other applicable county ordinances, policies, and design standards related to height, location, materials, or other fencing restrictions. Cannabis cultivation areas shall not be secured by fences with barbed wire or screened with plastic sheeting on chain link. Chain link with slats is allowed.
- F. Enclosures.
1. Cannabis cultivation operations shall occur within a fully enclosed permitted building, greenhouse, hoop structure, or other similar structure. Mixed light supplemental lighting shall not exceed twenty-five (25) watts per square foot to be used up to one hour before sunrise or after sunset, unless the building or structure is equipped with light-blocking measures to ensure that no light escapes.
 2. All greenhouses, hoop structures, or other similar structures shall comply with Section 17.302.060.W. of this article.
- G. Energy conservation measures. All cannabis cultivation operations shall include adequate measures to address the projected energy demand for cannabis cultivation at the lot. On-site renewable energy generation shall be required for all indoor cannabis cultivation operations. Renewable energy systems shall be designed to have a generation potential equal to or greater than twenty (20) percent of the anticipated energy demand.
- H. Water conservation measures. All cannabis cultivation operations shall include adequate measures that minimize use of water for cultivation on the lot. Water conservation measures, water capture systems, or grey water systems shall be incorporated into the operations in order to minimize use of water where feasible.
- I. Operations.
1. All cannabis cultivation lighting shall be fully shielded, downward casting and not spill over onto structures, other properties or the night sky. All indoor and mixed light cannabis cultivation

operations shall be fully contained so that little to no light escapes. Light shall not escape at a level that is visible from neighboring properties between sunset and sunrise.

2. All cannabis cultivation operations shall accumulate or store garbage and refuse in a nonabsorbent, water-tight, vector resistant, durable, easily cleanable, galvanized metal or heavy plastic containers with tight fitting lids. No refuse container shall be filled beyond the capacity to completely close the lid. All garbage and refuse on the site shall not be accumulated or stored for more than seven calendar days, and shall be properly disposed of before the end of the seventh day. All waste, including but not limited to refuse, garbage, green waste and recyclables, must be disposed of in accordance with county and state laws and regulations. All waste generated from cannabis cultivation operations must be properly stored and secured to prevent access from the public.
 3. Onsite generators are prohibited, except as a source of energy in an emergencies. Onsite generators for emergency use shall be included in the conditional use permit.
 4. Cannabis cultivation within the A-1, A-P, A-2, and A-D zones shall not include the retail sales of cannabis or cannabis products.
- J. Findings. In addition to the requirements for approval in Section 17.302.070 of this title, no conditional use permit shall be approved or conditionally approved unless the following findings are made:
1. The indoor or mixed light cannabis cultivation complies with all the requirements of the state and county for cannabis cultivation.
 2. The indoor or mixed light cannabis cultivation is not located within one thousand (1,000) feet from any child day care center, K-12 school, public park, or youth center or a variance has been approved allowing a shorter distance but not less than allowed by state law.
 3. The indoor or mixed light cannabis cultivation includes adequate measures that minimize use of water for cultivation on the lot.
 4. The indoor or mixed light cannabis cultivation includes adequate quality control measures to ensure cultivation on the lot meets state and county regulatory standards.
 5. The indoor or mixed light cannabis cultivation includes adequate measures that address enforcement priorities for cultivation including restricting access to minors, and ensuring that cannabis is not supplied to unlicensed or unpermitted persons.
 6. For indoor and mixed light cannabis cultivation lots with verified cannabis related violations within the last twelve (12) months prior to the adoption date of Ordinance No. 348.4898 [October 23, 2018], the proposed use will not contribute to repeat violations on the lot and all applicable fees have been paid.
 7. The indoor or mixed cannabis cultivation will operate in a manner that prevents cannabis nuisance odors from being detected offsite.

(Ord. No. 348.4898, § 9, 10-23-2018)

17.302.130 - Cannabis wholesale nurseries.

- A. Applicability. Notwithstanding any other provision of this chapter, cannabis wholesale nurseries are allowed as follows:
1. Outdoor cannabis wholesale nurseries. Outdoor cannabis wholesale nurseries are allowed on lots larger

than or equal to two gross acres in the following zone classifications with an approved conditional use permit in accordance with Chapter 17.200 of this title: A-1, A-P, A-2 and A-D.

2. Indoor cannabis wholesale nurseries. Indoor cannabis wholesale nurseries are allowed in the following zone classifications with an approved conditional use permit in accordance with Chapter 17.200 of this title: I-P, M-SC, M-M and M-H.
3. Mixed light cannabis wholesale nurseries. Mixed light cannabis wholesale nurseries are allowed on lots larger than or equal to one gross acre in the following zone classifications with an approved conditional use permit in accordance with Chapter 17.200 of this title: A-1, A-P, A-2 and A-D.

- B. No multiple use permits. No other commercial cannabis activity shall be allowed on a lot that has an approved conditional use permit for a cannabis wholesale nursery.

(Ord. No. 348.4898, § 9, 10-23-2018)

17.302.140 - Cannabis wholesale nurseries standards.

In addition to the approval requirements in Section 17.302.070 of this chapter and the development standards for the applicable zoning classification, cannabis wholesale nurseries shall comply with the standards provided below. If there is an inconsistency between the development standards of the zone classification and these standards, the more restrictive standard applies.

- A. General location. Cannabis wholesale nurseries shall not be located within six hundred (600) feet from any child day care center, K-12 school, public park, or youth center. Distance shall be measured from the nearest point of the respective lot lines using a direct straight-line measurement. A new adjacent use will not affect the continuation of an existing use that has been established under this article and continuously operating in compliance with the conditional use permit, and local and state laws and regulations.

- B. Minimum lot size.

1. Minimum lot size for outdoor cannabis wholesale nurseries. The minimum lot size for outdoor cannabis wholesale nurseries is listed below:

Activity	Minimum Lot Size (Gross Acres)	Allowable Zone(s)
Outdoor Cannabis Wholesale Nursery	2	A-1, A-P, A-2, A-D

2. Minimum lot size for indoor cannabis wholesale nurseries. The minimum lot size for indoor cannabis wholesale nurseries is listed below:

Activity	Minimum Lot Size (Gross Acres)	Allowable Zone(s)
Indoor Cannabis Wholesale Nursery	Minimum lot size per Zone	I-P, M-SC, M-M, M-H

3. Minimum lot size for mixed light cannabis wholesale nurseries. The minimum lot size for mixed light cannabis wholesale nurseries is listed below:

Activity	Minimum Lot Size (Gross Acres)	Allowable Zone(s)
Mixed Light Cannabis Wholesale Nursery	1	A-1, A-2

- C. Minimum lot dimensions. The minimum average lot width for cannabis wholesale nurseries shall be one hundred fifty (150) feet.
- D. Setbacks.
1. The premises for all cannabis wholesale nurseries shall be setback a minimum of fifty (50) feet from the lot lines and public rights-of-way.
 2. The premises for all outdoor and mixed light cannabis wholesale nurseries shall be setback a minimum of fifty (50) feet from the drip line of any riparian vegetation of any watercourse.
 3. Setbacks may be modified with the approval of a setback adjustment pursuant to Section 17.172.220 of this title. In no case shall a setback be less than setbacks required by the State of California Department of Food and Agriculture.
- E. Screening and fencing. Live cannabis plants shall not be visible from outside of the lot for a cannabis wholesale nursery. All cannabis nursery activities shall occur within a secure fence at least six feet in height that fully encloses the premises of the cannabis wholesale nursery and prevents easy access to the premises. The fence must be solid, durable and include a lockable gate(s) that is locked at all times, except for during times of active ingress and egress. Fences shall be separated by a minimum of six feet from all cannabis wholesale nursery structures, providing a clear six-foot path. The fence shall comply with all other applicable county ordinances, policies, and design standards related to height, location, materials, or other fencing restrictions. Cannabis wholesale nursery premises shall not be secured by fences with barbed wire or screened with plastic sheeting on chain link. Chain link with slats is allowed.
- F. Mature cannabis plants. Mature cannabis plants as defined by the California Department of Food and Agriculture are not allowed to be grown, kept, stored or sold at any cannabis wholesale nursery.
- G. Enclosures.
1. Except for outdoor cannabis wholesale nurseries, operations shall occur within a fully enclosed permitted building, greenhouse, hoop structure, or other similar structure. Mixed light supplemental lighting shall not exceed twenty-five (25) watts per square foot to be used up to one hour before sunrise or after sunset, unless the building or structure is equipped with light-blocking measures to ensure that no light escapes.
 2. All greenhouses, hoop structures, or other similar structures shall comply with Section 17.302.060.W. of this chapter.
- H. Energy conservation measures. Cannabis wholesale nurseries shall include adequate measures to

address the projected energy demand for cannabis cultivation on the lot. On-site renewable energy generation shall be required for all indoor cannabis wholesale nursery operations. Renewable energy systems shall be designed to have a generation potential equal to or greater than twenty (20) percent of the anticipated energy demand.

- I. Water conservation measures. Cannabis wholesale nursery operations shall include adequate measures that minimize use of water for cannabis cultivation at the site. Water conservation measures, water capture systems, or grey water systems shall be incorporated into cannabis cultivation in order to minimize use of water where feasible.
- J. Findings. In addition to the requirements for approval in Section 17.302.070 of this chapter, no conditional use permit shall be approved or conditionally approved unless the following findings are made:
 1. The cannabis wholesale nursery complies with all the requirements of the state and county for the cultivation of cannabis.
 2. The cannabis wholesale nursery is not within six hundred (600) feet from any child day care center, K-12 school, public park, or youth center.
 3. The cannabis wholesale nursery includes adequate measures that minimize use of water for activities at the site.
 4. The cannabis wholesale nursery includes adequate quality control measures to ensure cannabis kept on the lot meets state regulatory standards.
 5. The cannabis wholesale nursery includes adequate measures that address enforcement priorities for cannabis activities including restricting access to minors, and ensuring that cannabis and cannabis products are not supplied to unlicensed or unpermitted persons within the state and not distributed out of state.
 6. For cannabis wholesale nurseries lots with verified cannabis-related violations within the last twelve (12) months prior to the adoption date of Ordinance No. 348.4898, the use will not contribute to repeat violations on the lot and all applicable fees have been paid.
 7. The cannabis wholesale nursery will operate in a manner that prevents cannabis nuisance odors from being detected offsite.

(Ord. No. 348.4898, § 9, 10-23-2018)

17.302.150 - Cannabis manufacturing facilities.

- A. Applicability. Notwithstanding any other provision of this chapter, cannabis manufacturing facilities are allowed as follows:
 1. Non-volatile cannabis manufacturing facility. Non-volatile cannabis manufacturing facilities for extractions using mechanical methods or using non-volatile solvents, requiring a type 6 state license, are allowed in the following zones with an approved conditional use permit in accordance with Chapter 17.200 of this title: I-P, M-SC, M-M and the M-H zones. These facilities may also conduct infusion operations and packaging and labeling of cannabis products.
 2. Type N cannabis manufacturing facilities. Cannabis manufacturing facilities that produce edible or topical products using infusion processes, or other types of cannabis products other than extracts or

concentrates, requiring a type N state license, are allowed in the following zones with an approved conditional use permit in accordance with Chapter 17.200 of this title: I-P, M-SC, M-M and the M-H. These facilities may also package and label cannabis products.

3. Type P cannabis manufacturing facilities. Cannabis manufacturing facilities that only package or repackage cannabis products or label or relabel the cannabis product container or wrapper, requiring a type P state license, are allowed in the following zones with an approved conditional use permit in accordance with Chapter 17.200 of this title: I-P, M-SC, M-M and the M-H.
4. Volatile cannabis manufacturing facility. Cannabis manufacturing facilities involving volatile processes or substances, requiring a type 7 volatile manufacturing state license, are allowed in the following zones with an approved conditional use permit in accordance with Chapter 17.200 of this title: I-P, M-SC, M-M and M-H. A volatile cannabis manufacturing facility may also conduct extractions using nonvolatile solvents or mechanical methods, conduct infusion operations and conduct packaging and labeling of cannabis products.
5. Shared-use cannabis manufacturing facility. A shared-use cannabis manufacturing facility is allowed in the following zones with an approved conditional use permit in accordance with Chapter 17.200 of this title: I-P, M-SC, M-M and M-H. A shared-use cannabis manufacturing facility may include the following facilities: A non-volatile manufacturing facility, an infusion only manufacturing facility or a volatile manufacturing facility. The conditional use permit for a shared-use cannabis manufacturing facility shall identify the types of facilities operating at the shared-use cannabis manufacturing facility.

(Ord. No. 348.4898, § 9, 10-23-2018)

17.302.160 - Cannabis manufacturing facilities standards.

In addition to the approval requirements in Section 17.302.070 of this chapter and the development standards for the applicable zoning classification, cannabis manufacturing facilities shall comply with the standards provided below. If there is an inconsistency between the development standards of the zone classification and these standards, the more restrictive standard applies.

- A. General location. Cannabis manufacturing facilities shall not be located within six hundred (600) feet from any child day care center, K-12 school, public park, or youth center. Distance shall be measured from the nearest point of the respective lot lines using a direct straight-line measurement. A new adjacent use will not affect the continuation of an existing legal use that has been established under this article and continuously operating in compliance with the conditional use permit, and local and state laws and regulations.
- B. Minimum lot size. The minimum lot size for a cannabis manufacturing facility shall be ten thousand (10,000) square feet.
- C. Setbacks.
 1. Except for a volatile cannabis manufacturing facility, cannabis manufacturing facilities shall comply with the setback standards for the zone classification they are located in, except when adjacent to a residential zone where the minimum setback from the residentially zoned lot lines shall be twenty-five (25) feet. A volatile cannabis manufacturing facility shall be setback from a residential zone a minimum of forty (40) feet which may include and may include landscaping as required.
 2. Setbacks may be modified with an approved setback adjustment in accordance with Section

17.172.220 of this title. In no case shall a setback be less than setbacks required by the State of California Bureau of Cannabis Control, the California Building Code or Ordinance No. 457.

- D. Limitation on the manufacturing of cannabis edible products. Cannabis manufacturing facilities shall not manufacture cannabis edible products in the shape of animals, people, insects, or fruit.
- E. Operations.
1. Any compressed gases used in the manufacturing process shall not be stored on any lot within in containers that exceeds the amount which is approved by the Riverside County Fire Department and authorized by the conditional use permit.
 2. Closed loop systems for compressed gas extraction systems must be commercially manufactured, bear a permanently affixed and visible serial number and certified by an engineer licensed by the State of California that the system was commercially manufactured, is safe for its intended use, and was built to codes of recognized and generally accepted good engineering practices.
 3. Cannabis manufacturing facilities shall have a training program for persons using solvents or gases in a closed looped system to create cannabis extracts on how to use the system, to access applicable material safety data sheets and to handle and store the solvents and gases safely.
- F. Findings. In addition to the requirements for approval in Section 17.302.070 of this chapter, no conditional use permit shall be approved or conditionally approved unless the following findings are made:
1. The cannabis manufacturing facility complies with all the requirements of the state and county for the manufacturing of cannabis.
 2. The cannabis manufacturing facility does not pose a significant threat to the public or to neighboring uses from explosion or from release of harmful gases, liquids, or substances.
 3. The cannabis manufacturing facility includes adequate quality control measures to ensure cannabis manufactured at the facility meets industry standards and includes a documented employee safety training program, a Materials Data Safety Sheet, and meets all requirements in Health and Safety Code Section 11362.775, as it may be amended from time to time.
 4. The cannabis manufacturing facility includes adequate measures that address enforcement priorities for cannabis activities including restricting access to minors, and ensuring that cannabis and cannabis products are obtained from and supplied only to other permitted licensed sources within the state and not distributed out of state.
 5. The cannabis manufacturing facility is not located within six hundred (600) feet from any child day care center, K-12 school, public park, or youth center.

(Ord. No. 348.4898, § 9, 10-23-2018)

17.302.170 - Cannabis testing facilities.

- A. Applicability. Notwithstanding any other provision of this chapter, cannabis testing facilities are allowed in the following zone classifications with an approved conditional use permit in accordance with Chapter 17.200 of this title: C-1/C-P, C-P-S, I-P, M-SC, M-M, and M-H.
- B. No multiple use permits. No other commercial cannabis activity shall be allowed on a lot that has an approved conditional use permit for a cannabis testing facility.

(Ord. No. 348.4898, § 9, 10-23-2018)

17.302.180 - Cannabis testing facilities standards.

In addition to the approval requirements in Section 17.302.070 of this chapter and the development standards for the applicable zoning classification, cannabis testing facilities shall comply with the standards provided below. If there is an inconsistency between the development standards of the zone classification and these standards, the more restrictive standard applies.

- A. General location. Cannabis testing facilities shall not be located within six hundred (600) feet from any child day care center, K-12 school, public park, or youth center. Distance shall be measured from the nearest point of the respective lot lines using a direct straight-line measurement. A new adjacent use will not affect the continuation of an existing legal use that has been established under this article and continuously operating in compliance with the conditional use permit, and local and state laws and regulations.
- B. Setbacks.
 - 1. All cannabis testing facilities shall comply with the setback standards for the zone classification they are located in, except when adjacent to a residential zone where the minimum setback from the residentially zoned lot lines shall be twenty-five (25) feet.
 - 2. Setbacks may be modified with an approved setback adjustment in accordance with Section 17.172.220 of this title. In no case shall a setback be less than setbacks required by the State of California Bureau of Cannabis Control, the California Building Code or Ordinance No. 457.
- C. Operations.
 - 1. Cannabis testing facilities shall be required to conduct all testing in a manner pursuant to Business and Professions Code Section 26100 and shall be subject to state and local law and regulations.
 - 2. Cannabis testing facilities shall not be open to the public.
- D. Findings. In addition to the requirements for approval in Section 17.302.070 of this chapter, no conditional use permit shall be approved or conditionally approved unless the following findings are made:
 - 1. The cannabis testing facility complies with all the applicable requirements of the state and county for the testing of cannabis.
 - 2. The owners, permittees, operators, and employees of the cannabis testing facility are not associated with any other commercial cannabis activity.
 - 3. The cannabis testing facility is accredited by an appropriate accrediting agency as approved by the state and in compliance with Health and Safety Code Section 5238, which may be amended from time to time.
 - 4. The cannabis testing facility's operating plan demonstrates proper protocols and procedures for statistically valid sampling methods and accurate certification of cannabis and cannabis products for potency, purity, pesticide residual levels, mold, and other contaminants according to adopted industry standards.
 - 5. The cannabis testing facility includes adequate measures that address enforcement priorities for cannabis activities including restricting access to minors, and ensuring that cannabis and cannabis

products are obtained from and supplied only to other permitted licensed sources within the state and not distributed out of state.

6. The Cannabis testing facility is not located within six hundred (600) feet from any child day care center, K-12 school, public park, or youth center.
7. For cannabis testing facilities lots with verified cannabis-related violations within the last twelve (12) months prior to the adoption date of Ordinance No. 348.4898, the use will not contribute to repeat violation on the lot and all applicable fees have been paid.

(Ord. No. 348.4898, § 9, 10-23-2018)

17.302.190 - Cannabis retailer.

A. Applicability. Notwithstanding any other provision of this chapter, cannabis retailers are allowed as follows:

1. Cannabis retailer—Non-storefront. Non-storefront cannabis retailers within a permanent structure are allowed in the following zone classifications with an approved conditional use permit in accordance with Chapter 17.200 of this title: C-1/C-P, C-P-S, I-P, M-SC, M-M and M-H.
2. Cannabis retailer—Storefront. Storefront cannabis retailers within a permanent structure are allowed in the following zones with an approved conditional use permit in accordance with Chapter 17.200 of this title: C-1/C-PC-P-S, I-P, MS-C, M-M and M-H.
3. Mobile cannabis retailers are prohibited in all zone classifications.

(Ord. No. 348.4898, § 9, 10-23-2018)

17.302.200 - Cannabis retailer minimum standards.

In addition to the approval requirements in Section 17.302.070 of this chapter and development standards for the applicable zoning classification, cannabis retailers shall comply with the standards provided below. If there is an inconsistency between the development standards of the zone classification and these standards, the more restrictive standard applies.

A. General location.

1. Cannabis retailers shall not be located within one thousand (1,000) feet from any child day care center, K-12 school, public park, or youth center. Distance shall be measured from the nearest point of the respective lot lines using a direct straight-line measurement. A new adjacent use will not affect the continuation of an existing legal use that has been established under this chapter and continuously operating in compliance with the conditional use permit, and local and state laws and regulations. This location requirement may be modified with the approval of a variance pursuant to Chapter 17.196 of this title. In no case shall the distance be less than allowed by state law.
2. Cannabis retailers shall be located more than one thousand (1,000) feet, measured from the nearest principal buildings, from any other cannabis retailer. This separation requirement, however, shall not apply to cannabis retailers located within one-half mile from a designated freeway, including Interstate 10, Interstate 15, Interstate 215, State Route 91, and State Route 60.
3. Cannabis retailers shall not be located within five hundred (500) feet of a smoke shop or similar facility.
4. Cannabis retailers shall not be located on a lot containing a residential dwelling unit.

B. Setbacks.

1. All cannabis retailers shall comply with the setback standards for the zone classification they are located in, except when adjacent to a residential zone where the minimum setback from the residentially zoned lot lines shall be forty (40) feet.
2. Setbacks may be modified with an approved setback adjustment in accordance with Section 17.172.220 of this title. In no case, shall a setback be less than setbacks required by the State of California Bureau of Cannabis Control, California Building Code or Ordinance No. 457.

C. Operations.

1. Entrances into the retail location of the cannabis retailer shall be separate from the reception area and locked at all times with entry strictly controlled. An electronic or mechanical entry system shall be utilized to limit access and entry to the retail location.
2. Cannabis retailers may include the sale of medical cannabis, requiring an M-License from the state. Cannabis retailers selling only medical cannabis shall verify consumers who enter the premises are at least 18 years of age and that they hold a valid physician's recommendation.
3. Cannabis retailers may include the sale of adult use cannabis, requiring an A-license from the state. Cannabis retailers selling only adult use cannabis shall verify that consumers who enter the premises are at least 21 years of age.
4. A cannabis retailers may include the sale of both medical and adult use cannabis requiring both an A-License and an M-License from the state. All cannabis retailers selling both medical and adult use cannabis shall verify that consumers who enter the premises are at least 18 years of age and that they hold a valid physician's recommendation or are at least 21 years of age.
5. Display areas shall include the smallest amount of cannabis and cannabis products reasonably anticipated to meet sales during operating hours.
6. Cannabis and cannabis products not in the display area shall be maintained in a locked secure area.
7. Not more than ten (10) percent of the Cannabis Retailer floor area, up to a maximum of fifty (50) square feet, shall be used for the sale of incidental goods such as, but not limited to, clothing, posters, or non-cannabis goods.
8. Restroom facilities shall be locked and under the control of the cannabis retailer.
9. Cannabis retailers shall ensure that all cannabis and cannabis products held for sale by the cannabis retailer are cultivated, manufactured, transported, distributed, and tested by California licensed and permitted facilities that are in full conformance with state and local laws and regulations.
10. Cannabis retailers shall not distribute any cannabis or cannabis product unless such products are labeled and in a tamper-evident package in compliance with the California Business and Professions Code and any additional rules promulgated by a licensing authority.
11. Cannabis retailers shall not provide free samples of any type, including cannabis products, to any person and shall not allow any person to provide free samples on the cannabis retailer's lot.
12. Deliveries shall be conducted in accordance with California Business and Professions Code Section 26090 or as may be amended and all state regulations pertaining to delivery of cannabis products.
13. Cannabis or cannabis products shall not be sold or delivered by any means or method to any person within a motor vehicle.

14. Cannabis retailers shall not include a drive-in, drive-through or walk up window where retail sales of cannabis products are sold to persons or persons within or about a motor vehicle.

D. Mobile deliveries. Cannabis retailers with an approved conditional use permit may provide deliveries of cannabis products consistent with state law.

E. Findings. In addition to the requirements for approval in Section 17.302.070 of this chapter, no conditional use permit shall be approved or conditionally approved unless the following findings are made:

1. The cannabis retailer complies with all the requirements of the state and county for the selling of cannabis.
2. The non-storefront cannabis retailer is not open to the public.
3. The cannabis retailer is not located within one thousand (1,000) feet from any child day care center, K-12 school, public park, or youth center or a variance has been approved allowing a shorter distance but not less than allowed by state law.
4. The cannabis retailer includes adequate measures that address enforcement priorities for commercial cannabis activities including restricting access to minors, and ensuring that cannabis and cannabis products are obtained from and supplied only to other permitted licensed sources within the state and not distributed out of state.
5. For cannabis retailer lots with verified cannabis-related violations within the last twelve (12) months prior to the adoption date of Ordinance No. 348.4898, the use will not contribute to repeat violation on the lot and all applicable fees have been paid.

6. The cannabis retailer complies with all applicable Riverside County Board of Supervisors policies.

(Ord. No. 348.4898, § 9, 10-23-2018; Ord. No. 348.4933, §§ 1, 2, 11-17-2020)

17.302.210 - Cannabis distribution facilities.

A. Applicability. Notwithstanding any other provision of this chapter, cannabis distribution facilities are allowed in the following zone classifications with an approved conditional use permit in accordance with Chapter 17.200 of this chapter: C-1/C-P, C-P-S, I-P, M-SC, M-M and M-H.

(Ord. No. 348.4898, § 9, 10-23-2018)

17.302.220 - Cannabis distribution facilities standards.

In addition to the approval requirements in Section 17.302.070 of this chapter and development standards for the applicable zoning classification, cannabis distribution facilities shall comply with the standards provided below. If there is an inconsistency between the development standards of the zone classification and these standards, the more restrictive standard applies.

A. General location. Cannabis distribution facilities shall not be located within six hundred (600) feet from any child day care center, K-12 school, public park, or youth center. Distance shall be measured from the nearest point of the respective lot lines using a direct straight-line measurement. A new adjacent use will not affect the continuation of an existing legal use that has been established under this article and continuously operating in compliance with the conditional use permit, and local and state laws and regulations.

B. Setbacks.

1. All cannabis distribution facilities shall comply with the setback standards for the zone classification they are located in, except when adjacent to a residential zone where the minimum setback from the residentially zoned lot lines shall be twenty-five (25) feet.
2. Setbacks may be modified with an approved setback adjustment in accordance with Section 17.172.220 of this title. In no case shall a setback be less than setbacks required by the State of California Bureau of Cannabis Control, the California Building Code or Ordinance No. 457.

C. Operations.

1. Cannabis and cannabis products shall only be transported between permitted and licensed commercial cannabis activities.
2. In addition to the requirements of Section 17.302.060.Q, the following record keeping measures are required to be implemented for all cannabis distribution facilities:
 - a. Prior to transporting cannabis or cannabis products, a shipping manifest shall be completed as required by state law and regulations.
 - b. A copy of the shipping manifest shall be maintained during transportation and shall be made available upon request to law enforcement or any agents of the state or county charged with enforcement.
 - c. Cannabis distribution facilities shall maintain appropriate records of transactions and shipping manifests that demonstrate an organized method of storing and transporting cannabis and cannabis products to maintain a clear chain of custody.
3. Cannabis Distribution facilities shall ensure that appropriate samples of cannabis or cannabis products are tested by a permitted and licensed testing facility prior to distribution and shall maintain a copy of the test results in its files.
4. Cannabis distribution facilities shall not be open to the public.
5. Cannabis distribution facilities shall not transport or store non-cannabis goods.

D. Findings. In addition to the requirements for approval in Section 17.302.070 of this chapter, no conditional use permit shall be approved or conditionally approved unless the following findings are made:

1. The cannabis distribution facility complies with all the requirements of the state and county for the distribution of cannabis.
2. The cannabis distribution facility's operating plan demonstrates proper protocols and procedures that address enforcement priorities for cannabis related activities including restricting access to minors, and ensuring that commercial cannabis activities and cannabis products are obtained from and supplied only to other permitted and licensed sources and not distributed out of state.
3. The cannabis distribution facility is not within six hundred (600) feet from any child day care center, K-12 school, public park, or youth center.
4. The cannabis distribution facility is not open to the public.
5. For cannabis distribution facility lots with verified cannabis-related violations within the last twelve (12) months prior to the adoption date of Ordinance No. 348.4898, the use will not contribute to repeat violations on the lot and the all applicable fees have been paid.

(Ord. No. 348.4898, § 9, 10-23-2018)

17.302.230 - Cannabis microbusiness facilities.

- A. Applicability. Notwithstanding any other provision of this chapter, cannabis microbusiness facilities are allowed in the following zone classifications with an approved conditional use permit in accordance with Chapter 17.200 of this title: C-1/C-P, C-P-S, I-P, M-SC, M-M and M-H except in the instance that a cannabis microbusiness facility includes manufacturing uses where such cannabis microbusiness facility is only allowed in the I-P, M-SC, M-M and M-H zones.

(Ord. No. 348.4898, § 9, 10-23-2018)

17.302.240 - Cannabis microbusiness facilities standards.

In addition to the approval requirements in Section 17.302.070 of this chapter and development standards for the applicable zoning classification, cannabis microbusiness facilities shall comply with the standards provided below. If there is an inconsistency between the development standards of the zone classification and these standards, the more restrictive standard applies.

A. General location.

1. Cannabis microbusiness facilities shall not be located within six hundred (600) feet from any child day care center, K-12 school, public park, or youth center. Distance shall be measured from the nearest point of the respective lot lines using a direct straight-line measurement. A new adjacent use will not affect the continuation of an existing legal use that has been established under this chapter and continuously operating in compliance with the conditional use permit, and local and state laws and regulations.
2. Cannabis microbusiness facilities that include a cannabis retail competent shall not be located within one thousand (1,000) feet from any child day care center, K-12 school, public park, or youth center. Distance shall be measured from the nearest point of the respective lot lines using a direct straight-line measurement. A new adjacent use will not affect the continuation of an existing legal use that has been established under this chapter and continuously operating in compliance with the conditional use permit, and local and state laws and regulations. This location requirement may be modified with the approval of a variance pursuant to Chapter 17.196 of this title. In no case shall the distance be less than allowed by state law.

B. Setbacks.

1. All cannabis microbusiness facilities shall comply with the setback standards for the zone classification they are located in, except when adjacent to a residential zone where the minimum setback from the residentially zoned lot lines shall be twenty-five (25) feet. In the event that a cannabis microbusiness facility includes retail sales of cannabis, then the minimum setback from residentially zoned lot lines shall be forty (40) feet.
2. Setbacks may be modified with an approved setback adjustment in accordance with Section 17.172.220 of this chapter. In no case shall a setback be less than setbacks required by the State of California Bureau of Cannabis Control, the California Building Code or Ordinance No. 457.

C. Activities.

1. Cannabis microbusiness facilities shall not transport or store non-cannabis goods.
 2. Cannabis microbusiness facilities may distribute, manufacture (without volatile solvents) and dispense cannabis under a single cannabis microbusiness facilities license issued by the state.
 3. Cannabis microbusiness facilities may cultivate cannabis indoors in an area less than ten thousand (10,000) square feet.
 4. Cannabis microbusiness facilities shall include at least three of the following commercial cannabis activities, which shall be set forth in the conditional use permit:
 - a. Indoor cultivation up to ten thousand (10,000) square feet.
 - b. Manufacturing (with non-volatile solvents).
 - c. Distribution.
 - d. Retail sales.
- D. Operations. Cannabis microbusiness facilities shall comply with the operational requirements set forth in this chapter that apply to the specified uses authorized by the approved conditional use permits, and the water and energy conservation standards as applicable to cannabis microbusiness facilities that includes cultivation.
- E. Findings. In addition to the requirements for approval in Section 17.302.070 of this chapter, no conditional use permit shall be approved or conditionally approved unless the following findings are made:
1. The cannabis microbusiness facility complies with all the requirements of the state and local laws and regulations.
 2. The cannabis microbusiness facility's operating plan demonstrates proper protocols and procedures that address enforcement priorities for cannabis activities including restricting access to minors, and ensuring that cannabis and cannabis products are obtained from and supplied only to other permitted and licensed sources within the state and not distributed out of state.
 3. The cannabis microbusiness facility is not located within one thousand (1,000) feet from any child day care center, K-12 school, public park, or youth center or a variance has been approved allowing a shorter distance but not less than recommended by state law.
 4. For cannabis microbusiness facility lots with verified cannabis-related violations within the last twelve (12) months prior to the adoption date of Ordinance No. 348.4898, the use will not contribute to repeat violation on the site and all applicable fees have been paid.

(Ord. No. 348.4898, § 9, 10-23-2018)

17.302.250 - Temporary cannabis event.

- A. Requirements for approval. The planning director shall approve an application for a temporary cannabis event permit if all of the following are met:
1. The temporary cannabis event will take place on county fair property or district agricultural association property.
 2. The temporary cannabis event is not located within one thousand (1,000) feet from any child day care center, K-12 school, public park, or youth center. Distance shall be measured from the nearest point of the respective lot lines using a direct straight-line measurement.

3. The temporary cannabis event will not occur during the hours of 12:00 a.m. to 6:00 a.m.
 4. The temporary cannabis event is setback a minimum of one hundred (100) feet from lot lines.
 5. The sale of cannabis products shall be performed by a cannabis retailer or cannabis microbusiness that possesses both an approved conditional use permit and a valid cannabis license from the state, which shall be included in the permit application.
 6. The sale or consumption of alcohol or tobacco is not allowed at the location of the temporary cannabis event.
 7. The event organizer for the temporary cannabis will obtain a valid state event organizer license authorizing the retail sale of cannabis goods and the temporary cannabis event.
 8. Access to the area(s) where sale or consumption of cannabis occurs is restricted to persons 21 years of age or older.
 9. Cannabis consumption is not visible from any public place or non-age-restricted area.
 10. Security shall be present at the temporary cannabis event.
 11. A condition of approval shall be applied to all temporary cannabis event permits requiring the event organizer to obtain a valid state license as an event organizer and for the temporary event at least ten (10) calendar days before the event's first day. if this condition of approval is not met, the temporary cannabis event permit becomes null and void.
- B. Application. No less than one hundred twenty (120) days from the event's first day, an event organizer shall apply for and obtain a temporary cannabis event permit in accordance with Chapter 17.216 of this title. All the procedural provisions of Chapter 17.216 shall apply to the application, except Section 17.216.040 thereof relating to requirements for approval, Section 17.216.060 thereof relating to appeals and Section 17.216.070 thereof relating to the use of the permit after the application is approved.
- C. Revocation. A temporary cannabis event permit may be revoked pursuant to and in accordance with Section 17.302.260 of this chapter.

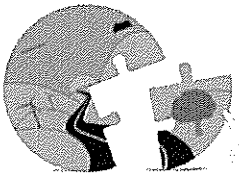
(Ord. No. 348.4898, § 9, 10-23-2018)

17.302.260 - Revocation of permits for commercial cannabis activities.

Any conditional use permit granted under this article may be revoked upon the findings and procedures contained in Chapter 17.220 of this title except that the planning commission shall be the hearing body to make a determination that grounds for revocation exist and provide notice of the revocation. All other procedural requirements and rights of appeal set forth in Chapter 17.220 of this title shall govern the hearing.

(Ord. No. 348.4898, § 9, 10-23-2018)

Appendix E
Riverside County Planning Department
Staff Report
CUP 200032



**COUNTY OF RIVERSIDE
PLANNING DEPARTMENT
STAFF REPORT**

Agenda Item No.

3.1

(ID # 17229)

MEETING DATE:

Wednesday, September 22, 2021

SUBJECT: CONDITIONAL USE PERMIT NO. 200032 and DEVELOPMENT AGREEMENT NO. 2000015 – Exempt from the California Environmental Quality Act (CEQA), pursuant to State CEQA Guidelines Section 15301 (Existing Facilities) and Section 15061(b)(3) (Common Sense Exemption) – CEQ200070 – Applicant: Higher Point Cannabis – Second Supervisorial District – West Corona Zoning Area – Temescal Canyon Area Plan: Community Development: Commercial Retail (CD-CR) (0.20 – 0.35 FAR) – Location: Northerly of Frontage Road, southerly of W. 6th Street, and westerly of Paseo Grande – 0.28 Acres – Zoning: General Commercial (C-1/C-P) – REQUEST: Conditional Use Permit No. 200032 proposes to use an existing 1,748 sq. ft. building as a cannabis retail storefront location and will include tenant improvements to the existing building and site. Development Agreement No. 2000015 would impose a lifespan on the proposed cannabis project and provide community benefit to the West Corona area. APN's: 102-250-057 and 102-250-059. Continued from August 18, 2021.

PROPOSED PROJECT

Case Number(s): CUP200032 & DA2000015

Environmental Type: Exemption

Area Plan No. Temescal Canyon

Zoning Area/District: West Corona Area

Supervisorial District: Second District

Project Planner: Gabriel Villalobos

Project APN(s): 102-250-057 & 102-250-059

Continued From: 8/18/2021

John Hildebrand
John Hildebrand, Planning Director

9/18/2021

PROJECT DESCRIPTION AND LOCATION

Conditional Use Permit No. 200032 (CUP200032) proposes to use an existing 1,748 square foot building as a storefront cannabis retailer with office space for the cannabis business and will include tenant improvements to the existing building and site. In addition, the cannabis retailer shall also offer mobile deliveries during normal business hours.

Development Agreement No. 2000015 (DA2000015) will impose a lifespan of 10 years on the proposed cannabis project, will grant the applicant vesting rights to develop the Project in accordance with the terms of CUP200032 and DA2000015, and provides community benefits to the West Corona Area.

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The project is located north of Frontage Rd, south of W 6th St, and west of Paseo Grande.

The above is hereinafter referred to as the "Project" or "project".

PROJECT RECOMMENDATION

STAFF RECOMMENDATIONS:

THAT THE PLANNING COMMISSION:

CONTINUE the proposed project to **October 6, 2021** to provide additional time to finalize revised project exhibits.

PROJECT DATA

Land Use and Zoning:

Existing General Plan Foundation Component:	Community Development (CD)
Existing General Plan Land Use Designation:	Commercial Retail (CR)
Surrounding General Plan Land Uses	
North:	City of Corona
East:	City of Corona
South:	Commercial Retail (CR), Medium Density Residential (MDR)
West:	City of Corona
Existing Zoning Classification:	General Commercial (C-1/C-P)
Surrounding Zoning Classifications	
North:	City of Corona
East:	City of Corona
South:	General Commercial (C-1/C-P), One-Family Dwellings (R-1)
West:	City of Corona
Existing Use:	Commercial
Surrounding Uses	

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North:	Commercial
South:	Vacant, Residential
East:	Commercial
West:	Vacant

Project Details:

<i>Item</i>	<i>Value</i>	<i>Min./Max. Development Standard</i>
Project Site (Acres):	0.28 acres	N/A
Existing Building Area (SQFT):	1,748 sq. ft.	N/A
Building Height (FT):	18 ft.	50 ft. max. height

Parking:

<i>Type of Use</i>	<i>Building Area (in SF)</i>	<i>Parking Ratio</i>	<i>Spaces Required</i>	<i>Spaces Provided</i>
Cannabis Retailer	1,748	1 space/200 sq. ft. of gross floor area	9	13
TOTAL:	1,748		9	13

Located Within:

City's Sphere of Influence:	Yes – City of Corona
Community Service Area ("CSA"):	Yes – 21 – Coronita
Special Flood Hazard Zone:	No
Agricultural Preserve:	No
Liquefaction Area:	Yes – Low
Subsidence Area:	Yes – Susceptible
Fault Zone:	No
Fire Zone:	No
Mount Palomar Observatory Lighting Zone:	No
WRCMSHCP Criteria Cell:	No
CVMSHCP Conservation Boundary:	No
Stephens Kangaroo Rat ("SKR") Fee Area:	No
Airport Influence Area ("AIA"):	No

PROJECT BACKGROUND AND ANALYSIS

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Background:

Project Details

The proposal is for the use of an existing 1,748-square-foot building for a Commercial Cannabis Retail Storefront in the West Corona area of Riverside County. The existing building will be remodeled and shall include both interior and exterior tenant improvements to the building, in addition to, the updating of signage on the exterior of the building and parking lot with updated landscaping a new fencing around the property.

The renovations proposed as part of the conditional use permit include tenant improvements such as new partitions and electrical work to the interior of the existing building to establish the lobby, retail area, office and storage space for the proposed Cannabis Retailer. The exterior renovations will include demolishing the storage on the western side of the existing building and remodeling the façade with a new stucco finish, trim, signage for the business, new tempered-glass windows/entrance, and new metal awnings over the entrance and exit. In addition, the parking lot will be redeveloped with thirteen (13) new parking spaces, new landscaping, a new trash enclosure, lighting, and new combination wrought iron and block wall fencing with pilasters.

The proposed Cannabis Retail Store would operate between the hours of 6 AM to 10 PM, 7 days a week, in compliance with the County of Riverside Ordinance No. 348 Section 19.505.K. The cannabis retail storefront would have approximately five (5) employees on site per shift, in addition to security personnel stationed on site 24/7 and management personnel. The proposed project shall include deliveries and shall operate between the normal hours of operation between 7 AM and 9 PM.

The parking requirement for the Cannabis Retail Storefront is 1 space per 200 square feet of gross floor area, the listed size of the retail portion of the building is 1,748 square feet which would equal a total of 9 parking spaces required for the proposed Cannabis Retailer. Overall, there are a total of thirteen (13) parking spaces that are proposed for the cannabis business and one (1) space designated for persons with disabilities, meeting the standards set forth in Section 18.12.C of Ordinance No. 348.

General Plan Consistency

The project site has a General Plan Foundation Component of Community Development (CD) and a Land Use Designation of Commercial Retail (CR). The Community Development General Plan Foundation Component depicts areas where urban and suburban development is

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appropriate. It is the intent of this Foundation Component to provide a breadth of land uses that foster variety and choice, accommodate a range of lifestyles, living and working conditions, and accommodate diverse community settings. The goal is to accommodate a balance of jobs, housing, and services within communities to help achieve other aspects of the RCIP Vision, such as mobility, open space, and air quality goals.

The Commercial Retail (CR) land use designation provides for the emphasis on general uses such as grocery stores, drug stores, and other retail outlets. The project is consistent with the Community Development General Plan Foundation Component and Commercial Retail Land Use Designation as it would provide retail, community services and job opportunities within the surrounding community.

Zoning Consistency

The project site is zoned for General Commercial (C-1/C-P). Pursuant to Ordinance No. 348, Article XIXh, Section 19.518, Cannabis Retailers are allowed in the C-1/C-P zone with an approved conditional use permit. The applicant has submitted this CUP application to ensure compliance with all applicable development standards and regulations. As further described in the findings section, the project meets all the applicable development standards for the C-1/C-P zone and those set forth in Section 19.519 of Ordinance No. 348, including design, height, setbacks, and parking requirements.

Continued Item

On August 18, 2021, the proposed project was heard by the Planning Commission. During the deliberation, several concerns were discussed regarding the proposal including traffic impacts, overall location, and parking. After the public comments, the commissioners motioned to continue the item to the date certain of September 22, 2021. The commissioners voted 4-0 (Commissioner Shaffer absent) in favor of continuing the hearing item. 2nd District commissioner David Leonard requested that the applicant hold a meeting off calendar with the supervisor's office to discuss updates to the project to be made prior to the next hearing date, that meeting was held on August 24, 2021.

The applications for Development Agreement No. 2000015 and Conditional Use Permit No. 200032 were submitted to the County of Riverside on September 10, 2020.

ENVIRONMENTAL REVIEW / ENVIRONMENTAL FINDINGS
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This project is exempt from the California Environmental Quality Act (CEQA) review pursuant to State CEQA Guidelines Section 15301 (Existing Facilities), Class I. Class 1 consists of the

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operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. Examples include the interior or exterior alterations involving such things as interior partitions, plumbing, and electrical conveyances. The proposal for CUP200032 includes the renovation of an existing 1,748 square foot building previously used as a beauty salon to be used as a Cannabis retail storefront. Renovations proposed include interior partitions as well as facade improvements to the exterior of the building. In addition, this exemption also allows for the demolition and removal of small structures including "a store, motel, office, restaurant, and similar small commercial structure if designed for an occupant load of 30 persons or less. In urbanized areas, the exemption also applies to the demolition of up to three such commercial buildings on sites zoned for such use." The proposed project also includes the demolition and removal of a storage area attached to the western portion of the existing building. Under this categorical exemption, the described demolition would be exempted as the project is located within an urbanized area and the primary existing commercial structure would remain intact.

This proposed project is also exempt from California Environmental Quality Act (CEQA) review pursuant to State CEQA Guidelines Section 15061 (b)(3) (Common Sense Exemption), which provides the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. The proposed Project will continue to utilize the site as a commercial land use and will not result in any additional impacts related to traffic, air quality, or public safety, beyond what already occurs at the existing commercial retail establishment. As the land is already developed, there are no potential impacts related to aesthetics, biological and cultural resources, hydrology, or other similar potential impacts as no grading activities are proposed and facade and other tenant improvements are included to renovate and improve the site. Lastly, as the State has created various rules and regulations as they relate to cannabis waste, particularly for cannabis cultivators, there are no impacts related to cannabis as a hazardous waste as it relates to the commercial selling of cannabis (the State actually treats cannabis as an organic waste, versus a hazardous waste). Therefore, the project meets the requirements for CEQA exemption per Section 15061(b)(3) as there is no potential that the Project as proposed would have a significant physical impact on the environment.

None of the exceptions pursuant to State CEQA Guidelines Section 15300.2 apply. The Project would not have a significant effect on the environment due to unusual circumstances; would not result in a cumulative impact; would not impact any historic resources; and is not located on a hazardous site or location. The proposed cannabis related use does not present any unusual circumstances since it would present similar environmental impacts compared to any other retail use that would be permitted to occupy the project site. Since all impacts of the proposed use

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would be similar to other uses that would occupy the space, all potential cumulative impacts of this use were also previously addressed in the prior approvals. No historic resources are known to exist on the site that could be impacted since the site is recently developed. The site is not known to be located on a hazardous site based on available data. Additionally, since the State has created various rules and regulations as they relate to cannabis waste, particularly for cannabis cultivators, there are no impacts related to cannabis as a hazardous waste as it relates to the commercial selling of cannabis (the State actually treats cannabis as an organic waste, versus a hazardous waste). The proposed location of the cannabis business is not within an environmentally sensitive area and the use would be permitted as it meets all general plan, zoning, and distance requirements as established through the Cannabis ordinance for Riverside County. Lastly, the project shall also have no impact on scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway as it is not located near a scenic highway. Accordingly, there are no exceptions to the above categorical exemptions that would prevent them from applying.

FINDINGS AND CONCLUSIONS

In order for the County to approve the proposed project, the following findings are required to be made:

Land Use Findings:

1. The project site has a General Plan Foundation Component of Community Development and Land Use Designation of Commercial Retail (CD: CR). The proposed project is consistent with the land use designation as the project addresses General Plan policy LU 29.1 which states "accommodate the development of commercial uses in areas appropriately designated by the General Plan and area plan land use maps" as the use is in an appropriately designated area that is consistent with the surrounding land uses. The location for the proposed project provides both the appropriate land use designation and zoning and is surrounded by commercial land uses to the north, east and west and is separated by a street from the residences to the south. In addition, the project also meets policy LU 29.6, which states "require that commercial projects abutting residential properties protect the residential use from the impacts of noise, light, fumes, odors, vehicular traffic, parking, and operational hazards." The project has performed the necessary steps to protect the adjacent residential properties including implementing an air filtration system to mitigate any possible nuisance odors from being detected offsite, shielding/directing any lighting fixtures from spilling light onto adjacent properties, and providing 24/7 security personnel to deter possible criminal activity and loitering.

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The project is also consistent with the Temescal Canyon Area Plan as the project addresses the area plan policy TCAP 9.1 which states, "require development within the Second Supervisorial District to adhere to standards detailed in the Design and Landscape Guidelines for Development in the Second Supervisorial District". This policy is met as the policy incorporates elements of the second district design guidelines including the proposed fencing for the perimeter of the parcel which includes a combination wrought iron and block wall fence with pilasters to provide a more decorative element to the development.

The Commercial Retail land use designation provides for the emphasis on general uses such as grocery stores, drug stores, and other retail outlets. The proposed project is consistent with this land use designation because the project will provide local and regional retail services. Additionally, the Community Development General Plan Foundation Component depicts areas where urban and suburban development is appropriate. It is the intent of this Foundation Component to provide a breadth of land uses that foster variety and choice, accommodate a range of lifestyles, living and working conditions, and accommodate diverse community settings. The goal is to accommodate a balance of jobs, housing, and services within communities to help achieve other aspects of the RCIP Vision, such as mobility, open space, and air quality goals.

The project is consistent with the Community Development General Plan Foundation Component and Commercial Retail Land Use Designation as the project would provide community services and job opportunities within the surrounding community, fulfilling the goals of the Vision Statement of the General Plan, particularly by helping expand emerging markets and associated employment, which includes the cannabis industry. This economic diversity also helps the County reach its stated economic development principles as discussed in the General Plan, by furthering local job opportunities; providing a unique mix of uses and a continued and expanded market for retail products; and stimulating growth of small businesses

2. The project site has a Zoning Classification of General Commercial (C-1/C-P), which is consistent with the Riverside County General Plan, including the applicable Foundation Component and Land Use Designation identified above because the C-1/C-P Zone conditionally allows specified retail uses which implements the CD: CR General Plan Land Use Designation that encourages local and regional retail and services.
3. The proposed use, a cannabis retail storefront with deliveries, is allowed within the C-1/C-P zone per Section 19.518.A.2 of Ordinance No. 348 with an approved conditional use permit. Pursuant to various sections of Ordinance No. 348, as described in greater detail below in this staff report, the proposed project meets all of the conditional use permit findings, the development standards of the C-1/C-P Zoning Classification, permit requirements for all

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commercial cannabis activities, cannabis retailer minimum standards, and cannabis distribution facilities standards.

4. The uses surrounding the project site include a variety of commercial uses including a shopping center to the east that contains some food establishments and a hardware store, a gas station to the north, a vacant parcel to the west, along with some single-family residences to the south. The parcels surrounding the project site to the north, east and west are within the City of Corona's boundaries and the parcel to the south is zoned One-Family Dwellings (R-1). In addition, the cannabis retailer complies with the setback standard of the zone in which it is located, also taking into consideration the residentially zoned parcel to the south, which is located approximately 140 feet away exceeding the 40-foot setback requirement. As a result, the project use is compatible with the surrounding uses as it meets the minimum development standards as defined through Ordinance No. 348 as the existing building is setback more than 40 feet from the residentially zoned parcel.

Conditional Use Permit Findings:

The following findings shall be made prior to making a recommendation to grant a Conditional Use Permit pursuant to the provisions of Riverside County Ordinance No. 348 (Land Use):

1. The proposed use conforms to all the requirements of the General Plan and with all applicable requirements of State law and the ordinances of Riverside County. The proposed commercial cannabis activity will be located in an existing commercial structure. The proposed use is a retail storefront for a commercial cannabis activity. The use is a commercial use that may be established in the General Plan Foundation Component of Community Development and Commercial Retail (CR) land use designation (CD: CR). The project is conditioned to meet applicable State law and ordinances of Riverside County. The project is required to comply with all State cannabis licensing requirements and shall apply for the appropriate cannabis license within six (6) months of the Conditional Use Permit Approval. Failure to do so will terminate conditional use permit approval.
2. The proposed use will not be detrimental to the health, safety, or general welfare of the community as the project has been reviewed by County departments specifically for these concerns and has received departmental approvals, while having been designed and conditioned to protect the health, safety, and general welfare of the community. Based on the findings included in this staff report and with compliance with the conditions set forth in the advisory notification document and conditions of approval, the proposed project will not be detrimental to the health, safety or general welfare of the community and is subject to those conditions necessary to protect the health, safety, and general welfare of the community.

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3. The proposed project conforms to the logical development of the land and is compatible with the present and future logical development of the surrounding property, as the project site is located on a parcel that supports the proposed development while being consistent with both the General Plan and zoning ordinance. The project site is located on a parcel that is surrounded to the north, east and west by commercial uses and land that is designated for commercial use within the City of Corona. In addition, the land to the south is designated as One-Family Dwellings (R-1) but has been fenced and screened off to prevent any exposure to the proposed use as the fronts of those residences face south away from the proposed use in addition to located approximately 140 feet away from the nearest residentially zoned property line, exceeding the setback requirement. The proposed use, a cannabis retail storefront, would provide community benefits and retail services for the surrounding community. Therefore, the proposed project conforms to the logical development of the land and to be compatible with the present and future logical development of the surrounding property.
4. The plan for the proposed use shall consider the location and need for dedication and improvement of necessary streets and sidewalks, including the avoidance of traffic congestion; and shall take into account topographical and drainage conditions, including the need for dedication and improvements of necessary structures as a part thereof. The proposed project has been reviewed and conditioned to improve the driveway at the public right-of-way per county standards. The Transportation department did not request any dedication or improvements related to sidewalks for the proposed project and conditioned the project to ensure proper channelization shall be constructed at the driveway to restrict left in and left out vehicular movement at the only ingress/egress for the subject parcel. In addition, the parcel was previously developed and as such there are no topographical or drainage conditions to be addressed on the parcel that would require the construction of new facilities.
5. All use permits which permit the construction of more than one structure on a single legally divided parcel shall, in addition to all other requirements, be subject to a condition which prohibits the sale of any existing or subsequently constructed structures on the parcel until the parcel is divided and a final map recorded in accordance with Ordinance No. 460 in such a manner that each building is located on a separate legally divided parcel. Under the current CUP application, this requirement does not apply as there are no additional structures being proposed, as such no condition is required.

Permit Requirements for All Commercial Cannabis Activities:

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- f) Sensors shall be installed to detect entry and exit from all secure areas.
- g) Panic buttons shall be installed in all Commercial Cannabis Activities.
- h) Any bars installed on the windows or the doors of a Commercial Cannabis Activity shall be installed only on the interior of the building.
- i) Security personnel must be licensed by the State of California Bureau of Security and Investigative Services.
- j) A Commercial Cannabis Activity shall have the capability to remain secure during a power outage and all access doors shall not be solely controlled by an electronic access panel to ensure locks are not released during a power outage.
- k) A Commercial Cannabis Activity shall cooperate with the County and, upon reasonable notice to the Commercial Cannabis Activity, allow the County to inspect or audit the effectiveness of the security plan for the Commercial Cannabis Activity.
- l) The permittee for a Commercial Cannabis Activity shall notify the Riverside County Sheriff's Department immediately after discovering any of the following:
 - a. Significant discrepancies identified during inventory.
 - b. Diversion, theft, loss, or any criminal activity involving the Commercial Cannabis Activity or any agent or employee of the Commercial Cannabis Activity.
 - c. The loss or unauthorized alteration of records related to Cannabis, registering qualifying patients, primary caregivers, or employees or agents of the Commercial Cannabis Activity.
 - d. Any other breach of security.
- m) Firearms shall not be permitted at a Commercial Cannabis Activity by an owner, manager, employee, volunteer or vendor other than those individuals authorized as a State Licensed Security personnel.
- n) Cannabis or Cannabis Products shall not be stored outside at any time.

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With implementation of these required measures, security concerns relating to the Commercial Cannabis Activity have been fully addressed.

Cannabis Retailer Minimum Standards:

General Location

1. *Cannabis Retailers shall not be located within 1,000 feet from any Child Day Care Center, K-12 school, public park, or Youth Center. Distance shall be measured from the nearest point of the respective lot lines using a direct straight-line measurement. A new adjacent use will not affect the continuation of an existing legal use that has been established under this Article and continuously operating in compliance with the conditional use permit, and local and State laws and regulations. This location requirement may be modified with the approval of a variance pursuant to Section 18.27 of Ordinance No. 348. In no case shall the distance be less than allowed by State law. The project is not located within 1,000 feet from any Child Day Care Center, K-12 school, public park, or Youth Center. No variance has been approved allowing a shorter distance but not less than allowed by State law. This standard is met because a radius map buffering 1,000 feet from the subject site was prepared by Riverside County Geographic Information Systems and has not identified any Child Day Care Center, K-12 school, public park, or Youth Centers within 1,000 feet of the site.*
2. *Cannabis Retailers shall not be located within 1,000 feet of any other Cannabis Retailer. Per Section 19.519.A.2 of Ordinance No. 348, Cannabis Retailers shall not be located within 1,000 feet of any other Cannabis Retailer. As of the writing of this staff report, no other approved or active conditional use permits have been identified within the 1,000-foot buffer area of the project site based off of radius map prepared by Riverside County Geographic Information Systems.*
3. *Cannabis Retailers shall not be located within 500 feet of a smoke shop or similar facility. The project is not located within 500 feet of a smoke shop or similar facility because a radius map buffering 1,000 feet from the subject site was prepared by Riverside County Geographic Information Systems and has not identified any smoke shop or similar facility within 500 feet of the site.*
4. *Cannabis Retailers shall not be located on a lot containing a residential dwelling unit. The project is not located on a lot containing a residential dwelling unit as the current existing building onsite was redeveloped from a residential dwelling to a commercial building through Plot Plan No. 03013 (PP03013) which established the building as a commercial property and was approved on July 19, 1977.*

Setbacks

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5. *All Cannabis Retailers shall comply with the setback standards for the zone classification they are located in, except when adjacent to a residential zone where the minimum setback from the residentially zoned lot lines shall be 40 feet.* The project is located within the General Commercial (C-1/C-P) zone which states there are no yard requirements for buildings which do not exceed 35 feet in height. The existing building shall have a maximum height of 18 feet which does not exceed the 35-foot limit. The project site is located near a residentially zoned parcel to the south, which is zoned One-Family Dwellings (R-1). The existing building exceeds the minimum the 40-foot setback from the nearest residentially zoned parcel as it is located approximately 140 feet from the nearest residentially zoned lot line. Thus, this setback requirement has been met.
6. *Setbacks may be modified with an approved setback adjustment in accordance with Section 18.33 of this ordinance. In no case, shall a setback be less than setbacks required by the State of California Bureau of Cannabis Control, California Building Code or Ordinance No. 457.* No modifications are required for this project, as such, this requirement is not applicable.

Mobile Deliveries

7. *Cannabis Retailers with an approved conditional use permit may provide deliveries of Cannabis Products consistent with State law.* The proposed project shall include deliveries to customers and shall operate between the normal hours of operation between 7 AM and 9 PM.

Retail Operational Requirements

1. The project complies with the operational requirements set forth in Ordinance No. 348 Section 19.519.C. because of the following:
 - A. *Entrances into the retail location of the Cannabis Retailer shall be separate from the reception area and locked at all times with entry strictly controlled. An electronic or mechanical entry system shall be utilized to limit access and entry to the retail location.* As provided by the floor plan, Exhibit C, all retail, reception, employee offices, and inventory areas shall have electronic or mechanical secured access. The project has been conditioned to meet this standard. (Advisory Notification Document Planning-All. 1 – Cannabis Retail Operations – 1)
 - B. *Cannabis Retailers may include the sale of Medical Cannabis, requiring an M-License from the State. Cannabis Retailers selling only Medical Cannabis shall verify consumers who enter the Premises are at least 18 years of age and that they hold a valid Physician's Recommendation.* The project owner and management shall provide adequate training and education at the location as to these matters and require all

**COUNTY OF RIVERSIDE PLANNING DEPARTMENT
STAFF REPORT**

customers to provide proper Identification to verify consumers are of appropriate age and hold a valid Physician's Recommendation. The project has been conditioned to meet this standard. (Advisory Notification Document Planning-All. 7 – Cannabis Retail Operations – 2)

- C. *Cannabis Retailers may include the sale of Adult Use Cannabis, requiring an A-license from the State. Cannabis Retailers selling only Adult Use Cannabis shall verify that consumers who enter the Premises are at least 21 years of age.* The project owner and management shall provide adequate training and education at the location as to these matters and require all customers to provide proper Identification to verify consumers are at least 21 years of age. The project has been conditioned to meet this standard. (Advisory Notification Document Planning-All. 8 – Cannabis Retail Operations – 3)
- D. *Cannabis Retailers may include the sale of both Medical and Adult use Cannabis requiring both an A-License and an M-License from the State. All Cannabis Retailers selling both Medical and Adult Use Cannabis shall verify that consumers who enter the premises are at least 18 years of age and that they hold a valid Physician's Recommendation or are at least 21 years of age.* The project owner and management shall provide adequate training and education at the location as to these matters and require all customers to provide proper Identification to verify consumers are of appropriate age and that they hold a valid Physician's Recommendation or are at least 21 years of age. The project has been conditioned to meet this standard. (Advisory Notification Document Planning-All. 9 – Cannabis Retail Operations – 4)
- E. *Display areas shall include the smallest amount of Cannabis and Cannabis Products reasonably anticipated to meet sales during operating hours.* The project has been conditioned to meet this standard. (Advisory Notification Document Planning-All. 10 – Cannabis Retail Operations – 5)
- F. *Cannabis and Cannabis Products not in the display area shall be maintained in a locked secure area.* As provided by the project floor plan, Exhibit C, all retail, reception, employee offices, and inventory areas shall have electronic or mechanical secured access to ensure the cannabis and cannabis products are maintained in a locked area. The project has been conditioned to meet this standard. (Advisory Notification Document Planning-All. 11 – Cannabis Retail Operations – 6)
- G. *Not more than 10% of the Cannabis Retailer floor area, up to a maximum of 50 square feet, shall be used for the sale of incidental goods such as, but not limited to, clothing, posters, or non-cannabis goods.* The project meets this standard because the provided floor plan, Exhibit C, shows the sales area to only contain cannabis products (Flower Display). In addition, this project has been conditioned that not more than 10% of the Cannabis Retailer floor area, up to a maximum of 50 square feet, shall be used for the sale of incidental goods such as, but not limited to, clothing, posters, or non-cannabis goods. (Advisory Notification Document Planning-All. 12 – Cannabis Retail Operations – 7)

**COUNTY OF RIVERSIDE PLANNING DEPARTMENT
STAFF REPORT**

- H. *Restroom facilities shall be locked and under the control of the Cannabis Retailer. As provided by the floor plan of the project, Exhibit C, the restroom facilities have a locking door to the designated room. The project has been conditioned to meet this standard. (Advisory Notification Document Planning-All. 13 – Cannabis Retail Operations – 8)*
- I. *Cannabis Retailers shall ensure that all Cannabis and Cannabis Products held for sale by the Cannabis Retailer are cultivated, manufactured, transported, distributed, and tested by California licensed and permitted facilities that are in full conformance with State and local laws and regulations. The project has been conditioned to meet this standard. (Advisory Notification Document Planning-All. 14 – Cannabis Retail Operations – 9)*
- J. *Cannabis Retailers shall not distribute any Cannabis or Cannabis Product unless such products are labeled and in a tamper-evident package in compliance with the California Business and Professions Code and any additional rules promulgated by a licensing authority. The project has been conditioned to meet this standard. (Advisory Notification Document Planning-All. 2 – Cannabis Retail Operations – 10)*
- K. *Cannabis Retailers shall not provide free samples of any type, including Cannabis Products, to any person and shall not allow any person to provide free samples on the Cannabis Retailer's lot. It has been conditioned that the Cannabis Retailer shall not provide free samples of any type, including Cannabis Products, to any person and shall not allow any person to provide free samples on the Cannabis Retailer's lot. (Advisory Notification Document Planning-All. 3 – Cannabis Retail Operations – 11)*
- L. *Deliveries shall be conducted in accordance with California Business and Professions Code Section 26090 or as may be amended and all state regulations pertaining to delivery of Cannabis Products. The project has been conditioned to meet this standard. (Advisory Notification Document Planning-All. 4 – Cannabis Retail Operations – 12)*
- M. *Cannabis or Cannabis Products shall not be sold or delivered by any means or method to any person within a motor vehicle. The project has been conditioned to meet this standard. (Advisory Notification Document Planning-All. 5 – Cannabis Retail Operations – 13)*
- N. *Cannabis Retailers shall not include a drive-in, drive-through or walk up window where retail sales of Cannabis or Cannabis Products are sold to persons or persons within or about a motor vehicle. The project has been conditioned to meet this standard. (Advisory Notification Document Planning-All. 6 – Cannabis Retail Operations – 14)*

Cannabis Retail Findings:

- 1. The project complies with all the requirements of the State and County for the selling of Cannabis. This finding is met because the project has been conditioned to meet these requirements. (Advisory Notification Document Planning. 2 - General - B. State License Required)

**COUNTY OF RIVERSIDE PLANNING DEPARTMENT
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meets this development standard as the existing building is no more than 18 feet high and there are no proposed additions that would increase the height of the structure.

- d. *Automobile storage space shall be provided as required by Section 18.12. of this ordinance.* The proposed project is considered a Cannabis retailer which a parking ratio of 1 space per 200 square feet of gross floor area which would result in a parking requirement of 9 parking spaces. The project meets this development standard as the proposed project provides thirteen (13) parking spaces total, including one (1) ADA-accessible space, which exceeds the parking requirement for the proposed use.
- e. *All roof mounted mechanical equipment shall be screened from the ground elevation view to a minimum sight distance of 1,320 feet.* The project meets this development standard as there is no mechanical equipment to be located on the roof of the proposed new building.

Other Findings:

1. The project site is not located within a Criteria Cell of the Western Riverside County Multiple Species Habitat Conservation Plan.
2. The project site is located within the City of Corona's Sphere of Influence. As such, it is required to conform to the County's Memorandum of Understanding ("MOU") with that city. This project conforms to the MOU. This project was provided to the City of Corona for review and comment. Planning staff received comments from the City neither indicating support of the project subject to the following conditions:
 - a. *To minimize conflict, the City requests that the County consider a condition of approval to prohibit left turns out of the project site; and consider restrictions that limit driveway access to right-in and right-out.* This condition has been applied by the Transportation Department and the driveway shall be redeveloped to support the commercial use while also allowing right turn only in and out from the site. (090 – Transportation. 3 – IMPROVEMENTS)
 - b. *City staff would encourage the County to thoroughly review the project for, at minimum, compliance with landscaping standards, parking lot setbacks at the property line, vehicle turn-around templates, service trucks access to/from the trash enclosure, etc.* The project has been reviewed to meet the above-mentioned standards, a conceptual landscaping plan shall be submitted and reviewed for

**COUNTY OF RIVERSIDE PLANNING DEPARTMENT
STAFF REPORT**

compliance with county standards, all parking spaces shall be setback 3 feet from the property line, the interior driveways meet the commercial standard of 24 feet for pulling in and out of parking spaces for circulation, and the Waste Resources Department has conditioned the project to provide details for trash collection. (080 – Waste Resources. 1 – Recyclables Collection and Loading Area)

- c. *The City assumes that all utilities and public services will be provided by the County, and the City would not be asked to extend or otherwise provide utilities or public services, including but not limited to responses by the City's police and fire department.* The project has been approved by the Riverside County Environmental Health Department and a will serve letter was submitted by the applicants indicating the City of Corona deemed the project site eligible to be serviced for water and sewer connections. As the site is located in the unincorporated area of Riverside County, the site shall be serviced by Riverside County Fire and the Riverside County Sheriff's Department. This will serve letter was provided to the City of Corona's Planning Department.
 - d. *Please provide the City's Traffic Division with an estimate of the number of trips the proposed business is projected to generate, so the City can verify that there are no foreseeable impacts on City streets.* A Vehicle Miles Traveled (VMT) memo analysis was submitted to and approved by the Riverside County Transportation Department which indicated that the project can be screened from further VMT analysis based off of the screening requirements established in the County of Riverside's VMT Analysis Guidelines. Per the County Guidelines, the project is considered a small project as it is proposing less than 60,000 square feet of retail and is also considered a local-serving retail project. This memo was provided to the City of Corona's Planning Department.
- 3. The project site is not located within an Airport Influence Area (AIA) boundary and is therefore not subject to the Airport Land Use Commission (ALUC) review.
 - 4. The project is exempt from CEQA and therefore is not subject to AB 52 tribal consultation.
 - 5. The project site is not located within the Mount Palomar Observatory Lighting Zone boundary.
 - 6. The project site is not located within the Fee Assessment Area of the Stephen's Kangaroo Rat Habitat Conservation Plan (SKRHCP).

Fire Findings:

**COUNTY OF RIVERSIDE PLANNING DEPARTMENT
STAFF REPORT**

The project site is not located within a Cal Fire State Responsibility Area (SRA) or a Local Responsibility Area (LRA) and is also not located within a high or moderate hazard severity zone.

Development Agreement:

The applicant has proposed entering into the attached draft Development Agreement No. 2000015(DA) with the County for the Project. The DA is consistent with the General Plan and Board Policy B-9. Additionally, the advisory notification document, conditions of approval, and entitlement approvals are incorporated in the exhibits of the DA and will ensure that the project is developed in a way that would not conflict with the public's health, safety or general welfare. The DA has a term of 10 years and will grant the applicant vesting rights to develop the Project in accordance with the terms of the DA. In exchange, the DA provides certain public benefits that go beyond the basic requirements of the County including annual public benefit payments, which will be used for additional public safety services, infrastructure improvements or community enhancement programs.

Approval Requirements and Conclusion:

Based on the findings provided in this staff report and conditions of approval, the project is consistent with the General Plan and any applicable specific plan, complies with the development standards of the C-1/C-P zoning classification, complies with the permit requirements for all Commercial Cannabis Activities, complies with the minimum standard requirements and will not be detrimental to the public health, safety or general welfare. Additionally, the project complies with all applicable requirements of State law and ordinances of Riverside County.

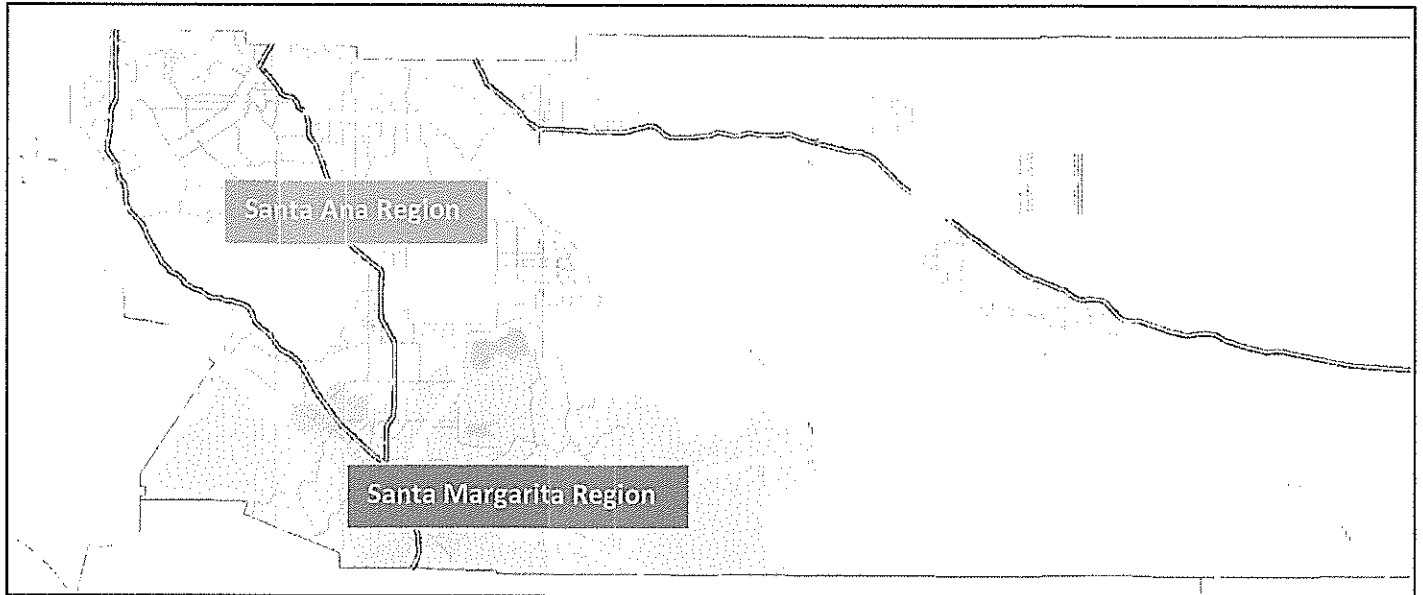
PUBLIC HEARING NOTIFICATION AND COMMUNITY OUTREACH

This project was advertised in the Press Enterprise Newspaper. Additionally, public hearing notices were mailed to property owners within 600 feet of the project site. As of the writing of this report, Planning Staff has not received any written communications or phone calls indicating support or opposition to the proposed project.

Appendix F
RIVERSIDE COUNTY
WQMP Applicability Checklist

Water Quality Management Plan Applicability Checklists and Other Development Project Checklists for all watersheds/areas in unincorporated Riverside County.

All projects in unincorporated Riverside County shall complete the appropriate **Water Quality Management Plan (WQMP) Applicability Checklist** to confirm if WQMP requirements apply, and be submitted with your project's application. In addition, if the project is exempt from WQMP requirements and is in the Santa Margarita Region, the project shall complete the **"Other Development Project Checklist"** and submit to the Riverside County Transportation Department.



If WQMP requirements apply, a Preliminary WQMP shall be submitted and approved by the Transportation Department prior to entitlements, and a Final WQMP shall be submitted and approved by the Transportation Department prior to any building or grading permit.

Permanent Water Quality facilities (known as Post-Construction Best Management Practices (BMPs)) are required to address expected pollutant loads and higher runoff characteristics from most private development projects and public capital projects. These Post-Construction BMPs are designed with a Project-Specific WQMP. WQMP requirements are separate from the requirements for temporary impacts during the construction phase (i.e. Stormwater Pollution Prevention Plan (SWPPP), and construction BMPs).

Three State Regional Water Quality Control Boards regulate water quality requirements in Riverside County. Each State Regional Board has different WQMP requirements for their jurisdiction. Templates and guidance documents for each region are available through the compliance document links below. Applicability Checklists are included to verify if WQMP requirements apply for a given project or if no WQMP is required.

Santa Ana Region: <http://rcflood.org/NPDES/SantaAnaWS.aspx>

Santa Margarita Region: <http://rcflood.org/NPDES/SMRWMA.aspx>

Whitewater Region: <http://rcflood.org/NPDES/WhitewaterWS.aspx>

As of November 1, 2018, all WQMPs for development projects will be reviewed by the Riverside County Transportation Department, for the unincorporated portions of Riverside County. For Riverside County Flood Control facilities, typically storm drains larger than 36-inch diameter, the Riverside County Flood Control District will continue to review the Hydrology studies and their associated improvement plans, but Transportation will review the WQMP on behalf of Flood Control.

Checklist for Identifying Projects Requiring a Project-Specific Water Quality Management Plan (WQMP) within the Santa Ana River Region		
Project File No.		
Project Name:		
Project Location:		
Project Description:		
Proposed Project Consists of, or Includes:	Yes	No
Significant Redevelopment: The addition or replacement of 5,000 square feet or more of impervious surface on an already developed site. Does not include routine maintenance activities that are conducted to maintain original line and grade, hydraulic capacity, original purpose of the constructed facility or emergency redevelopment activity required to protect public health and safety.		
New development that create 10,000 square feet or more of impervious surface (collectively over the entire project site), including commercial and industrial projects and residential housing subdivision requiring a Final Map (i.e. detached single family home subdivisions, multi-family attached subdivisions, condominiums, or apartments, etc.); mixed use and public projects (excluding Permittee road projects). This category includes development on public and private land, which fall under the planning and building authority of the Co-permittees.		
Automotive repair shops (Standard Industrial Classification (SIC) codes ¹ 5013, 5014, 5541, 7532, 7533, 7534, 7536, 7537, 7538, 7539).		
Restaurants (SIC code 5812) where the land area of development is 5,000 square feet or more.		
Hillside developments disturbing 5,000 square feet or more which are located on areas with known erosive soil conditions or where natural slope is 25 percent or more.		
Developments of 2,500 square feet of impervious surface or more adjacent to (within 200 feet) or discharging directly into Environmentally Sensitive Areas (ESAs). "Directly" means situated within 200 feet of the ESA; "discharging directly" means outflow from a drainage conveyance system that is composed entirely of flows from the subject development or redevelopment site, and not commingled with flows from adjacent lands.		
Parking lots of 5,000 square feet or more exposed to stormwater, where "parking lot" is defined as a land area or facility for the temporary storage of motor vehicles.	✓	
Retail Gasoline Outlets that are either 5,000 square feet or more of impervious surface with a projected average daily traffic of 100 or more vehicles per day.		
Public Projects, other than Transportation Projects, that are implemented by a Permittee and similar in nature to the priority projects described above and meets the thresholds described herein.		
Other Development Projects whose site conditions or activity pose the potential for significant adverse impacts to water quality.		

¹ Descriptions of SIC codes can be found at <http://www.csrna.gov/pls/imis/sicsearch.html>.

DETERMINATION: Check the box for applicable determination.

Any question answered "YES"



Project requires a project-specific WQMP. Electronic Submittals are encouraged on CD and required for the approved documents.

All questions are answered "NO"



Project requires incorporation of Site Design and source control Best Management Practices (BMPs).

Appendix H
Copy of Design Guidelines
For
Refuse and Recyclables Collection and Loading Areas

Purpose:

The Design Guidelines are intended to assist project proponents in identifying space and other design considerations for Refuse/Recyclables Collection and Loading Areas in compliance with AB 1826- Mandatory Organics Recycling, AB 341- Mandatory Commercial Recycling, and SB 1327- California Solid Waste Reuse and Recycling Act of 1991. Compliance with the Guidelines is necessary for obtaining RCDWR clearance for the issuance of a Building Permit.

The Guidelines also assist the County in meeting and maintaining the waste reduction goals mandated by AB 939 and SB 1383. Additionally, compliance with the Guidelines will extend landfill capacity, reduce greenhouse gas emissions, provide opportunities for citizen choice in disposing of solid waste responsibly, and encourage the recycling of material in order to reduce consumption of natural resources.

Space Recommendations for Refuse and Recyclables Collection and Loading		
Land Use	Size/Scale*	Minimum Recommended Space for Bins
Multi-Unit Residential	Each 20 units	Space for three (3) bins: 1. One 4 cy refuse bin 2. One 4 cy recyclables bin 3. One 4 cy organics bin
Office and General Commercial	Each 20,000 sf	
Retail	Each 8,000 sf	
Industrial	Each 20,000 sf	

cy =cubic yard sf =square feet

*if development is less than specified sf, project must still provide space for recyclables and organics

Bin Size	Measurement*
4 cy bin	$\frac{L \times W \times H}{6 \text{ ft.} \times 3 \text{ ft.} \times 4.5 \text{ ft.}}$

*Average size.

Contact waste hauler for exact measurements

Requirements for Recyclables Collection and Loading Areas

1. LOCATION/ACCESS

Where feasible, the recyclables collection area shall be located adjacent to the solid waste collection area, but each area must be clearly identified through signage and shall have unobstructed access for the respective hauler(s).

2. SIGNAGE

All recycling receptacles, bins and containers must be labeled with the universal symbol for recyclables and organics. Alternative signage can be used, subject to approval by RCDWR, provided that the signs are clearly labeled, e.g., "Recycling Only", "Organics Only", and "Trash Only", indicating the location of each bin.

3. COMPATIBILITY

The recyclables collection area shall be designed to be architecturally compatible with adjacent structures and shall protect adjacent development from potential impacts, such as noise, odor, vectors, or glare, through adequate separation, fencing and/or landscaping.

4. COMPLIANCE

The design, construction, and location of the recyclable collection area shall not conflict with any applicable federal, state or local law relating to fire, building access, transportation, circulation or safety.



* include Site Plan and Drawings on ONE sheet

QUESTIONS?

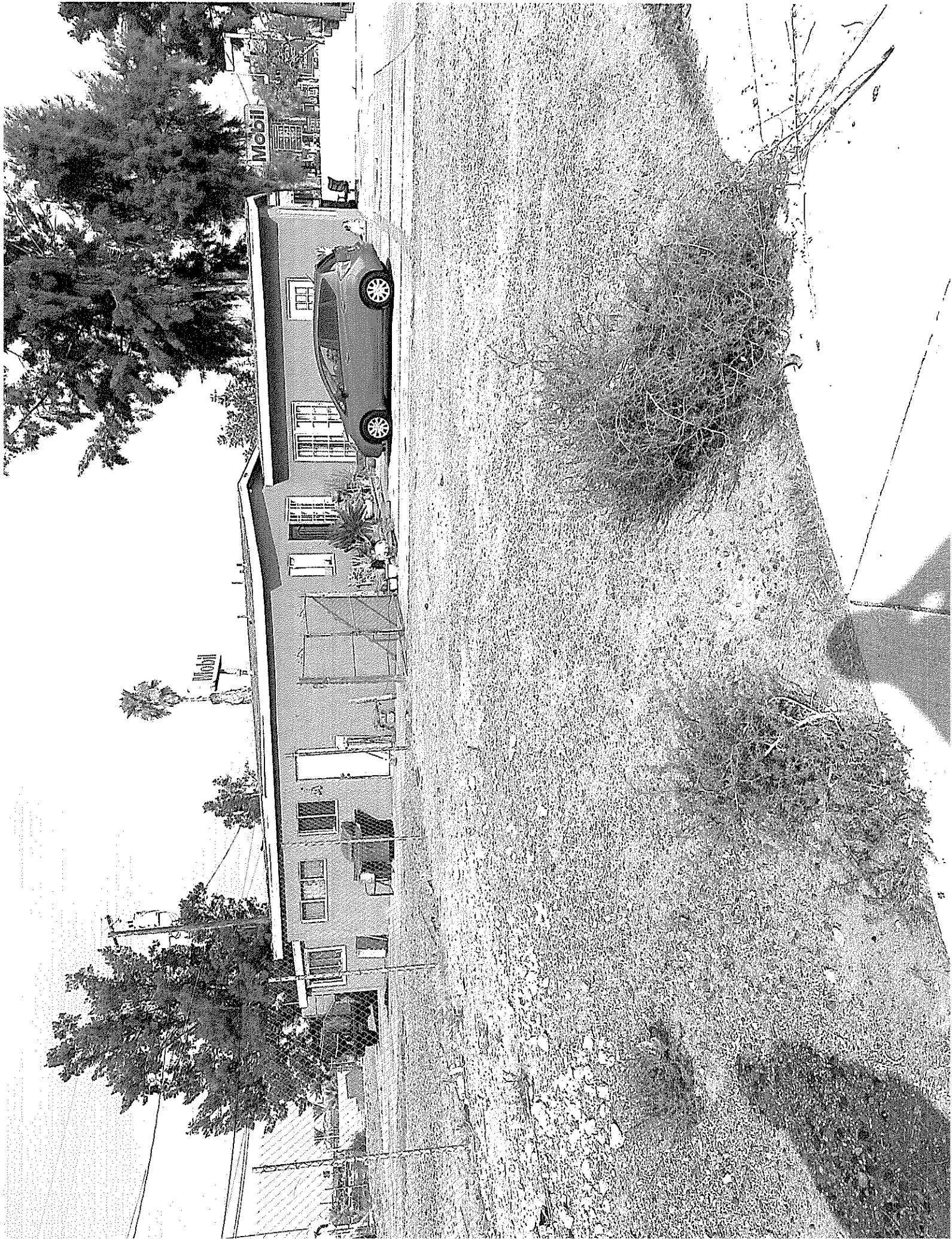
Phone: 951-486-3200 Planning Section
Email: WastePlanning@rivco.org

Appendix I
Pictures of Existing Site Conditions
Of
Cannabis Project
CUP 200032

Project Address: 646 Paseo Grande, Corona, CA










Appendix J

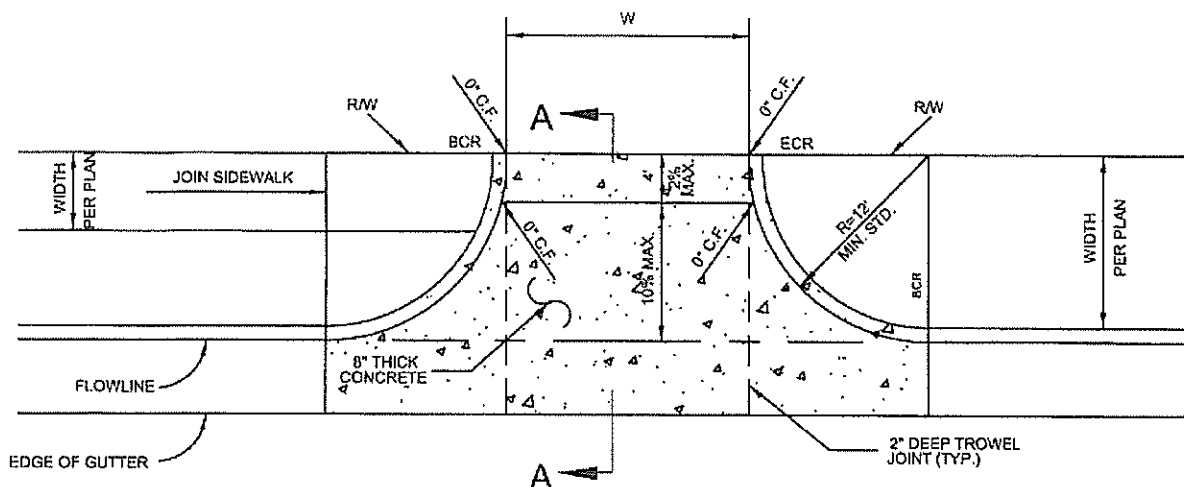
Copy of Corona City Standards (130, 133 & 120)

(Related to Traffic Safety)

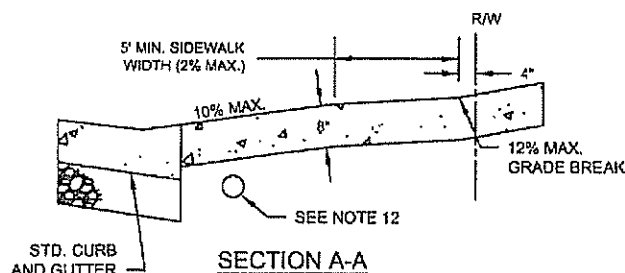
And Riverside County Standard of Commercial Driveway
Approach (Std 207A)



REVISIONS:			APPROVED BY: 	11-23-09	CITY OF CORONA	
NO.	DATE	APPRVD			COMMERCIAL DRIVEWAY APPROACH TYPE I	
1	3/11	KF	CITY ENGINEER KIP D. FIELD	DATE	STANDARD PLAN NUMBER: 130	
			RCE NO. 45679	EXP. DATE 12-31-12	SHT 2 OF 2	



PLAN VIEW
MODIFIED ALLEY APPROACH DRIVEWAY

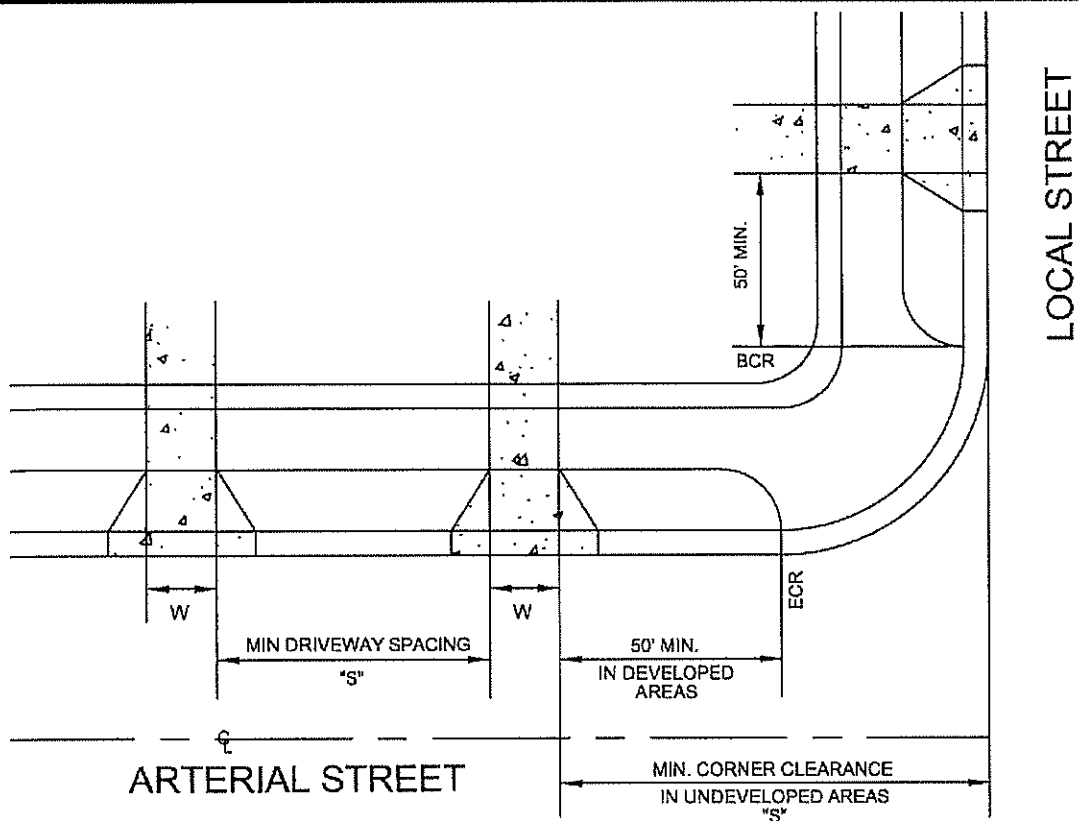


COMMERCIAL DRIVES
W=12' MINIMUM
W=40' MAXIMUM (OR AS APPROVED)
20' MINIMUM DISTANCE BETWEEN
DRIVEWAYS ON ONE PARCEL
(FULL C.F. TO FILL C.F.)
12% MAXIMUM BREAK IN GRADES

NOTES

1. CURB AND GUTTER, IF EXISTING, SHALL BE REMOVED FOR FULL WIDTH OF DRIVEWAY. WHEN CONSTRUCTION JOINTS ARE WITHIN 6" OF DRIVEWAY, CURB AND GUTTER SHALL BE REMOVED TO CONSTRUCTION JOINT AND RECONSTRUCTED MONOLITHICALLY WITH DRIVEWAY.
2. APRON TO BE 8" THICK. HORIZONTAL CURB CUTTING ALLOWED AS APPROVED BY THE DIRECTOR OF PUBLIC WORKS.
3. CONCRETE TO BE CLASS 560-C-3250, 4" MAXIMUM SLUMP WITH CURING COMPOUND.
4. SIDEWALK TO BE ROTOR TROWEL FINISHED, OR HAIR BROOMED. DRIVEWAY AND GUTTER FINISH TO BE FLOATED OR BROOMED.
5. DISTANCE BETWEEN CURB OR SIDEWALK EXPANSION JOINTS TO BE 20' MINIMUM OR AS DIRECTED BY THE INSPECTOR.
6. SCORING LINES SHALL CORRESPOND WITH THE SCORING LINES IN EXISTING ADJACENT SIDEWALK.
7. ALL CONCRETE TO BE REMOVED SHALL BE SAWCUT AS DIRECTED.
8. DRIVEWAYS SHALL NOT ENCROACH INTO INTERSECTION CURB RETURN EXCEPT AS APPROVED BY THE DIRECTOR OF PUBLIC WORKS.
9. NO ONSITE DRAINAGE ALLOWED TO FLOW OVER DRIVEWAY APPROACH. DRAINAGE MUST BE INTERCEPTED AND DRAINED THROUGH CURB FACE OR STORM DRAIN IF AVAILABLE.
10. FOR REMOVAL AND REPLACEMENT OF CONCRETE ITEMS ABUTTING AC PAVEMENT, A MINIMUM WIDTH OF 12" OF AC SHALL BE SAWCUT AND REMOVED ADJACENT TO THE CONSTRUCTION. THE AC PAVEMENT SHALL BE REPLACED WITHIN 48 HOURS OF THE CONCRETE PLACEMENT, UNLESS A LONGER TIME IS APPROVED BY THE INSPECTOR PRIOR TO ANY REMOVAL.
11. UTILITY METERS AND PULLBOXES SHALL NOT BE IN THE DRIVEWAY APPROACH. STREET TREES, STREET LIGHTS, POWER POLES, FIRE HYDRANTS, ETC. SHALL BE A MINIMUM 7' CLEAR FROM TOP OF "X" OF DRIVEWAY.
12. INSTALL ONE 2" DIAMETER PVC STREET LIGHT CONDUIT.

REVISIONS:			APPROVED BY:	CITY OF CORONA	
NO.	DATE	APPRV'D	CITY ENGINEER KIP D. FIELD	11-23-09 DATE	COMMERCIAL DRIVEWAY APPROACH TYPE I
1	3/1/11	KE	RCE NO. <u>45679</u> EXP. DATE <u>12-31-12</u>		
2	4/1/11	KE			
			STANDARD PLAN NUMBER: 130 SHT 1 OF 2		



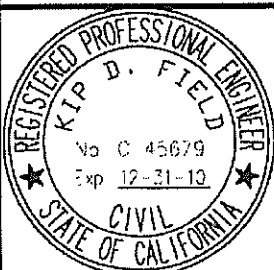
ROADWAY SPEED	MIN. SPACING "S"
20 MPH	85'
25 MPH	105'
30 MPH	125'
35 MPH	150'
40 MPH	185'
45 MPH	230'
50 MPH	275'

ARTERIAL STREETS

INCLUDES COLLECTOR STREETS WITH AN ANTICIPATED AVERAGE DAILY TRAFFIC OF 5,000 OR MORE, ALL SECONDARY, AND ALL MAJOR STREETS.

NOTES:

1. IN DEVELOPED AREAS, CONSTRAINTS SUCH AS SMALL LOT FRONTAGE OR EXISTING ON-SITE IMPROVEMENTS MAY MAKE STRICT ADHERENCE TO THE ABOVE MINIMUM SPACING IMPRACTICAL. SITUATIONS WILL BE REVIEWED ON A CASE BY CASE BASIS BY THE PUBLIC WORKS DIRECTOR.
2. MAXIMUM DRIVEWAY GRADE SHALL BE 12% FOR RESIDENTIAL AND 10% FOR COMMERCIAL OR INDUSTRIAL UNLESS OTHERWISE APPROVED BY THE PUBLIC WORKS DIRECTOR.
3. MAXIMUM GRADE BREAK BETWEEN DRIVEWAYS AND RIGHT-OF-WAY IMPROVEMENTS SHALL BE 14% FOR RESIDENTIAL AND 12% FOR COMMERCIAL AND INDUSTRIAL UNLESS OTHERWISE APPROVED BY THE PUBLIC WORKS DIRECTOR.



APPROVED BY:

KIP D. FIELD
CITY ENGINEER
KIP D. FIELD

11/23/09

DATE

CITY OF CORONA

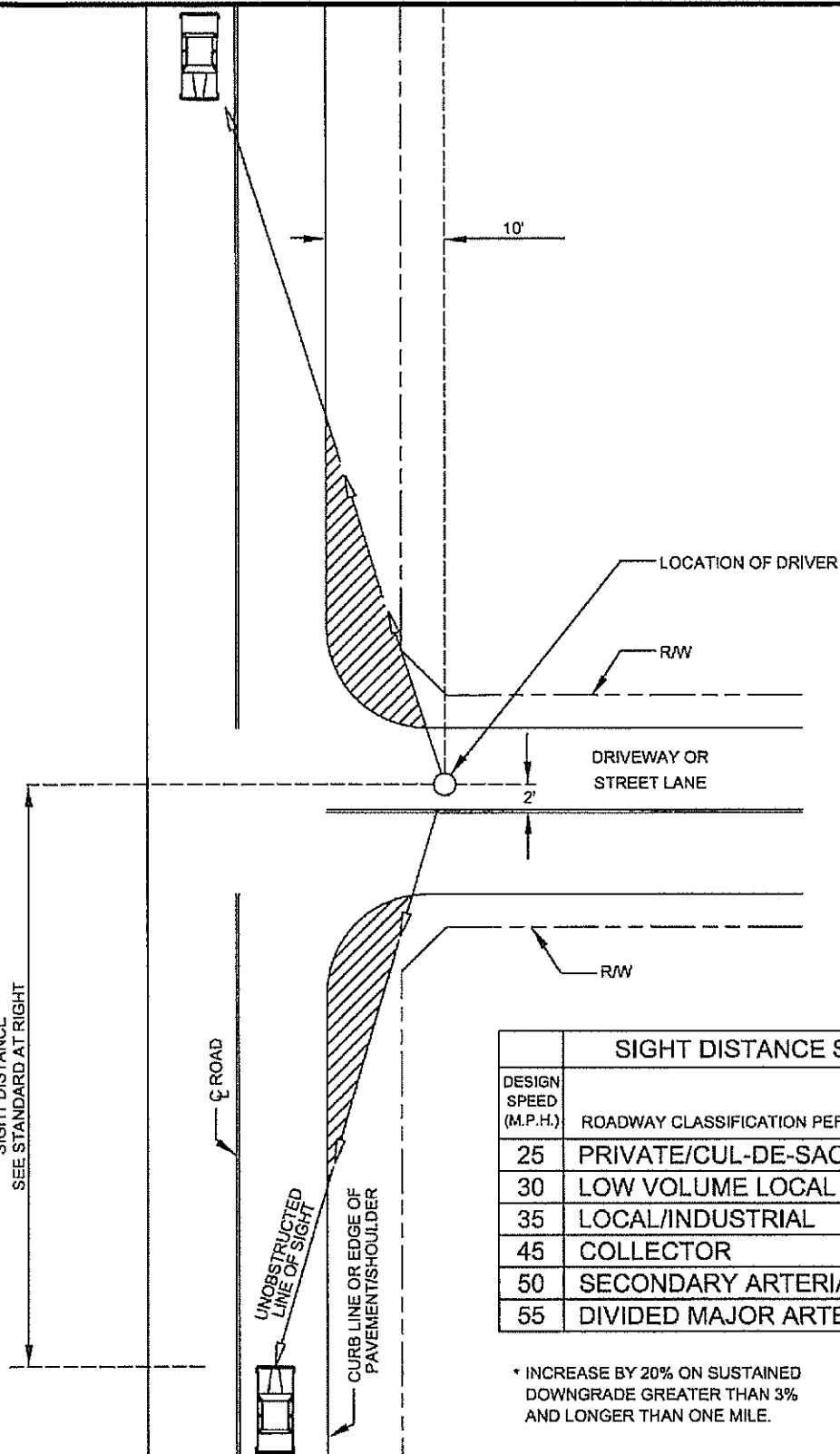
DRIVEWAY APPROACH LOCATION

REVISION	DESCRIPTION	BY	DATE

STANDARD PLAN NUMBER: 133

SHT 1 OF 1

SIGHT DISTANCE
SEE STANDARD AT RIGHT



SIGHT DISTANCE STANDARDS		
DESIGN SPEED (M.P.H.)	ROADWAY CLASSIFICATION PER STD. PLAN 100	STOPPING SIGHT DISTANCE*
25	PRIVATE/CUL-DE-SAC OR HILLSIDE	150
30	LOW VOLUME LOCAL	200
35	LOCAL/INDUSTRIAL	250
45	COLLECTOR	360
50	SECONDARY ARTERIAL	430
55	DIVIDED MAJOR ARTERIAL	500

* INCREASE BY 20% ON SUSTAINED
DOWNGRADE GREATER THAN 3%
AND LONGER THAN ONE MILE.

REVISIONS:

NO.	DATE	APPRV'D
1	3/3/10	KF

APPROVED BY:

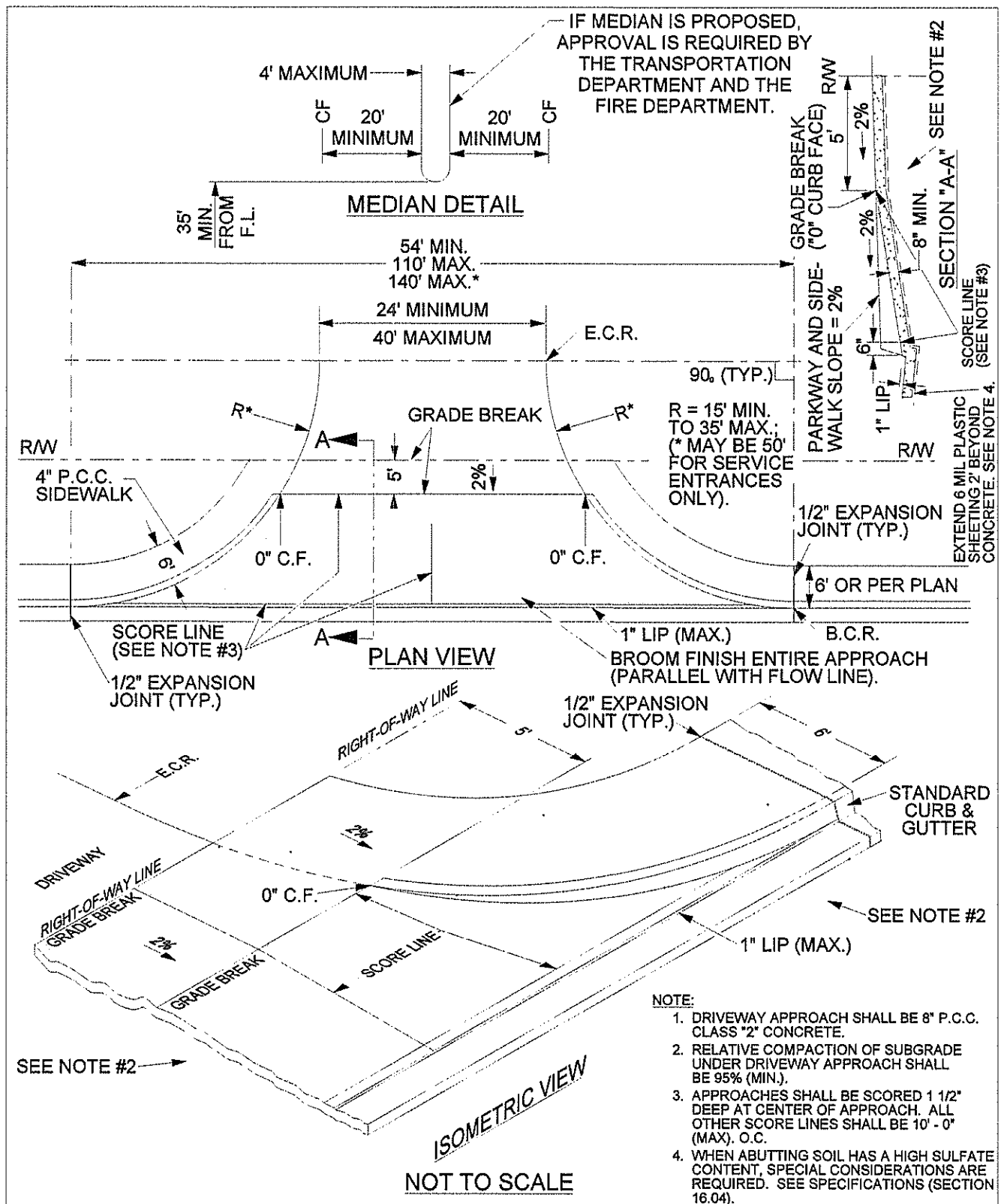
Kip D. Field 11/23/09
CITY ENGINEER DATE
KIP D. FIELD

RCE NO. 45679 EXP. DATE 12-31-10

CITY OF CORONA

SIGHT DISTANCE REQUIREMENT

STANDARD PLAN NUMBER: 120 SHT 1 OF 1



APPROVED BY:

George A. Johnson
DIRECTOR OF TRANSPORTATION
GEORGE A. JOHNSON, RCE 42328

DATE: 11/15/04

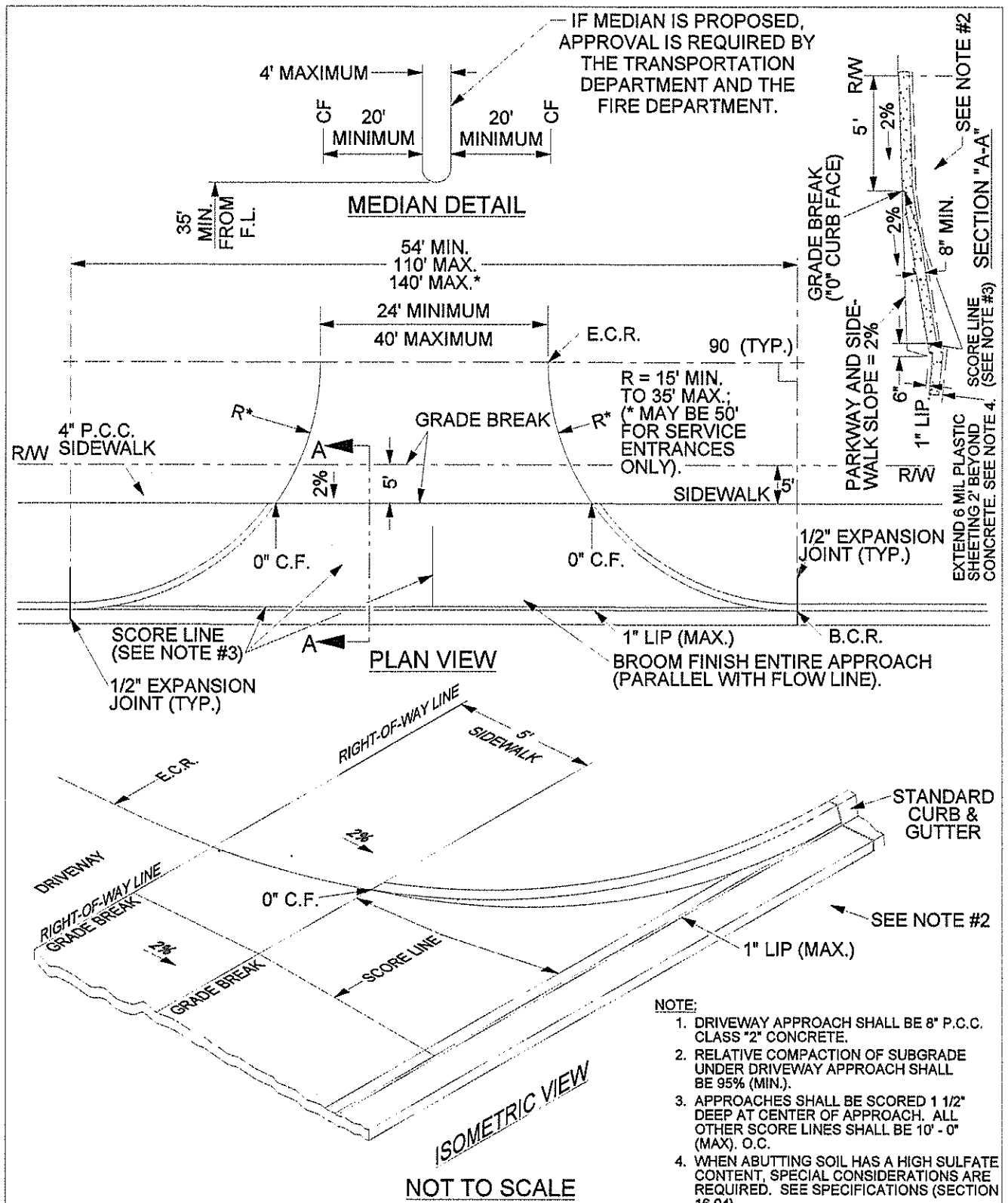


COUNTY OF RIVERSIDE

COMMERCIAL DRIVEWAY (WITH SIDEWALK AT CURB)

REVISIONS	REV.	BY:	APR'D	DATE	REV.	BY:	APR'D	DATE
11-04	1				4			
	2				5			
	3				6			

STANDARD NO. 207A (1 OF 2)



APPROVED BY:

George A. Johnson
DIRECTOR OF TRANSPORTATION
GEORGE A. JOHNSON, RCE 42328

DATE: 11/15/04



COUNTY OF RIVERSIDE

COMMERCIAL DRIVEWAY (WITH SIDEWALK AT R/W)

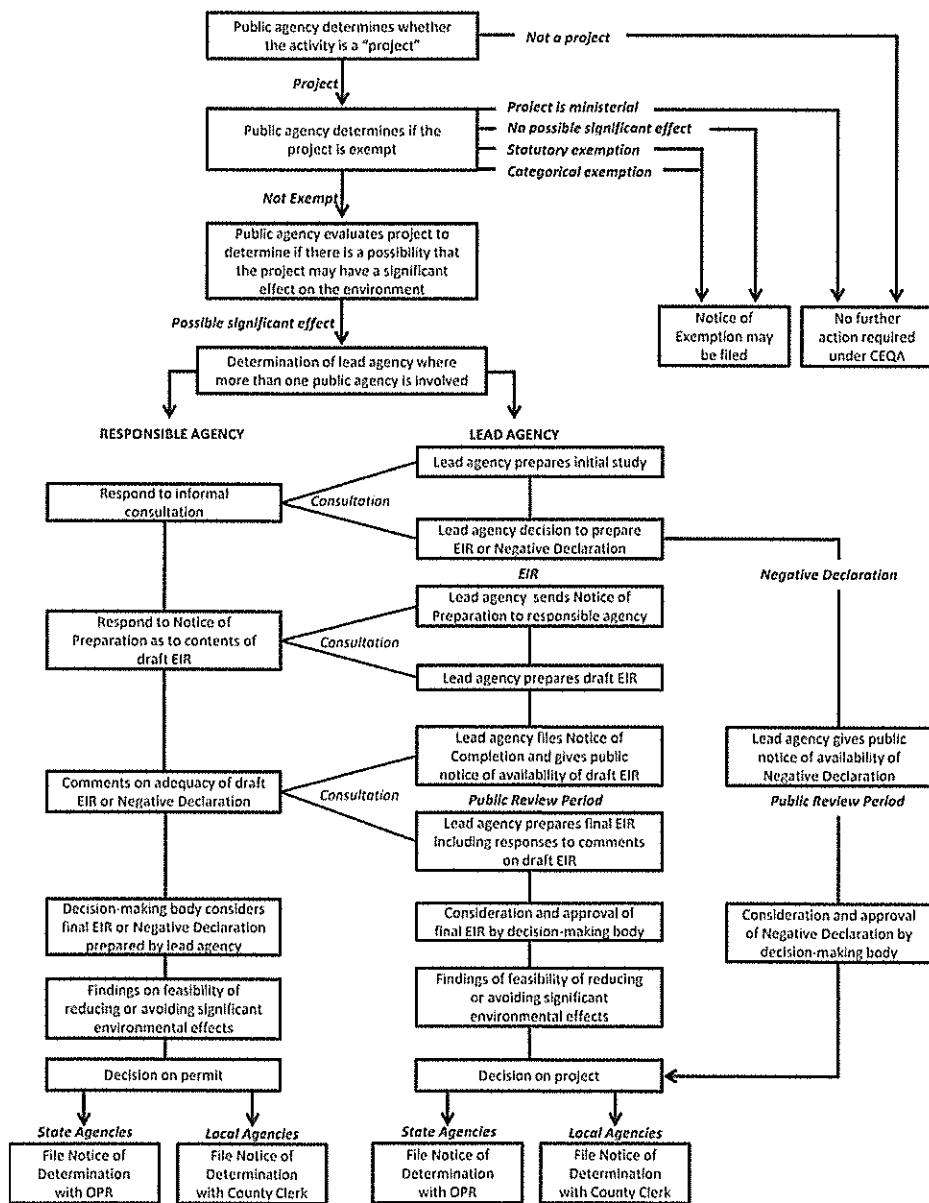
REVISIONS	REV.	BY:	APR'D	DATE	REV.	BY:	APR'D	DATE
11-04	1				4			
	2				5			
	3				6			

STANDARD NO. 207A (2 OF 2)

Appendix K

CEQA

APPENDIX A: CEQA PROCESS FLOW CHART



- (6) Process for informing staff and decision makers of the relative success of mitigation measures and using those results to improve future mitigation measures.
- (f) Where a trustee agency, in timely commenting upon a draft EIR or a proposed mitigated negative declaration, proposes mitigation measures or project revisions for incorporation into a project, that agency, at the same time, shall prepare and submit to the lead or responsible agency a draft monitoring or reporting program for those measures or revisions. The lead or responsible agency may use this information in preparing its monitoring or reporting program.
- (g) When a project is of statewide, regional, or areawide importance, any transportation information generated by a required monitoring or reporting program shall be submitted to the transportation planning agency in the region where the project is located and to the California Department of Transportation. Each transportation planning agency and the California Department of Transportation shall adopt guidelines for the submittal of such information.

Note: Authority cited: Section 21083, Public Resources Code. References: Sections 21081.6 and 21081.7, Public Resources Code.

Article 8. Time Limits

SECTIONS 15100 TO 15112

15100. GENERAL

- (a) Public agencies shall adopt time limits to govern their implementation of CEQA consistent with this article.
- (b) Public agencies should carry out their responsibilities for preparing and reviewing EIRs within a reasonable period of time. The requirement for the preparation of an EIR should not cause undue delays in the processing of applications for permits or other entitlements to use.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Sections 21000–21176, Public Resources Code.

15101. REVIEW OF APPLICATION FOR COMPLETENESS

A Lead Agency or Responsible Agency shall determine whether an application for a permit or other entitlement for use is complete within 30 days from the receipt of the application except as provided in Section 15111. If no written determination of the completeness of the application is made within that period, the application will be deemed complete on the 30th day.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Section 21083, Public Resources Code; Section 65943, Government Code.

15102. INITIAL STUDY

The Lead Agency shall determine within 30 days after accepting an application as complete whether it intends to prepare an EIR or a Negative Declaration or use a previously prepared EIR or Negative Declaration except as provided in Section 15111. The 30 day period may be extended 15 days upon the consent of the lead agency and the project applicant.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Section 21080.2, Public Resources Code.

15103. RESPONSE TO NOTICE OF PREPARATION

Responsible and Trustee Agencies, and the Office of Planning and Research shall provide a response to a Notice of Preparation to the Lead Agency within 30 days after receipt of the notice. If they fail to reply within the 30 days with either a response or a well justified request for additional

- (a) An activity directly undertaken by any public agency.
- (b) An activity undertaken by a person which is supported, in whole or in part, through contracts, grants, subsidies, loans, or other forms of assistance from one or more public agencies.
- (c) An activity that involves the issuance to a person of a lease, permit, license, certificate, or other entitlement for use by one or more public agencies.

§ 21065.3. PROJECT-SPECIFIC EFFECT

“Project-specific effect” means all the direct or indirect environmental effects of a project other than cumulative effects and growth-inducing effects.

§ 21065.5. GEOTHERMAL EXPLORATORY PROJECT

“Geothermal exploratory project” means a project as defined in Section 21065 composed of not more than six wells and associated drilling and testing equipment, whose chief and original purpose is to evaluate the presence and characteristics of geothermal resources prior to commencement of a geothermal field development project as defined in Section 65928.5 of the Government Code. Wells included within a geothermal exploratory project must be located at least one-half mile from geothermal development wells which are capable of producing geothermal resources in commercial quantities.

§ 21066. PERSON

“Person” includes any person, firm, association, organization, partnership, business, trust, corporation, limited liability company, company, district, county, city and county, city, town, the state, and any of the agencies and political subdivisions of those entities, and, to the extent permitted by federal law, the United States, or any of its agencies or political subdivisions.

§ 21067. LEAD AGENCY

“Lead agency” means the public agency which has the principal responsibility for carrying out or approving a project which may have a significant effect upon the environment.

§ 21068. SIGNIFICANT EFFECT ON THE ENVIRONMENT

“Significant effect on the environment” means a substantial, or potentially substantial, adverse change in the environment.

§ 21068.5. TIERING OR TIER

“Tiering” or “tier” means the coverage of general matters and environmental effects in an environmental impact report prepared for a policy, plan, program or ordinance followed by narrower or site-specific environmental impact reports which incorporate by reference the discussion in any prior environmental impact report and which concentrate on the environmental effects which (a) are capable of being mitigated, or (b) were not analyzed as significant effects on the environment in the prior environmental impact report.

§ 21069. RESPONSIBLE AGENCY

“Responsible agency” means a public agency, other than the lead agency, which has responsibility for carrying out or approving a project.

§ 21070. TRUSTEE AGENCY

“Trustee agency” means a state agency that has jurisdiction by law over natural resources affected by a project, that are held in trust for the people of the State of California.

§ 21071. URBANIZED AREA; DEFINITION

“Urbanized area” means either of the following:

Note: Authority cited: Section 21083, Public Resources Code; Reference: Section 21083, Public Resources Code.

15351. APPLICANT

“Applicant” means a person who proposes to carry out a project which needs a lease, permit, license, certificate, or other entitlement for use or financial assistance from one or more public agencies when that person applies for the governmental approval or assistance.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Section 21065, Public Resources Code.

15352. APPROVAL

- (a) “Approval” means the decision by a public agency which commits the agency to a definite course of action in regard to a project intended to be carried out by any person. The exact date of approval of any project is a matter determined by each public agency according to its rules, regulations, and ordinances. Legislative action in regard to a project often constitutes approval.
- (b) With private projects, approval occurs upon the earliest commitment to issue or the issuance by the public agency of a discretionary contract, grant, subsidy, loan, or other form of financial assistance, lease, permit, license, certificate, or other entitlement for use of the project.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Sections 21061 and 21065, Public Resources Code.

15353. CEQA

“CEQA” means the California Environmental Quality Act, California Public Resources Code Sections 21000 et seq.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Section 21050, Public Resources Code.

15354. CATEGORICAL EXEMPTION

“Categorical exemption” means an exemption from CEQA for a class of projects based on a finding by the Secretary for Resources that the class of projects does not have a significant effect on the environment.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Sections 21080(b)(10) and 21084, Public Resources Code.

15355. CUMULATIVE IMPACTS

“Cumulative impacts” refers to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.

- (a) The individual effects may be changes resulting from a single project or a number of separate projects.
- (b) The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Section 21083(b), Public Resources Code; *Whitman v. Board of Supervisors*, 88 Cal. App. 3d 397, *San Franciscans for Reasonable Growth v. City and County of San Francisco* (1984) 151 Cal. App. 3d 61, Formerly Section 15023.5.

15356. DECISION-MAKING BODY

“Decision-making body” means any person or group of people within a public agency permitted by law to approve or disapprove the project at issue.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Section 21003(b), Public Resources Code; *Kleist v. City of Glendale*, (1976) 56 Cal. App. 3d 770.

15357. DISCRETIONARY PROJECT

“Discretionary project” means a project which requires the exercise of judgment or deliberation when the public agency or body decides to approve or disapprove a particular activity, as distinguished from situations where the public agency or body merely has to determine whether there has been conformity with applicable statutes, ordinances, regulations, or other fixed standards. The key question is whether the public agency can use its subjective judgment to decide whether and how to carry out or approve a project. A timber harvesting plan submitted to the State Forester for approval under the requirements of the Z’berg-Nejedly Forest Practice Act of 1973 (Pub. Res. Code Sections 4511 et seq.) constitutes a discretionary project within the meaning of the California Environmental Quality Act. Section 21065(c).

Note: Authority cited: Section 21083, Public Resources Code; Reference: Section 21080(a), Public Resources Code; *Johnson v. State of California*, (1968) 69 Cal. 2d 782; *People v. Department of Housing and Community Development*, (1975) 45 Cal. App. 3d 185; *Day v. City of Glendale*, (1975) 51 Cal. App. 3d 817; *N.R.D.C. v. Arcata National Corp.*, (1976) 59 Cal. App. 3d 959; *Friends of Westwood, Inc. v. City of Los Angeles* (1987) 191 Cal. App. 3d 259; *Mountain Lion Foundation v. Fish & Game Comm.* (1997) 16 Cal. 4th 105; *Friends of Juana Briones House v. City of Palo Alto* (2010) 190 Cal. App. 4th 286; *San Diego Navy Broadway Complex Coalition v. City of San Diego* (2010) 185 Cal. App. 4th 924.

15358. EFFECTS

“Effects” and “impacts” as used in these Guidelines are synonymous.

(a) Effects include:

- (1) Direct or primary effects which are caused by the project and occur at the same time and place.
- (2) Indirect or secondary effects which are caused by the project and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect or secondary effects may include growth-inducing effects and other effects related to induced changes in the pattern of land use, population density, or growth rate, and related effects on air and water and other natural systems, including ecosystems.

(b) Effects analyzed under CEQA must be related to a physical change.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Sections 21068 and 21100, Public Resources Code.

15359. EMERGENCY

“Emergency” means a sudden, unexpected occurrence, involving a clear and imminent danger, demanding immediate action to prevent or mitigate loss of, or damage to life, health, property, or essential public services. Emergency includes such occurrences as fire, flood, earthquake, or other soil or geologic movements, as well as such occurrences as riot, accident, or sabotage.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Section 21080(b)(2), (3), and (4), Public Resources Code.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Section 13389, Water Code.

15264. TIMBERLAND PRESERVES

Local agencies are exempt from the requirement to prepare an EIR or Negative Declaration on the adoption of timberland preserve zones under Government Code Sections 51100 et seq. (Gov. Code, Sec. 51119).

Note: Authority cited: Section 21083, Public Resources Code; Reference: Government Code Section 51119, Government Code.

15265. ADOPTION OF COASTAL PLANS AND PROGRAMS

- (a) CEQA does not apply to activities and approvals pursuant to the California Coastal Act (commencing with Section 30000 of the Public Resources Code) by:
- (1) Any local government, as defined in Section 30109 of the Public Resources Code, necessary for the preparation and adoption of a local coastal program, or
 - (2) Any state university or college, as defined in Section 30119, as necessary for the preparation and adoption of a long-range land use development plan.
- (b) CEQA shall apply to the certification of a local coastal program or long-range land use development plan by the California Coastal Commission.
- (c) This section shifts the burden of CEQA compliance from the local agency or the state university or college to the California Coastal Commission. The Coastal Commission's program of certifying local coastal programs and long-range land use development plans has been certified under Section 21080.5, Public Resources Code. See: Section 15192.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Sections 21080.9, Public Resources Code.

15266. GENERAL PLAN TIME EXTENSION

CEQA shall not apply to the granting of an extension of time by the Office of Planning and Research to a city or county for the preparation and adoption of one or more elements of a city or county general plan.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Section 21080.10(a), Public Resources Code.

15267. FINANCIAL ASSISTANCE TO LOW OR MODERATE INCOME HOUSING

CEQA does not apply to actions taken by the Department of Housing and Community Development to provide financial assistance for the development and construction of residential housing for persons and families of low or moderate income, as defined in Section 50093 of the Health and Safety Code. The residential project which is the subject of the application for financial assistance will be subject to CEQA when approvals are granted by another agency.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Section 21080.10(b), Public Resources Code.

15268. MINISTERIAL PROJECTS

- (a) Ministerial projects are exempt from the requirements of CEQA. The determination of what is "ministerial" can most appropriately be made by the particular public agency involved based upon its analysis of its own laws, and each public agency should make such determination either as a part of its implementing regulations or on a case-by-case basis.

- (b) In the absence of any discretionary provision contained in the local ordinance or other law establishing the requirements for the permit, license, or other entitlement for use, the following actions shall be presumed to be ministerial:
- (1) Issuance of building permits.
 - (2) Issuance of business licenses.
 - (3) Approval of final subdivision maps.
 - (4) Approval of individual utility service connections and disconnections.
- (c) Each public agency should, in its implementing regulations or ordinances, provide an identification or itemization of its projects and actions which are deemed ministerial under the applicable laws and ordinances.
- (d) Where a project involves an approval that contains elements of both a ministerial action and a discretionary action, the project will be deemed to be discretionary and will be subject to the requirements of CEQA.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Section 21080(b)(1), Public Resources Code; *Day v. City of Glendale*, 51 Cal. App. 3d 817.

15269. EMERGENCY PROJECTS

The following emergency projects are exempt from the requirements of CEQA.

- (a) Projects to maintain, repair, restore, demolish, or replace property or facilities damaged or destroyed as a result of a disaster in a disaster stricken area in which a state of emergency has been proclaimed by the Governor pursuant to the California Emergency Services Act, commencing with Section 8550 of the Government Code. This includes projects that will remove, destroy, or significantly alter an historical resource when that resource represents an imminent threat to the public of bodily harm or of damage to adjacent property or when the project has received a determination by the State Office of Historic Preservation pursuant to Section 5028(b) of Public Resources Code.
- (b) Emergency repairs to publicly or privately owned service facilities necessary to maintain service essential to the public health, safety or welfare. Emergency repairs include those that require a reasonable amount of planning to address an anticipated emergency.
- (c) Specific actions necessary to prevent or mitigate an emergency. This does not include long-term projects undertaken for the purpose of preventing or mitigating a situation that has a low probability of occurrence in the short-term, but this exclusion does not apply (i) if the anticipated period of time to conduct an environmental review of such a long-term project would create a risk to public health, safety or welfare, or (ii) if activities (such as fire or catastrophic risk mitigation or modifications to improve facility integrity) are proposed for existing facilities in response to an emergency at a similar existing facility.
- (d) Projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore an existing highway damaged by fire, flood, storm, earthquake, land subsidence, gradual earth movement, or landslide, provided that the project is within the existing right of way of that highway and is initiated within one year of the damage occurring. This exemption does not apply to highways designated as official state scenic highways, nor any project undertaken, carried out, or approved by a public agency to expand or widen a highway damaged by fire, flood, storm, earthquake, land subsidence, gradual earth movement, or landslide.
- (e) Seismic work on highways and bridges pursuant to Section 180.2 of the Streets and Highways Code, Section 180 et seq.

Note: Authority: Section 21083, Public Resources Code; Reference: Sections 21080(b)(2), (3), and (4), 21080.33 and 21172, Public Resources Code; *CalBeach Advocates v. City of Solana Beach* (2002)

§ 21061.2. LAND EVALUATION AND SITE ASSESSMENT

“Land evaluation and site assessment” means a decision-making methodology for assessing the potential environmental impact of state and local projects on agricultural land.

§ 21061.3. INFILL SITE

“Infill site” means a site in an urbanized area that meets either of the following criteria:

- (a) The site has not been previously developed for urban uses and both of the following apply:
 - (1) The site is immediately adjacent to parcels that are developed with qualified urban uses, or at least 75 percent of the perimeter of the site adjoins parcels that are developed with qualified urban uses and the remaining 25 percent of the site adjoins parcels that have previously been developed for qualified urban uses.
 - (2) No parcel within the site has been created within the past 10 years unless the parcel was created as a result of the plan of a redevelopment agency.
- (b) The site has been previously developed for qualified urban uses.

§ 21062. LOCAL AGENCY

“Local agency” means any public agency other than a state agency, board, or commission. For purposes of this division a redevelopment agency and a local agency formation commission are local agencies, and neither is a state agency, board, or commission.

§ 21063. PUBLIC AGENCY

“Public agency” includes any state agency, board, or commission, any county, city and county, city, regional agency, public district, redevelopment agency, or other political subdivision.

§ 21064. NEGATIVE DECLARATION

“Negative declaration” means a written statement briefly describing the reasons that a proposed project will not have a significant effect on the environment and does not require the preparation of an environmental impact report.

§ 21064.3. MAJOR TRANSIT STOP

“Major transit stop” means a site containing any of the following:

- (a) An existing rail or bus rapid transit station.
- (b) A ferry terminal served by either a bus or rail transit service.
- (c) The intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

§ 21064.5. MITIGATED NEGATIVE DECLARATION

“Mitigated negative declaration” means a negative declaration prepared for a project when the initial study has identified potentially significant effects on the environment, but (1) revisions in the project plans or proposals made by, or agreed to by, the applicant before the proposed negative declaration and initial study are released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur, and (2) there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment.

§ 21065. PROJECT

“Project” means an activity which may cause either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment, and which is any of the following:

15330. MINOR ACTIONS TO PREVENT, MINIMIZE, STABILIZE, MITIGATE OR ELIMINATE THE RELEASE OR THREAT OF RELEASE OF HAZARDOUS WASTE OR HAZARDOUS SUBSTANCES

Class 30 consists of any minor cleanup actions taken to prevent, minimize, stabilize, mitigate, or eliminate the release or threat of release of a hazardous waste or substance which are small or medium removal actions costing \$1 million or less.

- (a) No cleanup action shall be subject to this Class 30 exemption if the action requires the onsite use of a hazardous waste incinerator or thermal treatment unit or the relocation of residences or businesses, or the action involves the potential release into the air of volatile organic compounds as defined in Health and Safety Code Section 25123.6, except for small scale in situ soil vapor extraction and treatment systems which have been permitted by the local Air Pollution Control District or Air Quality Management District. All actions must be consistent with applicable state and local environmental permitting requirements including, but not limited to, off-site disposal, air quality rules such as those governing volatile organic compounds and water quality standards, and approved by the regulatory body with jurisdiction over the site.
- (b) Examples of such minor cleanup actions include but are not limited to:
 - (1) Removal of sealed, non-leaking drums or barrels of hazardous waste or substances that have been stabilized, containerized and are designated for a lawfully permitted destination;
 - (2) Maintenance or stabilization of berms, dikes, or surface impoundments;
 - (3) Construction or maintenance or interim of temporary surface caps;
 - (4) Onsite treatment of contaminated soils or sludges provided treatment system meets Title 22 requirements and local air district requirements;
 - (5) Excavation and/or offsite disposal of contaminated soils or sludges in regulated units;
 - (6) Application of dust suppressants or dust binders to surface soils;
 - (7) Controls for surface water run-on and run-off that meets seismic safety standards;
 - (8) Pumping of leaking ponds into an enclosed container;
 - (9) Construction of interim or emergency ground water treatment systems;
 - (10) Posting of warning signs and fencing for a hazardous waste or substance site that meets legal requirements for protection of wildlife.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Section 21084, Public Resources Code.

15331. HISTORICAL RESOURCE RESTORATION/REHABILITATION

Class 31 consists of projects limited to maintenance, repair, stabilization, rehabilitation, restoration, preservation, conservation or reconstruction of historical resources in a manner consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings (1995), Weeks and Grimmer.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Section 21084, Public Resources Code.

15332. IN-FILL DEVELOPMENT PROJECTS

Class 32 consists of projects characterized as in-fill development meeting the conditions described in this section.

- (a) The project is consistent with the applicable general plan designation and all applicable general plan policies as well as with applicable zoning designation and regulations.
- (b) The proposed development occurs within city limits on a project site of no more than five acres substantially surrounded by urban uses.
- (c) The project site has no value as habitat for endangered, rare or threatened species.
- (d) Approval of the project would not result in any significant effects relating to traffic, noise, air quality, or water quality.
- (e) The site can be adequately served by all required utilities and public services.

Note: Authority cited: Section 21083, Public Resources Code. Reference: Section 21084, Public Resources Code.

15333. SMALL HABITAT RESTORATION PROJECTS.

Class 33 consists of projects not to exceed five acres in size to assure the maintenance, restoration, enhancement, or protection of habitat for fish, plants, or wildlife provided that:

- (a) There would be no significant adverse impact on endangered, rare or threatened species or their habitat pursuant to section 15065,
- (b) There are no hazardous materials at or around the project site that may be disturbed or removed, and
- (c) The project will not result in impacts that are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.
- (d) Examples of small restoration projects may include, but are not limited to:
 - (1) revegetation of disturbed areas with native plant species;
 - (2) wetland restoration, the primary purpose of which is to improve conditions for waterfowl or other species that rely on wetland habitat;
 - (3) stream or river bank revegetation, the primary purpose of which is to improve habitat for amphibians or native fish;
 - (4) projects to restore or enhance habitat that are carried out principally with hand labor and not mechanized equipment.
 - (5) stream or river bank stabilization with native vegetation or other bioengineering techniques, the primary purpose of which is to reduce or eliminate erosion and sedimentation; and
 - (6) culvert replacement conducted in accordance with published guidelines of the Department of Fish and Game or NOAA Fisheries, the primary purpose of which is to improve habitat or reduce sedimentation.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Section 21084, Public Resources Code.

Article 20. Definitions

SECTIONS 15350 TO 15387

15350. GENERAL

The definitions contained in this article apply to terms used throughout the Guidelines unless a term is otherwise defined in a particular section.

Note: Authority cited: Sections 21083 and 21087, Public Resources Code; Reference: Section 65944, Government Code; Section 21080.2, Public Resources Code.

15060.5. PREAPPLICATION CONSULTATION

- (a) For a potential project involving the issuance of a lease, permit, license, certificate, or other entitlement for use by one or more public agencies, the lead agency shall, upon the request of a potential applicant and prior to the filing of a formal application, provide for consultation with the potential applicant to consider the range of actions, potential alternatives, mitigation measures, and any potential significant effects on the environment of the potential project.
- (b) The lead agency may include in the consultation one or more responsible agencies, trustee agencies, and other public agencies who in the opinion of the lead agency may have an interest in the proposed project. The lead agency may consult the Office of Permit Assistance in the Trade and Commerce Agency for help in identifying interested agencies.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Section 21080.1, Public Resources Code.

15061. REVIEW FOR EXEMPTION

- (a) Once a lead agency has determined that an activity is a project subject to CEQA, a lead agency shall determine whether the project is exempt from CEQA.
- (b) A project is exempt from CEQA if:
 - (1) The project is exempt by statute (see, e.g. Article 18, commencing with Section 15260).
 - (2) The project is exempt pursuant to a categorical exemption (see Article 19, commencing with Section 15300) and the application of that categorical exemption is not barred by one of the exceptions set forth in Section 15300.2.
 - (3) The activity is covered by the common sense exemption that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA.
 - (4) The project will be rejected or disapproved by a public agency. (See Section 15270(b)).
 - (5) The project is exempt pursuant to the provisions of Article 12.5 of this Chapter.
- (c) Each public agency should include in its implementing procedures a listing of the projects often handled by the agency that the agency has determined to be exempt. This listing should be used in preliminary review.
- (d) After determining that a project is exempt, the agency may prepare a Notice of Exemption as provided in Section 15062. Although the notice may be kept with the project application at this time, the notice shall not be filed with the Office of Planning and Research or the county clerk until the project has been approved.
- (e) When a non-elected official or decisionmaking body of a local lead agency decides that a project is exempt from CEQA, and the public agency approves or determines to carry out the project, the decision that the project is exempt may be appealed to the local lead agency's elected decisionmaking body, if one exists. A local lead agency may establish procedures governing such appeals.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Sections 21080, 21080.9, 21080.10, 21084, 21108, 21151, 21152, and 21159.21, Public Resources Code; *Muzzy Ranch Co. v. Solano County Airport Land Use Commission* (2007) 41 Cal. 4th 372, *No Oil, Inc. v. City of Los Angeles* (1974) 13 Cal. 3d 68.

15062. NOTICE OF EXEMPTION

- (a) When a public agency decides that a project is exempt from CEQA pursuant to Section 15061, and the public agency approves or determines to carry out the project, the agency may file a Notice of Exemption. The notice shall be filed, if at all, after approval of the project. Such a notice shall include:
- (1) A brief description of the project,
 - (2) The location of the project (either by street address and cross street for a project in an urbanized area or by attaching a specific map, preferably a copy of a U.S.G.S. 15' or 7-1/2' topographical map identified by quadrangle name),
 - (3) A finding that the project is exempt from CEQA, including a citation to the State Guidelines section or statute under which it is found to be exempt,
 - (4) A brief statement of reasons to support the finding, and
 - (5) The applicant's name, if any.
 - (6) If different from the applicant, the identity of the person undertaking the project which is supported, in whole or in part, through contracts, grants, subsidies, loans, or other forms of assistance from one or more public agencies or the identity of the person receiving a lease, permit, license, certificate, or other entitlement for use from one or more public agencies.
- (b) A Notice of Exemption may be filled out and may accompany the project application through the approval process. The notice shall not be filed with the county clerk or the OPR until the project has been approved.
- (c) When a public agency approves an applicant's project, either the agency or the applicant may file a Notice of Exemption.
- (1) When a state agency files this notice, the notice of exemption shall be filed with the Office of Planning and Research. A form for this notice is provided in Appendix E. A list of all such notices shall be posted on a weekly basis at the Office of Planning and Research, 1400 Tenth Street, Sacramento, California. The list shall remain posted for at least 30 days. The Office of Planning and Research shall retain each notice for not less than 12 months.
 - (2) When a local agency files this notice, the notice of exemption shall be filed with the county clerk of each county in which the project will be located. Copies of all such notices shall be available for public inspection and such notices shall be posted within 24 hours of receipt in the office of the county clerk. Each notice shall remain posted for a period of 30 days. Thereafter, the clerk shall return the notice to the local agency with a notation of the period it was posted. The local agency shall retain the notice for not less than 12 months.
 - (3) All public agencies are encouraged to make postings pursuant to this section available in electronic format on the Internet. Such electronic postings are in addition to the procedures required by these guidelines and the Public Resources Code.
 - (4) When an applicant files this notice, special rules apply.
 - (A) The notice filed by an applicant is filed in the same place as if it were filed by the agency granting the permit. If the permit was granted by a state agency, the notice is filed with the Office of Planning and Research. If the permit was granted by a local agency, the notice is filed with the county clerk of the county or counties in which the project will be located.

Protection of Oakland's Architectural and Historic Resources v. City of Oakland (1997) 52 Cal.App.4th 896; *Citizens for Responsible Development in West Hollywood v. City of West Hollywood* (1995) 39 Cal.App.4th 925; *City of Pasadena v. State of California* (1993) 14 Cal.App.4th 810; *Association for the Protection etc. Values v. City of Ukiah* (1991) 2 Cal.App.4th 720; and *Baird v. County of Contra Costa* (1995) 32 Cal.App.4th 1464

15300.3. REVISIONS TO LIST OF CATEGORICAL EXEMPTIONS

A public agency may, at any time, request that a new class of categorical exemptions be added, or an existing one amended or deleted. This request must be made in writing to the Office of Planning and Research and shall contain detailed information to support the request. The granting of such request shall be by amendment to these Guidelines.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Section 21084, Public Resources Code.

15300.4. APPLICATION BY PUBLIC AGENCIES

Each public agency shall, in the course of establishing its own procedures, list those specific activities which fall within each of the exempt classes, subject to the qualification that these lists must be consistent with both the letter and the intent expressed in the classes. Public agencies may omit from their implementing procedures classes and examples that do not apply to their activities, but they may not require EIRs for projects described in the classes and examples in this article except under the provisions of Section 15300.2.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Section 21084, Public Resources Code.

15301. EXISTING FACILITIES

Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. The types of "existing facilities" itemized below are not intended to be all-inclusive of the types of projects which might fall within Class 1. The key consideration is whether the project involves negligible or no expansion of use.

Examples include but are not limited to:

- (a) Interior or exterior alterations involving such things as interior partitions, plumbing, and electrical conveyances;
- (b) Existing facilities of both investor and publicly owned utilities used to provide electric power, natural gas, sewerage, or other public utility services;
- (c) Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities (this includes road grading for the purpose of public safety), and other alterations such as the addition of bicycle facilities, including but not limited to bicycle parking, bicycle-share facilities and bicycle lanes, transit improvements such as bus lanes, pedestrian crossings, street trees, and other similar alterations that do not create additional automobile lanes);
- (d) Restoration or rehabilitation of deteriorated or damaged structures, facilities, or mechanical equipment to meet current standards of public health and safety, unless it is determined that the damage was substantial and resulted from an environmental hazard such as earthquake, landslide, or flood;
- (e) Additions to existing structures provided that the addition will not result in an increase of more than:

103 Cal. App. 4th 529; *Castaic Lake Water Agency v. City of Santa Clarita* (1995) 41 Cal.App.4th 1257; and *Western Municipal Water District of Riverside County v. Superior Court of San Bernardino County* (1987) 187 Cal.App.3d 1104.

15270. PROJECTS WHICH ARE DISAPPROVED

- (a) CEQA does not apply to projects which a public agency rejects or disapproves.
- (b) This section is intended to allow an initial screening of projects on the merits for quick disapprovals prior to the initiation of the CEQA process where the agency can determine that the project cannot be approved.
- (c) This section shall not relieve an applicant from paying the costs for an EIR or Negative Declaration prepared for his project prior to the Lead Agency's disapproval of the project after normal evaluation and processing.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Section 21080(b)(5), Public Resources Code.

15271. EARLY ACTIVITIES RELATED TO THERMAL POWER PLANTS

- (a) CEQA does not apply to actions undertaken by a public agency relating to any thermal power plant site or facility including the expenditure, obligation, or encumbrance of funds by a public agency for planning, engineering, or design purposes, or for the conditional sale or purchase of equipment, fuel, water (except groundwater), steam, or power for such a thermal power plant, if the thermal power plant site and related facility will be the subject of an EIR or Negative Declaration or other document or documents prepared pursuant to a regulatory program certified pursuant to Public Resources Code Section 21080.5, which will be prepared by:
 - (1) The State Energy Resources Conservation and Development Commission,
 - (2) The Public Utilities Commission, or
 - (3) The city or county in which the power plant and related facility would be located.
- (b) The EIR, Negative Declaration, or other document prepared for the thermal power plant site or facility, shall include the environmental impact, if any, of the early activities described in this section.
- (c) This section acts to delay the timing of CEQA compliance from the early activities of a utility to the time when a regulatory agency is requested to approve the thermal power plant and shifts the responsibility for preparing the document to the regulatory agency.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Section 15080(b)(6), Public Resources Code.

15272. OLYMPIC GAMES

CEQA does not apply to activities or approvals necessary to the bidding for, hosting or staging of, and funding or carrying out of, Olympic Games under the authority of the International Olympic Committee, except for the construction of facilities necessary for such Olympic Games. If the facilities are required by the International Olympic Committee as a condition of being awarded the Olympic Games, the Lead Agency need not discuss the "no project" alternative in an EIR with respect to those facilities.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Section 21080(b)(7), Public Resources Code.

- (1) 50 percent of the floor area of the structures before the addition, or 2,500 square feet, whichever is less; or
- (2) 10,000 square feet if:
 - (A) The project is in an area where all public services and facilities are available to allow for maximum development permissible in the General Plan and
 - (B) The area in which the project is located is not environmentally sensitive.
- (f) Addition of safety or health protection devices for use during construction of or in conjunction with existing structures, facilities, or mechanical equipment, or topographical features including navigational devices;
- (g) New copy on existing on and off-premise signs;
- (h) Maintenance of existing landscaping, native growth, and water supply reservoirs (excluding the use of pesticides, as defined in Section 12753, Division 7, Chapter 2, Food and Agricultural Code);
- (i) Maintenance of fish screens, fish ladders, wildlife habitat areas, artificial wildlife waterway devices, streamflows, springs and waterholes, and stream channels (clearing of debris) to protect fish and wildlife resources;
- (j) Fish stocking by the California Department of Fish and Game;
- (k) Division of existing multiple family or single-family residences into common-interest ownership and subdivision of existing commercial or industrial buildings, where no physical changes occur which are not otherwise exempt;
- (l) Demolition and removal of individual small structures listed in this subdivision:
 - (1) One single-family residence. In urbanized areas, up to three single-family residences may be demolished under this exemption.
 - (2) A duplex or similar multifamily residential structure. In urbanized areas, this exemption applies to duplexes and similar structures where not more than six dwelling units will be demolished.
 - (3) A store, motel, office, restaurant, or similar small commercial structure if designed for an occupant load of 30 persons or less. In urbanized areas, the exemption also applies to the demolition of up to three such commercial buildings on sites zoned for such use.
 - (4) Accessory (appurtenant) structures including garages, carports, patios, swimming pools, and fences.
- (m) Minor repairs and alterations to existing dams and appurtenant structures under the supervision of the Department of Water Resources.
- (n) Conversion of a single family residence to office use.
- (o) Installation, in an existing facility occupied by a medical waste generator, of a steam sterilization unit for the treatment of medical waste generated by that facility provided that the unit is installed and operated in accordance with the Medical Waste Management Act (Section 117600, et seq., of the Health and Safety Code) and accepts no offsite waste.
- (p) Use of a single-family residence as a small family day care home, as defined in Section 1596.78 of the Health and Safety Code.

Note: Authority cited: Section 21083, Public Resources Code; References: Sections 21084, Public Resources Code; *North County Advocates v. City of Carlsbad* (2015) 241 Cal.App.4th 94; *Communities for a Better Environment v. South Coast Air Quality Management Dist.* (2010) 48 Cal.4th 310; *Bloom v. McGurk* (1994) 26 Cal.App.4th 1307.

15302. REPLACEMENT OR RECONSTRUCTION

Class 2 consists of replacement or reconstruction of existing structures and facilities where the new structure will be located on the same site as the structure replaced and will have substantially the same purpose and capacity as the structure replaced, including but not limited to:

- (a) Replacement or reconstruction of existing schools and hospitals to provide earthquake resistant structures which do not increase capacity more than 50 percent.
- (b) Replacement of a commercial structure with a new structure of substantially the same size, purpose, and capacity.
- (c) Replacement or reconstruction of existing utility systems and/or facilities involving negligible or no expansion of capacity.
- (d) Conversion of overhead electric utility distribution system facilities to underground including connection to existing overhead electric utility distribution lines where the surface is restored to the condition existing prior to the undergrounding.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Section 21084, Public Resources Code.

15303. NEW CONSTRUCTION OR CONVERSION OF SMALL STRUCTURES

Class 3 consists of construction and location of limited numbers of new, small facilities or structures; installation of small new equipment and facilities in small structures; and the conversion of existing small structures from one use to another where only minor modifications are made in the exterior of the structure. The numbers of structures described in this section are the maximum allowable on any legal parcel. Examples of this exemption include, but are not limited to:

- (a) One single-family residence, or a second dwelling unit in a residential zone. In urbanized areas, up to three single-family residences may be constructed or converted under this exemption.
- (b) A duplex or similar multi-family residential structure, totaling no more than four dwelling units. In urbanized areas, this exemption applies to apartments, duplexes and similar structures designed for not more than six dwelling units.
- (c) A store, motel, office, restaurant or similar structure not involving the use of significant amounts of hazardous substances, and not exceeding 2500 square feet in floor area. In urbanized areas, the exemption also applies to up to four such commercial buildings not exceeding 10,000 square feet in floor area on sites zoned for such use if not involving the use of significant amounts of hazardous substances where all necessary public services and facilities are available and the surrounding area is not environmentally sensitive.
- (d) Water main, sewage, electrical, gas, and other utility extensions, including street improvements, of reasonable length to serve such construction.
- (e) Accessory (appurtenant) structures including garages, carports, patios, swimming pools, and fences.
- (f) An accessory steam sterilization unit for the treatment of medical waste at a facility occupied by a medical waste generator, provided that the unit is installed and operated in accordance with the Medical Waste Management Act (Section 117600, et seq., of the Health and Safety Code) and accepts no offsite waste.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Sections 21084, Public Resources Code.

APPENDIX N: INFILL ENVIRONMENTAL CHECKLIST FORM

Appendix N: Infill Environmental Checklist Form

NOTE: This sample form is intended to assist lead agencies in assessing infill projects according to the procedures provided in Section 21094.5 of the Public Resources Code. Lead agencies may customize this form as appropriate, provided that the content satisfies the requirements in Section 15183.3 of the CEQA Guidelines.

1. Project title: _____
2. Lead agency name and address: _____

3. Contact person and phone number: _____
4. Project location: _____
5. Project sponsor's name and address: _____

6. General plan designation: _____ 7. Zoning: _____
8. Prior Environmental Document(s) Analyzing the Effects of the Infill Project (including State Clearinghouse Number if assigned): _____

9. Location of Prior Environmental Document(s) Analyzing the Effects of the Infill Project: _____

10. Description of project. (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation. Attach additional sheets if necessary.)

11. Surrounding land uses and setting: Briefly describe the project's surroundings, including any prior uses of the project site, or, if vacant, describe the urban uses that exist on at least 75% of the project's perimeter:

12. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

- 13) Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

Note: Conducting consultation early in the CEQA process allows tribal governments, lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and reduce the potential for delay and conflict in the environmental review process. (See Public Resources Code section 21080.3.2.) Information may also be available from the California Native American Heritage Commission's Sacred Lands File per Public Resources Code section 5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code section 21082.3(c) contains provisions specific to confidentiality.

SATISFACTION OF APPENDIX M PERFORMANCE STANDARDS

Provide the information demonstrating that the infill project satisfies the performance standards in Appendix M below. For mixed-use projects, the predominant use will determine which performance standards apply to the entire project.

1. Does the non-residential infill project include a renewable energy feature? If so, describe below. If not, explain below why it is not feasible to do so.

2. If the project site is included on any list compiled pursuant to Section 65962.5 of the Government Code, either provide documentation of remediation or describe the recommendations provided in a preliminary endangerment assessment or comparable document that will be implemented as part of the project.

3. If the infill project includes residential units located within 500 feet, or such distance that the local agency or local air district has determined is appropriate based on local conditions, a high volume roadway or other significant source of air pollution, as defined in Appendix M, describe the measures that the project will implement to protect public health. Such measures may include policies and standards identified in the local general plan, specific plans, zoning code or community risk reduction plan, or measures recommended in a health risk assessment, to promote the protection of public health. Identify the policies or standards, or refer to the site specific analysis, below. (Attach additional sheets if necessary.)

4. For residential projects, the project satisfies which of the following?

- ☐ Located within a low vehicle travel area, as defined in Appendix M. (Attach VMT map.)
- ☐ Located within ½ mile of an existing major transit stop or an existing stop along a high quality transit corridor. (Attach map illustrating proximity to transit.)
- ☐ Consists of 300 or fewer units that are each affordable to low income households. (Attach evidence of legal commitment to ensure the continued availability and use of the housing units for lower income households, as defined in Section 50079.5 of the Health and Safety Code, for a period of at least 30 years, at monthly housing costs, as determined pursuant to Section 50053 of the Health and Safety Code.)

5. For commercial projects with a single building floor-plate below 50,000 square feet, the project satisfies which of the following?

- ☐ Located within a low vehicle travel area, as defined in Appendix M. (Attach VMT map.)
- ☐ The project is within one-half mile of 1800 dwelling units. (Attach map illustrating proximity to households.)

6. For office building projects, the project satisfies which of the following?

- ☐ Located within a low vehicle travel area, as defined in Appendix M. (Attach VMT map.)
- ☐ Located within ½ mile of an existing major transit stop or within ¼ of a stop along a high quality transit corridor. (Attach map illustrating proximity to transit.)

7. For school projects, the project does all of the following:

- ☐ The project complies with the requirements in Sections 17213, 17213.1 and 17213.2 of the California Education Code.
- ☐ The project is an elementary school and is within one mile of 50% of the student population, or is a middle school or high school and is within two miles of 50% of the student population. Alternatively, the school is within ½ mile of an existing major transit stop or an existing stop along a high quality transit corridor. (Attach map and methodology.)
- ☐ The project provides parking and storage for bicycles and scooters.

8. For small walkable community projects, the project must be a residential project that has a density of at least eight units to the acre or a commercial project with a floor area ratio of at least 0.5, or both.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The infill project could potentially result in one or more of the following environmental effects.

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

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- ☐ I find that the proposed infill project WOULD NOT have any significant effects on the environment that either have not already been analyzed in a prior EIR or that are more significant than previously analyzed, or that uniformly applicable development policies would not substantially mitigate. Pursuant to Public Resources Code Section 21094.5, CEQA does not apply to such effects. A Notice of Determination (Section 15094) will be filed.
- ☐ I find that the proposed infill project will have effects that either have not been analyzed in a prior EIR, or are more significant than described in the prior EIR, and that no uniformly applicable development policies would substantially mitigate such effects. With respect to those effects that are subject to CEQA, I find that such effects WOULD NOT be significant and a NEGATIVE DECLARATION, or if the project is a Transit Priority Project a SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT, will be prepared.
- ☐ I find that the proposed infill project will have effects that either have not been analyzed in a prior EIR, or are more significant than described in the prior EIR, and that no uniformly applicable development policies would substantially mitigate such effects. I find that although those effects could be significant, there will not be a significant effect in this case because revisions in the infill project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION, or if the project is a Transit Priority Project a SUSTAINABLE COMMUNITIES ENVIRONMENTAL ASSESSMENT, will be prepared.
- ☐ I find that the proposed infill project would have effects that either have not been analyzed in a prior EIR, or are more significant than described in the prior EIR, and that no uniformly applicable development policies would substantially mitigate such effects. I find that those effects WOULD be significant, and an infill ENVIRONMENTAL IMPACT REPORT is required to analyze those effects that are subject to CEQA.

Signature

Date

EVALUATION OF THE ENVIRONMENTAL IMPACTS OF INFILL PROJECTS:

- 1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
- 2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
- 3) For the purposes of this checklist, "prior EIR" means the environmental impact report certified for a planning level decision, as supplemented by any subsequent or supplemental environmental impact reports, negative declarations, or addenda to those documents. "Planning level decision" means the enactment or amendment of a general plan, community plan, specific plan, or zoning code. (Section 15183.3(e).)
- 4) Once the lead agency has determined that a particular physical impact may occur as a result of an infill project, then the checklist answers must indicate whether that impact has already been analyzed in a prior EIR. If the effect of the infill project is not more significant than what has already been analyzed, that effect of the infill project is not subject to CEQA. The brief explanation accompanying this determination should include page and section references to the portions of the prior EIR containing the analysis of that effect. The brief explanation shall also indicate whether the prior EIR included any mitigation measures to substantially lessen that effect and whether those measures have been incorporated into the infill project.
- 5) If the infill project would cause a significant adverse effect that either is specific to the project or project site and was not analyzed in a prior EIR, or is more significant than what was analyzed in a prior EIR, the lead agency must determine whether uniformly applicable development policies or standards that have been adopted by the lead agency, or city or county, would substantially mitigate that effect. If so, the checklist shall explain how the infill project's implementation of the uniformly applicable development policies will substantially mitigate that effect. That effect of the infill project is not subject to CEQA if the lead agency makes a finding, based upon substantial evidence, that the development policies or standards will substantially mitigate that effect.

- 6) If all effects of an infill project were either analyzed in a prior EIR or are substantially mitigated by uniformly applicable development policies or standards, CEQA does not apply to the project, and the lead agency shall file a Notice of Determination.
- 7) Effects of an infill project that either have not been analyzed in a prior EIR, or that uniformly applicable development policies or standards do not substantially mitigate, are subject to CEQA. With respect to those effects of the infill project that are subject to CEQA, the checklist shall indicate whether those effects are significant, less than significant with mitigation, or less than significant. If there are one or more "Significant Impact" entries when the determination is made, an infill EIR is required. The infill EIR should be limited to analysis of those effects determined to be significant. (Sections 15128, 15183.3(d).)
- 8) "Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures will reduce an effect of an infill project that is subject to CEQA from "Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how those measures reduce the effect to a less than significant level. If the effects of an infill project that are subject to CEQA are less than significant with mitigation incorporated, the lead agency may prepare a Mitigated Negative Declaration. If all of the effects of the infill project that are subject to CEQA are less than significant, the lead agency may prepare a Negative Declaration.
- 9) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to an infill project's environmental effects in whatever format is selected.
- 10) The explanation of each issue should identify:
- the significance criteria or threshold, if any, used to evaluate each question, and
 - the mitigation measure identified, if any, to reduce the impact to less than significance.

Issues:

	Significant Impact	Less Than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
<u>1. AESTHETICS.</u> Except as provided in Public Resources Code Section 21099, would the project:					
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 point.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Significant Impact	Less Than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
II. AGRICULTURE AND FORESTRY RESOURCES.					
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project, and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) 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))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) 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 type="checkbox"/>	<input type="checkbox"/>
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:					
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Significant Impact	Less Than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

IV. BIOLOGICAL RESOURCES. Would the project:

a) 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. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

V. CULTURAL RESOURCES. Would the project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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	Significant Impact	Less Than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>VI. ENERGY</u> Would the project:					
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>VII. GEOLOGY AND SOILS</u> Would the project:					
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) 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? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) 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, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Significant Impact	Less Than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>VIII. GREENHOUSE GAS EMISSIONS. Would the project:</u>					
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 type="checkbox"/>	<input 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project</u>					
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 type="checkbox"/>	<input 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) 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 type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Significant Impact	Less Than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
g) 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

X. HYDROLOGY AND WATER QUALITY. Would the project:

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 type="checkbox"/>	<input 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 type="checkbox"/>	<input 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, in a manner which would	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(i) result in substantial erosion or siltation on- or off-site,	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(iii) 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; or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

XI. LAND USE AND PLANNING. Would the project:

a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Significant Impact	Less Than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
<u>XII. MINERAL RESOURCES.</u> Would the project					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input type="checkbox"/>
<u>XIII. NOISE.</u> Would the project result in:					
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 or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>XIV. POPULATION AND HOUSING.</u> Would the project:					
a) 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<u>XV. PUBLIC SERVICES.</u>					
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Significant Impact	Less Than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

XVI. RECREATION

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

XVII. TRANSPORTATION, Would the project:

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadways, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input 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 type="checkbox"/>	<input type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

XVIII. TRIBAL CULTURAL RESOURCES

a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
(i) Listed or eligible for listing in the California Register of Historical Resources, or in the local register of historical resources as defined in Public Resources Code Section 5020.1(k), or	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Significant Impact	Less Than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
(ii) 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

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b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?

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

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d) 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?

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e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

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XX. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

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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?

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	Significant Impact	Less Than Significant or Less than Significant with Mitigation Incorporated	No Impact	Analyzed in the Prior EIR	Substantially Mitigated by Uniformly Applicable Development Policies
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 type="checkbox"/>	<input 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

XXI. MANDATORY FINDINGS OF SIGNIFICANCE

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, 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 type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that 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, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Authority: Public Resources Code 21083, 21094.5.5

Reference: Public Resources Code Sections 21094.5 and 21094.5.5

explained pursuant to subdivision (d)(3). These forms are only suggested, and public agencies are free to devise their own format for an initial study. A previously prepared EIR may also be used as the initial study for a later project.

- (g) Consultation. As soon as a Lead Agency has determined that an Initial Study will be required for the project, the Lead Agency shall consult informally with all Responsible Agencies and all Trustee Agencies responsible for resources affected by the project to obtain the recommendations of those agencies as to whether an EIR or a Negative Declaration should be prepared. During or immediately after preparation of an Initial Study for a private project, the Lead Agency may consult with the applicant to determine if the applicant is willing to modify the project to reduce or avoid the significant effects identified in the Initial Study.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Sections 21080(c), 21080.1, 21080.3, 21082.1, 21100 and 21151, Public Resources Code; *Gentry v. City of Murrieta* (1995) 36 Cal.App.4th 1359, *San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus* (1994) 27 Cal.App.4th 713, *Leonoff v. Monterey County Board of Supervisors* (1990) 222 Cal.App.3d 1337.

15064. DETERMINING THE SIGNIFICANCE OF THE ENVIRONMENTAL EFFECTS CAUSED BY A PROJECT

- (a) Determining whether a project may have a significant effect plays a critical role in the CEQA process.
 - (1) If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, the agency shall prepare a draft EIR.
 - (2) When a final EIR identifies one or more significant effects, the Lead Agency and each Responsible Agency shall make a finding under Section 15091 for each significant effect and may need to make a statement of overriding considerations under Section 15093 for the project.
- (b) (1) The determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data. An ironclad definition of significant effect is not always possible because the significance of an activity may vary with the setting. For example, an activity which may not be significant in an urban area may be significant in a rural area.
- (2) Thresholds of significance, as defined in Section 15064.7(a), may assist lead agencies in determining whether a project may cause a significant impact. When using a threshold, the lead agency should briefly explain how compliance with the threshold means that the project's impacts are less than significant. Compliance with the threshold does not relieve a lead agency of the obligation to consider substantial evidence indicating that the project's environmental effects may still be significant.
- (c) In determining whether an effect will be adverse or beneficial, the Lead Agency shall consider the views held by members of the public in all areas affected as expressed in the whole record before the lead agency. Before requiring the preparation of an EIR, the Lead Agency must still determine whether environmental change itself might be substantial.
- (d) In evaluating the significance of the environmental effect of a project, the Lead Agency shall consider direct physical changes in the environment which may be caused by the project and reasonably foreseeable indirect physical changes in the environment which may be caused by the project.

- (1) A direct physical change in the environment is a physical change in the environment which is caused by and immediately related to the project. Examples of direct physical changes in the environment are the dust, noise, and traffic of heavy equipment that would result from construction of a sewage treatment plant and possible odors from operation of the plant.
 - (2) An indirect physical change in the environment is a physical change in the environment which is not immediately related to the project, but which is caused indirectly by the project. If a direct physical change in the environment in turn causes another change in the environment, then the other change is an indirect physical change in the environment. For example, the construction of a new sewage treatment plant may facilitate population growth in the service area due to the increase in sewage treatment capacity and may lead to an increase in air pollution.
 - (3) An indirect physical change is to be considered only if that change is a reasonably foreseeable impact which may be caused by the project. A change which is speculative or unlikely to occur is not reasonably foreseeable.
- (e) Economic and social changes resulting from a project shall not be treated as significant effects on the environment. Economic or social changes may be used, however, to determine that a physical change shall be regarded as a significant effect on the environment. Where a physical change is caused by economic or social effects of a project, the physical change may be regarded as a significant effect in the same manner as any other physical change resulting from the project. Alternatively, economic and social effects of a physical change may be used to determine that the physical change is a significant effect on the environment. If the physical change causes adverse economic or social effects on people, those adverse effects may be used as a factor in determining whether the physical change is significant. For example, if a project would cause overcrowding of a public facility and the overcrowding causes an adverse effect on people, the overcrowding would be regarded as a significant effect.
- (f) The decision as to whether a project may have one or more significant effects shall be based on substantial evidence in the record of the lead agency.
- (1) If the lead agency determines there is substantial evidence in the record that the project may have a significant effect on the environment, the lead agency shall prepare an EIR (*Friends of B Street v. City of Hayward* (1980) 106 Cal.App.3d 988). Said another way, if a lead agency is presented with a fair argument that a project may have a significant effect on the environment, the lead agency shall prepare an EIR even though it may also be presented with other substantial evidence that the project will not have a significant effect (*No Oil, Inc. v. City of Los Angeles* (1974) 13 Cal.3d 68).
 - (2) If the lead agency determines there is substantial evidence in the record that the project may have a significant effect on the environment but the lead agency determines that revisions in the project plans or proposals made by, or agreed to by, the applicant would avoid the effects or mitigate the effects to a point where clearly no significant effect on the environment would occur and there is no substantial evidence in light of the whole record before the public agency that the project, as revised, may have a significant effect on the environment then a mitigated negative declaration shall be prepared.
 - (3) If the lead agency determines there is no substantial evidence that the project may have a significant effect on the environment, the lead agency shall prepare a negative declaration (*Friends of B Street v. City of Hayward* (1980) 106 Cal.App. 3d 988).
 - (4) The existence of public controversy over the environmental effects of a project will not require preparation of an EIR if there is no substantial evidence before the agency that the project may have a significant effect on the environment.

- (5) Argument, speculation, unsubstantiated opinion or narrative, or evidence that is clearly inaccurate or erroneous, or evidence that is not credible, shall not constitute substantial evidence. Substantial evidence shall include facts, reasonable assumptions predicated upon facts, and expert opinion support by facts.
- (6) Evidence of economic and social impacts that do not contribute to or are not caused by physical changes in the environment is not substantial evidence that the project may have a significant effect on the environment.
- (7) The provisions of sections 15162, 15163, and 15164 apply when the project being analyzed is a change to, or further approval for, a project for which an EIR or negative declaration was previously certified or adopted (e.g. a tentative subdivision, conditional use permit). Under case law, the fair argument standard does not apply to determinations of significance pursuant to sections 15162, 15163, and 15164.
- (g) After application of the principles set forth above in Section 15064(f)(g), and in marginal cases where it is not clear whether there is substantial evidence that a project may have a significant effect on the environment, the lead agency shall be guided by the following principle: If there is disagreement among expert opinion supported by facts over the significance of an effect on the environment, the Lead Agency shall treat the effect as significant and shall prepare an EIR.
- (h)
 - (1) When assessing whether a cumulative effect requires an EIR, the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable. An EIR must be prepared if the cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.
 - (2) A lead agency may determine in an initial study that a project's contribution to a significant cumulative impact will be rendered less than cumulatively considerable and thus is not significant. When a project might contribute to a significant cumulative impact, but the contribution will be rendered less than cumulatively considerable through mitigation measures set forth in a mitigated negative declaration, the initial study shall briefly indicate and explain how the contribution has been rendered less than cumulatively considerable.
 - (3) A lead agency may determine that a project's incremental contribution to a cumulative effect is not cumulatively considerable if the project will comply with the requirements in a previously approved plan or mitigation program (including, but not limited to, water quality control plan, air quality attainment or maintenance plan, integrated waste management plan, habitat conservation plan, natural community conservation plan, plans or regulations for the reduction of greenhouse gas emissions) that provides specific requirements that will avoid or substantially lessen the cumulative problem within the geographic area in which the project is located. Such plans or programs must be specified in law or adopted by the public agency with jurisdiction over the affected resources through a public review process to implement, interpret, or make specific the law enforced or administered by the public agency. When relying on a plan, regulation or program, the lead agency should explain how implementing the particular requirements in the plan, regulation or program ensure that the project's incremental contribution to the cumulative effect is not cumulatively considerable. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding that the project complies with the specified plan or mitigation program addressing the cumulative problem, an EIR must be prepared for the project.

- (4) The mere existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable.

Note: Authority cited: Sections 21083, 21083.05, Public Resources Code. Reference: Sections 21003, 21065, 21068, 21080, 21082, 21082.1, 21082.2, 21083, 21083.05, and 21100, Public Resources Code; *No Oil, Inc. v. City of Los Angeles* (1974) 13 Cal.3d 68; *San Joaquin Raptor/Wildlife Center v. County of Stanislaus* (1996) 42 Cal.App.4th 608; *Gentry v. City of Murrieta* (1995) 36 Cal.App.4th 1359; *Laurel Heights Improvement Assn. v. Regents of the University of California* (1993) 6 Cal.4th 1112; *Communities for a Better Environment v. California Resources Agency* (2002) 103 Cal.App.4th 98; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal. App. 4th 1099; and *Rominger v. County of Colusa* (2014) 229 Cal.App.4th 690.

SECTION 15064.3. DETERMINING THE SIGNIFICANCE OF TRANSPORTATION IMPACTS

(a) Purpose.

This section describes specific considerations for evaluating a project's transportation impacts. Generally, vehicle miles traveled is the most appropriate measure of transportation impacts. For the purposes of this section, "vehicle miles traveled" refers to the amount and distance of automobile travel attributable to a project. Other relevant considerations may include the effects of the project on transit and non-motorized travel. Except as provided in subdivision (b)(2) below (regarding roadway capacity), a project's effect on automobile delay shall not constitute a significant environmental impact.

(b) Criteria for Analyzing Transportation Impacts.

- (1) Land Use Projects. Vehicle miles traveled exceeding an applicable threshold of significance may indicate a significant impact. Generally, projects within one-half mile of either an existing major transit stop or a stop along an existing high quality transit corridor should be presumed to cause a less than significant transportation impact. Projects that decrease vehicle miles traveled in the project area compared to existing conditions should be presumed to have a less than significant transportation impact.
- (2) Transportation Projects. Transportation projects that reduce, or have no impact on, vehicle miles traveled should be presumed to cause a less than significant transportation impact. For roadway capacity projects, agencies have discretion to determine the appropriate measure of transportation impact consistent with CEQA and other applicable requirements. To the extent that such impacts have already been adequately addressed at a programmatic level, such as in a regional transportation plan EIR, a lead agency may tier from that analysis as provided in Section 15152.
- (3) Qualitative Analysis. If existing models or methods are not available to estimate the vehicle miles traveled for the particular project being considered, a lead agency may analyze the project's vehicle miles traveled qualitatively. Such a qualitative analysis would evaluate factors such as the availability of transit, proximity to other destinations, etc. For many projects, a qualitative analysis of construction traffic may be appropriate.
- (4) Methodology. A lead agency has discretion to choose the most appropriate methodology to evaluate a project's vehicle miles traveled, including whether to express the change in absolute terms, per capita, per household or in any other measure. A lead agency may use models to estimate a project's vehicle miles traveled, and may revise those estimates to reflect professional judgment based on substantial evidence. Any assumptions used to estimate vehicle miles traveled and any revisions to model outputs should be documented and explained in the environmental document prepared for the project. The standard of adequacy in Section 15151 shall apply to the analysis described in this section.

- (b) Amendments to the Guidelines apply prospectively only. New requirements in amendments will apply to steps in the CEQA process not yet undertaken by the date when agencies must comply with the amendments.
- (c) If a document meets the content requirements in effect when the document is sent out for public review, the document shall not need to be revised to conform to any new content requirements in Guideline amendments taking effect before the document is finally approved.
- (d) Public agencies shall comply with new requirements in amendments to the Guidelines beginning with the earlier of the following two dates:
 - (1) The effective date of the agency's procedures amended to conform to the new Guideline amendments; or
 - (2) The 120th day after the effective date of the Guideline amendments.
- (e) Public agencies may implement any permissive or advisory elements of the Guidelines beginning with the effective date of the Guideline amendments.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Sections 21082–21086, Public Resources Code; *Stevens v. City of Glendale*, 125 Cal. App. 3d 986.

Article 2. General Responsibilities

SECTIONS 15020 TO 15025

15020. GENERAL

Each public agency is responsible for complying with CEQA and these Guidelines. A public agency must meet its own responsibilities under CEQA and shall not rely on comments from other public agencies or private citizens as a substitute for work CEQA requires the Lead Agency to accomplish. For example, a Lead Agency is responsible for the adequacy of its environmental documents. The Lead Agency shall not knowingly release a deficient document hoping that public comments will correct defects in the document.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Sections 21082 and 21082.1, Public Resources Code; *Russian Hill Improvement Association v. Board of Permit Appeals*, 44 Cal. App. 3d 158 (1975).

15021. DUTY TO MINIMIZE ENVIRONMENTAL DAMAGE AND BALANCE COMPETING PUBLIC OBJECTIVES

- (a) CEQA establishes a duty for public agencies to avoid or minimize environmental damage where feasible.
 - (1) In regulating public or private activities, agencies are required to give major consideration to preventing environmental damage.
 - (2) A public agency should not approve a project as proposed if there are feasible alternatives or mitigation measures available that would substantially lessen any significant effects that the project would have on the environment.
- (b) In deciding whether changes in a project are feasible, an agency may consider specific economic, environmental, legal, social, and technological factors.
- (c) The duty to prevent or minimize environmental damage is implemented through the findings required by Section 15091.
- (d) CEQA recognizes that in determining whether and how a project should be approved, a public agency has an obligation to balance a variety of public objectives, including economic,

environmental, and social factors and in particular the goal of providing a decent home and satisfying living environment for every Californian. An agency shall prepare a statement of overriding considerations as described in Section 15093 to reflect the ultimate balancing of competing public objectives when the agency decides to approve a project that will cause one or more significant effects on the environment.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Public Resources Code Sections 21000, 21001, 21002, 21002.1, and 21081; *San Francisco Ecology Center v. City and County of San Francisco*, (1975) 48 Cal. App. 3d 584; *Laurel Hills Homeowners Association v. City Council*, (1978) 83 Cal. App. 3d 515.

15022. PUBLIC AGENCY IMPLEMENTING PROCEDURES

- (a) Each public agency shall adopt objectives, criteria, and specific procedures consistent with CEQA and these Guidelines for administering its responsibilities under CEQA, including the orderly evaluation of projects and preparation of environmental documents. The implementing procedures should contain at least provisions for:
 - (1) Identifying the activities that are exempt from CEQA. These procedures should contain:
 - (A) Provisions for evaluating a proposed activity to determine if there is no possibility that the activity may have a significant effect on the environment.
 - (B) A list of projects or permits over which the public agency has only ministerial authority.
 - (C) A list of specific activities which the public agency has found to be within the categorical exemptions established by these Guidelines.
 - (2) Conducting Initial Studies.
 - (3) Preparing Negative Declarations.
 - (4) Preparing draft and final EIRs.
 - (5) Consulting with and obtaining comments from other public agencies and members of the public with regard to the environmental effects of projects.
 - (6) Assuring adequate opportunity and time for public review and comment on the Draft EIR or Negative Declaration.
 - (7) Evaluating and responding to comments received on environmental documents.
 - (8) Assigning responsibility for determining the adequacy of an EIR or Negative Declaration.
 - (9) Reviewing and considering environmental documents by the person or decision-making body who will approve or disapprove a project.
 - (10) Filing documents required or authorized by CEQA and these Guidelines.
 - (11) Providing adequate comments on environmental documents which are submitted to the public agency for review.
 - (12) Assigning responsibility for specific functions to particular units of the public agency.
 - (13) Providing time periods for performing functions under CEQA.
- (b) Any district, including a school district, need not adopt objectives, criteria, and procedures of its own if it uses the objectives, criteria, and procedures of another public agency whose boundaries are coterminous with or entirely encompass the district.
- (c) Public agencies should revise their implementing procedures to conform to amendments to these Guidelines within 120 days after the effective date of the amendments. During the period while the public agency is revising its procedures, the agency must conform to any statutory changes in the California Environmental Quality Act that have become effective regardless of

APPENDIX D: NOTICE OF DETERMINATION

To: <input type="checkbox"/> Office of Planning and Research U.S. Mail: <u>Street Address:</u> P.O. Box 3044 1400 Tenth St., Rm 113 Sacramento, CA 95812-3044 Sacramento, CA 95814	From: Public Agency: _____ Address: _____ Contact: _____ Phone: _____
<input type="checkbox"/> County Clerk County of: _____ Address: _____	Lead Agency (if different from above): Address: _____ Contact: _____ Phone: _____

SUBJECT: *Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.*

State Clearinghouse Number (if submitted to State Clearinghouse): _____

Project Title: _____

Project Applicant: _____

Project Location (include county): _____

Project Description: _____

This is to advise that the _____ has approved the above
 (☐ Lead Agency or ☐ Responsible Agency)
 described project on _____ and has made the following determinations regarding the above
 (date)
 described project.

1. The project ☐ will ☐ will not have a significant effect on the environment.
2. ☐ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
☐ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation measures ☐ were ☐ were not made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan ☐ was ☐ was not adopted for this project.
5. A statement of Overriding Considerations ☐ was ☐ was not adopted for this project.
6. Findings ☐ were ☐ were not made pursuant to the provisions of CEQA.

This is to certify that the final EIR with comments and responses and record of project approval, or the negative Declaration, is available to the General Public at:

Signature (Public Agency): _____ Title: _____

Date: _____ Date Received for filing at OPR: _____

Authority cited: Sections 21083, Public Resources Code.
 Reference Section 21000-21174, Public Resources Code.

Revised 2011

APPENDIX E: NOTICE OF EXEMPTION

Notice of Exemption

Appendix E

To: Office of Planning and Research
P.O. Box 3044, Room 212
Sacramento, CA 95812-3044

From: (Public Agency) _____

County Clerk _____

(Address) _____

County of _____

Project Title: _____

Project Location - Specific: _____

Project Location - City: _____ Project Location - County: _____

Description of Nature, Purpose and Beneficiaries of Project: _____

Name of Public Agency Approving Project: _____

Name of Person or Agency Carrying Out Project: _____

Exempt Status: (check one)

- ☐ Ministerial (Sec. 21080(b)(1); 15268);
- ☐ Declared Emergency (Sec. 21080(b)(3); 15269(a));
- ☐ Emergency Project (Sec. 21080(b)(4); 15269(b)(c));
- ☐ Categorical Exemption, State type and section number: _____
- ☐ Statutory Exemptions, State code number: _____

Reasons why project is exempt: _____

Lead Agency _____

Contact Person: _____ Area Code/Telephone/Extension: _____

If filed by applicant:

1. Attach certified document of exemption finding.
2. Has a Notice of Exemption been filed by the public agency approving the project? ☐ Yes ☐ No

Signature: _____ Date: _____ Title: _____

☐ Signed by Lead Agency

Date received for filing at OPR: _____

☐ Signed by Applicant

Revised 2005

Appendix L
Part I
Project Drawing
for
Planning Commission Hearing
on August 18, 2021
CUP 200032

COUNTY OF RIVERSIDE

REMODELING PLAN

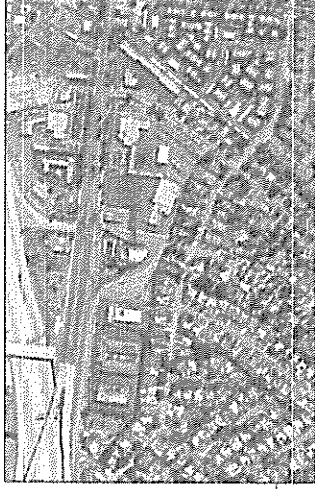
FOR:
648 PASEO GRANDE
CORONA, CA 92882
APN# 102-250-057 & 059, COUNTY OF RIVERSIDE,
CALIFORNIA

OWNER:
JASON AND PATRICIA HALE
2903 PEBANO CRT.
SAN CLAYTON, CA 92573

DESIGNER:
WESTSIDE

SITE ADDRESS:
648 PASEO GRANDE
CORONA, CA 92882
PROJECT # 102-250-057 & 059
PROJECT # 102-250-057 & 059

APPROVED PROJECT # 102-250-057 & 059
APPROVED PROJECT # 102-250-057 & 059
APPROVED PROJECT # 102-250-057 & 059
APPROVED PROJECT # 102-250-057 & 059



VICINITY MAP
(FORWARD ONLY)

CUSTOMER AREA: 1200 SQ.FT.
TOTAL: 1700 SQ.FT.
FLOOR AREA: 1700 SQ.FT.
BUSINESS OCCUPANCY GROUP: "B"
OCCUPANCY LOAD: 1,200 / 50 = 40

NOTE:
THIS PROJECT SHALL COMPLY WITH THE 2019
CALIFORNIA BUILDING CODE, WHICH ADOPTS THE
2016 IBC, 2016 UBC, 2012 UPC AND THE 2011 REC.

NOTE:
PROJECT SHALL COMPLY WITH THE CPC 2019
CALIFORNIA FIRE CODE.

NOTE:
ALL ELECTRICAL PENETRATIONS INTO THE COOLER
SHALL BE SEALED PER SECTION 304.7 OF THE REC.

BUILDING DATA:

OCCUPANCY: M
TYPE OF CONSTRUCTION: V-B
FIRE SPRINKLERS: REQUIRED (FULLY SPRINKLER DEFERRED)
APPLICABLE CODE YEAR: 2019 CBC, 2019 USC, CPC, CMC, CEC
STORIES: 1
OCCUPANCY LOAD: 19 SQ.FT./P
EXT: 3
REQUIRED EXT: 2

NOTE:
24 HOURS SECURITY WITH FULL CAMERA:
SEMPER PATROL SECURITY PROTECTION

2581 CRESTPEAK CT.
MENIFEE, CA 92554
Phone: 951-334-0957
email: semperpatrol@gmail.com
PPO#120304

SHEET INDEX:

- A-0 SITE PLAN
- A-1 FLOOR PLAN
- A-2 ELEVATIONS AND TRASH ENCLOSURE, FENCE WALL
- A-3 BUILDING VIEW
- L-1 SITE LIGHTING PLAN
- ADA ADA DETAIL

EX. COMMERCIAL BUILDINGS

SITE PLAN
K₁-11-0"

ACE Group, Inc.
750 N. LINCOLN AVE., #101-167
CORONA, CA 92882
(951) 272-8181, (951) 272-8794 FAX

Project:
REMODELING
FOR
648 PASEO GRANDE
CORONA, CA 92882

Owner:
JASON AND
PATRICIA
HALE



REVISIONS:
MARK: A/E: 03/20/20

DRAWN BY: R.A.

US SITE R.A.
CHK BY: M.E.
DATE: 8/30/20
PROJECT #:
0305-0920-WO

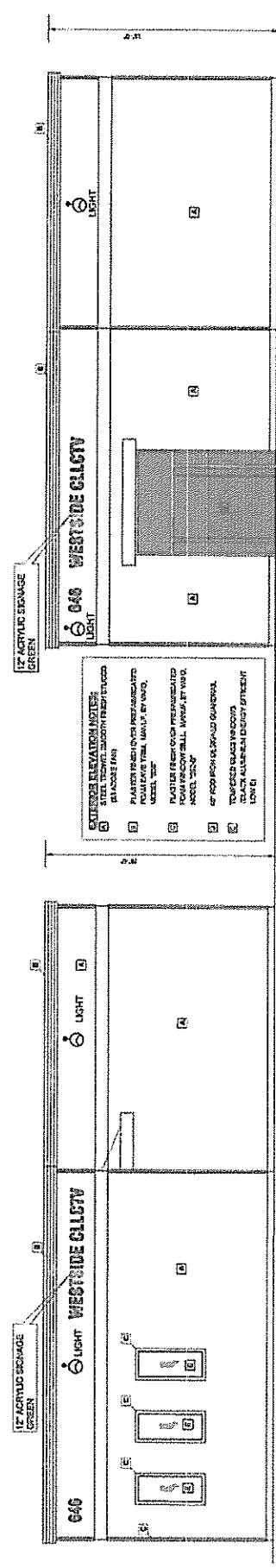
TITLE:
SITE PLAN

PAGE NO:

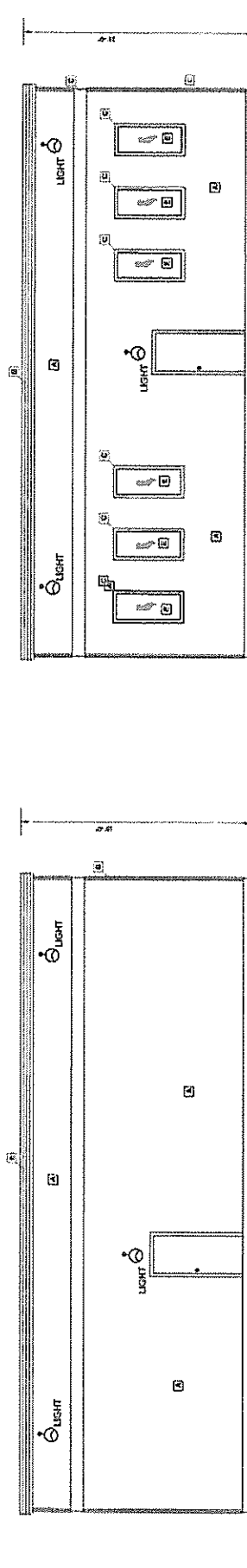
A-0

EXISTING FLOOR PLAN
1/4"=1'-0"

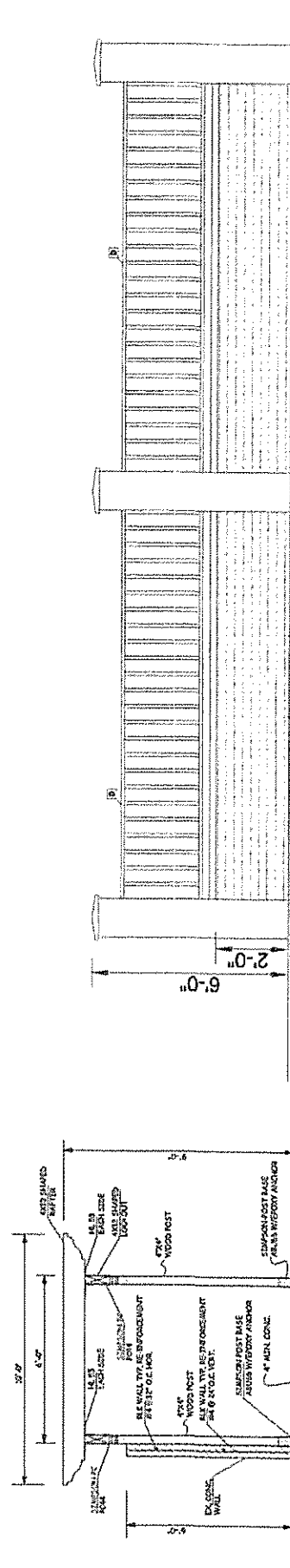
PROPOSED FLOOR PLAN
1/4" = 1'-0"



FRONT ELEVATION
1/4" = 1'-0"

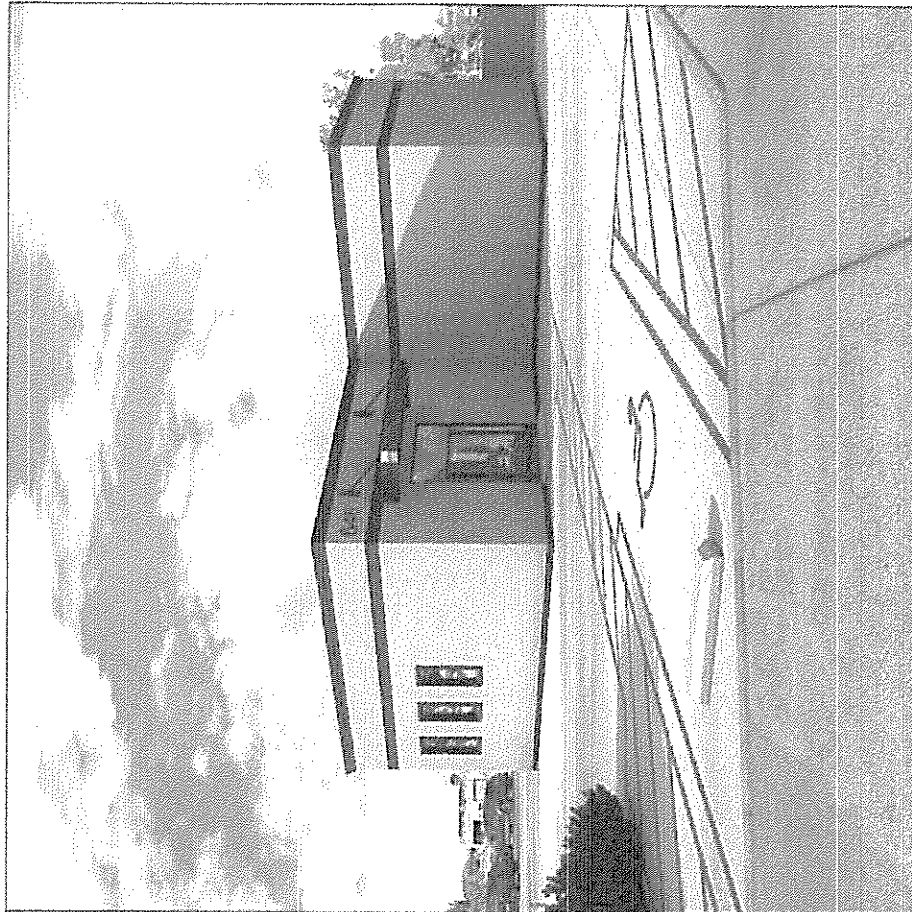
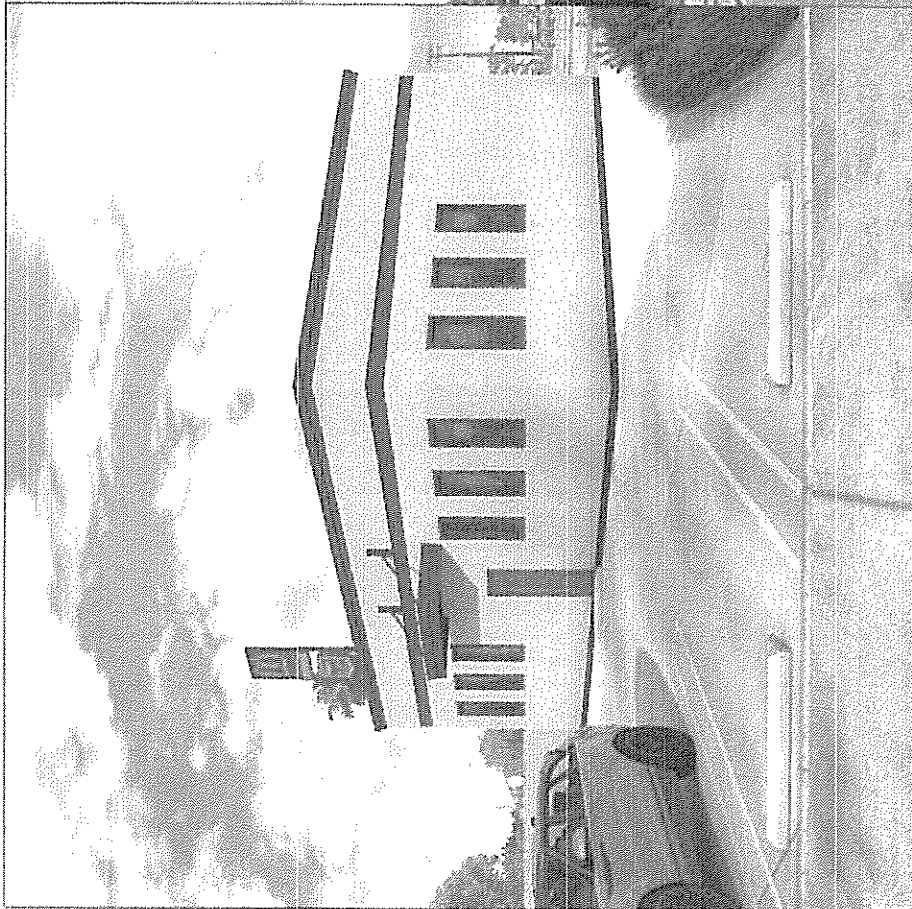



REAR ELEVATION
1/4" = 1'-0"



TYP. FENCE WALL & 12"X12" PILASTER
@11' O.C.

TRASH ENCLOSURE
N.T.S.



ACE Group, Inc. 
750 S. LINCOLN AVE. #104-167
CORONA, CA 92882
(951) 272-8181, (951) 272-5794 FAX

Project: REMODELING
FOR
GAS PASTED GRANDE
CONDOMINIA, CA STATE

CAST
JASON AND
PATRICIA
HALE



LEGISLATIVE

PACK DATE: 12/05/07

[illegible]

Figure 1

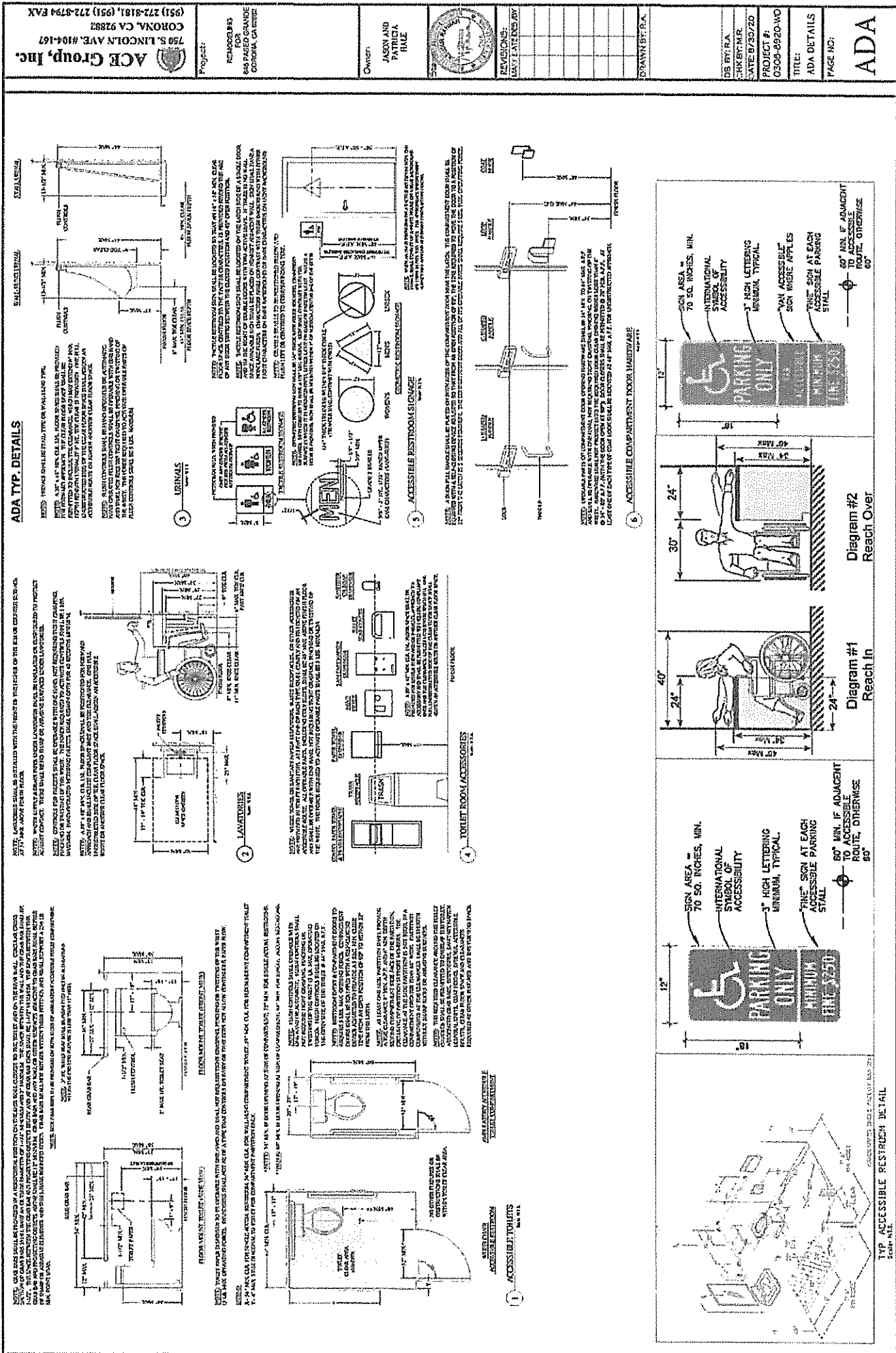
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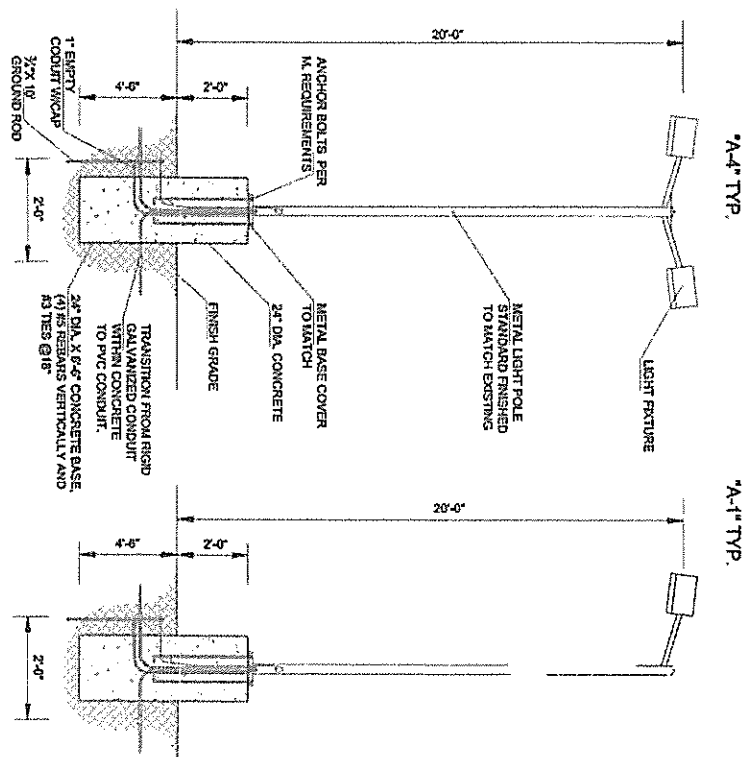
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RAYN BT: R.A.

Figure 1. Schematic diagram of the experimental setup. The subject is seated in a chair and views the screen through a mirror. The screen displays the visual feedback of the hand position. The hand is positioned at the starting point (A) and moves towards the target point (B). The distance between A and B is the reach distance. The screen is positioned at a distance of 100 cm from the hand. The mirror is positioned at a distance of 50 cm from the hand. The hand is positioned at the starting point (A) and moves towards the target point (B). The distance between A and B is the reach distance. The screen is positioned at a distance of 100 cm from the hand. The mirror is positioned at a distance of 50 cm from the hand.

100





LUMINAIRE SCHEDULE							
SYMBOL	QTY	LABEL	ARRANGEMENT	LUMENS	LLF	DESCRIPTION	TOTAL WAT
	1	A-4	2 & 60"	170,000	0.750	SSS1HB2-4" BASE	600
	3	A-1	SINGLE	725,000	0.750	SSS1HB1-14" BASE	750
	8	A-4V	SINGLE	75,000	0.750	WALL MOUNTED LIGHT	1500

RIVERSIDE COUNTY PLANNING DEPARTMENT **CUP200032 DA2000015** **VICINITY/POLICY AREAS**

Supervisor: Spiegel
 District 2

Date Drawn: 07/16/2021
 Vicinity Map



Zoning Area: West Corona

Author: Vinnie Nguyen

2020/1/1/2020: On October 7, 2020, the County of Riverside adopted a new General Plan providing new land use designations for unincorporated Riverside County parcels. The new General Plan may result in different type of land use than is provided for under existing zoning. For further information, please contact the Riverside County Planning Department at (951) 944-1277 (Ext. 2020) or visit the website at www.riversidecounty.net/planning.

Appendix L

Part II

Updated Project Drawing

(Which is different from the project drawings for
Planning Commission Hearing)

for

Board of Supervisor Hearing

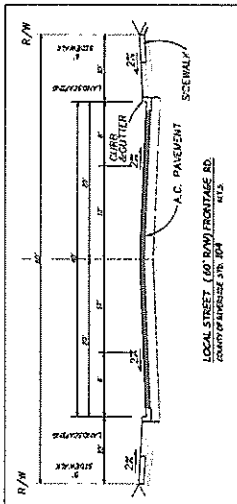
on November 16, 2021

CUP 200032

COUNTY OF RIVERSIDE

REMODELING PLAN

FOR:
646 PASEO GRANDE
CORONA, CA 92882
APN# 102-250-057 & 059, COUNTY OF RIVERSIDE,
CALIFORNIA



NEIGHBORHOOD MAP
THOMAS 74-35 (47.13)

CUSTOMER AREA: 1200 SQ.FT.
TOTAL: 1248 SQ.FT.
TOTAL PARKING: 1248 / 230 = 5.42 STALLS
BUSINESS OCCUPANCY GROUP: "M"
OCCUPANCY LOAD: 1,200 / 28 = 48

NOTE:
THIS PROJECT SHALL COMPLY WITH THE 2019 CALIFORNIA BUILDING CODE, WHICH ADOPTS THE 2018 IBC, 2018 UMC, 2017 UPC AND THE 2011 NEC.

NOTE:
THIS PROJECT SHALL COMPLY WITH THE 2019 CALIFORNIA FIRE CODE.

NOTE:
ALL ELECTRICAL PENETRATIONS INTO THE COOLER SHALL BE SEALED PER SECTION 300.7 OF THE NEC.

BUILDING DATA:

OCCUPANCY: M
TYPE OF CONSTRUCTION: V-B
FIRE SPRINKLERS: REQUIRED (FULLY SPRINKLER DEFERRED)
APPLICABLE CODE YEAR: 2019 CBC, 2019 CFC, CPC, CMC, CEC
STORIES: 1
OCCUPANCY LOAD: 15 SQ.FT./P
EXIT: 3
REQUIRED EXIT: 2

NOTE:
24 HOURS SECURITY WITH FULL CAMERA;
SEMPER PATROL SECURITY PROTECTION
25081 CRESTPEAK CT.
MENIFEE, CA 92584
Phone-351-334-9987
email-semperpatrol@gmail.com
PPOM129604

SHEET INDEX:

A-0 SITE PLAN
A-1 FLOOR PLAN
A-2 ELEVATIONS AND TRASH ENCLOSURE, FENCE WALL
A-3 BUILDING VIEW
L-1 SITE LIGHTING PLAN
ADA ADA DETAIL

EX COMMERCIAL BUILDING

SITE PLAN
1/8"=1'-0"

ACE Group, Inc.
750 S. LINCOLN AVE., #104-167
CORONA, CA 92882
(951) 272-8181, (951) 272-8794 FAX

Project:
REMODELING
FOR
646 PASEO GRANDE
CORONA, CA 92882

Owner:
JASON AND
PATRICIA
HALE

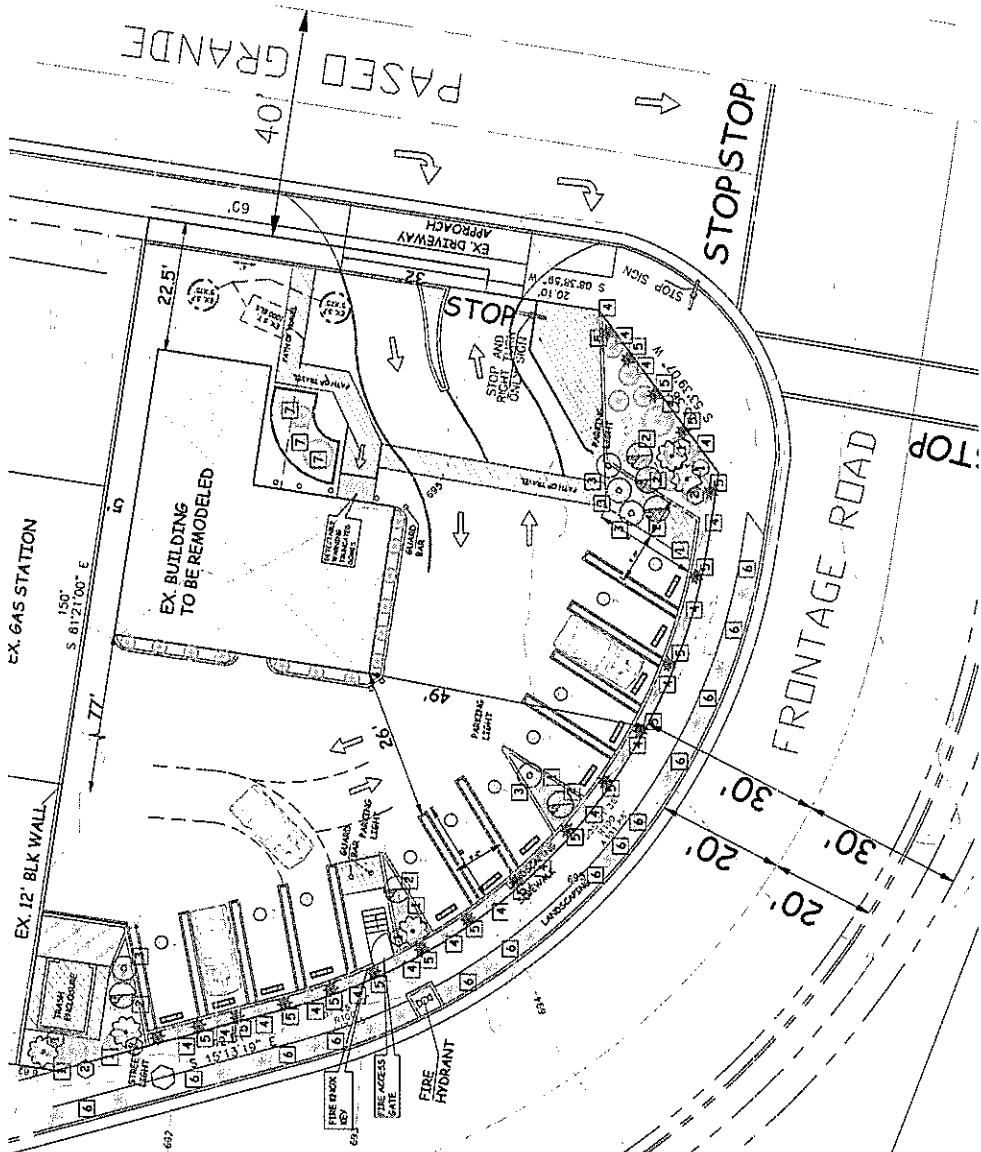
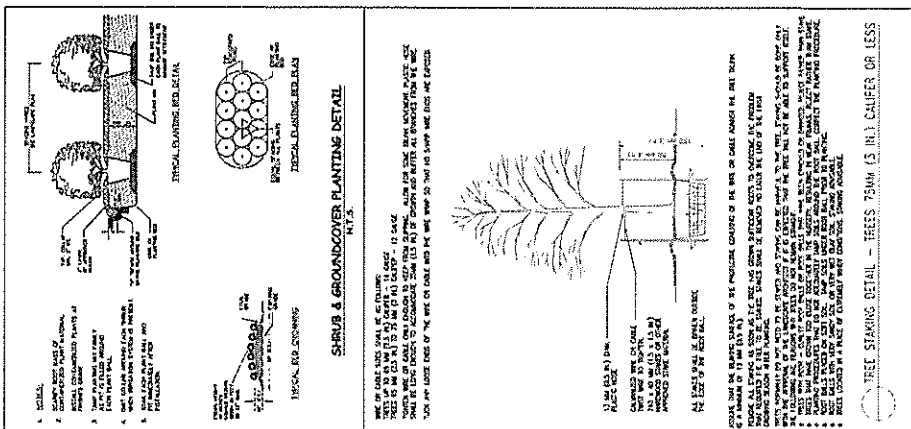


REVISIONS:	DATE	BY	CHKD
1	03/08/2020	JH	JH
2	03/08/2020	JH	JH
3	03/08/2020	JH	JH
4	03/08/2020	JH	JH
5	03/08/2020	JH	JH
6	03/08/2020	JH	JH
7	03/08/2020	JH	JH
8	03/08/2020	JH	JH
9	03/08/2020	JH	JH
10	03/08/2020	JH	JH

DESIGN BY: J.A.
CHECKED BY: J.A.
DATE: 03/08/20
PROJECT #:
0308-09920 WO
TITLE:
SITE PLAN

PAGE NO:
A-0

NOTE: ALL LANDSCAPE PLANTERS REQUIRE A MINIMUM OF 5 SHRUBS/100 SQ.FT.



TREE STAKING DETAIL - TREES 75MM (3 IN.) CALIPER OR LESS

2000

GRAPHIC SCALE

2024-10-10

ACE Group, Inc.
750 S. LINCOLN AVE. #104-167
CORONA, CA 92882
(951) 272-8181, (951) 272-8794 FAX

UNDER THE DIRECTION OF:

[illegible]

NOTES

[illegible]

LANDSCAPING PLAN

0312-0321-WO

DATE:03/15/21

SCALE: 1"=10'

SHEET 1 OF 3



EQUIPMENT LEGEND				
SYMBOL	MANUFACTURER/MODEL #	SIZE	DETAIL	NOTES
	INHO 1500 BALL VALVE 2" & SMALLER	1/4" W.C.	"A", 2"	(1, 2, 4)
	FLANGED FEED BREAK ELECTRIC CONTROL VALVE	"A" (1/4")	"A", 2"	(1, 2)
	FLANGED FEED BREAK ELECTRIC CONTROL VALVE	1"	"A", 2"	(1, 2)
	AQUA CONTROL 101-100 GAS REGULATION CONTROLLER W/RELIEF AND TURNDOWN 15000-175 PSIG EXCLUSIVE, 875-1057-287	12.55"	"A", 2"	(1, 2, 3)
	FLANGED 3/8" DIA. COUPLED VALVE	1"	"A", 2"	(1, 2)
	GATE CONTROL AND FEED W/RELIEF COUPLER TO DETER FROM 50% W/RELIEF	-	-	(2, 4)
	315 PSIG AIR VALVE - 1" ANNUAL COVER	-	"A", 2"	(1, 2)
	200 PSIG NON-PRESSURE LATERAL VALVE - 1/2" ANNUAL COVER	PLAN 202	"A", 2"	(1, 2)
	500 PSI GAS REGULATION VALVE / W/RELIEF - 3/4" ANNUAL COVER	SEE DWH#1	"A", 2"	(1, 2)
	150 PSI GAS REGULATION VALVE / W/RELIEF - 1/2" ANNUAL COVER	12 1/4" C	"A", 2"	(1, 4)
	NOT SHOWN			

CONCRETE NOTES: FOR REFERENCE ONLY, TO BE INSTALLED PER PLANTING PLAN

PIPE AND VALVES ARE SHOWN IN WAREHOUSE FOR QUANTITY ONLY.

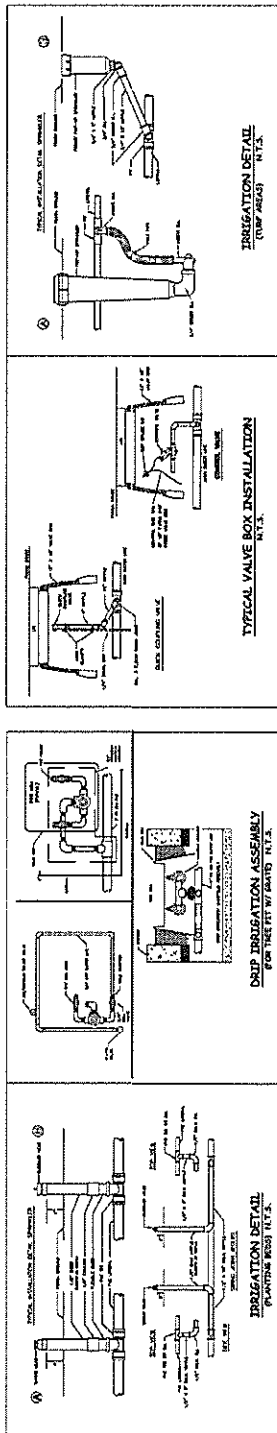
1) 1500 BALL VALVE AND 600 PSI GAS REGULATION VALVE TO BE 1500 PSI ANNUAL COVERED.

2) 315 PSIG AIR VALVE AND 200 PSIG NON-PRESSURE LATERAL VALVE TO BE 315 PSI ANNUAL COVERED.

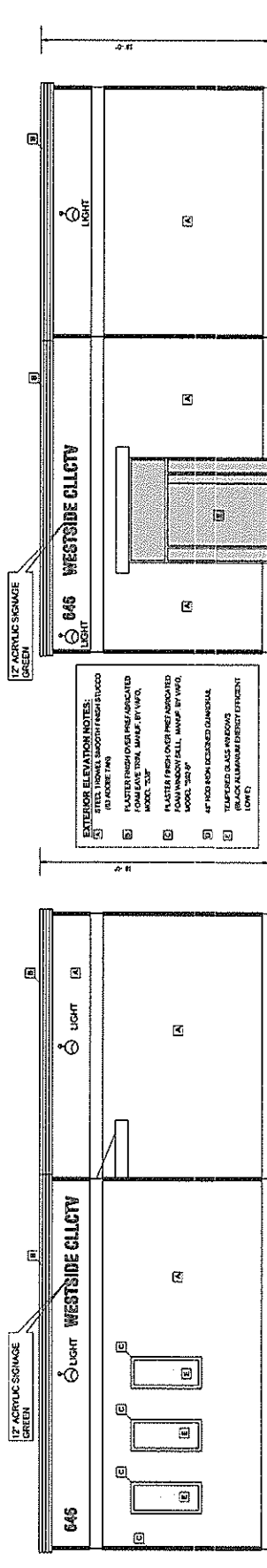
3) ALL VALVE BODY COUPLER TO BE COUPLER/SHOWN DESIGN VALVE COUPLER OR EQUAL.

IRRIGATION NOTES:

1. A low volume irrigation system, that provides 100% coverage to all proposed plantings, will be designed and installed by the Contractor. The proposed irrigation System must meet or exceed as applicable, the following minimum standards: ASCE 900, ASCE 901, ASCE 902, ASCE 903, ASCE 904, ASCE 905, ASCE 906, ASCE 907, ASCE 908, ASCE 909, ASCE 910, ASCE 911, ASCE 912, ASCE 913, ASCE 914, ASCE 915, ASCE 916, ASCE 917, ASCE 918, ASCE 919, ASCE 920, ASCE 921, ASCE 922, ASCE 923, ASCE 924, ASCE 925, ASCE 926, ASCE 927, ASCE 928, ASCE 929, ASCE 930, ASCE 931, ASCE 932, ASCE 933, ASCE 934, ASCE 935, ASCE 936, ASCE 937, ASCE 938, ASCE 939, ASCE 940, ASCE 941, ASCE 942, ASCE 943, ASCE 944, ASCE 945, ASCE 946, ASCE 947, ASCE 948, ASCE 949, ASCE 950, ASCE 951, ASCE 952, ASCE 953, ASCE 954, ASCE 955, ASCE 956, ASCE 957, ASCE 958, ASCE 959, ASCE 960, ASCE 961, ASCE 962, ASCE 963, ASCE 964, ASCE 965, ASCE 966, ASCE 967, ASCE 968, ASCE 969, ASCE 970, ASCE 971, ASCE 972, ASCE 973, ASCE 974, ASCE 975, ASCE 976, ASCE 977, ASCE 978, ASCE 979, ASCE 980, ASCE 981, ASCE 982, ASCE 983, ASCE 984, ASCE 985, ASCE 986, ASCE 987, ASCE 988, ASCE 989, 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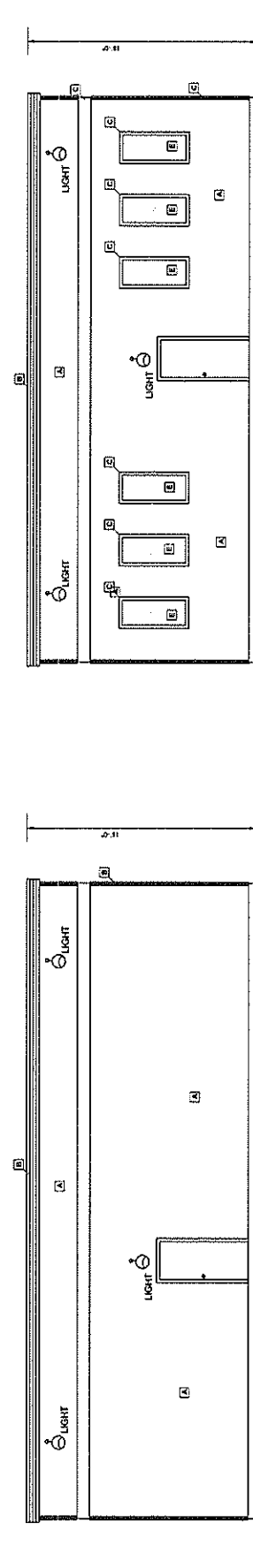






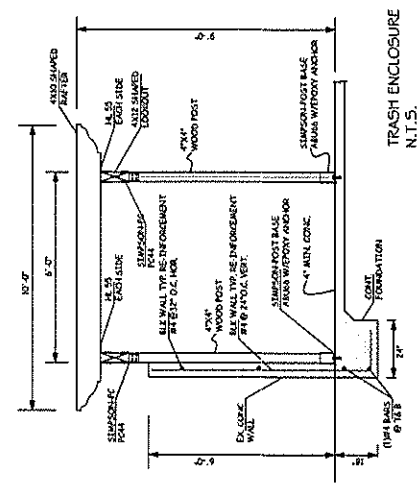
LEFT ELEVATION
1/4" = 1'-0"

FRONT ELEVATION
1/4" = 1'-0"

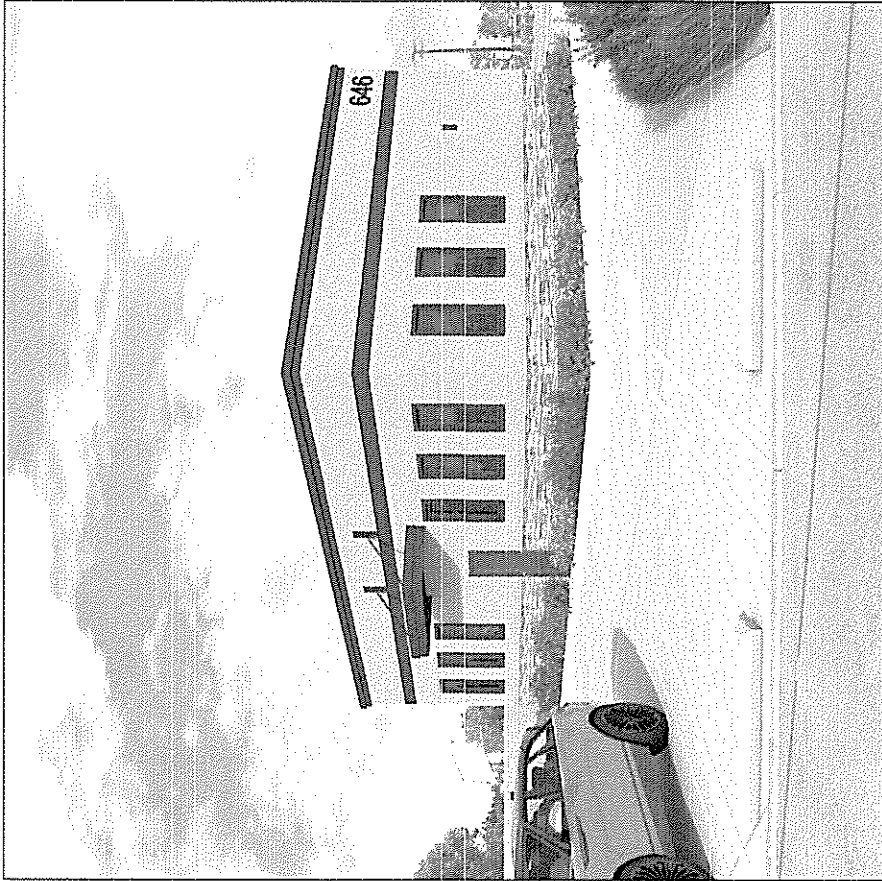


RIGHT ELEVATION
1/4" = 1'-0"

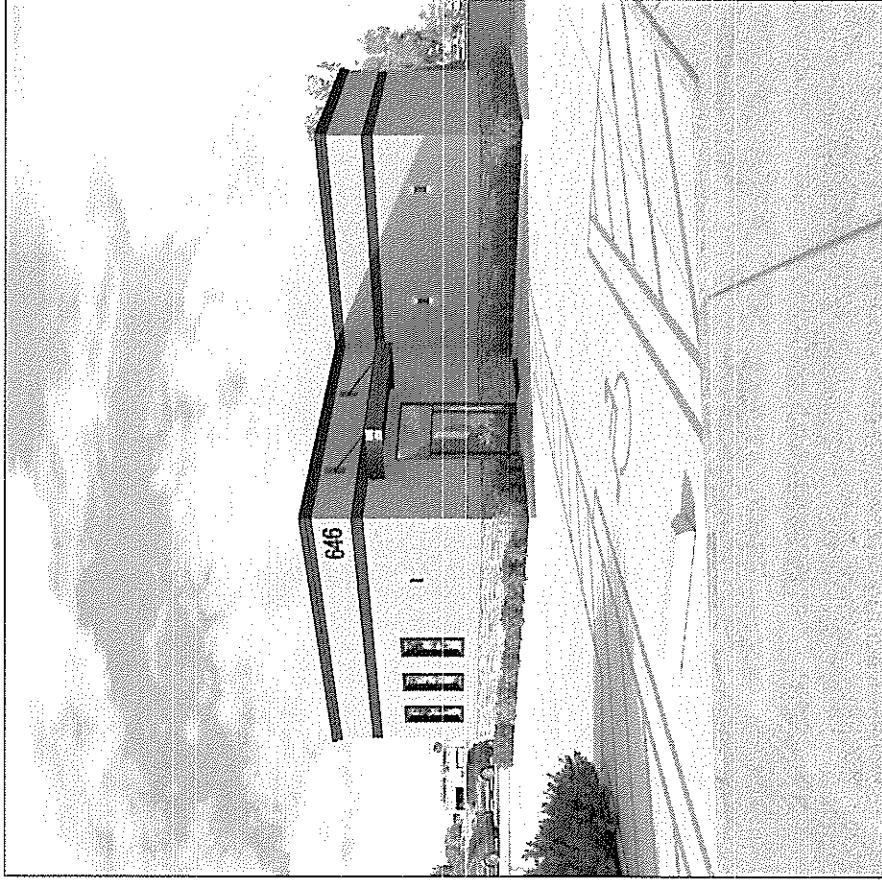
REAR ELEVATION
1/4" = 1'-0"



TYP. FENCE WALL & 12"X12" PILASTER
@11' O.C.



SOUTHWEST
N.T.S.



SOUTHEAST
N.T.S.

ACE Group, Inc.
750 S. LINCOLN AVE. #104-167
CORONA, CA 92882
(951) 272-8181, (951) 272-8794 FAX



Project:

REMODELING
448 PASEO GRANDE
CORONA, CA 92802

Owner:

JASON AND
PATRICIA
HILL



Revisions:

DATE: 8/30/20

BY: R.A.

CHK BY: M.P.

DATE: 8/30/20

PROJECT #:

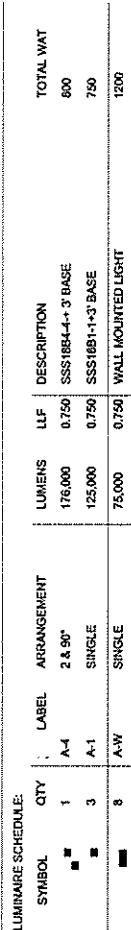
0306-0320-HO

TITLE:

BUILDING VIEW

PAGE NO:

A-3



Appendix M
Copy of Demolition Permit

For
656 Paseo Grande, Corona
APN 102-250-023

DEMOLITION PERMIT

PERMIT #: BDE140019
Job Address: 656 PASEO GRANDE COR

Status: ISSUED
Issued: 02/28/2014
Expires: 04/14/2014

Work Desc: DEMO SFR
Parcel No: 102-250-023
Location: TG 742 J5
Tract/Lot: YORBA TR LOT 3 POR

Zoning: C-1/C-P

APPLICANT	DAKENO INCORPORATED	Phone: 951 686-6608
	6021 TARRAGONA DRIVE, RIVERSIDE CA 92509	
CONTRACTOR	DAKENO INCORPORATED	Phone: 951 686-6608
	6021 TARRAGONA DRIVE, RIVERSIDE CA 92509	
OWNER	RIV CO TRANSPORTATION COMMISSION	
	C/O RIGHT OF WAY DEPT, 4080 LEMON ST 3RD FLOOR, RIVERSIDE CA 925	

FEE INFORMATION

Building Fees..	177.60	
Processing Fee:	40.00	
Other fees:	.00	
Addl Inspectns...	.00	
LMS Surcharge.....	4.35	
Total Calculated Fees:		222.95
Additional Fees:		.00
Total Permit Fees:		222.95

CALL FOR INSPECTION

Requests for inspection shall be made at least
24 hours in advance by telephone at (951) 955-1800

Additional info at www.rctlma.org

Current AGN for this property 656 Paseo
102 250 050

*Final
8/28/14*

DEMOLITION PERMIT

PERMIT #: BDE140018
Job Address: 668 PASEO GRANDE COR

Status: ISSUED
Issued: 02/28/2014
Expires: 04/14/2014

Work Desc: DEMO SFR
Parcel No: 102-250-047
Location: TG 742 J5
Tract/Lot: YORBA TR LOT 3 POR

Zoning: C-1/C-P

APPLICANT	DAKENO INCORPORATED	Phone: 951 686-6608
	6021 TARRAGONA DRIVE, RIVERSIDE CA 92509	
OWNER	RIV CO TRANSPORTATION COMMISSION	
	C/O RIGHT OF WAY DEPT, 4080 LEMON ST 3RD FLOOR, RIVERSIDE CA 925	
CONTRACTOR	DAKENO INCORPORATED	Phone: 951 686-6608
	6021 TARRAGONA DRIVE, RIVERSIDE CA 92509	

FEE INFORMATION

Building Fees:	177.60
Processing Fee:	40.00
Other fees:	.00
Addl Inspectns...:	.00
LMS Surcharge....:	4.35
Total Calculated Fees:	222.95
Additional Fees:	.00
Total Permit Fees:	222.95

CALL FOR INSPECTION

Requests for inspection shall be made at least
24 hours in advance by telephone at (951) 955-1800

Additional info at www.rctlma.org

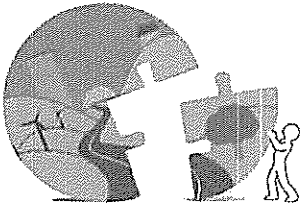
Renew Structure Demo Permit

*668 - Paseo Grande = 102-250-047
IS NOW*

Appendix N
Copy of Notice of Exemption

CEQA

For
CUP 200032



RIVERSIDE COUNTY PLANNING DEPARTMENT

Charissa Leach, P.E.
Interim TLMA Director

NOTICE OF EXEMPTION

TO: ☐ Office of Planning and Research (OPR) FROM: Riverside County Planning Department
P.O. Box 3044 ☐ 4080 Lemon Street, 12th Floor ☐ 38686 El Cerrito Road
Sacramento, CA 95812-3044
☒ County of Riverside County Clerk P. O. Box 1409 Palm Desert, CA 92201
Riverside, CA 92502-1409

Project Title/Case No.: Conditional Use Permit No. 200032 (CUP200032)/Development Agreement No. 2000015 (DA2000015)

Project Location: The project is located north of Frontage Rd. south of W 6th St. and west of Paseo Grande.

Project Description: Conditional Use Permit No. 200032 (CUP200032) proposes to use an existing 1,748 square foot building as a storefront cannabis retailer with office space for the cannabis business and will include tenant improvements to the existing building and site. In addition, the cannabis retailer shall also offer mobile deliveries during normal business hours. Development Agreement No. 2000015 (DA2000015) will impose a lifespan of 10 years on the proposed cannabis project, will grant the applicant vesting rights to develop the Project in accordance with the terms of CUP200032 and DA2000015, and provides community benefits to the West Corona Area.

Name of Public Agency Approving Project: Riverside County Planning Department

Project Applicant & Address: Higher Point Cannabis, c/o Lon Smith, 17551 Holden Drive, Perris, CA 92570

Exempt Status: (Check one)

- | | |
|---|---|
| <input type="checkbox"/> Ministerial (Sec. 21080(b)(1); 15268) | <input checked="" type="checkbox"/> Categorical Exemption (Sec. 15301, 15061(b)(3)) |
| <input type="checkbox"/> Declared Emergency (Sec. 21080(b)(3); 15269(a)) | <input type="checkbox"/> Statutory Exemption (_____) |
| <input type="checkbox"/> Emergency Project (Sec. 21080(b)(4); 15269 (b)(c)) | <input type="checkbox"/> Other: _____ |

Reasons why project is exempt: This project is exempt from the California Environmental Quality Act (CEQA) review pursuant to State CEQA Guidelines Section 15301 (Existing Facilities), Class I. Class 1 consists of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of existing or former use. Examples include the interior or exterior alterations involving such things as interior partitions, plumbing, and electrical conveyances. The proposal for CUP200032 includes the renovation of an existing 1,748 square foot building previously used as a beauty salon to be used as a Cannabis retail storefront. Renovations proposed include interior partitions as well as facade improvements to the exterior of the building. In addition, this exemption also allows for the demolition and removal of small structures including "a store, motel, office, restaurant, and similar small commercial structure if designed for an occupant load of 30 persons or less. In urbanized areas, the exemption also applies to the demolition of up to three such commercial buildings on sites zoned for such use." The proposed project also includes the demolition and removal of a storage area attached to the western portion of the existing building. Under this categorical exemption, the described demolition would be exempted as the project is located within an urbanized area and the primary existing commercial structure would remain intact.

This proposed project is also exempt from California Environmental Quality Act (CEQA) review pursuant to State CEQA Guidelines Section 15061 (b)(3) (Common Sense Exemption), which provides the general rule that CEQA applies only to projects which have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. The proposed Project will continue to utilize the site as a commercial land use and will not result in any additional impacts related to traffic, air quality, or public safety, beyond what already occurs at the existing commercial retail establishment. As the land is already developed, there are no potential impacts related to aesthetics, biological and cultural resources, hydrology, or other similar potential impacts as no grading activities are proposed and facade and other tenant improvements are included to renovate and improve the site. Lastly, as the State has created various rules and regulations as they relate to cannabis waste, particularly for cannabis cultivators, there are no impacts related to cannabis as a hazardous waste as it relates to the commercial selling of cannabis (the State actually treats cannabis as an organic waste, versus a hazardous waste). Therefore, the project meets the requirements for CEQA exemption per Section 15061(b)(3) as there is no potential that the Project as proposed would have a significant physical impact on the environment.

None of the exceptions pursuant to State CEQA Guidelines Section 15300.2 apply. The Project would not have a significant effect on the environment due to unusual circumstances; would not result in a cumulative impact; would not impact any historic resources; and is not located on a hazardous site or location. The proposed cannabis related use does not present any unusual circumstances since it would present similar environmental impacts compared to any other retail use that would be permitted to occupy the project site. Since all impacts of the proposed use would be similar to other uses that would occupy the space, all potential cumulative impacts of this use were also previously addressed in the prior approvals. No historic resources are known to exist on the site that could be impacted since the site is recently developed. The site is not known to be located on a hazardous site based on available data. Additionally, since the State has created various rules and regulations as they relate to cannabis waste, particularly for cannabis cultivators, there are no impacts related to cannabis as a hazardous waste as it relates to the commercial selling of cannabis (the State actually treats cannabis as an organic waste, versus a hazardous waste). The proposed location of the cannabis business is not within an environmentally sensitive area and the use would be permitted as it meets all general plan, zoning, and distance requirements as established through the Cannabis ordinance for Riverside County. Lastly, the project shall also have no impact on scenic resources, including but not limited to, trees, historic buildings, rock outcroppings, or similar resources, within a highway officially designated as a state scenic highway as it is not located near a scenic highway. Accordingly, there are no exceptions to the above categorical exemptions that would prevent them from applying.

Gabriel Villalobos

County Contact Person

(951) 455-6184

Phone Number

Gabriel Villalobos

Signature

Project Planner

Title

2/1/21

Date

Date Received for Filing and Posting at OPR: _____

Appendix O

Petition Signatures to Oppose CUP 200032

Petition

To Oppose the Conditional Use Permit No. 200032, which proposes to use an existing 1748 sq. ft building as a Cannabis Retailer located Northerly of Frontage Road, Southerly of W. 6th Street, and Westerly of Paseo Grande, in the Second Supervisorial District of Riverside County, California

Signature	Name	Address	Date	Phone #
	Aaron H.	330 S Maple St	11/15/21	837-482-2344
	Donna Rood	720 Broadmoor Ct. Corona 92882	11/15/21	951-733-1211
	Kennedy Stacey	2877 Magnolia Corona CA 92884	11/15/21	973-46511
	J. Subeysa	2079 Arroyo Corona Ca	11/15/21	—
	Kelly	822 Clark Escondido		
	J. Gaudin	1272 Ranch	11/15/21	
	Matthew Carr	9291 Maple St Pawnee CA	11/15/21	
	Alex Hub	960 Avenida Del Norte D#1 Corona Ca	11/15/21	951 454 7500
	Andrew G	921 Buena Vista Corona Ca 92886	11/15/21	—








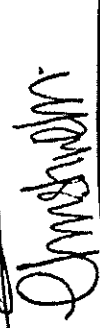

Petition

To Oppose the Conditional Use Permit No. 200032, which proposes to use an existing 1748 sq. ft building as a Cannabis Retailer located Northerly of Frontage Road, Southerly of W. 6th Street, and Westerly of Paseo Grande, in the Second Supervisorial District of Riverside County, California

Signature	Name	Address	Date	Phone #
	Arnel Rodriguez	Mobil Gas 616 Paseo Grande	11/15/21	
	Noah Sumelle	Mobil Gas		
	Hircal Sobocyn	Acad Mobil gas.	11/15/21	
	Sarah Vasquez	Mobil gas	11/15/21	
	Sybil Spaulding	Mobil Gas	11/15/21	
	Ricko Bantalo	Mobil Gas	11/15/21	
	Misael Reyes	Mobil Gas	11/15/21	
	Andrea Osorio	Insurance	11/15/21	
	Chris Gomez	Mobil Gas	11/15/21	

Petition

To Oppose the Conditional Use Permit No. 200032, which proposes to use an existing 1748 sq. ft building as a Cannabis Retailer located Northerly of Frontage Road, Southerly of W. 6th Street, and Westerly of Paseo Grande, in the Second Supervisorial District of Riverside County, California

Signature	Name	Address	Date	Phone #
	Tobias Stolz-Zölling	Mobil Gas 6160 Paseo Grande	11/15/21	
	CAS FOUYAL	1760 W. 6th Street Corona, CA 92882	11/15/21	
	Xaveria Miguel	Subway 1760 W 6th St, Corona 92882	11/15/21	
	Cindy Kyr	Smile Now Dental 1760 W 6th St, Corona 92882	11/15/21	
	Adam Centeno	101 6th St, Corona	11/15/21	
	Luis Nuez	101 6th St Corona CA	11/15/21	
	Damarcus Flange	646 Paseo Grande Corona 92882	11/15/21	
	Christine Morales	1735 6th Corona CA 92882	11/15/21	
	Danny Patel	1701 W. 6th Street Corona, CA 92882	11/15/21	




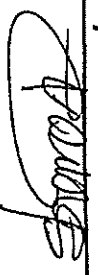





Petition

To Oppose the Conditional Use Permit No. 200032, which proposes to use an existing 1748 sq. ft building as a Cannabis Retailer located Northerly of Frontage Road, Southerly of W. 6th Street, and Westerly of Paseo Grande, in the Second Supervisorial District of Riverside County, California

Signature	Name	Address	Date	Phone #
	JOE DE LA CRUZ	Mobil-gas-	11/15/21	/
	BOB	Mobil-gas-	11/15/21	
	Luis D.	Mobil Gas- 1580 W. 6th St.	11/15/21	/
	Bertha	Mobil Gas	11/15/21	
	ISRAEL	Mobil Gas ST	11/15/21	/
	Daniel Sobato	Mobil gas Station	11/15/21	
	BRIAN DUFFEY	" "	11/15/21	/
	Jewelyn Richmond	" "	11/15/21	
	David Luthin	" " " "	11/15/21	/
	David Luthin	" " " "	11/15/21	








Petition

To Oppose the Conditional Use Permit No. 200032, which proposes to use an existing 1748 sq. ft building as a Cannabis Retailer located Northerly of Frontage Road, Southerly of W. 6th Street, and Westerly of Paseo Grande, in the Second Supervisorial District of Riverside County, California

Signature	Name	Address	Date	Phone #
	Irene Ciro	707 Via Felipe Coron (A-9882	11/11/21	951-717-1111
	Lorena Garcia	1580 W 6th St	11/15/21	
	Monica Lopez	1698 W 6th St Corona CA 92882	11/15/21	
	Sharon D.	1580 W. 6th St	11/15/21	
	Lorena Garcia	1698 W 6th St Corona CA 92882	11/15/21	
	David Garcia	1580 W. 6th St	11/15/21	
	Yolanda Rios		11/15/21	
	Jennifer White	1530 W 6th St 92882	11/15/21	
	David Garcia	1580 W 6th St 92882	11/15/21	






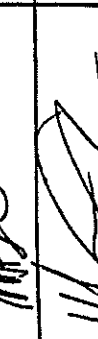



Petition

To Oppose the Conditional Use Permit No. 200032, which proposes to use an existing 1748 sq. ft building as a Cannabis Retailer located Northerly of Frontage Road, Southerly of W. 6th Street, and Westerly of Paseo Grande, in the Second Supervisorial District of Riverside County, California

Signature	Name	Address	Date	Phone #
	Donna Hanley	3017 E 3rd St. #1 Long Beach, CA 90814	11/15/2021	
	Amy Baran	3980 Delany Ave Corona, CA 92883	11/15/2021	
	Traci Kennedy	6527 HARBOR BLVD DEERPORE Corona 1200 Seldenview Dr Corona CA 92882	11/15/2021	
	Chris Beutcher	9321 PALM Cyn- Dr Corona CA 92883	11/15/2021	
	Gerald Marm	9512 Rato Ave South Gate Ca 1682 Sunrise way	11/15/21	
	Juan Salazar	339 Americaner	11/15/21	
	El Gbure	6006 North done Ave	11/15/21	

Petition

To Oppose the Conditional Use Permit No. 200032, which proposes to use an existing 1748 sq. ft building as a Cannabis Retailer located Northerly of Frontage Road, Southerly of W. 6th Street, and Westerly of Paseo Grande, in the Second Supervisorial District of Riverside County, California

Signature	Name	Address	Date	Phone #
	John Cruz	W 5th Street 616 Paseo Grande, Corona 1950 DAVIS ST	11/15/21	951 577 9022
	Matt Bernerick	3701 Fillmore St. 92505	11/15/21	451 201 9534
	Jose Ramirez	1133 Huntington Ln.	11/15/21	825) 533-5856
	Mark Reynolds	19038 Robec Ave	11/15/21	951 407-7811
	John Celis	13675 Porton DR	11/15/21	904 498 9498
	Mario Mendez	537 W. 43rd St.	11-15-22	323-335-8500
	Marcus Quirar	3246 Calhoun Circle 7682 Anticorona St	11/15/21	(951) 202 8475
	Alexander M.	1951 3833	11/15/21	950 316-3553
	Jose Escobedo	775. Via Felipe Corona Cal. 92882	11/15/21	714 341 6475







Petition

To Oppose the Conditional Use Permit No. 200032, which proposes to use an existing 1748 sq. ft building as a Cannabis Retailer located Northerly of Frontage Road, Southerly of W. 6th Street, and Westerly of Paseo Grande, in the Second Supervisorial District of Riverside County, California






Signature	Name	Address	Date	Phone #
	Maria Arredondo	616 Paseo Grande Corona	11/15/21	707 060
	Adolfo Ramirez	199 N. Maple St. Corona CA	11/15/21	
	MARIO VAL	1171 Via Veneto 616 Paseo Grande	11/15/21	2: PM
	ERIC ALLEN	CUSTOMERS CORONA	11/15/21	951-4509745
	Chris Gray	731 Burnham Ln Corona CA 92604	11/15/21	657 465-1813
	Sergio Cruz	1648 Lakeview Dr Corona CA 92604	11/15/21	951 674 8242
	Hector Sanchez	960 Avenida Del Vista Den Corona CA 92604	11/15/21	951 454 7040
	David V.	331 AP 3 Parkway	11/15/21	714 395 8964
	Cole Flores	1628 Via Sevilla	11/15/21	951 454-8682

Petition

To Oppose the Conditional Use Permit No. 200032, which proposes to use an existing 1748 sq. ft building as a Cannabis Retailer located Northerly of Frontage Road, Southerly of W. 6th Street, and Westerly of Paseo Grande, in the Second Supervisorial District of Riverside County, California

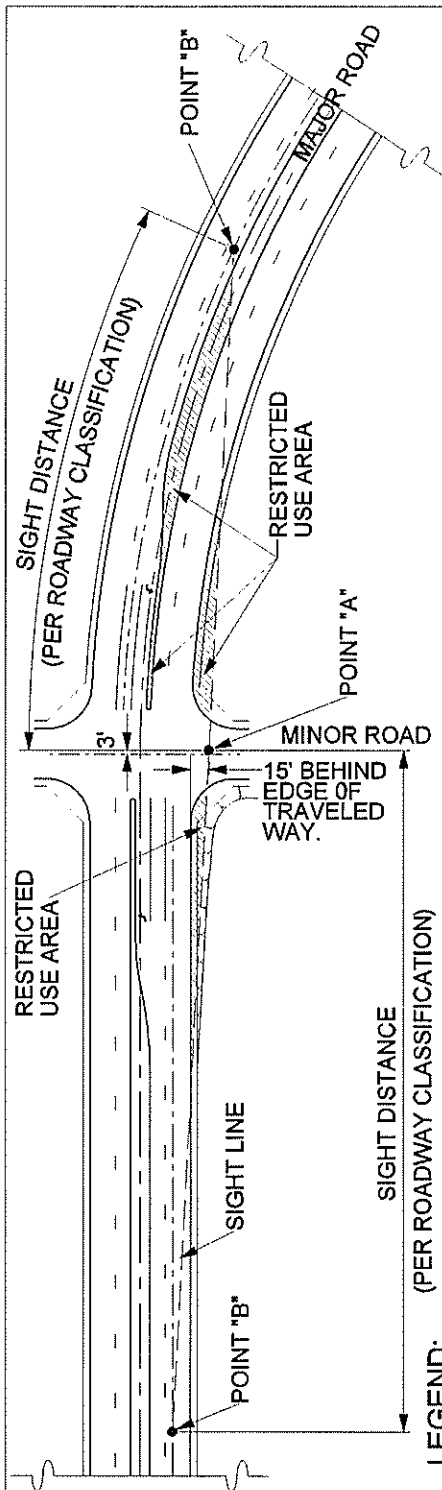
Signature	Name	Address	Date	Phone #
	MARIA BUZNOVICH	810 Paseo Grande	11/15/21	
	Liliana Borges	800 Paseo Grande	11/15/21	
	Juan A. Marcos	Corona CA 773 Via Marcos 92882	11/15/21	
	Naysia Kocher	722 Via Marcos Corona CA 92882	11/15/21	
	THOMAS J. BORQUET	734 VIA MARCOS	11/15/21	
	Nemi Borquet	740 Via Marcos Corona CA	11/15/21	

To Oppose the Conditional Use Permit No. 200032, which proposes to use an existing 1748 sq. ft building as a Cannabis Retailer located Northerly of Frontage Road, Southerly of W. 6th Street, and Westerly of Paseo Grande, in the Second Supervisorial District of Riverside County, California

Signature	Name	Address	Date	Phone #
	A. Godes	MOBILE 616 PASEO GRANDE	11-15-21	714-1323-7743
	Suzanne	MOBILE 616 PASEO GRANDE	11-15-21	401-5235
	Sunny	MOBILE 616 PASEO GRANDE	11-15-21	951-733-7965
	Naomi	790 Avenida de la Vigia	11-15-21	951-410-1822
	Paul Norman	Mobile	11-15-21	951-264-7854

Appendix P

County Standard No. 821, 207A, 208 and 1101



LEGEND:

- [Shaded Box] LIMITED USE AREA
- [Dashed Line] SIGHT LINE
- [Solid Line] CENTERLINE OF ROADWAY
- [Dashed Line] CENTERLINE OF TRAFFIC LANE

POINT 'A': DRIVER'S VANTAGE POINT.
POINT 'B': THE REQUIRED SIGHT DISTANCE POINT, MEASURED ALONG THE CENTERLINE OF THE NEAREST LANE OF APPROACHING TRAFFIC.

NOT TO SCALE

NOTES:

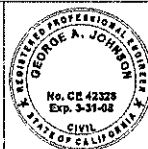
1. THE LIMITED USE AREA IS DETERMINED BY THE GRAPHICAL METHOD. IT SHALL BE USED FOR THE PURPOSE OF PROHIBITING OR CLEARING OBSTRUCTIONS TO MAINTAIN ADEQUATE SIGHT DISTANCE AT INTERSECTIONS.
2. LIMITED USE AREA TO BE KEPT CLEAR OF ALL OBSTRUCTIONS OVER 30 INCHES HIGH, INCLUDING VEGETATION.
3. NO TREES, WALLS, OR ANY OBSTRUCTIONS SHALL BE ALLOWED IN THE LIMITED USE AREA.
4. THE TOE OF SLOPE SHALL NOT ENCROACH INTO THE LIMITED USE AREA.
5. THE SIGHT DISTANCE SHALL BE MEASURED ALONG THE CENTERLINE OF THE ROAD.
6. POINT 'A' IS THE LOCATION OF THE DRIVER'S EYE, MEASURED 15 FEET BACK FROM THE EDGE OF THE TRAVELED WAY. (6 FEET FROM ETW, 1 FOOT STOP BAR, AND 8 FEET FROM FRONT BUMPER TO DRIVER.) IF THE STOP BAR IS MORE THAN 6 FEET FROM THE ETW, ADDITIONAL ALLOWANCE SHOULD BE CONSIDERED.
7. POINT 'B' IS THE REQUIRED SIGHT DISTANCE POINT LOCATED ALONG THE CENTER OF THE NEAREST TRAFFIC LANE.
8. THE LINE OF SIGHT SHALL BE SHOWN AT INTERSECTIONS ON TENTATIVE MAPS, SITE PLANS, GRADING PLANS, STREET PLANS, AND LANDSCAPE PLANS.
9. CORNER SIGHT DISTANCE IS MEASURED FROM A 3.5 FOOT HEIGHT AT THE LOCATION OF THE DRIVER'S EYE ON THE MINOR ROAD, TO A 4.25 FOOT OBJECT HEIGHT IN THE CENTER OF THE NEAREST TRAFFIC LANE OF THE MAJOR ROAD.
10. WHEN AN INTERSECTION IS LOCATED ON A VERTICAL CURVE, A PROFILE OF THE SIGHT LINE SHALL BE PROVIDED.

DESIGN SPEED (M.P.H.)	PUBLIC STREETS CORNER SIGHT DIST. (FT.)	PRIV. ROADS & DRIVEWAYS STOPPING SIGHT DIST. (FT.)
20	220	125
25	275	150
30	330	200
35	385	250
40	440	300
45	495	360
50	550	430
55	605	500
60	660	580
65	715	660

APPROVED BY:

George A. Johnson
 DIRECTOR OF TRANSPORTATION
 GEORGE A. JOHNSON, RCE 42328

DATE: 05/01/07

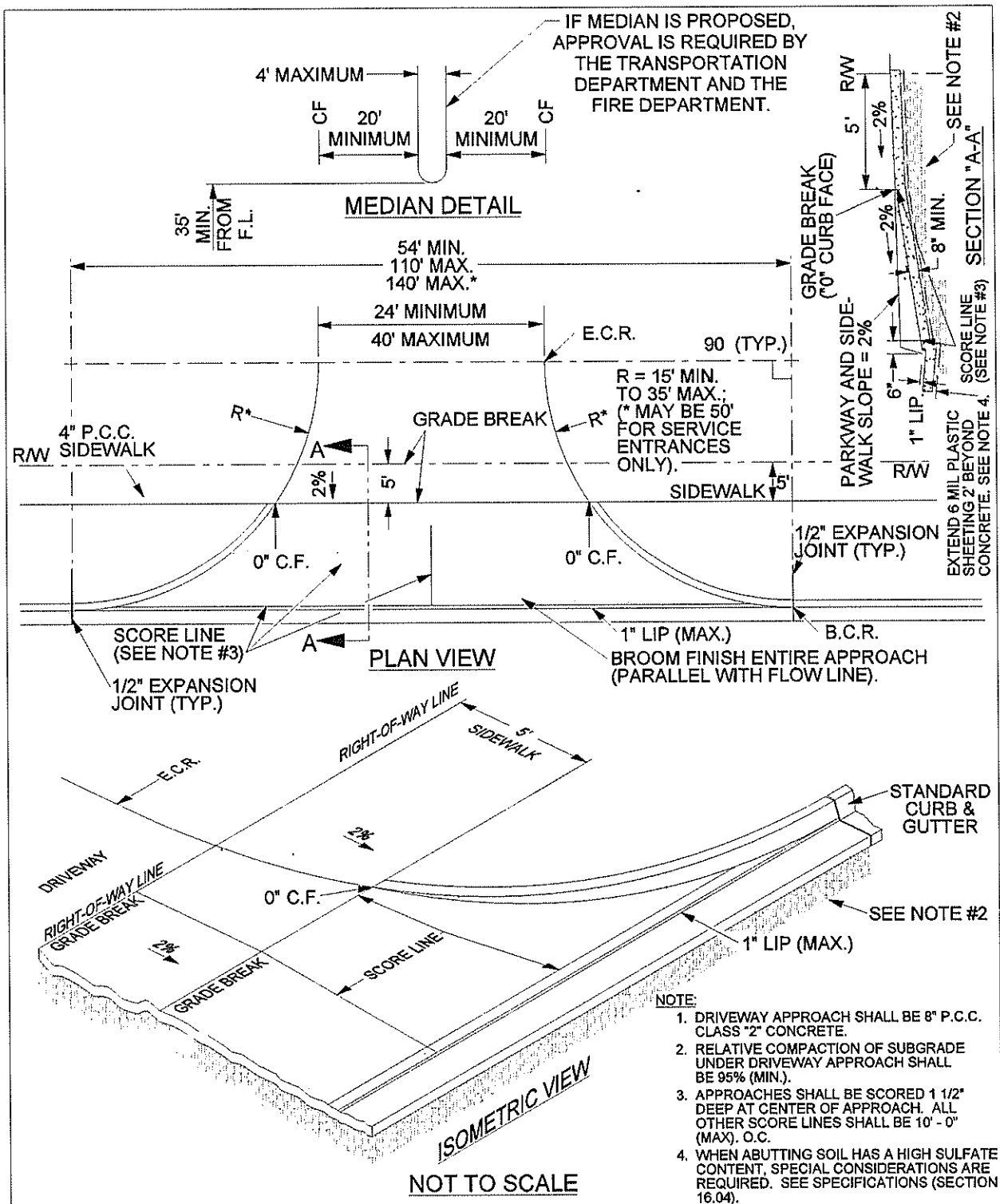


COUNTY OF RIVERSIDE

INTERSECTION SIGHT DISTANCE

STANDARD NO. 821

REVISIONS	REV.	BY:	APR'D	DATE	REV.	BY:	APR'D	DATE
	1				4			
	2				5			
	3				6			



APPROVED BY:

George A. Johnson
 DIRECTOR OF TRANSPORTATION
 GEORGE A. JOHNSON, RCE 42328

DATE: 11/15/04

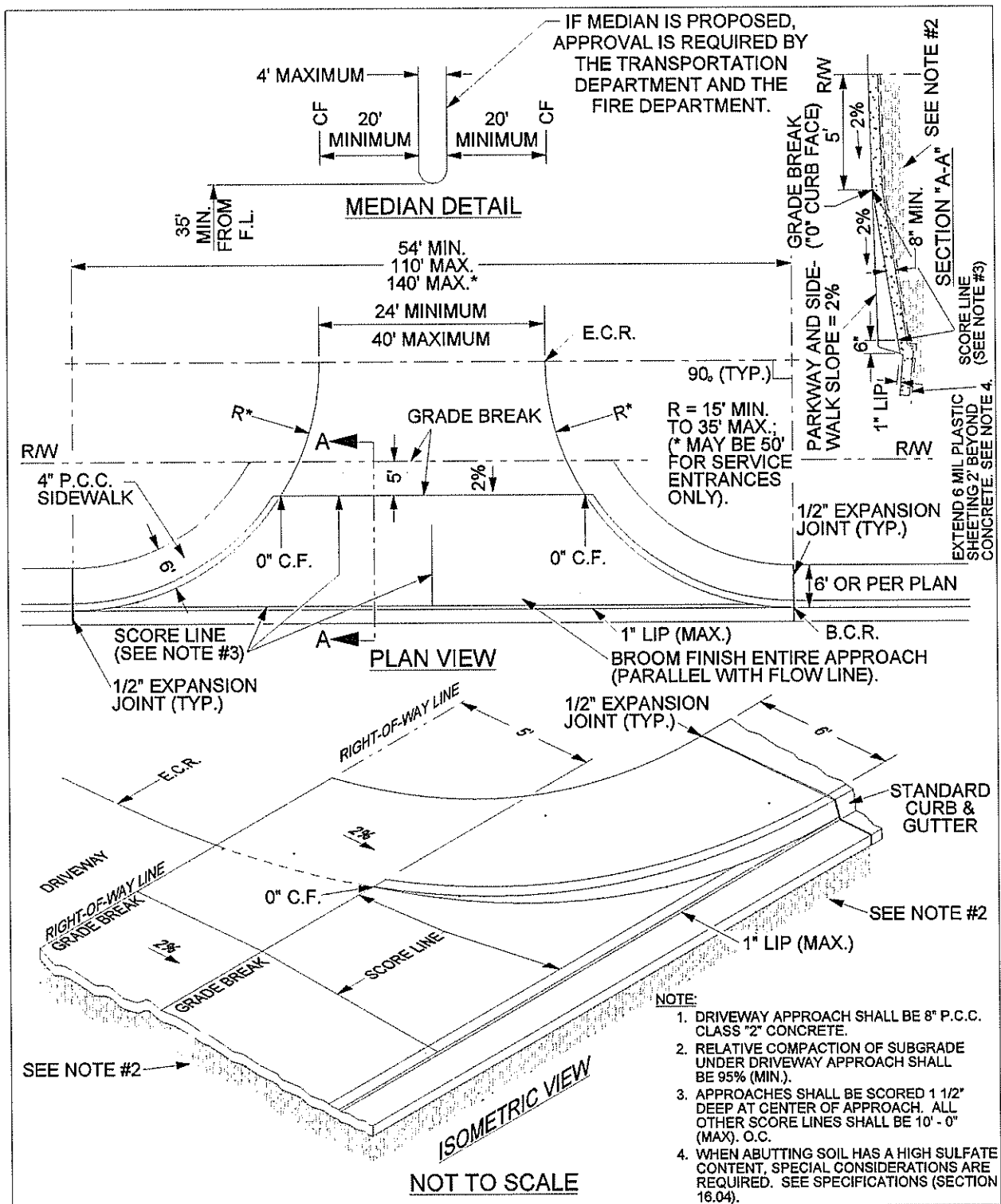


COUNTY OF RIVERSIDE

COMMERCIAL DRIVEWAY (WITH SIDEWALK AT R/W)

REVISIONS	REV.	BY:	APR'D	DATE	REV.	BY:	APR'D	DATE
11-04	1				4			
	2				5			
	3				6			

STANDARD NO. 207A (2 OF 2)



APPROVED BY:

George A. Johnson
DIRECTOR OF TRANSPORTATION
GEORGE A. JOHNSON, RCE 42328

DATE: 11/15/04

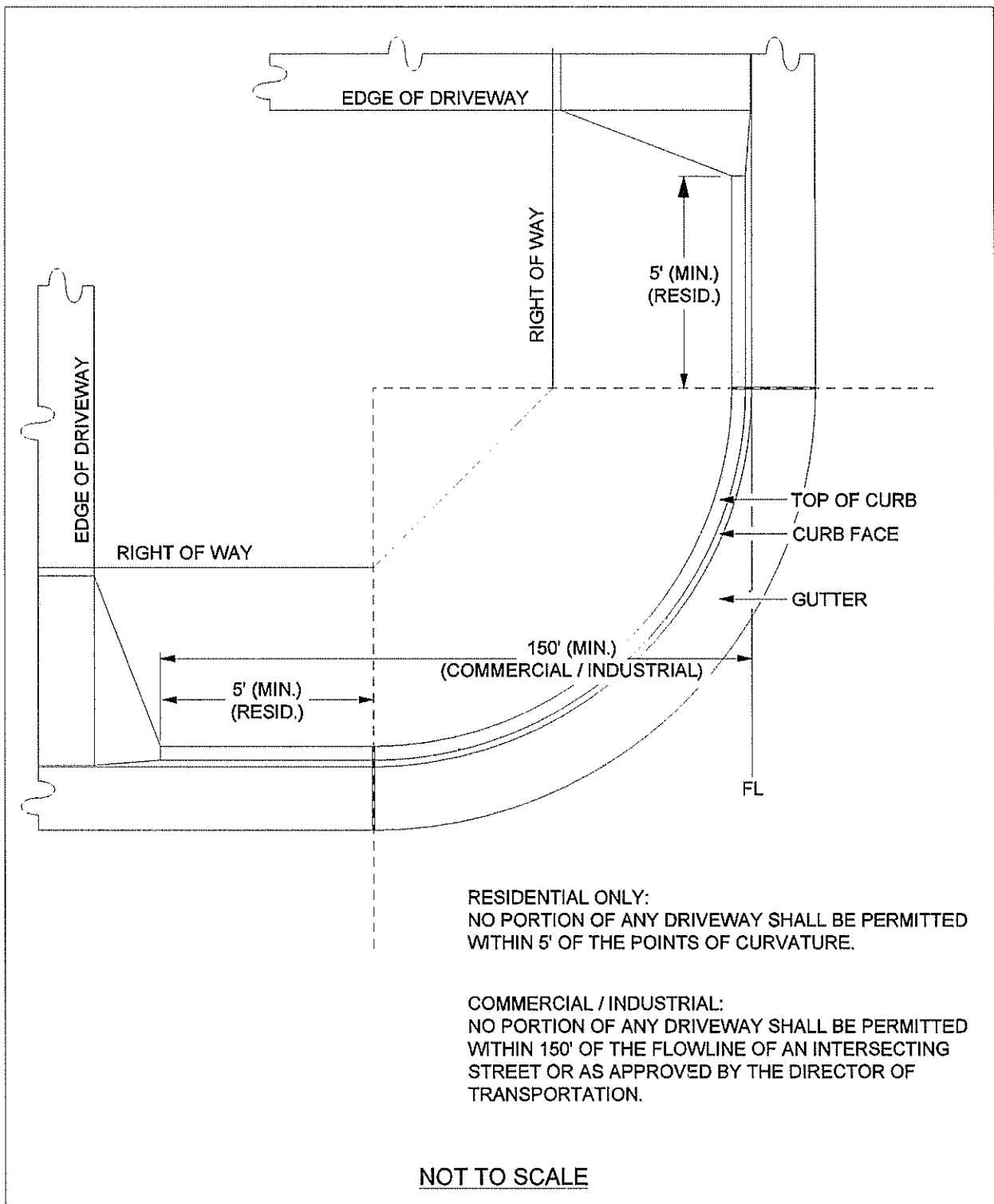


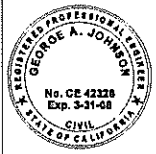

COUNTY OF RIVERSIDE

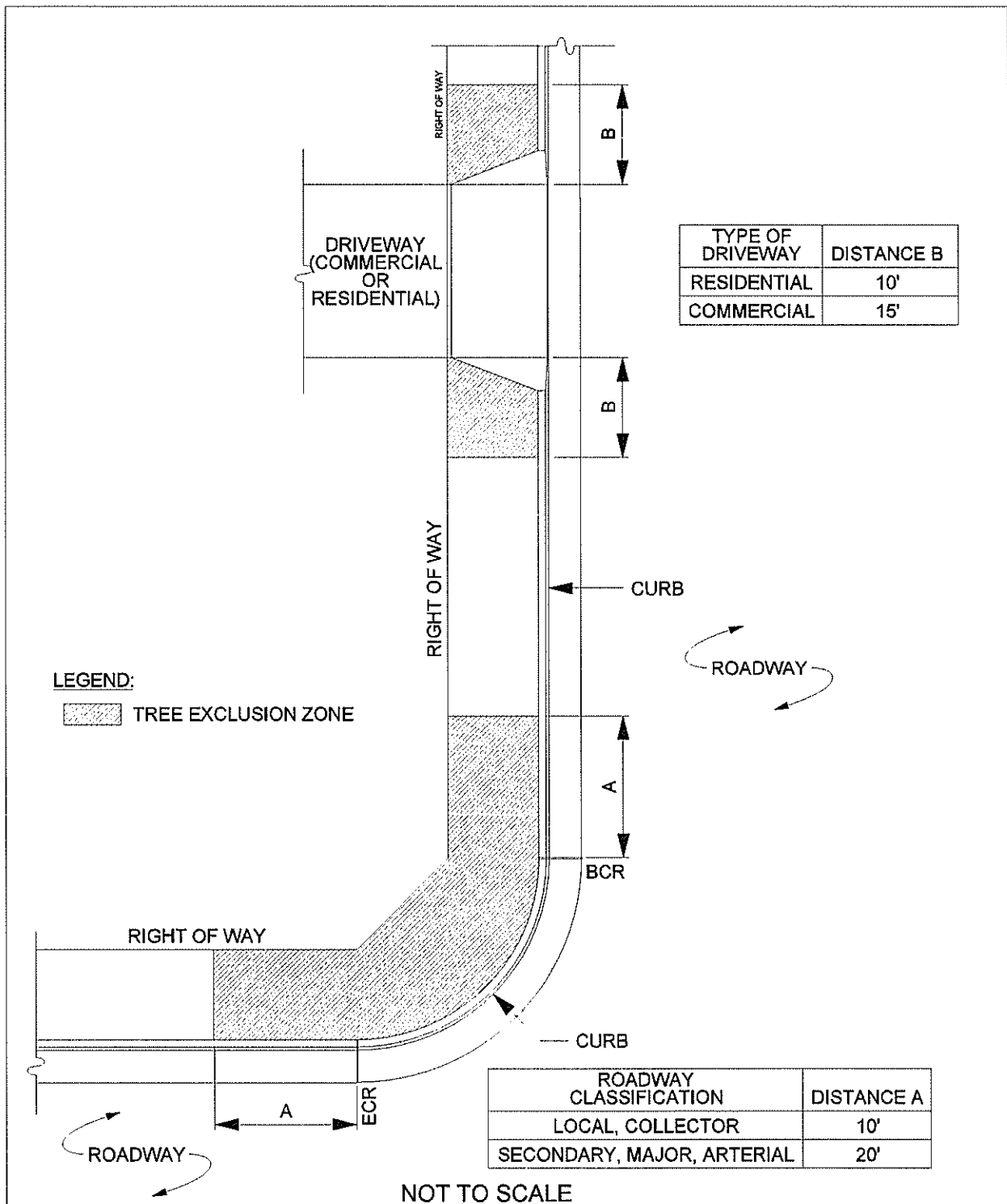
COMMERCIAL DRIVEWAY (WITH SIDEWALK AT CURB)

REVISIONS	REV.	BY:	APR'D	DATE	REV.	BY:	APR'D	DATE
11-04	1				4			
	2				5			
	3				6			

STANDARD NO. 207A (1 OF 2)



APPROVED BY:										COUNTY OF RIVERSIDE	
 DATE: 05/01/07 DIRECTOR OF TRANSPORTATION GEORGE A. JOHNSON, RCE 42328										DRIVEWAY LOCATIONS AT INTERSECTION CURB RETURNS	
REVISIONS		REV.	BY:	APR'D	DATE	REV.	BY:	APR'D	DATE		
8-77, 9-88		1				4					
11-04		2				5					
		3				6					



APPROVED BY:										COUNTY OF RIVERSIDE	
DATE: 05/01/07 DIRECTOR OF TRANSPORTATION GEORGE A. JOHNSON, RCE 42328										TREE SETBACKS AT CORNER CUT-BACKS AND DRIVEWAYS	
REVISIONS		REV.	BY:	APR'D	DATE	REV.	BY:	APR'D	DATE	STANDARD NO. 1101	
11-04		1				4					
		2				5					
		3				6					

Appendix Q

Copy of

Technical Advisory

On Evaluating Transportation Impacts In CEQA

April 2018

Governor's Office of Planning and Research

State of California

TECHNICAL ADVISORY

ON EVALUATING TRANSPORTATION IMPACTS IN CEQA



April 2018

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A. Introduction

This technical advisory is one in a series of advisories provided by the Governor's Office of Planning and Research (OPR) as a service to professional planners, land use officials, and CEQA practitioners. OPR issues technical assistance on issues that broadly affect the practice of land use planning and the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.). (Gov. Code, § 65040, subds. (g), (l), (m).) The purpose of this document is to provide advice and recommendations, which agencies and other entities may use at their discretion. This document does not alter lead agency discretion in preparing environmental documents subject to CEQA. This document should not be construed as legal advice.

Senate Bill 743 (Steinberg, 2013), which was codified in Public Resources Code section 21099, required changes to the guidelines implementing CEQA (CEQA Guidelines) (Cal. Code Regs., Title 14, Div. 6, Ch. 3, § 15000 et seq.) regarding the analysis of transportation impacts. As one appellate court recently explained: "During the last 10 years, the Legislature has charted a course of long-term sustainability based on denser infill development, reduced reliance on individual vehicles and improved mass transit, all with the goal of reducing greenhouse gas emissions. Section 21099 is part of that strategy" (*Covina Residents for Responsible Development v. City of Covina* (Feb. 28, 2018, B279590) __Cal.App.5th__, ordered pub. Mar. 22, 2018.) Pursuant to Section 21099, the criteria for determining the significance of transportation impacts must "promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses." (*Id.*, subd. (b)(1).) To that end, OPR has proposed changes to the CEQA Guidelines that identify vehicle miles traveled (VMT) as the most appropriate metric to evaluate a project's transportation impacts. Once the California Natural Resources Agency adopts these changes to the CEQA Guidelines, automobile delay, as measured by "level of service" and other similar metrics, generally will no longer constitute a significant environmental effect under CEQA.

This advisory contains technical recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures. Again, OPR provides this Technical Advisory as a resource for the public to use at their discretion. OPR is not enforcing or attempting to enforce any part of the recommendations contained herein. (Gov. Code, § 65035 ["It is not the intent of the Legislature to vest in the Office of Planning and Research any direct operating or regulatory powers over land use, public works, or other state, regional, or local projects or programs."].)

This April 2018 technical advisory is an update to the advisory it published in November 2017. OPR will continue to monitor implementation of these new provisions and may update or supplement this advisory in response to new information and advancements in modeling and methods.

B. Background

VMT and Greenhouse Gas Emissions Reduction. Senate Bill 32 (Pavley, 2016) requires California to reduce greenhouse gas emissions 40 percent below 1990 levels by 2030, and Executive Order B-16-12

provides a target of 80 percent below 1990 emissions levels for the transportation sector by 2050. The transportation sector has three major means of reducing greenhouse gas emissions: increasing vehicle efficiency, reducing fuel carbon content, and reducing the amount of vehicle travel. The California Air Resources Board (CARB) has provided a path forward for achieving these emissions reductions from the transportation sector in its 2016 Mobile Source Strategy. CARB determined that it will not be possible to achieve the State's 2030 and post-2030 emissions goals without reducing VMT growth.

VMT and Other Impacts to Health and Environment. Beyond greenhouse gas emissions, increases in VMT also impact human health and the natural environment. Human health is impacted as increases in vehicle travel leads to more vehicle crashes, poorer air quality, increases in chronic diseases associated with reduced physical activity, and worse mental health. Increases in vehicle travel also negatively affects other road users, including pedestrians, cyclists, other motorists, and many transit users. The natural environment is impacted as higher VMT leads to more collisions with wildlife and fragments habitat. Additionally, development which leads to more vehicle travel also tends to consume more energy, water, and open space (including farmland and sensitive habitat). This increase in impermeable surfaces raises the flood risk and pollutant transport into waterways. (Fang et al., 2017.)

VMT and Economic Growth. While it was previously believed that VMT growth was a necessary component of economic growth, data from the past two decades shows that economic growth is possible without a concomitant increase in VMT. (Figure 1.) Recent research shows that requiring development projects to mitigate LOS may actually reduce accessibility to destinations and impede economic growth.^{1,2}

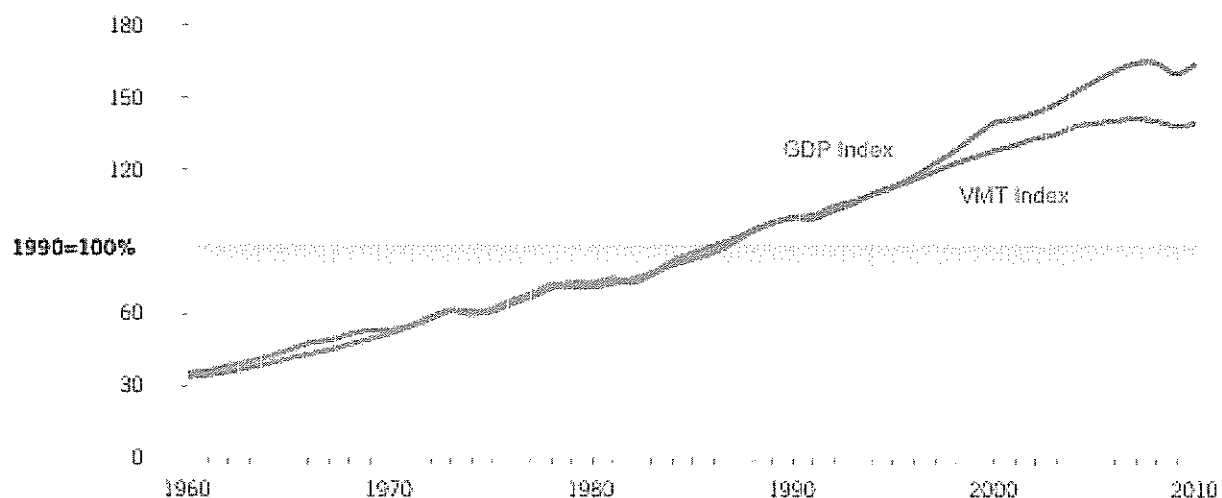


Figure 1. VMT and Gross Domestic Product (GDP), 1960-2010 (Kooshian and Winkelman, 2011)

¹ Haynes et al., *Congested Development: A Study of Traffic Delays, Access, and Economic Activity in Metropolitan Los Angeles*, Sept. 2015.

² Osman et al., *Not So Fast: A Study of Traffic Delays, Access, and Economic Activity in the San Francisco Bay Area*, March 2016.

C. Technical Considerations in Assessing Vehicle Miles Traveled

Many practitioners are familiar with accounting for VMT in connection with long-range planning, or as part of the CEQA analysis of a project's greenhouse gas emissions or energy impacts. This document provides technical information on how to assess VMT as part of a transportation impacts analysis under CEQA. Appendix 1 provides a description of which VMT to count and options on how to count it. Appendix 2 provides information on induced travel resulting from roadway capacity projects, including the mechanisms giving rise to induced travel, the research quantifying it, and information on additional approaches for assessing it.

1. Recommendations Regarding Methodology

Proposed Section 15064.3 explains that a "lead agency may use models to estimate a project's vehicle miles traveled" CEQA generally defers to lead agencies on the choice of methodology to analyze impacts. (*Santa Monica Baykeeper v. City of Malibu* (2011) 193 Cal.App.4th 1538, 1546; see *Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal.3d 376, 409 ["the issue is not whether the studies are irrefutable or whether they could have been better" ... rather, the "relevant issue is only whether the studies are sufficiently credible to be considered" as part of the lead agency's overall evaluation].) This section provides suggestions to lead agencies regarding methodologies to analyze VMT associated with a project.

Vehicle Types. Proposed Section 15064.3, subdivision (a), states, "For the purposes of this section, 'vehicle miles traveled' refers to the amount and distance of automobile travel attributable to a project." Here, the term "automobile" refers to on-road passenger vehicles, specifically cars and light trucks. Heavy-duty truck VMT could be included for modeling convenience and ease of calculation (for example, where models or data provide combined auto and heavy truck VMT). For an apples-to-apples comparison, vehicle types considered should be consistent across project assessment, significance thresholds, and mitigation.

Residential and Office Projects. Tour- and trip-based approaches³ offer the best methods for assessing VMT from residential/office projects and for comparing those assessments to VMT thresholds. These approaches also offer the most straightforward methods for assessing VMT reductions from mitigation measures for residential/office projects. When available, tour-based assessment is ideal because it captures travel behavior more comprehensively. But where tour-based tools or data are not available for all components of an analysis, a trip-based assessment of VMT serves as a reasonable proxy.

Models and methodologies used to calculate thresholds, estimate project VMT, and estimate VMT reduction due to mitigation should be comparable. For example:

³ See Appendix 1, *Considerations About Which VMT to Count*, for a description of these approaches.

- A tour-based assessment of project VMT should be compared to a tour-based threshold, or a trip-based assessment to a trip-based VMT threshold.
- Where a travel demand model is used to determine thresholds, the same model should also be used to provide trip lengths as part of assessing project VMT.
- Where only trip-based estimates of VMT reduction from mitigation are available, a trip-based threshold should be used, and project VMT should be assessed in a trip-based manner.

When a trip-based method is used to analyze a residential project, the focus can be on home-based trips. Similarly, when a trip-based method is used to analyze an office project, the focus can be on home-based work trips.

When tour-based models are used to analyze an office project, either employee work tour VMT or VMT from all employee tours may be attributed to the project. This is because workplace location influences overall travel. For consistency, the significance threshold should be based on the same metric: either employee work tour VMT or VMT from all employee tours.

For office projects that feature a customer component, such as a government office that serves the public, a lead agency can analyze the customer VMT component of the project using the methodology for retail development (see below).

Retail Projects. Generally, lead agencies should analyze the effects of a retail project by assessing the change in total VMT⁴ because retail projects typically re-route travel from other retail destinations. A retail project might lead to increases or decreases in VMT, depending on previously existing retail travel patterns.

Considerations for All Projects. Lead agencies should not truncate any VMT analysis because of jurisdictional or other boundaries. CEQA requires environmental analyses to reflect a “good faith effort at full disclosure.” (CEQA Guidelines, § 15151.) Thus, where methodologies exist that can estimate the full extent of vehicle travel from a project, the lead agency should apply them to do so. Analyses should also consider a project’s both short- and long-term effects on VMT.

Any project that includes in its geographic bounds a portion of an existing or planned Transit Priority Area (i.e., the project is within a ½ mile of an existing or planned major transit stop or an existing stop along a high quality transit corridor) may employ VMT as its primary metric of transportation impact for the entire project. (See Pub. Resources Code, § 21099, subds. (a)(7), (b)(1).)

⁴ See Appendix 1, *Considerations About Which VMT to Count*, “Assessing Change in Total VMT” section, for a description of this approach.

D. General Principles to Guide Consideration of VMT

SB 743 directs OPR to establish specific “criteria for determining the significance of transportation impacts of projects[.]” (Pub. Resources Code, § 21099, subd. (b)(1).) In establishing this criterion, OPR was guided by the general principles contained within CEQA, the CEQA Guidelines, and applicable case law.

To assist in the determination of significance, many lead agencies rely on “thresholds of significance.” The CEQA Guidelines define a “threshold of significance” to mean “an identifiable **quantitative, qualitative⁵ or performance level** of a particular environmental effect, non-compliance with which means the effect will **normally** be determined to be significant by the agency and compliance with which means the effect **normally** will be determined to be less than significant.” (CEQA Guidelines, § 15064.7, subd. (a) (emphasis added).) Lead agencies have discretion to develop and adopt their own, or rely on thresholds recommended by other agencies, “provided the decision of the lead agency to adopt such thresholds is supported by substantial evidence.” (*Id.* at subd. (c); *Save Cuyama Valley v. County of Santa Barbara* (2013) 213 Cal.App.4th 1059, 1068.) Substantial evidence means “enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached.” (*Id.* at § 15384 (emphasis added); *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th 1099, 1108-1109.)

Additionally, the analysis leading to the determination of significance need not be perfect. The CEQA Guidelines describe the standard for adequacy of environmental analyses:

An EIR should be prepared with a sufficient degree of analysis to provide decision makers with information which enables them to **make a decision which intelligently takes account of environmental consequences**. An evaluation of the environmental effects of a proposed project need not be exhaustive, but the sufficiency of an EIR is to be reviewed in the light of what is **reasonably feasible**. Disagreement among experts does not make an EIR inadequate, but the EIR should summarize the main points of disagreement among the experts. The **courts have looked not for perfection but for adequacy, completeness, and a good faith effort** at full disclosure.

(CEQA Guidelines, § 15151 (emphasis added).)

These general principles guide OPR’s recommendations regarding thresholds of significance for VMT set forth below.

⁵ Because the amount of a project’s VMT is needed (and is currently being used in practice) to assess the environmental impacts on a variety of resources (such as air quality, greenhouse gases, energy, and noise), qualitative analysis should only be applied when models or methods do not exist for undertaking a quantitative analysis.

E. Recommendations Regarding Significance Thresholds

As noted above, lead agencies have the discretion to set or apply their own thresholds of significance. (*Center for Biological Diversity v. California Dept. of Fish & Wildlife* (2015) 62 Cal.4th 204, 218-223 [lead agency had discretion to use compliance with AB 32's emissions goals as a significance threshold]; *Save Cuyama Valley v. County of Santa Barbara* (2013) 213 Cal.App.4th at p. 1068.) However, Section 21099 of the Public Resources Code states that the criteria for determining the significance of transportation impacts must promote: (1) reduction of greenhouse gas emissions; (2) development of multimodal transportation networks; and (3) a diversity of land uses. It further directed OPR to prepare and develop criteria for determining significance. (Pub. Resources Code, § 21099, subd. (b)(1).) This section provides OPR's suggested thresholds, as well as considerations for lead agencies that choose to adopt their own thresholds.

Various legislative mandates and state policies establish quantitative greenhouse gas emissions reduction targets. For example:

- Assembly Bill 32 (2006) requires statewide greenhouse gas reductions to 1990 levels by 2020 and continued reductions beyond 2020.
- Senate Bill 32 (2016) requires at least a 40 percent reduction in greenhouse gas emissions by 2030.
- Pursuant to Senate Bill 375 (2008), the California Air Resources Board establishes greenhouse gas reduction targets for metropolitan planning organizations (MPOs) to achieve based on land use patterns and transportation systems specified in Regional Transportation Plans and Sustainable Community Strategies. Current targets for the largest metropolitan planning organizations range from 13% to 16% reductions by 2035.
- Executive Order B-30-15 (2015) sets a GHG emissions reduction target of 40 percent below 1990 levels by 2030.
- Executive Order S-3-05 (2005) sets a GHG emissions reduction target of 80 percent below 1990 levels by 2050.
- Executive Order B-16-12 (2012) specifies a GHG emissions reduction target of 80 percent below 1990 levels by 2050 specifically for transportation.
- Senate Bill 391 requires the California Transportation Plan to support 80 percent reduction in GHGs below 1990 levels by 2050.
- The California Air Resources Board Mobile Source Strategy (2016) describes California's strategy for containing air pollutant emissions from vehicles, and quantifies VMT growth compatible with achieving state targets.
- The California Air Resources Board's 2017 Climate Change Scoping Plan Update: The Strategy for Achieving California's 2030 Greenhouse Gas Target describes California's strategy for containing

greenhouse gas emissions from vehicles, and quantifies VMT growth compatible with achieving state targets.

Considering these various targets, the California Supreme Court observed:

Meeting our statewide reduction goals does not preclude all new development. Rather, the Scoping Plan ... assumes continued growth and depends on increased efficiency and conservation in land use and transportation from all Californians.

(*Center for Biological Diversity v. California Dept. of Fish & Wildlife, supra*, 62 Cal.4th at p. 220.) Indeed, the Court noted that when a lead agency uses consistency with climate goals as a way to determine significance, particularly for long-term projects, the lead agency must consider the project's effect on meeting long-term reduction goals. (*Ibid.*) And more recently, the Supreme Court stated that "CEQA requires public agencies . . . to ensure that such analysis stay in step with evolving scientific knowledge and state regulatory schemes." (*Cleveland National Forest Foundation v. San Diego Assn. of Governments* (2017) 3 Cal.5th 497, 504.)

Meeting the targets described above will require substantial reductions in existing VMT per capita to curb greenhouse gases and other pollutants. But those targets do not translate directly into VMT thresholds for individual projects for many reasons, including:

- Some, but not all, of the emissions reductions needed to achieve those targets could be accomplished by other measures, including increased vehicle efficiency and decreased fuel carbon content. The CARB's *First Update to the Climate Change Scoping Plan* explains: "Achieving California's long-term criteria pollutant and GHG emissions goals will require four strategies to be employed: (1) improve vehicle efficiency and develop zero emission technologies, (2) reduce the carbon content of fuels and provide market support to get these lower-carbon fuels into the marketplace, (3) **plan and build communities to reduce vehicular GHG emissions and provide more transportation options, and (4) improve the efficiency and throughput of existing transportation systems.**" (CARB, *First Update to the Climate Change Scoping Plan*, May 2014, p. 46 (emphasis added).) In other words, vehicle efficiency and better fuels are necessary, but insufficient, to address the greenhouse gas emissions from the transportation system. Land use patterns and transportation options also will need to change to support reductions in vehicle travel/VMT.
- New land use projects alone will not sufficiently reduce per-capita VMT to achieve those targets, nor are they expected to be the sole source of VMT reduction.
- Interactions between land use projects, and also between land use and transportation projects, existing and future, together affect VMT.
- Because location within the region is the most important determinant of VMT, in some cases, streamlining CEQA review of projects in travel efficient locations may be the most effective means of reducing VMT.

- When assessing climate impacts of land use projects, use of an efficiency metric (e.g., per capita, per employee) may provide a better measure of impact than an absolute numeric threshold. (*Center for Biological Diversity, supra.*)

Public Resources Code section 21099 directs OPR to propose criteria for determining the significance of transportation impacts. In this Technical Advisory, OPR provides its recommendations to assist lead agencies in selecting a significance threshold that may be appropriate for their particular projects. While OPR's Technical Advisory is not binding on public agencies, CEQA allows lead agencies to "consider thresholds of significance . . . recommended by other public agencies, provided the decision to adopt those thresholds is supported by substantial evidence." (CEQA Guidelines, § 15064.7, subd. (c).) Based on OPR's extensive review of the applicable research and literature on this topic, **OPR finds that in most instances a per capita or per employee VMT that is fifteen percent below that of existing development may be a reasonable threshold.**

First, as described above, Section 21099 states that the criteria for determining significance must "promote the reduction in greenhouse gas emissions." SB 743 also states the Legislature's intent that the analysis of transportation in CEQA better promotes the State's goals of reducing greenhouse gas emissions. It cites in particular the reduction goals in the Global Warming Solutions Act (AB 32) and the Sustainable Communities and Climate Protection Act (SB 375), both of which call for substantial reductions. As indicated above, CARB established long-term reduction targets for the largest regions in the state that ranged from 13 to 16 percent.

Second, Caltrans has developed a statewide VMT reduction target in its Strategic Management Plan. Specifically, it calls for a 15 percent reduction in per capita VMT, compared to 2010 levels, by 2020.

Third, fifteen percent reductions in VMT are achievable at the project level in a variety of place types. (Quantifying Greenhouse Gas Measures, p. 55 CAPCOA, 2010).

Fourth, in CARB's most recent update to the Climate Change Scoping Plan, a 15 percent reduction in light-duty VMT beyond what existing plan and policies achieve is recommended to achieve the State's 2030 and 2050 targets. (CARB, The 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target, October 2017, pp. 116, 150; see generally, CARB, Climate Change Scoping Plan: A Framework for Change, December 2008, p. 27; CARB, First Update to the Climate Change Scoping Plan, May 2014, p. 113; CARB, The 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target, October 2017, p. 149.)

The Final 2017 Scoping Plan Update states,

VMT reductions are necessary to achieve the 2030 target and must be part of any strategy evaluated in this Plan. Stronger SB 375 GHG reduction targets will enable the State to make significant progress toward this goal, but alone will not provide all of the VMT growth reductions that will be needed. There is a gap between what SB 375 can provide and what is needed to meet the State's 2030 and 2050 goals." (CARB, California's 2017 Climate Change Scoping Plan, November 2017, p. 75.)

Furthermore,

At the State level, a number of important policies are being developed. Governor Brown signed Senate Bill 743 (Steinberg, 2013), which called for an update to the metric of transportation impact in CEQA. That update to the CEQA Guidelines is currently underway. Employing VMT as the metric of transportation impact statewide will help to ensure GHG reductions planned under SB 375 will be achieved through on-the-ground development, and will also play an important role in creating the additional GHG reductions needed beyond SB 375 across the State. (*Id.* at p. 76.)

....

Employing VMT as the metric of transportation impact statewide will help to ensure GHG reductions planned under SB 375 will be achieved through on-the-ground development, and will also play an important role in creating the additional GHG reductions needed beyond SB 375 across the State. Implementation of this change will rely, in part, on local land use decisions to reduce GHG emissions associated with the transportation sector, both at the project level, and in long-term plans (including general plans, climate action plans, specific plans, and transportation plans) and supporting sustainable community strategies developed under SB 375. The State can provide guidance and tools to assist local governments in achieving those objectives. (*Id.* at p. 76.)

....

California's future climate strategy will require increased focus on integrated land use planning to support livable, transit-connected communities, and conservation of agricultural and other lands. Accommodating population and economic growth through travel- and energy-efficient land use provides GHG-efficient growth, reducing GHGs from both transportation and building energy use. GHGs can be further reduced at the project level through implementing energy-efficient construction and travel demand management approaches. Further, the State's understanding of transportation impacts continues to evolve. The CEQA Guidelines are being updated to focus the analysis of transportation impacts on VMT. OPR's Technical Advisory includes methods of analysis of transportation impacts, approaches to setting significance thresholds, and includes examples of VMT mitigation under CEQA. (*Id.* at p. 102.)

Also, the Scoping Plan includes the following item as a "Recommended Action": "forthcoming statewide implementation of SB 743[.]" (*Id.* at p. 103.)

Achieving 15 percent lower per capita (residential) or per employee (office) VMT than existing development is both generally achievable and is supported by evidence that connects this level of reduction to the State's emissions goals. The following pages describe a series of screening thresholds below which a detailed analysis may not be required. Next, this advisory describes numeric thresholds recommended for various project types. Finally, this advisory describes the analysis for certain unique circumstances.

1. Screening Thresholds for Land Use Projects

Many agencies use “screening thresholds” to quickly identify when a project should be expected to cause a less-than-significant impact without conducting a detailed study. (See e.g., CEQA Guidelines, §§ 15063(c)(3)(C), 15128, and Appendix G.) As explained below, this technical advisory suggests that lead agencies may screen out VMT impacts using project size, maps, and transit availability.

Screening Threshold for Small Projects

Many local agencies have developed screening thresholds to indicate when detailed analysis is needed. Absent substantial evidence indicating that a project would generate a potentially significant level of VMT, or inconsistency with a Sustainable Communities Strategy (SCS) or general plan, projects that generate or attract fewer than 110 trips per day⁶ generally may be assumed to cause a less-than-significant transportation impact.

Map-Based Screening for Residential and Office Projects

Residential and office projects that locate in areas with low VMT, and that incorporate similar features (i.e., density, mix of uses, transit accessibility), will tend to exhibit similarly low VMT. Maps created with data from a travel survey or travel demand model can illustrate areas that are currently below threshold VMT (see recommendations below). Because new development in such locations would likely result in a similar level of VMT, such maps can be used to screen out residential and office projects from needing to prepare a detailed VMT analysis.

⁶ CEQA provides a categorical exemption for existing facilities, including additions to existing structures of up to 10,000 square feet, so long as the project is in an area where public infrastructure is available to allow for maximum planned development and the project is not in an environmentally sensitive area. (CEQA Guidelines, § 15301, subd. (e)(2).) Typical project types for which trip generation increases relatively linearly with building footprint (i.e., general office building, single tenant office building, office park, and business park) generate or attract an additional 110-124 trips per 10,000 square feet. Therefore, absent substantial evidence otherwise, it is reasonable to conclude that the addition of 110 or fewer trips could be considered not to lead to a significant impact.

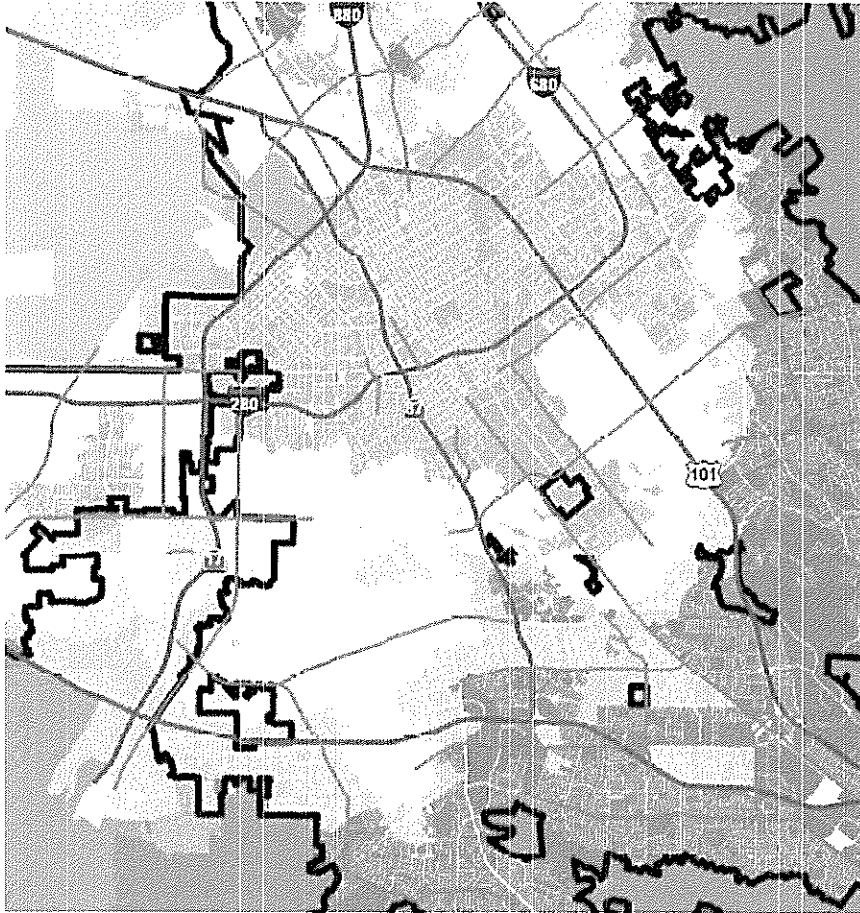


Figure 2. Example map of household VMT that could be used to delineate areas eligible to receive streamlining for VMT analysis. (Source: City of San José, Department of Transportation, draft output of City Transportation Model.)

Presumption of Less Than Significant Impact Near Transit Stations

Proposed CEQA Guideline Section 15064.3, subdivision (b)(1), states that lead agencies generally should presume that certain projects (including residential, retail, and office projects, as well as projects that are a mix of these uses) proposed within ½ mile of an existing major transit stop⁷ or an existing stop along a high quality transit corridor⁸ will have a less-than-significant impact on VMT. This presumption would not apply, however, if project-specific or location-specific information indicates that the project

⁷ Pub. Resources Code, § 21064.3 (“‘Major transit stop’ means a site containing an existing rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.”).

⁸ Pub. Resources Code, § 21155 (“For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.”).

will still generate significant levels of VMT. For example, the presumption might not be appropriate if the project:

- Has a Floor Area Ratio (FAR) of less than 0.75
- Includes more parking for use by residents, customers, or employees of the project than required by the jurisdiction (if the jurisdiction requires the project to supply parking)
- Is inconsistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Planning Organization)

If any of these exceptions to the presumption might apply, the lead agency should conduct a detailed VMT analysis to determine whether the project would exceed VMT thresholds (see below).

2. Recommended Numeric Thresholds for Residential, Office, and Retail Projects

Recommended threshold for residential projects: A proposed project exceeding a level of 15 percent below existing VMT per capita may indicate a significant transportation impact. Existing VMT per capita may be measured as regional VMT per capita or as city VMT per capita. Proposed development referencing city VMT per capita should not cumulatively exceed the number of units specified in the SCS for that city, and should be consistent with the SCS.

Residential development that would generate vehicle travel that is 15 or more percent below the existing residential VMT per capita, measured against the region or city, may indicate a less-than-significant transportation impact. In MPO areas, development measured against city VMT per capita (rather than regional VMT per capita) should not cumulatively exceed the population or number of units specified in the SCS for that city because greater-than-planned amounts of development in areas above the region-based threshold would undermine the VMT containment needed to achieve regional targets under SB 375.

For residential projects in unincorporated county areas, the local agency can compare a residential project's VMT to (1) the region's VMT per capita, or (2) the aggregate population-weighted VMT per capita of all cities in the region. In MPO areas, development in unincorporated areas measured against aggregate city VMT per capita (rather than regional VMT per capita) should not cumulatively exceed the population or number of units specified in the SCS for that city because greater-than-planned amounts of development in areas above the regional threshold would undermine achievement of regional targets under SB 375.

These thresholds can be applied to either household (i.e., tour-based) VMT or home-based (i.e., trip-based) VMT assessments.⁹ It is critical, however, that the agency be consistent in its VMT measurement

⁹ See Appendix 1 for a description of these approaches.

approach throughout the analysis to maintain an “apples-to-apples” comparison. For example, if the agency uses a home-based VMT for the threshold, it should also be use home-based VMT for calculating project VMT and VMT reduction due to mitigation measures.

Recommended threshold for office projects: A proposed project exceeding a level of 15 percent below existing regional VMT per employee may indicate a significant transportation impact.

Office projects that would generate vehicle travel exceeding 15 percent below existing VMT per employee for the region may indicate a significant transportation impact. In cases where the region is substantially larger than the geography over which most workers would be expected to live, it might be appropriate to refer to a smaller geography, such as the county, that includes the area over which nearly all workers would be expected to live.

Office VMT screening maps can be developed using tour-based data, considering either total employee VMT or employee work tour VMT. Similarly, tour-based analysis of office project VMT could consider either total employee VMT or employee work tour VMT. Where tour-based information is unavailable for threshold determination, project assessment, or assessment of mitigation, home-based work trip VMT should be used throughout all steps of the analysis to maintain an “apples-to-apples” comparison.

Recommended threshold for retail projects: A net increase in total VMT may indicate a significant transportation impact.

Because new retail development typically redistributes shopping trips rather than creating new trips,¹⁰ estimating the total change in VMT (i.e., the difference in total VMT in the area affected with and without the project) is the best way to analyze a retail project’s transportation impacts.

By adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT. Thus, lead agencies generally may presume such development creates a less-than-significant transportation impact. Regional-serving retail development, on the other hand, which can lead to substitution of longer trips for shorter ones, may tend to have a significant impact. Where such development decreases VMT, lead agencies should consider the impact to be less-than-significant.

Many cities and counties define local-serving and regional-serving retail in their zoning codes. Lead agencies may refer to those local definitions when available, but should also consider any project-specific information, such as market studies or economic impacts analyses that might bear on customers’ travel behavior. Because lead agencies will best understand their own communities and the likely travel behaviors of future project users, they are likely in the best position to decide when a

¹⁰ Lovejoy, et al., *Measuring the impacts of local land-use policies on vehicle miles of travel: The case of the first big-box store in Davis, California*, *The Journal of Transport and Land Use*, 2013.

project will likely be local-serving. Generally, however, retail development including stores larger than 50,000 square feet might be considered regional-serving, and so lead agencies should undertake an analysis to determine whether the project might increase or decrease VMT.

Mixed-Use Projects

Lead agencies can evaluate each component of a mixed-use project independently and apply the significance threshold for each project type included (e.g., residential and retail). Alternatively, a lead agency may consider only the project's dominant use. In the analysis of each use, a project should take credit for internal capture. Combining different land uses and applying one threshold to those land uses may result in an inaccurate impact assessment.

Other Project Types

Of land use projects, residential, office, and retail projects tend to have the greatest influence on VMT. For that reason, OPR recommends the quantified thresholds described above for purposes of analysis and mitigation. Lead agencies, using more location-specific information, may develop their own more specific thresholds, which may include other land use types. In developing thresholds for other project types, or thresholds different from those recommended here, lead agencies should consider the purposes described in section 21099 of the Public Resources Code and regulations in the CEQA Guidelines on the development of thresholds of significance (e.g., CEQA Guidelines, § 15064.7).

Strategies and projects that decrease local VMT but increase total VMT should be avoided. Agencies should consider whether their actions encourage development in a less travel-efficient location by limiting development in travel-efficient locations.

Redevelopment Projects

Where a project replaces existing VMT-generating land uses, if the replacement leads to a net overall decrease in VMT, the project would lead to a less-than-significant transportation impact. If the project leads to a net overall increase in VMT, then the thresholds described above should apply.

If a residential or office project leads to a net increase in VMT, then the project's VMT per capita (residential) or per employee (office) should be compared to thresholds recommended above. Per capita and per employee VMT are efficiency metrics, and, as such, apply only to the existing project without regard to the VMT generated by the previously existing land use.

If the project leads to a net increase in provision of locally-serving retail, transportation impacts from the retail portion of the development should be presumed to be less than significant. If the project consists of regionally-serving retail, and increases overall VMT compared to with existing uses, then the project would lead to a significant transportation impact.

RTP-SCS Consistency (All Land Use Projects)

Section 15125, subdivision (d), of the CEQA Guidelines provides that lead agencies should analyze impacts resulting from inconsistencies with regional plans, including regional transportation plans. For this reason, if a project is inconsistent with the Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS), the lead agency should evaluate whether that inconsistency indicates a significant impact on transportation.

3. Recommendations Regarding Land Use Plans

As with projects, agencies should analyze VMT outcomes of land use plans over the full area over which the plan may substantively affect travel patterns, including beyond the boundary of the plan or jurisdiction's geography. Analysis of specific plans may employ the same thresholds described above for projects. A general plan, area plan, or community plan may have a significant impact on transportation if it is not consistent with the relevant RTP-SCS.

Thresholds for plans in non-MPO areas may be determined on a case-by-case basis.

4. Other Considerations

Rural Projects Outside of MPOs

In rural areas of non-MPO counties (i.e., areas not near established or incorporated cities or towns), fewer options may be available for reducing VMT, and significance thresholds may be best determined on a case-by-case basis. Note, however, that clustered small towns and small town main streets may have substantial VMT benefits compared to isolated rural development, similar to the transit oriented development described above.

Impacts to Transit

Because criteria for determining the significance of transportation impacts must promote "the development of multimodal transportation networks" pursuant to Public Resources Code section 21099, subd. (b)(1), lead agencies should consider project impacts to transit systems and bicycle and pedestrian networks. For example, a project that blocks access to a transit stop or blocks a transit route itself may interfere with transit functions. Lead agencies should consult with transit agencies as early as possible in the development process, particularly for projects that are located within one half mile of transit stops.

When evaluating impacts to multimodal transportation networks, lead agencies generally should not treat the addition of new transit users as an adverse impact. An infill development may add riders to transit systems and the additional boarding and alighting may slow transit vehicles, but it also adds

destinations, improving proximity and accessibility. Such development also improves regional vehicle flow by adding less vehicle travel onto the regional network.

Increased demand throughout a region may, however, cause a cumulative impact by requiring new or additional transit infrastructure. Such impacts may be adequately addressed through a fee program that fairly allocates the cost of improvements not just to projects that happen to locate near transit, but rather across a region to all projects that impose burdens on the entire transportation system, since transit can broadly improve the function of the transportation system.

F. Considering the Effects of Transportation Projects on Vehicle Travel

Many transportation projects change travel patterns. A transportation project which leads to additional vehicle travel on the roadway network, commonly referred to as “induced vehicle travel,” would need to quantify the amount of additional vehicle travel in order to assess air quality impacts, greenhouse gas emissions impacts, energy impacts, and noise impacts. Transportation projects also are required to examine induced growth impacts under CEQA. (See generally, Pub. Resources Code, §§ 21065 [defining “project” under CEQA as an activity as causing either a direct or reasonably foreseeable indirect physical change], 21065.3 [defining “project-specific effect” to mean all direct or indirect environmental effects], 21100, subd. (b) [required contents of an EIR].) For any project that increases vehicle travel, explicit assessment and quantitative reporting of the amount of additional vehicle travel should not be omitted from the document; such information may be useful and necessary for a full understanding of a project’s environmental impacts. (See Pub. Resources Code, §§ 21000, 21001, 21001.1, 21002, 21002.1 [discussing the policies of CEQA].) A lead agency that uses the VMT metric to assess the transportation impacts of a transportation project may simply report that change in VMT as the impact. When the lead agency uses another metric to analyze the transportation impacts of a roadway project, changes in amount of vehicle travel added to the roadway network should still be analyzed and reported. (See, e.g., California Department of Transportation, Guidance for Preparers of Growth-related, Indirect Impact Analyses (2006).)

While CEQA does not require perfection, it is important to make a reasonably accurate estimate of transportation projects’ effects on vehicle travel in order to make reasonably accurate estimates of GHG emissions, air quality emissions, energy impacts, and noise impacts. (See, e.g., *California Clean Energy Com. v. City of Woodland* (2014) 225 Cal.App.4th 173, 210 [EIR failed to consider project’s transportation energy impacts]; *Ukiah Citizens for Safety First v. City of Ukiah* (2016) 248 Cal.App.4th 256, 266.) Appendix 2 describes in detail the causes of induced vehicle travel, the robust empirical evidence of induced vehicle travel, and how models and research can be used in conjunction to quantitatively assess induced vehicle travel with reasonable accuracy.

If a project would likely lead to a measurable and substantial increase in vehicle travel, the lead agency should conduct an analysis assessing the amount of vehicle travel the project will induce. Project types that would likely lead to a measurable and substantial increase in vehicle travel generally include:

- Addition of through lanes on existing or new highways, including general purpose lanes, HOV lanes, peak period lanes, auxiliary lanes, or lanes through grade-separated interchanges

Projects that would not likely lead to a substantial or measurable increase in vehicle travel, and therefore generally should not require an induced travel analysis, include:

- Rehabilitation, maintenance, replacement and repair projects designed to improve the condition of existing transportation assets (e.g., highways, roadways, bridges, culverts, tunnels, transit systems, and assets that serve bicycle and pedestrian facilities) and that do not add additional motor vehicle capacity
- Roadway shoulder enhancements to provide “breakdown space,” dedicated space for use only by transit vehicles, to provide bicycle access, or to otherwise improve safety, but which will not be used as automobile vehicle travel lanes
- Addition of an auxiliary lane of less than one mile in length designed to improve roadway safety
- Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left, right, and U-turn pockets, or emergency breakdown lanes that are not utilized as through lanes
- Addition of roadway capacity on local or collector streets provided the project also substantially improves conditions for pedestrians, cyclists, and, if applicable, transit
- Conversion of existing general purpose lanes (including ramps) to managed lanes or transit lanes, or changing lane management in a manner that would not substantially increase vehicle travel
- Addition of a new lane that is permanently restricted to use only by transit vehicles
- Reduction in number of through lanes
- Grade separation to separate vehicles from rail, transit, pedestrians or bicycles, or to replace a lane in order to separate preferential vehicles (e.g., HOV, HOT, or trucks) from general vehicles
- Installation, removal, or reconfiguration of traffic control devices, including Transit Signal Priority (TSP) features
- Traffic metering systems
- Timing of signals to optimize vehicle, bicycle, or pedestrian flow
- Installation of roundabouts or traffic circles
- Installation or reconfiguration of traffic calming devices
- Adoption of or increase in tolls
- Addition of tolled lanes, where tolls are sufficient to mitigate VMT increase
- Initiation of new transit service
- Conversion of streets from one-way to two-way operation with no net increase in number of traffic lanes
- Removal or relocation of off-street or on-street parking spaces
- Adoption or modification of on-street parking or loading restrictions (including meters, time limits, accessible spaces, and preferential/reserved parking permit programs)
- Addition of traffic wayfinding signage

- Rehabilitation and maintenance projects that do not add motor vehicle capacity
- Addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public rights-of-way
- Addition of Class I bike paths, trails, multi-use paths, or other off-road facilities that serve non-motorized travel
- Installation of publicly available alternative fuel/charging infrastructure
- Addition of passing lanes in rural areas that do not increase overall vehicle capacity along the corridor

1. Recommended Significance Threshold for Transportation Projects

As noted in Section 15064.3 of the CEQA Guidelines, lead agencies for roadway capacity projects have discretion, consistent with CEQA and planning requirements, to choose which metric to use to evaluate transportation impacts. This section recommends considerations for evaluating impacts using vehicle miles traveled. Lead agencies have discretion to choose a threshold of significance for transportation projects as they do for other types of projects. As explained above, Public Resources Code section 21099, subdivision (b)(1), provides that criteria for determining the significance of transportation impacts must promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.

Whether adopting a threshold of significance, or evaluating transportation impacts on a case-by-case basis, a lead agency should ensure that the analysis addresses:

- Direct, indirect and cumulative effects of the transportation project (CEQA Guidelines, § 15064, subds. (d), (h))
- Near-term and long-term effects of the transportation project (CEQA Guidelines, §§ 15063, subd. (a)(1), 15126.2, subd. (a))
- The transportation project's consistency with state greenhouse gas reduction goals (Pub. Resources Code, § 21099)¹¹
- The impact of the transportation project on the development of multimodal transportation networks (Pub. Resources Code, § 21099)

¹¹ The Air Resources Board has ascertained, in *The 2017 Climate Change Scoping Plan: The Strategy for Achieving California's 2030 Greenhouse Gas Target* (p. 116) and *Mobile Source Strategy* (p. 37), the limits of VMT growth compatible with California containing greenhouse gas emissions to levels research shows would allow for climate stabilization. The *Staff Report on Proposed Update to the SB 375 Greenhouse Gas Emission Reduction Targets* (Figure 1, p. 10, and Figure 2, p. 23), illustrates that Regional Transportation Plans and Sustainable Communities Strategies will fall short of achieving GHG reductions research says is needed to achieve climate stabilization, so OPR recommends not basing transportation project thresholds on those documents.

- The impact of the transportation project on the development of a diversity of land uses (Pub. Resources Code, § 21099)

The recommendations in this technical advisory may be updated over time.

2. Estimating VMT Impacts from Transportation Projects

CEQA requires analysis of a project's potential growth-inducing impacts. (Pub. Resources Code, § 21100, subd. (b)(5); CEQA Guidelines, § 15126.2, subd. (d).) Many agencies are familiar with the analysis of growth inducing impacts associated with water, sewer, and other infrastructure. This technical advisory addresses growth that may be expected from roadway expansion projects.

Because a roadway expansion project can induce substantial VMT, incorporating quantitative estimates of induced VMT is critical to calculating both transportation and other impacts of these projects. Induced travel also has the potential to reduce or eliminate congestion relief benefits. An accurate estimate of induced travel is needed to accurately weigh costs and benefits of a highway capacity expansion project.

The effect of a transportation project on vehicle travel should be estimated using the "change in total VMT" method described in *Appendix 1*. This means that an assessment of total VMT without the project and an assessment with the project should be made; the difference between the two is the amount of VMT attributable to the project. The assessment should cover the full area in which driving patterns are expected to change. As with other types of projects, the VMT estimation should not be truncated at a modeling or jurisdictional boundary for convenience of analysis when travel behavior is substantially affected beyond that boundary.

Transit and Active Transportation Projects

Transit and active transportation projects generally reduce VMT and therefore are presumed to cause a less-than-significant impact on transportation. This presumption may apply to all passenger rail projects, bus and bus rapid transit projects, and bicycle and pedestrian infrastructure projects. Streamlining transit and active transportation projects aligns with each of the three statutory goals contained in SB 743 by reducing GHG emissions, increasing multimodal transportation networks, and facilitating mixed use development.

Roadway Projects

Reducing roadway capacity (for example, by removing or repurposing motor vehicle travel lanes) will generally reduce VMT and therefore is presumed to cause a less-than-significant impact on transportation. Generally, no transportation analysis is needed for such projects.

Building new roadways, adding roadway capacity in congested areas, or adding roadway capacity to areas where congestion is expected in the future, typically induces additional vehicle travel. For the types of projects previously indicated as likely to lead to additional vehicle travel, an estimate should be made of the change in vehicle travel resulting from the project.

For projects that increase roadway capacity, lead agencies can evaluate induced travel quantitatively by applying the results of existing studies that examine the magnitude of the increase of VMT resulting from a given increase in lane miles. These studies estimate the percent change in VMT for every percent change in miles to the roadway system (i.e., “elasticity”). (See U.C. Davis, Institute for Transportation Studies, *Increasing Highway Capacity Unlikely to Relieve Traffic Congestion*, (October 2015); Boarnet and Handy, *Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions*, California Air Resources Board Policy Brief, September 30, 2014.) Given that lead agencies have discretion in choosing their methodology, and the studies on induced travel reveal a range of elasticities, lead agencies may appropriately apply professional judgment in studying the transportation effects of a particular project. The most recent major study (Duranton and Turner, 2011), estimates an elasticity of 1.0, meaning that every percent change in lane miles results in a one percent increase in VMT.

To estimate VMT impacts from roadway expansion projects:

1. Determine the total lane-miles over an area that fully captures travel behavior changes resulting from the project (generally the region, but for projects affecting interregional travel look at all affected regions).
2. Determine the percent change in total lane miles that will result from the project.
3. Determine the total existing VMT over that same area.
4. Multiply the percent increase in lane miles by the existing VMT, and then multiply that by the elasticity from the induced travel literature:

$$[\% \text{ increase in lane miles}] \times [\text{existing VMT}] \times [\text{elasticity}] = [\text{VMT resulting from the project}]$$

This method would not be suitable for rural (non-MPO) locations in the state which are neither congested nor projected to become congested. It also may not be suitable for a new road that provides new connectivity across a barrier (e.g., a bridge across a river) if it would be expected to substantially shorten existing trips. If it is likely to be substantial, the trips-shortening effect should be examined explicitly.

The effects of roadway capacity on vehicle travel can also be applied at a programmatic level. For example, in a regional planning process the lead agency can use that program-level analysis to streamline later project-level analysis. (See CEQA Guidelines, § 15168.) A program-level analysis of VMT should include effects of the program on land use patterns, and the VMT that results from those land use effects. In order for a program-level document to adequately analyze potential induced demand

from a project or program of roadway capacity expansion, lead agencies cannot assume a fixed land use pattern (i.e., a land use pattern that does not vary in response to the provision of roadway capacity). A proper analysis should account for land use investment and development pattern changes that react in a reasonable manner to changes in accessibility created by transportation infrastructure investments (whether at the project or program level).

Mitigation and Alternatives

Induced VMT has the potential to reduce or eliminate congestion relief benefits, increase VMT, and increase other environmental impacts that result from vehicle travel.¹² If those effects are significant, the lead agency will need to consider mitigation or alternatives. In the context of increased travel that is induced by capacity increases, appropriate mitigation and alternatives that a lead agency might consider include the following:

- Tolling new lanes to encourage carpools and fund transit improvements
- Converting existing general purpose lanes to HOV or HOT lanes
- Implementing or funding off-site travel demand management
- Implementing Intelligent Transportation Systems (ITS) strategies to improve passenger throughput on existing lanes

Tolling and other management strategies can have the additional benefit of preventing congestion and maintaining free-flow conditions, conferring substantial benefits to road users as discussed above.

G. Analyzing Other Impacts Related to Transportation

While requiring a change in the methodology of assessing transportation impacts, Public Resources Code section 21099 notes that this change “does not relieve a public agency of the requirement to analyze a project’s potentially significant transportation impacts related to air quality, noise, safety, or any other impact associated with transportation.” OPR expects that lead agencies will continue to address mobile source emissions in the air quality and noise sections of an environmental document and the corresponding studies that support the analysis in those sections. Lead agencies should continue to address environmental impacts of a proposed project pursuant to CEQA’s requirements, using a format that is appropriate for their particular project.

Because safety concerns result from many different factors, they are best addressed at a programmatic level (i.e., in a general plan or regional transportation plan) in cooperation with local governments,

¹² See *Increasing Highway Capacity Unlikely to Relieve Traffic Congestion*, National Center for Sustainable Transportation, October 2015, available at http://www.dot.ca.gov/newtech/researchreports/reports/2015/10-12-2015-NCST_Brief_InducedTravel_CS6_v3.pdf; see Duranton and Turner, *The Fundamental Law of Road Congestion: Evidence from US cities*, 2011, available at <http://www.nber.org/papers/w15376>.

metropolitan planning organizations, and, where the state highway system is involved, the California Department of Transportation. In most cases, such an analysis would not be appropriate on a project-by-project basis. Increases in traffic volumes at a particular location resulting from a project typically cannot be estimated with sufficient accuracy or precision to provide useful information for an analysis of safety concerns. Moreover, an array of factors affect travel demand (e.g., strength of the local economy, price of gasoline), causing substantial additional uncertainty. Appendix B of the General Plan Guidelines summarizes research which could be used to guide a programmatic analysis under CEQA. Lead agencies should note that automobile congestion or delay does not constitute a significant environmental impact (Pub. Resources Code, §21099(b)(2)), and safety should not be used as a proxy for road capacity.

H. VMT Mitigation and Alternatives

When a lead agency identifies a significant impact, it must identify feasible mitigation measures that could avoid or substantially reduce that impact. (Pub. Resources Code, § 21002.1, subd. (a).) Additionally, CEQA requires that an environmental impact report identify feasible alternatives that could avoid or substantially reduce a project's significant environmental impacts.

Indeed, the California Court of Appeal recently held that a long-term regional transportation plan was deficient for failing to discuss an alternative which could significantly reduce total vehicle miles traveled. In *Cleveland National Forest Foundation v. San Diego Association of Governments, et al.* (2017) 17 Cal.App.5th 413, the court found that omission "inexplicable" given the lead agency's "acknowledgment in its Climate Action Strategy that the state's efforts to reduce greenhouse gas emissions from on-road transportation will not succeed if the amount of driving, or vehicle miles traveled, is not significantly reduced." (*Cleveland National Forest Foundation, supra*, 17 Cal.App.5th at p. 436.) Additionally, the court noted that the project alternatives focused primarily on congestion relief even though "the [regional] transportation plan is a long-term and congestion relief is not necessarily an effective long-term strategy." (*Id.* at p. 437.) The court concluded its discussion of the alternatives analysis by stating: "Given the acknowledged long-term drawbacks of congestion relief alternatives, there is not substantial evidence to support the EIR's exclusion of an alternative focused primarily on significantly reducing vehicle trips." (*Ibid.*)

Several examples of potential mitigation measures and alternatives to reduce vehicle miles traveled are described below. However, the selection of particular mitigation measures and alternatives are left to the discretion of the lead agency, and mitigation measures may vary, depending on the proposed project and significant impacts, if any. Further, OPR expects that agencies will continue to innovate and find new ways to reduce vehicular travel.

Potential measures to reduce vehicle miles traveled include, but are not limited to:

- Improve or increase access to transit.
- Increase access to common goods and services, such as groceries, schools, and daycare.

- Incorporate affordable housing into the project.
- Incorporate neighborhood electric vehicle network.
- Orient the project toward transit, bicycle and pedestrian facilities.
- Improve pedestrian or bicycle networks, or transit service.
- Provide traffic calming.
- Provide bicycle parking.
- Limit or eliminate parking supply.
- Unbundle parking costs.
- Provide parking or roadway pricing or cash-out programs.
- Implement or provide access to a commute reduction program.
- Provide car-sharing, bike sharing, and ride-sharing programs.
- Provide transit passes.
- Shifting single occupancy vehicle trips to carpooling or vanpooling, for example providing ride-matching services.
- Providing telework options.
- Providing incentives or subsidies that increase the use of modes other than single-occupancy vehicle.
- Providing on-site amenities at places of work, such as priority parking for carpools and vanpools, secure bike parking, and showers and locker rooms.
- Providing employee transportation coordinators at employment sites.
- Providing a guaranteed ride home service to users of non-auto modes.

Notably, because VMT is largely a regional impact, regional VMT-reduction programs may be an appropriate form of mitigation. In lieu fees have been found to be valid mitigation where there is both a commitment to pay fees and evidence that mitigation will actually occur. (*Save Our Peninsula Committee v. Monterey County Bd. of Supervisors* (2001) 87 Cal.App.4th 99, 140-141; *Gentry v. City of Murrieta* (1995) 36 Cal.App.4th 1359; *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 727–728.) Fee programs are particularly useful to address cumulative impacts. (CEQA Guidelines, § 15130, subd. (a)(3) [a “project’s incremental contribution is less than cumulatively considerable if the project is required to implement or fund its fair share of a mitigation measure or measures designed to alleviate the cumulative impact”].) The mitigation program must undergo CEQA evaluation, either on the program as a whole, or the in-lieu fees or other mitigation must be evaluated on a project-specific basis. (*California Native Plant Society v. County of El Dorado* (2009) 170 Cal.App.4th 1026.) That CEQA evaluation could be part of a larger program, such as a regional transportation plan, analyzed in a Program EIR. (CEQA Guidelines, § 15168.)

Examples of project alternatives that may reduce vehicle miles traveled include, but are not limited to:

- Locate the project in an area of the region that already exhibits low VMT.
- Locate the project near transit.
- Increase project density.
- Increase the mix of uses within the project or within the project’s surroundings.

- Increase connectivity and/or intersection density on the project site.
- Deploy management strategies (e.g., pricing, vehicle occupancy requirements) on roadways or roadway lanes.

Appendix 1. Considerations About Which VMT to Count

Consistent with the obligation to make a good faith effort to disclose the environmental consequences of a project, lead agencies have discretion to choose the most appropriate methodology to evaluate project impacts.¹³ A lead agency can evaluate a project's effect on VMT in numerous ways. The purpose of this document is to provide technical considerations in determining which methodology may be most useful for various project types.

Background on Estimating Vehicle Miles Traveled

Before discussing specific methodological recommendations, this section provides a brief overview of modeling and counting VMT, including some key terminology.

Here is an illustrative example of some methods of estimating vehicle miles traveled. Consider the following hypothetical travel day (all by automobile):

1. Residence to Coffee Shop
2. Coffee Shop to Work
3. Work to Sandwich Shop
4. Sandwich Shop to Work
5. Work to Residence
6. Residence to Store
7. Store to Residence

Trip-based assessment of a project's effect on travel behavior counts VMT from individual trips to and from the project. It is the most basic, and traditionally the most common, method of counting VMT. A trip-based VMT assessment of the residence in the above example would consider segments 1, 5, 6 and 7. For residential projects, the sum of home-based trips is called *home-based* VMT.

A *tour-based* assessment counts the entire home-back-to-home tour that includes the project. A tour-based VMT assessment of the residence in the above example would consider segments 1, 2, 3, 4, and 5 in one tour, and 6 and 7 in a second tour. A tour-based assessment of the workplace would include segments 1, 2, 3, 4, and 5. Together, all tours comprise *household* VMT.

¹³ The California Supreme Court has explained that when an agency has prepared an environmental impact report:

[T]he issue is not whether the [lead agency's] studies are irrefutable or whether they could have been better. The relevant issue is only whether the studies are sufficiently credible to be considered as part of the total evidence that supports the [lead agency's] finding[.]

(*Laurel Heights Improvement Assn. v. Regents of the University of California* (1988) 47 Cal.3d 376, 409; see also *Eureka Citizens for Responsible Gov't v. City of Eureka* (2007) 147 Cal.App.4th 357, 372.)

Both trip- and tour-based assessments can be used as measures of transportation efficiency, using denominators such as per capita, per employee, or per person-trip.

Trip- and Tour-based Assessment of VMT

As illustrated above, a tour-based assessment of VMT is a more complete characterization of a project's effect on VMT. In many cases, a project affects travel behavior beyond the first destination. The location and characteristics of the home and workplace will often be the main drivers of VMT. For example, a residential or office development located near high quality transit will likely lead to some commute trips utilizing transit, affecting mode choice on the rest of the tour.

Characteristics of an office project can also affect an employee's VMT beyond the work tour. For example, a workplace located at the urban periphery, far from transit, can require an employee to own a car, which in turn affects the entirety of an employee's travel behavior and VMT. For this reason, when estimating the effect of an office development on VMT, it may be appropriate to consider total employee VMT if data and tools, such as tour-based models, are available. This is consistent with CEQA's requirement to evaluate both direct and *indirect* effects of a project. (See CEQA Guidelines, § 15064, subd. (d)(2).)

Assessing Change in Total VMT

A third method, estimating the *change in total VMT* with and without the project, can evaluate whether a project is likely to divert existing trips, and what the effect of those diversions will be on total VMT. This method answers the question, "What is the net effect of the project on area VMT?" As an illustration, assessing the total change in VMT for a grocery store built in a food desert that diverts trips from more distant stores could reveal a net VMT reduction. The analysis should address the full area over which the project affects travel behavior, even if the effect on travel behavior crosses political boundaries.

Using Models to Estimate VMT

Travel demand models, sketch models, spreadsheet models, research, and data can all be used to calculate and estimate VMT (see Appendix F of the [preliminary discussion draft](#)). To the extent possible, lead agencies should choose models that have sensitivity to features of the project that affect VMT. Those tools and resources can also assist in establishing thresholds of significance and estimating VMT reduction attributable to mitigation measures and project alternatives. When using models and tools for those various purposes, agencies should use comparable data and methods, in order to set up an "apples-to-apples" comparison between thresholds, VMT estimates, and VMT mitigation estimates.

Models can work together. For example, agencies can use travel demand models or survey data to estimate existing trip lengths and input those into sketch models such as CalEEMod to achieve more

accurate results. Whenever possible, agencies should input localized trip lengths into a sketch model to tailor the analysis to the project location. However, in doing so, agencies should be careful to avoid double counting if the sketch model includes other inputs or toggles that are proxies for trip length (e.g., distance to city center). Generally, if an agency changes any sketch model defaults, it should record and report those changes for transparency of analysis. Again, trip length data should come from the same source as data used to calculate thresholds to be sure of an “apples-to-apples” comparison.

Additional background information regarding travel demand models is available in the California Transportation Commission’s [“2010 Regional Transportation Plan Guidelines,”](#) beginning at page 35.

Appendix 2. Induced Travel: Mechanisms, Research, and Additional Assessment Approaches

Induced travel occurs where roadway capacity is expanded in an area of present or projected future congestion. The effect typically manifests over several years. Lower travel times make the modified facility more attractive to travelers, resulting in the following trip-making changes:

- **Longer trips.** The ability to travel a long distance in a shorter time increases the attractiveness of destinations that are farther away, increasing trip length and vehicle travel.
- **Changes in mode choice.** When transportation investments are devoted to reducing automobile travel time, travelers tend to shift toward automobile use from other modes, which increases vehicle travel.
- **Route changes.** Faster travel times on a route attract more drivers to that route from other routes, which can increase or decrease vehicle travel depending on whether it shortens or lengthens trips.
- **Newly generated trips.** Increasing travel speeds can induce additional trips, which increases vehicle travel. For example, an individual who previously telecommuted or purchased goods on the internet might choose to accomplish those tasks via automobile trips as a result of increased speeds.
- **Land Use Changes.** Faster travel times along a corridor lead to land development farther along that corridor; that new development generates and attracts longer trips, which increases vehicle travel. Over several years, this induced growth component of induced vehicle travel can be substantial, making it critical to include in analyses.

Each of these effects has implications for the total amount of vehicle travel. These effects operate over different time scales. For example, changes in mode choice might occur immediately, while land use changes typically take a few years or longer. CEQA requires lead agencies to analyze both short-term and long-term effects.

Evidence of Induced Vehicle Travel. A large number of peer reviewed studies¹⁴ have demonstrated a causal link between highway capacity increases and VMT increases. Many provide quantitative estimates of the magnitude of the induced VMT phenomenon. Collectively, they provide high quality evidence of the existence and magnitude of the induced travel effect.

Most of these studies express the amount of induced vehicle travel as an “elasticity,” which is a multiplier that describes the additional vehicle travel resulting from an additional lane mile of roadway capacity added. For example, an elasticity of 0.6 would signify an 0.6 percent increase in vehicle travel for every 1.0 percent increase in lane miles. Many of these studies distinguish “short run elasticity” (increase in vehicle travel in the first few years) from “long run elasticity” (increase in vehicle travel

¹⁴ See, for example, *Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions: Policy Brief* (CARB, Sept. 30, 2014) and *Increasing Highway Capacity Unlikely to Relieve Traffic Congestion* (National Center for Sustainable Transportation, Oct. 2015).

beyond the first few years). Long run elasticity is larger than short run elasticity, because as time passes, more of the components of induced vehicle travel materialize. Generally, short run elasticity can be thought of as excluding the effects of land use change, while long run elasticity includes them. Most studies find a long run elasticity between 0.6 and just over 1.0 (See *Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions: Policy Brief*, p. 2.), meaning that every increase in lanes miles of one percent leads to an increase in vehicle travel of 0.6 to 1.0 percent. The most recent major study (Duranton and Turner, *The Fundamental Law of Road Congestion: Evidence from US Cities*, 2011) finds the elasticity of vehicle travel by lanes miles added to be 1.03; in other words, each percent increase in lane miles results in a 1.03 percent increase in vehicle travel. (An elasticity greater than 1.0 can occur because new lanes induce vehicle travel that spills beyond the project location.) In CEQA analysis, the long-run elasticity should be used, as it captures the full effect of the project rather than just the early-stage effect.

Quantifying Induced Vehicle Travel Using Models. Lead agencies can generally achieve the most accurate assessment of induced vehicle travel resulting from roadway capacity increasing projects by applying elasticities from the academic literature, because those estimates include vehicle travel resulting from induced land use. If a lead agency chooses to use a travel demand model, additional analysis would be needed to account for induced land use. This section describes some approaches to undertaking that additional analysis.

Proper use of a travel demand model can capture the following components of induced VMT:

- Trip length (generally increases VMT)
- Mode shift (generally shifts from other modes toward automobile use, increasing VMT)
- Route changes (can act to increase or decrease VMT)
- Newly generated trips (generally increases VMT)
 - Note that not all travel demand models have sensitivity to this factor, so an off-model estimate may be necessary if this effect could be substantial.

However, estimating long-run induced VMT also requires an estimate of the project's effects on land use. This component of the analysis is important because it has the potential to be a large component of the overall induced travel effect. Options for estimating and incorporating the VMT effects that are caused by the subsequent land use changes include:

1. *Employ an expert panel.* An expert panel could assess changes to land use development that would likely result from the project. This assessment could then be analyzed by the travel demand model to assess effects on vehicle travel. Induced vehicle travel assessed via this approach should be verified using elasticities found in the academic literature.
2. *Adjust model results to align with the empirical research.* If the travel demand model analysis is performed without incorporating projected land use changes resulting from the project, the

assessed vehicle travel should be adjusted upward to account for those land use changes. The assessed VMT after adjustment should fall within the range found in the academic literature.

3. *Employ a land use model, running it iteratively with a travel demand model.* A land use model can be used to estimate the land use effects of a roadway capacity increase, and the traffic patterns that result from the land use change can then be fed back into the travel demand model. The land use model and travel demand model can be iterated to produce an accurate result.

A project which provides new connectivity across a barrier, such as a new bridge across a river, may provide a shortened path between existing origins and destinations, thereby shortening existing trips. In some cases, this trip-shortening effect might be substantial enough to reduce the amount of vehicle travel resulting from the project below the range found in the elasticities in the academic literature, or even lead a net reduction in vehicle travel overall. In such cases, the trip-shortening effect could be examined explicitly.

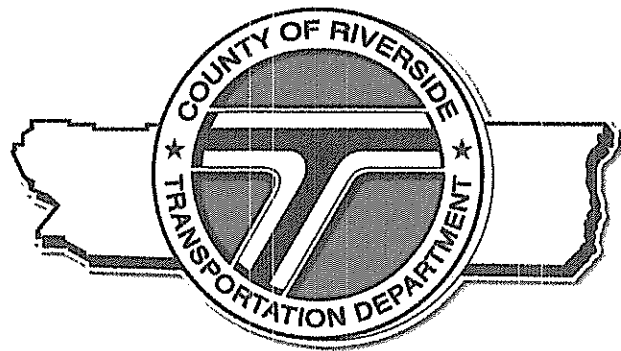
Whenever employing a travel demand model to assess induced vehicle travel, any limitation or known lack of sensitivity in the analysis that might cause substantial errors in the VMT estimate (for example, model insensitivity to one of the components of induced VMT described above) should be disclosed and characterized, and a description should be provided on how it could influence the analysis results. A discussion of the potential error or bias should be carried into analyses that rely on the VMT analysis, such as greenhouse gas emissions, air quality, energy, and noise.

Appendix R

Copy of Transportation Analysis Guidelines for Level of Service Vehicle Miles Traveled

December 2020

TRANSPORTATION ANALYSIS GUIDELINES for Level of Service Vehicle Miles Traveled



COUNTY OF RIVERSIDE

COUNTY ADMINISTRATIVE CENTER

Patricia Romo, P.E.

Date

Director of Transportation

December 2020

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INTRODUCTION

The County's General Plan requires that traffic and circulation impacts of proposed development projects, General Plan Amendments, and Specific Plans be analyzed. The traffic impacts of proposed developments are to be analyzed through the preparation of a "Traffic Analysis" or "TA" prepared in conformance with Riverside County Transportation Department "Transportation Department" requirements. The TA must be prepared, signed and sealed by a Traffic Engineer or a Civil Engineer registered in the State of California, qualified to practice traffic engineering "Engineer". Guidance included within this document describes the required content, format, and methodology that is generally required to be utilized in the preparation of a TA, which is subject to the review and approval of the Transportation Department.

The TA will continue to require the level of service (LOS) analysis to maintain consistency with policies contained in the County General Plan. The passage of SB-743 requires a Vehicle Miles Traveled (VMT) analysis to assess the impacts required by the California Environmental Quality Act (CEQA) process. This document will provide guidance for both the LOS and VMT analyses.

The contents of this document are general guidelines and the Transportation Department has the discretion to modify the TA requirements based on the unique characteristics of a particular project.

NEED FOR TRANSPORTATION ANALYSES

The purpose of the Transportation Analysis Guideline is to provide instructions for analyzing projects in compliance with (1) the County's General Plan policies and (2) transportation related Vehicle Miles Traveled (VMT) analysis as required under CEQA.

As the County of Riverside continues to develop both residential and employment generating uses, an emphasis on transportation network capacity will be needed. Levels of Service (LOS) analysis will largely be the determinant to assess capacity and operational deficiencies of County roadways. In order to maintain consistency with the General Plan, projects are to identify deficiencies and provide recommendations to meet level of service targets.

All projects, whether public or private, requiring a discretionary approval trigger the CEQA review process. The objective of this process, in part, is to identify significant environmental impacts, including those from transportation impacts. Under [CEQA guidelines](#), VMT is the principal measure for determining transportation impacts. Where necessary, projects will be required to prepare a VMT analysis to identify project impacts and mitigation measures.

OVERVIEW OF PROCESS AND PROCEDURES

For development projects, two analyses will be required: (1) LOS analysis for General Plan consistency and; (2) VMT analysis for CEQA compliance. Not all projects require both analyses. The Transportation Department determines the need for a TA in compliance with CEQA guidelines and General Plan policies.

Transportation Analysis Process

The process of preparing a TA begins with accessing and reviewing the [Transportation Land Management Agency website](#). The website provides access to the County's General Plan as well as the application for a TA scoping agreement. Applicants must fill out the application and submit it along with the scoping agreement and initial deposit to the Transportation Department.

Scoping Agreement

Figure 1 presents a framework to determine when LOS analysis and VMT analysis would be included in a scoping agreement for a TA. The Transportation Department will ultimately determine the required types of analyses required for the TA through its review of the scoping agreement.

Projects that meet the screening criteria, **discussed later**, will not be required to prepare a detailed VMT analysis. Such projects would typically still be required to prepare a LOS analysis, with exceptions outlined in the Traffic Analysis Exemptions.

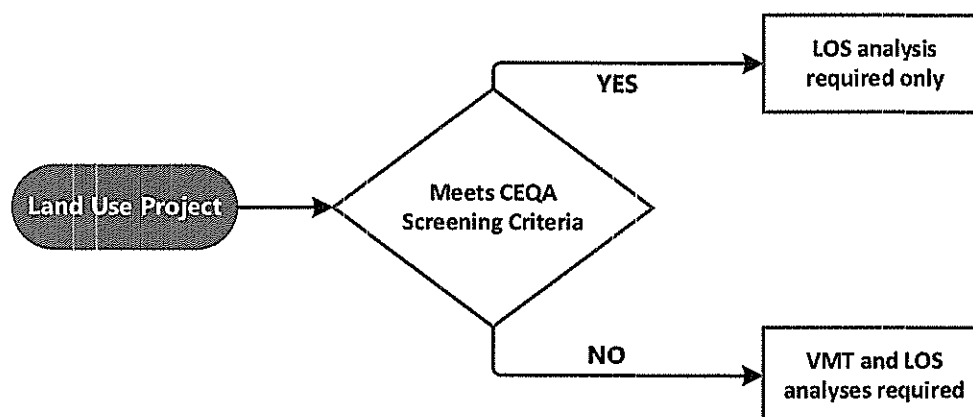


Figure 1

The scoping agreement provides the following key points in order to establish the scope of the TA:

- Determination of study area, intersections, and roadway links to be analyzed.
- Project trip generation, distribution, and assignment.
- Use of other approved projects for background traffic, traffic growth assumptions, or integration with RIVTAM/RIVCOM, or other travel demand models approved for use by the Transportation Department.
- For those projects located within a City's Sphere of Influence or adjacent to a city, the Engineer shall also solicit comments on the scoping agreement from City staff. The Engineer shall submit all comments received from City staff to the Transportation Department for review and consideration.
- For projects within one-mile of a state highway, or any project that may create a deficiency on a state highway, the Engineer shall coordinate with Caltrans.
- Identification of unique transportation issues that may be specific to a project's design or location related to queuing, sight distance, other safety issues, transit, pedestrian, bicycle, access, adjacent land uses, etc.

The Engineer shall submit the scoping agreement to the Transportation Department for review and obtain approval before the preparation of the TA.

TRAFFIC ANALYSIS EXEMPTIONS

Certain types of projects, because of their size, nature, or location, are exempt from the requirement of preparing a LOS analysis. The types of projects that are generally exempt from preparing a LOS analysis are described in **APPENDIX B**.

The Transportation Department, at its discretion, may require that a TA be prepared for any development, regardless of size, if there are concerns over safety, operational issues, or if located in an area that has significant traffic related deficiencies.

LEVEL OF SERVICE

ANALYSIS METHODOLOGY

The Level of Service analysis is required to maintain traffic operation performance in accordance with the General Plan policies.

Intersections Analysis

The Transportation Department requires the use of the most recent version of the Transportation Research Board Highway Capacity Manual (HCM) for both signalized and unsignalized intersections. Refer to **APPENDIX C** for the default input parameters to be utilized. When analysis parameters are not specifically provided in this document, the Engineer determines the appropriate parameters subject to review and comment the Transportation Department. Any uncertainty should be resolved during the preparation of the TA in consultation with the Transportation Department.

Roadway Segment Analysis

The Transportation Department may require that analysis of roadway segments be conducted in certain cases, such as when intersection analyses are not the controlling factor or for general planning purposes. Roadway segment capacities are provided in **APPENDIX D**.

Establishing the Study Area

In general, the minimum area to be studied shall include any intersection of 2 or more "Collector" or higher classification streets, at which the proposed project will add 50 or more peak hour trips, not exceeding a 5-mile radius from the project site. The Transportation Department may require deviation from these requirements based on the location.

Analysis Scenarios

The TA shall include the following analysis scenarios:

1. **Existing Conditions.** Existing traffic will be counted to determine current conditions. Traffic count data shall be new or recent. In some cases, data up to one year old may be acceptable with the approval of the Transportation Department. Any exception to this must be requested prior to approval of the scoping agreement.
2. **Project Completion** (Existing plus Ambient Growth plus Project). Traffic conditions prior to the time that the proposed development is completed will be estimated by increasing the existing traffic counts by an appropriate growth rate to be provided by Transportation Department staff, projected to the year that the project is estimated to be completed. Traffic generated by

the proposed project will then be added, and the impacts on the circulation system will be analyzed. This will be the basis for determining deficiencies as a direct result of the project implementation. The TA shall provide recommendations necessary to address the identified deficiencies. The Transportation Department may choose to incorporate the recommendations as conditions of approval for the project.

3. **Cumulative** (Existing plus Ambient Growth plus Project plus Cumulative Projects). Traffic generated by other approved projects in the study area shall be identified and added to the Project Completion traffic identified in Scenario 2. This may also include projects that are proposed and in the review process, but not yet approved.
4. **Project Phasing**. Traffic conditions at each project phase completion are to be analyzed using the same approach as for the project completion year, if applicable. Traffic associated with each previous project phase shall be included in the analyses of each successive phase of the proposed project.

General Plan Amendments and Specific Plans

Development proposals that also include a General Plan Amendment to Land Use or Circulation Elements, Specific Plan, Zone Change or other that increases traffic beyond what was approved in the General Plan will also be required to perform a Build-out Analysis to assess long-term deficiencies. This analysis will determine if the Circulation Element of the General Plan is adequate to accommodate projected traffic at the target LOS, or if additional improvements are necessary. A phasing plan for all Specific Plans that identifies necessary improvements for each development phase is required.

The following analysis scenarios should be included for Build-out Analysis:

5. **Horizon Year No Project Conditions**. This represents traffic conditions at an identified horizon year (typically coinciding with the forecast horizon year of the RIVTAM/RIVCOM travel demand forecasting model).
6. **Horizon Year plus Project Conditions**. Project traffic added to Scenario 5 identified above (Horizon Year No Project Conditions).

Data Collection, Trip Generation, Trip Distribution

The following recommendations pertaining to traffic count collection, project trip development, and traffic forecasting methodologies have been developed to maintain consistency across different TAs and reflect the current state of the practice.

Traffic Counts. Data for existing traffic conditions should be collected for the project using the following guidelines.

-
- Peak period turning movement counts at all study intersections, roadway segments (if required) and/or driveways, including bicycle and pedestrian counts at intersections with high non-automotive use, should be collected. For intersections with high percentages of trucks, turning movement counts should count trucks separately.
 - Average Daily Traffic (ADT) for all roadways within study area (if required) and vehicle classification counts in areas with a high percentage of truck use.
 - Traffic counts should not be used if more than one year old without prior approval.
 - Traffic data should not be collected on weeks that include a holiday and non-school session time period unless approved by the Transportation Department.
 - Traffic data should not be collected between Thanksgiving and the first week of the New Year without prior approval.
 - Traffic counts should be conducted on Tuesdays, Wednesdays, or Thursdays.
 - For congested conditions, back of queue estimates by approach (and turning movement) should be conducted every 15 minutes.
 - Traffic counts should not be collected in an active construction work-zone.

Unless directed otherwise by the Transportation Department, traffic counts should be collected during the following timeframes presuming the time period captures the beginning and end times of any congested conditions.

- Morning (7:00 AM to 9:00 AM).
- Afternoon (4:00 PM to 6:00 PM).
- Midday and school-release peak hours – as directed by the Transportation Department.
- Other peak hours, off-peak hours, weekend, or special event periods may also be required based on the project location and type of use.

Under circumstances where traffic counts would be collected under atypical conditions (significant economic downturn, pandemic, etc.) that may result in altered trip patterns or traffic volumes, traffic count collection details should be approved by the Transportation Department prior to being undertaken. Depending on the circumstances, it may be preferable to use historic count data, use factored historical data, big data sources, or other acceptable estimation techniques allowed by the Transportation Department. Traffic count data should be included in the study appendices.

Trip Generation. Trip generation may be estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual (latest edition). Other trip generation sources may be used with the approval of the Transportation Department. For land uses not included or with a limited sample size in the ITE Trip Generation Manual or other published sources, local trip generation surveys should be conducted for at least three similar project sites following the methodology contained in the ITE Trip Generation Handbook. If locally valid trip generation surveys cannot be conducted, then use of the ITE

trip generation rates with limited sample size may be allowed but limitations of the data should be fully disclosed especially related to land use context.

Trip generation for high truck generating uses such as high cube warehouses, logistics space, etc. shall be based on ITE data when available or shall be determined with Transportation Department staff input on a case-by-case basis. The proposed trip generation should be listed in the scoping agreement for review and approval prior to study initiation.

Internal capture for mixed use developments (if applicable) should be calculated using state of the practice methodologies such as ITE's mixed use trip generation method or the US Environmental Protection Agency's (EPA) mixed-use trip generation (MXD) methodology or other state of the practice method approved by the Transportation Department prior to use in any studies. Trip internalization calculations (including gross trips, net trips after internalization, and MXD input assumptions (such as intersection density, TOD assumptions, acres, etc.) should be documented in the TA.

For projects that anticipate the generation of significant truck traffic, all truck trips may be converted into passenger car equivalents (PCE) for the capacity analysis or the analyst should adjust the truck percentage in the capacity assessment appropriately. The following table shows the PCE factors that shall be applied for truck traffic:

Vehicle Type	PCE Factor
2 axle trucks	1.5
3 axle trucks	2.0
4+ axle trucks	3.0

For microsimulation analyses, the measured and/or project heavy truck percentages shall be used.

Trip Distribution. The project's trip distribution should be based on expected origin-destination patterns related to the project's land uses. The trip distribution should be determined based on consideration of following factors, subject to approval by the Transportation Department:

- Type of proposed development.
- Location and intensity of development.
- Conditions on the roadway network in the vicinity.
- Land uses in the vicinity.
- Truck route system.
- As directed by the Transportation Department.

In some cases, use of select zone assignments from RIVTAM/RIVCOM or mobile device data measuring trip distribution for similar sites may be appropriate. Other data may be used to help refine trip distribution patterns including the relative location of population, commercial, recreational and employment centers; existing peak hour link and turning movement volumes; ADT volumes; proximity to regional transportation corridors; and knowledge of local and regional traffic circulation. Directional movements at key access points to the project shall be provided. A preliminary trip distribution pattern map shall be submitted in the scoping agreement for review and approval by the Transportation Department.

Background Traffic from Other Projects and Ambient Growth Rate

Other projects within the vicinity of the project that have received approvals, shall be identified and their traffic generation included as cumulative traffic in the TA. Proposed projects in the study area that have been submitted to the County for processing, but not yet approved, may also be included at the discretion of the Transportation Department. The traffic from the other approved projects or projects in review shall be included in Cumulative analysis scenario identified previously.

Unless otherwise directed, the TA should utilize an ambient growth rate of two percent (2%) to be applied to existing volumes to account for other general traffic growth in and around the study area.

Build-out Analyses for General Plan Amendments and Specific Plans

Traffic projections for General Plan Build-out scenarios shall utilize RIVTAM/RIVCOM or other approved models and shall be identified in the scoping agreement. The Engineer shall use the model projections as the basis for determining turning- movement volumes for the required intersection analysis. A manual assignment of the project traffic added to the Build-out traffic may typically be used to determine total future traffic, as approved by the Transportation Department.

Certain large-scale Specific Plans and General Plan Amendments have the potential to create traffic deficiencies that are significantly greater than the traffic projections used in the traffic model, which may also affect the modeling assumptions. For these projects, the Transportation Department may request that the Build-out analysis utilize RIVTAM/RIVCOM or other model approved by the Transportation Department be used to develop more detailed focused model runs in order to determine the projected Build-out traffic. The following are guidelines of projects considered to be significant and subject to the revised modeling requirements:

- 1,500 dwelling units or greater.
- 25 acres of commercial or greater.
- 150 acres of industrial or greater.
- Any project producing 15,000 daily trips or greater.

GENERAL PLAN CONSISTENCY REQUIREMENTS

Intersections

Consistent with the acceptable LOS in the Riverside County General Plan, the Transportation Department considers the following criteria for application in the TA to identify infrastructure improvements required to provide acceptable operations. Note that this analysis will be completed to demonstrate general plan consistency. Specific CEQA thresholds, which are based on VMT requirements, are described later in these guidelines and shall be the sole basis for determining CEQA-related transportation impacts.

Operational improvements would be required under the following conditions:

1. When existing traffic conditions (Analysis Scenario 1) exceed the General Plan target LOS.
2. When project traffic, when added to existing traffic (Analysis Scenario 2), will deteriorate the LOS to below the target LOS.
3. When cumulative traffic (Analysis Scenario 3) exceeds the target LOS.

Improvements may be provided through the TUMF network (or other funding mechanism), project conditions of approval, or other implementation mechanisms. The General Plan allows the Board of Supervisors to approve development projects even in instances where the target LOS is exceeded, if the project has overriding benefits. Examples include projects that provide jobs in a local area, projects that provide needed transportation improvements that otherwise would not be constructed, projects that provide habitat conservation, projects that implement non-motorized transportation systems, or projects that provide some unique benefits to the County which outweigh the traffic deficiencies. These projects are required to provide operational improvements to the extent that it is economically feasible as determined by the Board of Supervisors, based on a value engineering analysis.

Roadway Segments

Intersections typically provide the transportation constraint on operational capacity. As such, these guidelines focus on the evaluation of intersections. However, in some instances, roadway segment evaluation may be appropriate and may be requested by the Transportation Department. Roadway segment requirements should be considered, and improvements recommended if the project exceeds the operational goals noted in the County's General Plan.

SITE ACCESS, SAFETY, AND OTHER ANALYSES

The TA may be required to analyze site access and safety around the project and on adjacent streets. The following topics may need to be considered in the TA.

Site Access Analysis

- a) **Intersection Sight Distance.** All on-site intersections, project access driveways or streets to public roadways should provide adequate sight distance. Adequate intersection sight distance should be determined using Ordinance No. 461, Std. No 821.
- b) **Driveway Length and Gated Entrance.** Primary project driveways should have a throat of sufficient length to allow vehicles to enter the project area without causing subsequent vehicles to back up into the public street system.
- c) **Limit Driveway Impacts.** Driveway and local street access on arterial streets should be limited to minimize the impacts on arterial streets. Driveways should be located to maintain a reasonable distance from an adjacent intersection and/or driveway. Whenever possible, driveways should be consolidated with adjacent properties. When proposed driveways are located across from an existing driveway, the centerlines of the driveways should be aligned with each other.
- d) **Corner Clearance.** A driveway should be a sufficient distance from a signalized intersection so that right-turn egress movements do not interfere with the right-turn queue at the intersection. In addition, every effort should be made to provide right-turn egress movements with sufficient distance to enter the left-turn pocket at the adjacent intersection.
- e) **Right Turn Lanes at Driveways.** If the project right turn peak hour volume is 50 or more vehicles, a right-turn deceleration lane should be reviewed for appropriateness on all driveways accessing major arterial and secondary streets. The length of the right turn lane should be sufficient to allow a vehicle traveling at the posted speed to decelerate before entering the driveway as outlined in the Caltrans Highway Design Manual.
- f) **Adequacy of pedestrian facilities.** Access to/from the project site providing convenient and direct access for those users.
- g) **Bicycle accessibility.** Access to/from nearby bike routes to the project site.
- h) **Accessibility from adjacent transit stops.** Access to/from the project site providing convenient and direct access for those users.

Safety and Operational Analysis

The TA shall examine existing roadway conditions to determine if safety and/or operational improvements are necessary due to an increase in traffic from the project or cumulative conditions. The types of improvements to be identified may include, but are not limited to:

- Need for turning lanes.
- Intersections needing future sight distance studies.
- Parking restrictions.
- Measures to reduce cut-through traffic in adjacent residential areas and/or assessment of needed traffic calming measures.
- Potential impacts to adjacent schools, parks, and/or trails.

-
- Queue lengths and deficiencies to adjacent intersections.
 - Need for signal interconnect systems.

Intersection Turn Lane Queuing Analysis

The TA shall examine the impacts on queue lengths, need for additional queuing area, and access to turn lanes at intersections and/or site access driveways.

Traffic Signal Warrant Analysis

The Engineer shall review intersections within the study area, including the project access points, to determine if signal warrants are met for any of the study year scenarios (Existing, Project Completion, Cumulative, etc.) Traffic signal warrant analysis should be performed using the latest edition of the California MUTCD. The warrant analysis should be included in the study appendices. The warrant analysis worksheets shall be included in the study appendices.

In determining the location of a new traffic signal on an arterial street or approaching an arterial street, traffic progression and simulation analysis may be required using Synchro/SimTraffic software or equivalent at the direction of the Transportation Department.

If the TA states that "a traffic signal is warranted" (or "a traffic signal appears to be warranted," or similar statement) at an existing unsignalized intersection under existing conditions, 8-hour approach traffic volume information must be submitted in addition to the peak hourly turning movement counts for that intersection. This information will enable the County to assess whether a traffic signal should be installed at the intersection.

IMPROVEMENTS TO ADDRESS LOS DEFICIENCIES

Level of Service Improvements

As described in the **Analysis Scenarios** section, the Project Completion will be the basis for determining transportation-related deficiencies caused by the project. Any deficiencies identified in the TA as a result of the project shall be accompanied by recommendations to address said deficiencies. The Transportation Department will evaluate the recommendations and determine if they will be included as part of the conditions of approval.

The TA is also required to identify improvements necessary to address cumulative deficiencies. Within the TA, the Engineer will need to evaluate and determine if the improvements are eligible facilities in the WRCOG/CVAG TUMF or other approved funding mechanism (DIF, Road and Bridge Benefit District, etc.). If the improvements can provide the target LOS, payment into the TUMF (and/or other adopted funding program) will be considered as the project's cumulative contribution towards the identified improvements and will be implemented through conditions of approval. The project's

proportionate share shall be identified based on the project's share of new traffic for other improvements needed beyond those eligible within an adopted funding program (such as localized improvements to non-TUMF facilities) or improvements that are not fully "funded" through an adopted funding program, The proportionate share shall be determined using the following formula:

Fair Share =	$\frac{\text{Project Traffic}}{\text{Total Traffic} - \text{Existing Traffic}}$
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The Transportation Department may, at its discretion, condition the project to construct the identified improvement(s) should it be deemed necessary for the approval and operation of the project.

CEQA ASSESSMENT - VMT ANALYSIS

CEQA analysis requires an evaluation of project impacts related to VMT. This section provides the process to assist in determining VMT impacts for various land use projects. The process contains a stepped approach that includes screening criteria, identifying significance measure and threshold, VMT analysis, and mitigation measures.

ANALYSIS PROCESS

The following series of analytical steps for SB-743 compliance should be conducted for land use projects as deemed necessary by the Transportation Department. **Figure 2** provides a graphical representation of this analysis process.

VMT Analysis Flowchart

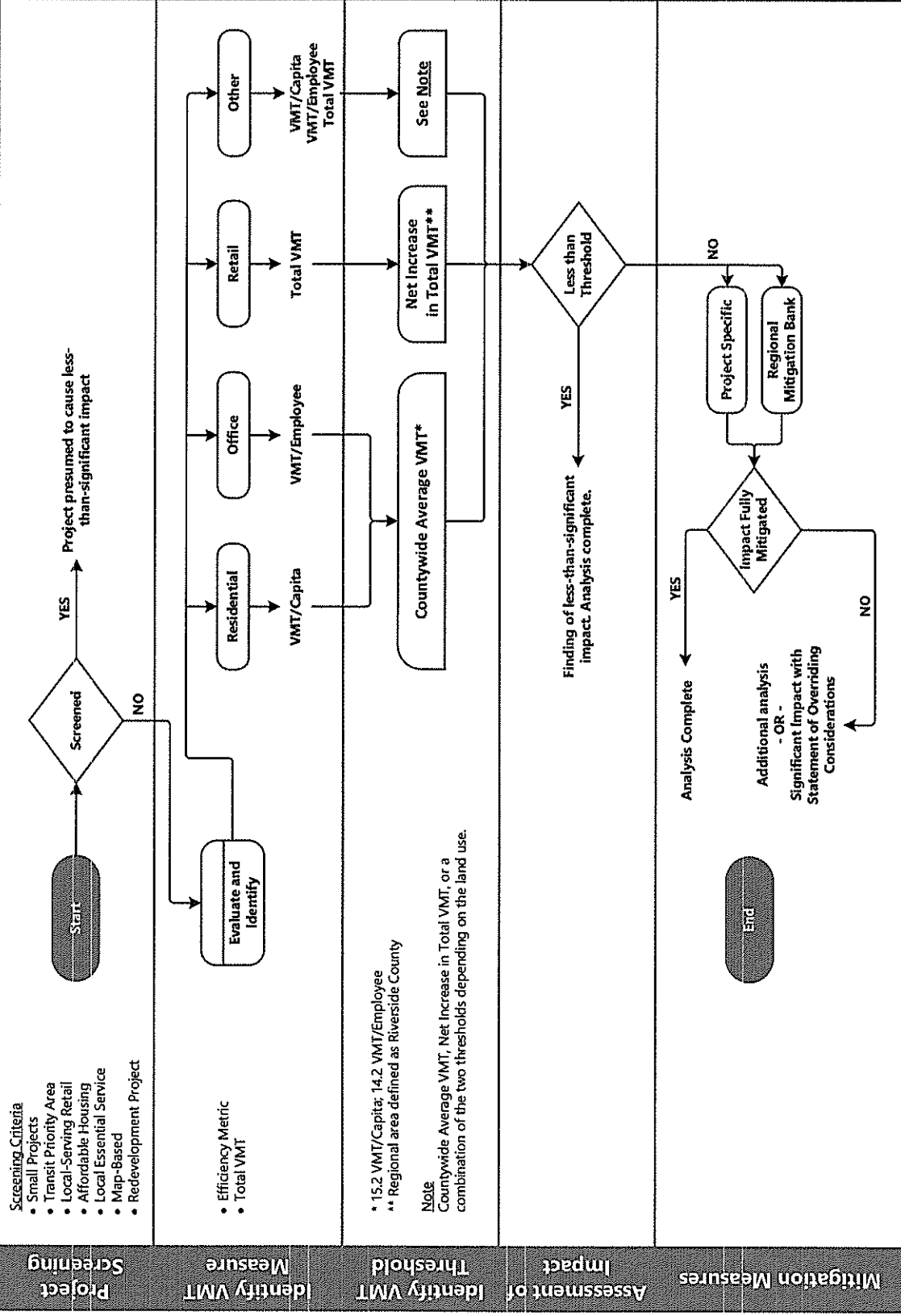


Figure 2

Step 1: Evaluate Land Use Type

During the initial step the land use projects will need to be evaluated for the following considerations:

- **Land use type.** For the purposes of analysis, the Institute of Transportation Engineers (ITE) land use codes serve as the basis of land use definitions. Although it is recognized that VMT evaluation tools and methodologies are typically not fully sensitive to some of the distinctions between some ITE categories, the use of ITE land use codes is useful for maintaining consistency across analyses, determining trip generation for other planning level tools, and maintaining a common understanding of trip making characteristics amongst transportation professionals. The ITE land use code is also used as an input into the sketch planning tool.
- **Mixed Use.** If there are multiple distinct land uses within the project (residential, office, retail, etc.), they will be required to be analyzed separately unless they are determined to be insignificant to the total VMT. Mixed use projects are permitted to account for internal capture, which depending on the methodology may require a distinct approach not covered in this documentation.
- **Redevelopment projects.** As described under the Non-Significant Screening Criteria section, redevelopment projects which have lower VMT than the existing on-site use can be determined to have a non-significant impact.

Step 2: Screen for Non-Significant Transportation Impact

The purpose of this step is to determine if a presumption of a non-significant transportation impact can be made on the facts of the project. The guidance in this section is primarily intended to avoid unnecessary analysis and findings that would be inconsistent with the intent of SB-743. A detailed CEQA assessment will not be required for land use elements of a project that meet the screening criteria shown in **Figure 3**. If a project is mixed use in nature, only those elements of the project that do not comply with the elements in **Figure 3** would require further evaluation to determine transportation significance for CEQA purposes. There are certain exceptions to the screening criteria contained in **Figure 3**. In cases where these exceptions apply, the Transportation Department will inform the traffic consultant.

Figure 3 – Screening Criteria for Development Projects

Project Type	Screening Criteria
<p>SMALL PROJECTS¹</p> <p><i>This applies to projects with low trip generation per existing CEQA exemptions or based on the County Greenhouse Gas Emissions Screening Tables, result in a 3,000 Metric Tons of Carbon Dioxide Equivalent (MTCO₂e) per year screening level threshold.</i></p> <p><i>CaleEMod runs were conducted for a variety of land uses to determine land uses units under the screening threshold level.</i></p>	<p>Presumed to cause a less-than-significant impact:</p> <ul style="list-style-type: none"> • Single Family Housing projects less than or equal to 110 Dwelling Units; or • Multi Family (low rise) Housing projects less than or equal to 147 Dwelling Units; or • Multi Family (mid-rise) Housing projects less than or equal to 194 Dwelling Units; or • General Office Building with area less than or equal to 165,000 SF; or • Retail buildings with area less than or equal to 60,000 SF; or • Warehouse (unrefrigerated) buildings with area less than or equal to 208,000 SF; or • General Light Industrial buildings with area less than or equal to 179,000 SF • Project GHG emissions less than 3,000 Metric Tons of Carbon Dioxide Equivalent (MTCO₂e) as determined by a methodology acceptable to the Transportation Department; or • Unless specified above, project trip generation is less than 110 trips per day per the ITE Manual or other acceptable source determined by Riverside County.
<p>PROJECTS NEAR HIGH QUALITY TRANSIT²</p> <p><i>High quality transit provides a viable option for many to replace automobile trips with transit trips resulting in an overall reduction in VMT.</i></p>	<p>Presumed to cause a less-than-significant impact:</p> <ul style="list-style-type: none"> • Within a ½ mile of an existing major transit stop; and • Maintains a service interval frequency of 15 minutes or less during the morning and afternoon peak commute periods.

¹ Based on substantial evidence for thresholds for small projects, APPENDIX G.

² 2018 OPR Technical Advisory, pg. 13.

<p>LOCAL-SERVING RETAIL³</p> <p><i>The introduction of new Local-serving retail has been determined to reduce VMT by shortening trips that will occur.</i></p>	<p>Presumed to cause a less-than-significant impact:</p> <ul style="list-style-type: none"> • No single store on-site exceeds 50,000 SF; and • Project is local-serving as determined by the Transportation Department
<p>AFFORDABLE HOUSING⁴</p> <p><i>Lower-income residents make fewer trips on average, resulting in lower VMT overall.</i></p>	<p>Presumed to cause a less-than-significant impact:</p> <ul style="list-style-type: none"> • A high percentage of affordable housing is provided as determined by the Riverside County Planning and Transportation Departments
<p>LOCAL ESSENTIAL SERVICE⁵</p> <p><i>As with Local-Serving Retail, the introduction of new Local Essential Services shortens non-discretionary trips by putting those goods and services closer to residents, resulting in an overall reduction in VMT.</i></p>	<p>Presumed to cause a less-than-significant impact:</p> <ul style="list-style-type: none"> • Project is local-serving as determined by the Transportation Department; and • Local-serving and Day care center; or • Police or Fire facility; or • Medical/Dental office building under 50,000 square feet; or • Government offices (in-person services such as post office, library, and utilities); or • Local or Community Parks
<p>MAP-BASED SCREENING⁶</p> <p><i>This method eliminates the need for complex analyses, by allowing existing VMT data to serve as a basis for the screening smaller developments. Note that screening is limited to residential and office projects.</i></p>	<p>Presumed to cause a less-than-significant impact:</p> <ul style="list-style-type: none"> • Area of development is under threshold as shown on screening map as allowed by the Transportation Department

³ 2018 OPR Technical Advisory, pg. 16.

⁴ 2018 OPR Technical Advisory, pg. 14.

⁵ Based on assumption that, like local-serving retail, the addition of necessary local in-person services will reduce VMT given that trips to these locations will be made irrespective of distance given their non-discretionary nature.

⁶ 2018 OPR Technical Advisory, pg. 12.

REDEVELOPMENT PROJECTS⁷ <i>Projects with lower VMT than existing on-site uses, can under limited circumstances, be presumed to have a non-significant impact. In the event this screening does not apply, projects should be analyzed as though there is no existing uses on site (project analysis cannot take credit for existing VMT).</i>	Presumed to cause a less-than-significant impact: <ul style="list-style-type: none"> Project replaces an existing VMT-generating land use and does not result in a net overall increase in VMT
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Step 3: Identify Significance Measure and Threshold

The purpose of this step is to determine the VMT measure and threshold of significance for application to a land use project. Significance thresholds are based on land use type, broadly categorized as efficiency and net change metrics. Efficiency metrics include VMT/capita and Work VMT/employee⁸. As described in **Figure 4**, “Net Change” refers to the net change in regional VMT. “Net Change” is used for elements that include a significant customer base, such as commercial uses although it can extend to a variety of uses that have similar characteristics as shown in **Figure 4**.

Figure 4 – Threshold Basis

Threshold Basis	Efficiency	Net Change
Example Land Use	Residential, Office, Industrial	Retail, Medical Office, Sports Venue
Measure for VMT Threshold	Per capita, per employee	Regional VMT change
Customer Component	No	Yes
Allowable Methods	Non-Significant Screening Criteria, The Riverside County Sketch Planning Tool, Travel Demand Model, Other methods as deemed appropriate by the Transportation Department	Non-Significant Screening Criteria, Travel Demand Model, Other methods as deemed appropriate by the Transportation Department

The County adopted the county-wide average VMT as threshold of significance. This approach was adopted consistent with several jurisdictions within the County as well as to address the significant housing needs as identified in the SCAG regional housing needs assessment (RHNA). The thresholds of significance, as they relate to the Riverside County, are summarized in **Figure 5**.

⁷ 2018 OPR Technical Advisory, pg. 18.

⁸ Work VMT specifically applies to commute trips as represented by the attractions in the Travel Demand Model. Refer to **Appendix E** for additional information.

Figure 5 - Measure for VMT Threshold

Land Use	Threshold of Significance
Residential	Existing county-wide average VMT per capita
Office	Existing county-wide average VMT per employee
Retail	Net increase in total VMT

Based on these criteria the VMT thresholds of significance shown in **Figure 6** have been established. A project would result in a significant project-generated VMT impact if its VMT exceeds the VMT threshold shown in **Figure 6** based on its respective land use.

Figure 6 – VMT Threshold of Significance

Land Use	VMT Threshold	Basis
Residential	15.2 VMT/capita	Existing county-wide average VMT per capita.
Office	14.2 Work VMT/employee	Existing county-wide average Work VMT per employee
Retail	Net regional change	Using the county as the basis or other area determined appropriate by the Transportation Department
Other Employment	14.2 Work VMT/employee	Existing county-wide average Work VMT per employee for similar land uses
Other Customer	Net regional change	Using the county as the basis or other area determined appropriate by the Transportation Department

Note that the inclusion of “Other Employment” and “Other Customer” refers to all other service and goods providers that are not included in the basic office/retail categories.

For projects with a significant customer basis it is typically appropriate to separate employee trip characteristics from the customer base unless the customer base is minimal in nature. Under these circumstances, it is most appropriate to evaluate the total of the delta in regional VMT resultant from the customer base plus the delta of VMT resultant from employees based on the following formula:

$$\Delta = E \times (VMT_E - VMT_T)$$

Δ = Delta
 E = Number of Employees
 VMT_E = Estimated VMT/employee
 VMT_T = Threshold VMT/employee

As provided for under Allowable Methods in **Figure 4**, some projects may require approaches and analysis methods not described within this document given their unique locations or the proposed land use is not appropriately represented in the Travel Demand Model. This can also be the case if there is unique data associated with a project such as a market study or other relevant data.

Sketch Planning Tool. Riverside County has developed a sketch planning tool for use in SB-743 land use project analysis. The purpose of the tool is to calculate VMT for a land use project. The source data of the tool was developed from the RIVTAM travel demand model using the methodology described in **APPENDIX E**. As with any sketch planning tool, there are distinct limitations in terms of its application including limits on the type and size of development that it can be applied to. Note that it is anticipated that the tool will continue to evolve in response to updates to travel demand model data or methodological changes adopted by the County and as such it is important that the most current version of the tool be utilized. Broadly, the sketch planning tool provides the following information:

- Institute of Transportation Engineers Trip Generation
- VMT Threshold Analysis
- Greenhouse Gas Estimation
- Transportation Demand Management Evaluation

The VMT Analysis methodology is summarized in **APPENDIX E**.

Step 4: VMT Analysis for Non-Screened Development

Most projects that require a detailed VMT assessment will use one of two methods for assessing a project's VMT: (1) Riverside County Sketch Planning Tool; or (2) RIVTAM/RIVCOM or other approved travel demand forecasting model.

For non-residential or non-office projects, very large projects, or projects that can potentially shift travel patterns, the sketch tool would not be appropriate or adequate for the VMT assessment. In such cases, the RIVTAM/RIVCOM model may be required based on a preliminary review of the project. Refer to the **VMT Calculations** section of **APPENDIX E** for detailed steps to calculate a project's VMT using RIVTAM.

There may be projects for which neither the Sketch Planning Tool nor the RIVTAM/RIVCOM model is appropriate for VMT assessment. In this scenario, the transportation consultant should coordinate with the Transportation Department to determine the appropriate methodology for the analysis.

Step 5: Mitigation Measures

When project VMT exceeds the threshold(s) of significance, the project will need to mitigate its CEQA transportation impact. Projects must propose measures to reduce project VMT and can include the

following VMT reducing strategies – project characteristics, multimodal improvements, parking, and transportation demand management (TDM). The type and size of the project will determine the most appropriate mitigation strategies for VMT impacts. For large projects such as general plans or specific plans, VMT mitigations should concentrate on the project’s density and land use mix, site design, regional policies, and availability of transit, bicycle, and pedestrian facilities. For smaller projects such as an individual development project, VMT mitigations will typically require the preparation of a TDM program. A TDM program is a combination of strategies to reduce VMT. The program is created by an applicant for their land use project based on a list of strategies agreed to with Riverside County.

Riverside County has developed a list of potential TDM strategies and the magnitude of VMT reduction that could be achieved. The selection process was guided by the California Air Pollution Control Officers Association (CAPCOA) recommendations found in the 2010 publication Quantifying Greenhouse Gas Mitigation Measures. The area context of Riverside County also influenced the type of TDM strategies that were selected. CAPCOA has found strategies with the largest VMT reduction in rural areas include vanpools, telecommute or alternative work schedules, and master planned communities with design and land-use diversity to encourage intra-community travel. Based on empirical evidence, CAPCOA found the cross-category maximum for all transportation-related mitigation measures is 15% for suburban settings.

APPENDIX F summarizes available TDM strategies along with the maximum VMT reduction, applicable land use application, and complementary strategies. The Sketch Planning Tool includes the TDMs summarized in **APPENDIX F**.

TRANSPORTATION PROJECTS

Depending on the specific nature of a transportation project; it can alter trip patterns, trip lengths, and even trip generation. Research has determined that capacity-enhancing projects can and often do increase VMT. This phenomenon is commonly referred to as “induced demand.” While methods are generally less developed for the analysis of induced demand compared to other areas of transportation analysis, there is still the need to quantify and understand its impact to the transportation system considering the requirements of SB-743.

Similarly, to land use projects, the approach to transportation project analysis closely align with the 2018 OPR Guidance. In terms of analysis, the analyst should first determine whether the transportation project has been prescreened and determined to have a non-significant impact as described in the following section.

Screen for Non-Significant Transportation Impact

The following non-significant impact examples are provided directly from the 2018 OPR Guidance:

-
- Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets (e.g., highways; roadways; bridges; culverts;
 - Transportation Management System field elements such as cameras, message signs, detection, or signals; tunnels; transit systems; and assets that serve bicycle and pedestrian facilities) and that do not add additional motor vehicle capacity
 - Roadside safety devices or hardware installation such as median barriers and guardrails
 - Roadway shoulder enhancements to provide "breakdown space," dedicated space for use only by transit vehicles, to provide bicycle access, or to otherwise improve safety, but which will not be used as automobile vehicle travel lanes
 - Addition of an auxiliary lane of less than one mile in length designed to improve roadway safety
 - Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left, right, and U-turn pockets, two-way left turn lanes, or emergency breakdown lanes that are not utilized as through lanes
 - Addition of roadway capacity on local or collector streets provided the project also substantially improves conditions for pedestrians, cyclists, and, if applicable, transit
 - Conversion of existing general-purpose lanes (including ramps) to managed lanes or transit lanes, or changing lane management in a manner that would not substantially increase vehicle travel
 - Addition of a new lane that is permanently restricted to use only by transit vehicles
 - Reduction in number of through lanes
 - Grade separation to separate vehicles from rail, transit, pedestrians or bicycles, or to replace a lane in order to separate preferential vehicles (e.g., HOV, HOT, or trucks) from general vehicles
 - Installation, removal, or reconfiguration of traffic control devices, including Transit Signal Priority (TSP) features
 - Installation of traffic metering systems, detection systems, cameras, changeable message signs and other electronics designed to optimize vehicle, bicycle, or pedestrian flow
 - Timing of signals to optimize vehicle, bicycle, or pedestrian flow
 - Installation of roundabouts or traffic circles
 - Installation or reconfiguration of traffic calming devices
 - Adoption of or increase in tolls
 - Addition of tolled lanes, where tolls are sufficient to mitigate VMT increase
 - Initiation of new transit service
 - Conversion of streets from one-way to two-way operation with no net increase in number of traffic lanes
 - Removal or relocation of off-street or on-street parking spaces
 - Adoption or modification of on-street parking or loading restrictions (including meters, time limits, accessible spaces, and preferential/reserved parking permit programs)
 - Addition of traffic wayfinding signage
 - Rehabilitation and maintenance projects that do not add motor vehicle capacity

-
- Addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public rights-of-way
 - Addition of Class I bike paths, trails, multi-use paths, or other off-road facilities that serve nonmotorized travel
 - Installation of publicly available alternative fuel/charging infrastructure
 - Addition of passing lanes, truck climbing lanes, or truck brake-check lanes in rural areas that do not increase overall vehicle capacity along the corridor

Significance Threshold and Methodology

For projects that increase roadway capacity and are not identified under the Non-Significant Screening Criteria in the prior section, the significance criterion should be changed to regional VMT. A finding of a significant impact would be determined if a transportation project results in a net increase in regional VMT. Note that for transportation improvements within Caltrans right-of-way, it is required that the analysis of those improvements be consistent with Caltrans SB-743 analysis guidelines.

APPENDIX A

GLOSSARY OF TERMS

TERM	DEFINITION
Active Transportation	A means of getting around that is powered by human energy, primarily walking and biking.
Impact	Refer to a project's impacts as determined by the transportation standards or CEQA thresholds of significance established by the County.
Improvement	A change that addresses the effects, particularly adverse effects, of a project on elements of the transportation system for which no transportation standards or CEQA thresholds of significance have been established by the Transportation Department. Distinct from "mitigation."
Mitigation	A change that addresses the CEQA impacts of a project on elements of the transportation system for which transportation standards or CEQA thresholds of significance have been established. Distinct from "improvement."
Mixed-Use Project	A development project that combines two or more land uses.
Net Change (in Total VMT)	Difference in total VMT in the area with and without the project. Performance metric for regional retail projects and transportation projects.
Peak Hour	The highest morning or evening hour of travel reported on a transportation network or street.
Project VMT	Calculated VMT generated by a development project.
Transportation Demand Management (TDM)	Programmatic measures that discourage drive-alone trips and encourage pedestrian, bicycle, and transit use. One of the four VMT reduction strategies for development projects.
Trip Assignment	An assignment of vehicle-trips to transportation facilities based on trip distribution percentages.
Trip Distribution	A forecast of the travel direction of vehicle-trips to and from a project.

Trip Generation

The estimated total number of vehicle-trips to and from a project.

VMT per Capita

The sum of VMT for personal motorized vehicle-trips made by all residents of a development project, divided by the total number of residents of the project.

VMT per Employee

The sum of VMT for personal motorized vehicle-trips made by all workers of an office or industrial development project, divided by the total number of workers at the project.

APPENDIX B

TRAFFIC ANALYSIS EXEMPTIONS

Under Level of Service (LOS) Analysis

The following types of development proposals are generally exempt from Traffic Analysis requirements per Board of Supervisor's action November 5, 1996 (Item No. 3.27):

1. All Residential Parcel Maps.
2. Single Family Residential Tracts of less than 100 lots.
3. Apartments and other Multiple Family projects of less than 150 units.
4. Plot Plan and Uses Cases for projects of one acre or less.
5. Preschools, Elementary Schools and Middle Schools.
6. Churches, Lodges, Community Centers, Neighborhood Parks and Community Parks.
7. Mini Storage Yards
8. Congregate Care Facilities that contain significant special services, such as medical facilities, dining facilities, recreation facilities and support retail facilities.
9. Level 1 projects (100-200 peak hour trips) in areas where a comprehensive traffic analysis has been performed and road improvement infrastructure funding mechanisms are in place. The Transportation Department may, however, require a traffic analysis for projects that are anticipated to exhibit potential adverse deficiencies on the circulation system.
10. Any use which can demonstrate, based on the most recent edition of the Trip Generation Report published by the Institute of Transportation Engineers (ITE) or other approved trip generation data, trip generation of less than 100 vehicle trips during the peak hours.

These exemptions will apply in most cases, however, the Transportation Department reserves the right to require a traffic analysis for any development regardless of size and/or type. The level of analysis shall be determined on an individual basis. The following are examples of conditions under which an exemption would not be granted.

- a. The presence of an existing or potential safety problem.
- b. The location of the development in an environmentally or otherwise sensitive area, or in an area that is likely to generate public controversy.
- c. The presence of a nearby substandard intersection or street. This is normally considered to be an existing Level of Service "D" or worse, or substandard improvements.
- d. The need for a focused study for access/operational issues.
- e. A request from an affected agency, such as Caltrans or an adjacent city, which is deemed by the Transportation Department to be reasonable and rational.

APPENDIX C

ANALYSIS INPUT PARAMETERS

SIGNALIZED INTERSECTION ANALYSIS INPUT PARAMETERS

PARAMETER	VALUE
Base Saturation Flow Rate	1,900 pc/hr/ln
Heavy Vehicle Factor	Determine % heavy vehicle in existing traffic stream based on count data or consultation with County Transportation Dept. Projects with truck intensive uses must convert project trips to passenger car equivalents (PCE=1.5, 2, and 3 for 2-axle, 3-axle, and 4+-axle trucks, respectively). Truck intensive uses include heavy industrial, warehousing or as determined by the Transportation Department.
Grade	Include as appropriate
Exclusive left-turn lane	Peak hour volume > 100
Dual left-turn lanes	Peak hour volume > 300
Protected left-turn phasing	Left-turn volumes > 240 vph
Minimum green time	7 seconds each movement in areas of light pedestrian activity. In areas of heavy pedestrian activity, the minimum green shall be calculated based on the methodology in the Highway Capacity Manual.
Cycle length	60 sec to 120 sec
Lost time	Per Highway Capacity Manual Exhibit 10-17 (below)

Major street	Minor Street	Number of Phases	L (s)
Protected	Protected	4	16
Protected	Permitted	3	12
Permitted	Protected	3	12
Permitted	Permitted	2	8

* All above values are from HCM, 6th Edition. Any deviation from these parameters requires prior approval from Riverside County Transportation Department. Refer to HCM, 6th Edition for any default values not specifically identified here.

Intersection analyses should be conducted utilizing acceptable software based on HCM methodology. Closely spaced intersections are to be analyzed using analysis tools capable of accounting for turn lane storage, queue length, blockage, etc. such as Synchro.

Actual signal timing and peak hour factors should be collected in the field and utilized in the existing and near-term analyses. In cases where traffic is added from a significant number of cumulative projects, the consultant shall use their engineering judgment in the application of peak hour factors to maintain consistency with the existing conditions analyses. A peak hour factor of 1.0 shall be applied to buildout traffic conditions.

APPENDIX D

LEVEL OF SERVICE TARGETS

Level of Service for Riverside County Roadways¹

Roadway Classification	Number of Lanes	Maximum Two-Way Traffic Volume (ADT) ²		
		Service Level C	Service Level D	Service Level E
Collector	2	10,400	11,700	13,000
Secondary	4	20,700	23,300	25,900
Major	4	27,300	30,700	34,100
Arterial	2	14,400	16,200	18,000
Arterial	4	28,700	32,300	35,900
Mountain Arterial ³	2	12,900	14,500	16,100
Mountain Arterial	3	16,700	18,800	20,900
Mountain Arterial	4	29,800	33,500	37,200
Urban Arterial	4	28,700	32,300	35,900
Urban Arterial	6	43,100	48,500	53,900
Urban Arterial	8	57,400	64,600	71,800
Expressway	4	32,700	36,800	40,900
Expressway	6	49,000	55,200	61,300
Expressway	8	65,400	73,500	81,700
Freeway	4	61,200	68,900	76,500
Freeway	6	94,000	105,800	117,500
Freeway	8	128,400	144,500	160,500
Freeway	10	160,500	180,500	200,600
Ramp ⁴	1	16,000	18,000	20,000

NOTES:

¹ All capacity figures are based on optimum conditions and are intended as guidelines for planning purposes only.

² Maximum two-way ADT values are based on the 1999 Modified Highway Capacity Manual Level of Service Tables as defined in the Riverside County Congestion Management Program.

³ Two-lane roadways designated as future arterials that conform to arterial design standards for vertical and horizontal alignments are analyzed as arterials.

⁴ Ramp capacity is given as a one-way traffic volume.

APPENDIX E

VMT ANALYSIS METHODOLOGY

The following provides guidance regarding required Baseline and Cumulative scenarios as it applies to land development and transportation projects, Specific Plans, and Community Plans. This analyses approach is based on guidance provided within the 2018 OPR *Technical Advisory on Evaluating Transportation Impacts in CEQA* (2018 OPR Guidance).

Land Development and Transportation Projects

Typically, the comparison between Baseline and Baseline Plus Project scenarios results in an evaluation of the worst-case scenario whether it be under an efficiency metric (per capita or per employee) or a net change metric (such as for retail or for a transportation improvement). This is a result of the fact that Cumulative analyses include additional developments, which typically have the effect of shortening trips as the proximity of complimentary land uses improve with increasing densities (i.e. houses are closer to shopping opportunities, houses are closer to employment opportunities, etc.). Accordingly, it can be presumed that a land development project or transportation project will not have a significant impact under Cumulative conditions if it is not determined to have one under Baseline conditions unless there are known circumstances, as determined by Transportation Department, that might alter this outcome. Unless specifically required by the Transportation Department, Project analysis for Cumulative conditions is only required if there is a finding of a significant impact under the Baseline Plus Project conditions.

When a significant impact is determined under Baseline Plus Project conditions, feasible mitigation measures must be identified that could avoid or substantially reduce the impact. Lead agencies are generally given the discretion to determine what mitigation actions are "feasible," but they must rely on substantial evidence in making these determinations. In addition, CEQA requires the identification of feasible alternatives that could avoid or substantially reduce a project's significant environmental impacts. If feasible mitigation measures cannot be identified to mitigate the impact of the Project, a Cumulative analysis will be required. A land development project or transportation project that can be sufficiently mitigated to not have a significant impact under Baseline Plus Project conditions would not have to undertake Cumulative analysis.

If Cumulative analysis is determined to be required, the Cumulative analysis should consider the effect of any planned mitigation measures identified during the Baseline analysis even if those mitigation measures do not fully mitigate the impact. If the Cumulative conditions analysis also results in a finding of a significant impact with previously identified mitigation measures, this Cumulative impact shall result in a finding of a significant and unavoidable impact and must therefore be called out in the project's EIR and subject to a Finding of Overriding Consideration.

Specific Plans and Community Plans

Specific Plans and Community Plans require the same analysis and mitigation approach to Project analysis as described above, with unique Land uses (residential, office, retail, etc.) being required to be analyzed in the aggregate against established Riverside County thresholds. Transportation improvements associated with Specific Plans or Community Plans are also analyzed in the same manner as described in this guidance. However, for Specific Plans and Community Plans, Riverside County requires that Cumulative analysis be completed irrespective of the findings of the Baseline Plus Project conditions. Additionally, No Project and Plus Project conditions under both the Baseline and Cumulative must provide total Regional VMT values. Note that the Regional VMT values are for informational purposes and are not used as the basis for the determination of a significant impact.

Analysis Methodology

Travel Demand Models (TDMs) are broadly considered to be amongst the most accurate of available tools to assess regional and sub-area VMT. While the Southern California Association of Governments (SCAG) maintains the regional travel demand model as a part of the Regional Transportation Plan/Sustainable Communities Strategy program (RTP/SCS), Riverside County maintains its own travel demand model (Riverside County Transportation Analysis Model, RIVTAM) in support of travel forecasting needs of the various agencies and jurisdictions within the County. The latest available version of RIVTAM (developed in 2009 based on the SCAG 2008 RTP Model structure) was determined to be the best fit for developing the VMT thresholds as it has the most up to date land use information for the County, as well as refined zonal structure within the County.

The 2012 Base Year model scenario was used for the baseline conditions and 2040 Future Year model scenario was used for the cumulative conditions in the County. Out of the five other counties included in the model (Ventura County, Los Angeles County, Orange County, San Bernardino County, and Imperial County), San Bernardino is a major contributor of the trips to Riverside County during a typical weekday.

As many of the County's daily trips originate from or have destinations in areas outside of the County such as San Diego County and the State of Arizona (external trips), their total length could not be computed solely using RIVTAM, additional analysis was required. The length of these trips was determined using two main processes, using Big Data and RIVTAM output files. Data was obtained from Teralytics that summarized the number of trips to and from the County to the surrounding Counties at the Census Tract level for the entire month of October 2019. The distance between each Census Tract was determined by using the TransCAD software, the modeling platform that RIVTAM runs on. The multipath analysis function within the TransCAD software was used to determine the point to point distance between the centroid of each Census Tract using the internal pathing algorithm that determines the shortest path along the roadway network between the centroid of each Census Tract pair. The shortest path between each County Census Tract and each non-County Census Tract that contained at least one trip was multiplied by the share of the total trips to and from each

Census Tract within the County to determine the average trip length to and from the County Census Tract. The big data average trip lengths within the County were compared against the RIVTAM model internal trip lengths. The big data average trip lengths within the County were found to be slightly lower than the internal average trip lengths in the RIVTAM model. This was the basis of big data calibration and the external average trip lengths were adjusted. The calibrated average trip length was applied to each TAZ based on the TAZ to Census Tract association and multiplied by the number of external trips to and from that TAZ to determine the total external VMT by TAZ.

These average external trip lengths by TAZ are also available in a spreadsheet form to compute additional VMT outside the model region if required for a project.

Before beginning the Countywide VMT analysis, the zonal structure and various components of RIVTAM were thoroughly reviewed to make the best use of model results to determine the VMT thresholds. Some of the major roadway improvements in the County that occurred after the year 2012 were also included in the model network to compute trip lengths that reflect the most recent travel patterns.

Model Zone Structure. VMT was computed at Traffic Analysis Zone (TAZ) level to determine the thresholds as well as to allow for comparisons among different areas throughout the County. There are 1807 TAZs within the County, including 623 TAZs within the unincorporated parts of the County.

Socio-Economic Data. Socioeconomic data (SED) and other model inputs are associated with each TAZ. Out of several different variables in the model SED, the VMT analysis mainly focused on population, number of households and types of employment that are used in the trip generation component. VMT computation was focused on the fact that the model uses employment variables by 3 income levels to determine commute trips and only some of the employment variables by industry type to determine the rest of the trips. Employment variables used in the model are listed below.

Employment by Income Level:

1. Low Income Employment (less than \$25,000)
2. Medium Income Employment (\$25,000 to \$50,000)
3. High Income Employment (\$50,000 or more)

Employment by Industry type:

1. Agriculture and mining
2. Construction
3. Manufacturing
4. Wholesale trade
5. Retail trade
6. Transportation, warehousing, and utility
7. Information

-
8. Financial activities
 9. Professional and business services
 10. Education and health services
 11. Leisure and hospitality services
 12. Other services
 13. Public administration

It should be noted that not all the employment variables by industry type in the model are used for trip generation, therefore commute VMT was calculated for the land use types where trip generation rates were available in the model.

Trip Generation. The model runs a series of complex steps to estimate daily trip productions and attractions by various trip purposes for each TAZ. The trip purposes are listed below.

Model Trip Purpose:

1. Home-Based Work Direct (HBWD)
2. Home-Based Work Strategic (HBWS)
3. Home-Based School (HBSC)
4. Home-Based College and University (HBCU)
5. Home-Based Shopping (HBSH)
6. Home-Based Serving-Passenger (HBSP)
7. Home-Based Other (HBO)
8. Work-Based Other (WBO)
9. Other-Based Other (OBO)

The production model uses several variables such as number of workers, household income, age, household size and car availability depending on the trip purpose. Trip productions for every TAZ in the model were compiled separately by each trip purpose. The attraction model uses income categories of employment for the HBW trip purpose, whereas it uses some of the employment categories for all non-HBW trip purposes. The attraction model estimates trip attractions to each TAZ by regression coefficients that vary by employment type. Trip attractions for every TAZ were compiled by each purpose and by each employment type based on these regression coefficients.

Person Trips, Vehicle Occupancy, Trip Distance. Trip productions and attractions were compiled after the mode choice step, and only auto trips were used for the analysis. Since these auto trips are person trips, vehicle occupancy factors were applied for carpool 2 and carpool 3+ auto person trips. The model uses separate factors for carpool 3+ for each trip purpose. After the vehicle trip productions and attractions were computed for each trip purpose, trip lengths were applied for each zone pair from the respective skim matrices in the model to compute the production and attraction VMT by purpose.

VMT Calculations. The residential VMT was computed by combining the production VMT for all the Home-Based trip purposes. Commute VMT was computed from the attraction VMT by Home-Based Work trip purposes.

Residential and commute VMT by each TAZ were computed and average VMT were determined by County levels to determine the thresholds. A step-by-step process is described below to recalculated average VMT using the RIVTAM model if required.

Steps to Recalculate average VMT:

1. Run the RIVTAM model with desired network and SED data
2. Compile Population and Total Employment by each TAZ from SED
3. Use peak and off-peak person trip matrices by trip purpose and combine into daily person trips. These matrices are saved in \msplit\Outputs\ . The files are "MS_PK_HBWD.mtx", "MS_PK_HBWS.mtx", "MS_PK_HBOALL.mtx", "MS_PK_HBSH.mtx", "MS_PK_HBSP.mtx", "MS_PK_OBO.mtx", "MS_PK_WBO.mtx", "MS_PK_HBSC.mtx", "MS_PK_HBCU.mtx", and similarly for off-peak.
4. Use the occupancy factors used in the model for each trip purpose to convert the daily person trips to vehicle trips.
5. Use lengths from the respective Skim matrices and multiply to the daily vehicle trips for Drive Alone, Carpool 2, and Carpool 3+ trips to compute daily VMT by purpose. These skim matrix files are "SPMATPK_DA.mtx", "SPMATPK_SR2.mtx", "SPMATPK_SR3.mtx", and similarly for off-peak.
6. Extract the daily VMT sum of productions by each TAZ and by trip purpose.
7. Extract the daily VMT sum of attractions by each TAZ and by trip purpose.
8. Combine the sum of productions by each TAZ for all the Home-Based trip purposes, i.e. "HBWD", "HBWS", "HBOALL", "HBSH", "HBSP", "HBSC", "HBCU". This will be the **Residential VMT** for internal trips.
9. Combine the sum of attractions by each TAZ for only the Home-Based-Work trip purposes, i.e. "HBWD", "HBWS". This will be the **Work VMT** for internal trips.
10. For the external VMT, directly use vehicle trips from the Origin-Destination tables. The files are "AM_OD.mtx", "PM_OD.mtx", "MD_OD.mtx", "NT_OD.mtx". Combine these vehicle trips to daily trips.
11. Extract daily OD trips sum of productions only for the external vehicle trips.
12. Extract daily OD trips sum of attractions only for the external vehicle trips.
13. Since the OD vehicles trips are for all purposes, multiply the share of Home-Based trip purpose and Home-Based-Work purpose from the mode choice person trips tables to derive the external Residential and Work external trips.
14. Multiply these external trips to the average lengths provided separately by the County.
15. Add external VMT to the internal VMT to get the final VMT for each TAZ.

APPENDIX F

RIVERSIDE COUNTY TDM MEASURES

#	Transportation Demand Management Measure	Description	TDM Type	Riverside County Max VMT Reduction
Parking Strategies				
3	Parking Cash-Out	Provide employees a choice of forgoing current parking for a cash payment to be determined by the employer. The higher the cash payment, the higher the reduction.	Incentive	2.0%
4	Price Workplace Parking	Implements workplace parking pricing for employees at employment locations for all land-use contexts and all types of development that include employment where trips originate at home and terminate at work.	Incentive	5.0%
6	Parking Management Strategies	Strategies to encourage efficiency in parking facilities and improve the quality of service to parking users	-	3.0%
Transit Strategies				
5	Transit Rerouting	Coordinate with local transit agency to provide or reroute existing transit services near the site	Infrastructure	1.0%
6	Transit Stops	Coordinate with local transit agency to provide bus stop near the site	Infrastructure	1.0%
7	Safe and Well-Lit Access to Transit	Enhance the route for people walking or bicycling to nearby transit (typically off-site). Provide Emergency 911 phones along these routes to enhance safety.	Infrastructure	1.0%
8	Implement Neighborhood Shuttle	Implement project-operated or project-sponsored neighborhood shuttle serving residents, employees, and visitors of the project site	Incentive	3.0%
9	Transit Subsidies	Involves the subsidization of transit fare for residents and employees of the project site. This strategy assumes transit	Incentive	3.0%

		service is already present in the project area.		
Communication & Information Strategies				
10	Mandatory Travel Behavior Change Program, Promotions & Marketing	Involves the development of a travel behavior change program that targets individuals' attitudes, goals, and travel behaviors, educating participants on the impacts of their travel choices and the opportunities to alter their habits. Provide a web site that allows employees to research other modes of transportation for commuting. Involves the use of marketing and promotional tools to educate and inform travelers about site-specific transportation options and the effects of their travel choices with passive educational and promotional materials.	Incentive	1.0%
11	Promotions & Marketing	Involves the use of marketing and promotional tools to educate and inform travelers about site-specific transportation options and the effects of their travel choices with passive educational and promotional materials.	Incentive	1.0%
Commuting Strategies				
12	Required Commute Trip Reduction Program	Employee-focused travel behavior change program that targets individuals' attitudes, goals, and travel behaviors, educating participants on the impacts of their travel choices and the opportunities to alter their habits.	Incentive	1.0%
13	Employer Sponsored Vanpool or Shuttle	Implementation of employer-sponsored employee vanpool or shuttle providing new opportunities for access to connect employees to the project site.	Incentive / Infrastructure	3.0%
14	Preferential Carpool / Vanpool Parking Spaces	Reserved carpool / vanpool spaces closer to the building entrance.	Infrastructure	1.0%
15	On-site Carts or Shuttles	Provide on-site cart or shuttle for employees to travel across campus.	Incentive / Infrastructure	3.0%
16	Emergency Ride Home (ERH) Program	Provides an occasional subsidized ride to commuters who use alternative modes. Guaranteed ride home for people if they need to go home in the middle of the day due to an emergency or stay late	Incentive	3.0%

		and need a ride at a time when transit service is not available.		
17	Alternative Work Schedule or Telework (Telecommuting, Distance-Learning, etc.)	Flextime, Compressed Work Week (CWW), staggered shifts, and use of telecommunications as a substitute for physical travel.	Incentive	10.0%*
18	On-site Childcare	Provides on-site childcare to remove the need to drive a child to daycare at a separate location.	Infrastructure	2.0%
Shared Mobility Strategies				
19	Designated Parking Spaces for Car Share Vehicles	Reserved car share spaces closer to the building entrance.	Infrastructure	1.0%
20	School Carpool Program	Implements a school carpool program to encourage ridesharing for students.	Incentive	15.0%
Bicycle Infrastructure Strategies				
21	Bike Share	Implement bike share to allow people to have on-demand access to a bicycle, as-needed.	Incentive / Infrastructure	0.25%
22	Implement/Improve On-street Bicycle Facility	Implements or provides funding for improvements to corridors and crossings for bike networks identified within a one-half mile buffer area of the project boundary, to support safe and comfortable bicycle travel.	Infrastructure	0.625%
23	Include Bike Parking in Excess of City Code	Implements short and long-term bicycle parking to support safe and comfortable bicycle travel by providing parking facilities at destinations	Infrastructure	0.625%
24	Include Secure Bike Parking and Showers	Implements additional end-of-trip bicycle facilities to support safe and comfortable bicycle travel.	Infrastructure	0.625%

Neighborhood Enhancement Strategies

25	Traffic Calming Improvements	Implements traffic calming measures throughout and around the perimeter of the project site that encourage people to walk, bike, or take transit within the development and to the development from other locations.	Infrastructure	1.0%
26	Pedestrian Network Improvements	Implements pedestrian network improvements throughout and around the project site that encourages people to walk.	Infrastructure	2.0%
Miscellaneous Strategies				
27	Virtual Care Strategies for Hospitals	Resources to allow patients to access healthcare services or communicate with healthcare staff through online or off-site programs.	Infrastructure	6.0%
28	On-site Affordable Housing	Provides on-site affordable housing.	Infrastructure	4.0%

* Percentage may be increased if demonstrated by substantial evidence. This may be in the form of published research studies or similar.

APPENDIX G

UNIT-BASED SCREENING THRESHOLDS FOR SMALL PROJECTS

The Riverside County Greenhouse Gas Emissions Screening Tables document (July 17, 2018) identifies a 3,000 Metric Tons of Carbon Dioxide Equivalent (MTCO₂e) per year screening level threshold to identify projects that require the use of the Screening Tables or a project-specific technical analysis to quantify and mitigate project emissions.

The County determined the size of development that is too small to be able to provide the level of greenhouse gas (GHG) emission reductions expected from the Screening Tables or alternate emission analysis method. To do this the County determined the GHG emission amount allowed by a project such that 90 percent of the emissions on average from all projects would exceed that level and be "captured" by the Screening Table or alternate emission analysis method. The GHG emissions calculations from the VMT Tool should be used in conjunction with the County's GHG emissions screening tables.

California Emissions Estimator Model (CalEEMod version 2016.3.2) was used to determine the maximum number of dwelling units or square footage that would remain within the 3,000 MTCO₂e per year screening threshold. CalEEMod is a statewide land use emissions computer model designed to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. This model was selected because it is provided by the California Air Resources Board (CARB) to be used statewide for developing project-level GHG emissions. CalEEMod was used with the built-in default trip lengths and types.

CalEEMod runs were conducted for a variety of land uses in order to determine the land use units that trigger SCAQMD threshold of 3,000 MT CO₂e/year, as well the CO₂e emissions on a per-unit (dwelling unit or thousand square feet) rate that could be used in the VMT Tool. The land uses and corresponding CO₂e emissions rates are shown in **Table 1**.

Table 1 - Land Uses and CO₂e Emissions Rates

Land Use	DU or TSF	Total MTCO ₂ e	MTCO ₂ e per DU or TSF
Single Family	110	2,997	27.25
Multi-Family (low-rise)	147	2,989	20.34
Multi-Family (mid-rise)	194	2,997	15.45
General Office Building	165	2,989	18.11
Retail	60	2,983	49.72
Warehouse (Unrefrigerated)	208	2,995	14.40
General Light Industrial	179	2,997	16.74

DU = dwelling unit, TSF = Thousand Square Feet

CalEEMod relies on known emissions data associated with certain activities or equipment (i.e. default values) that can be used if site-specific information is not available. CalEEMod contains default values to use in each specific local air district region or county. Input values were selected to be specific to the South Coast portion of Riverside County as the majority of future development that would utilize the screening thresholds is anticipated in this area of the County.

The following outlines the assumptions used in the CalEEMod calculations:

- CalEEMod uses Institute of Transportation Engineers (ITE) 9th Edition daily trip generation rates by default. Modeling for the VMT Tool updated CalEEMod defaults to use ITE 10th Edition rates.
- Rural trip lengths are longer than urban trip lengths and were conservatively used.
- The CalEEMod mobile source (vehicle) emissions are based on emissions rates from CARB's Emissions FACTor Model (EMFAC). The CalEEMod default EMFAC2014 emissions rates were updated with EMFAC2017 emissions rates, which are the latest available from CARB.
- The CalEEMod carbon intensity factor was adjusted within the model to represent Southern California Edison's (SCE) current emissions rate. The electricity emission intensity factor in CalEEMod was revised to use the SCE's reported rate in their 2018 Corporate Responsibility and Sustainability Report. As of 2017, SCE's power mix was at 32 percent renewable energy and will be required to achieve the 60 percent renewable energy goal by 2030 established by SB 100.
- Energy savings from water conservation resulting from the Green Building Code Standards for indoor water use and California Model Water Efficient Landscape Ordinance for outdoor water use are not included in CalEEMod. Conservatively, no updates were made to CalEEMod to account for these measures.
- The 2019 Building Energy Efficiency Standards (adopted on May 9, 2018) took effect on January 1, 2020. Under the 2019 standards, homes would use about 53 percent less energy and

nonresidential buildings would use about 30 percent less energy than buildings under the 2016 standards. Conservatively, no updates were made to CalEEMod to account for these reductions under the 2019 Building Energy Efficiency Standards.

STATE OF CALIFORNIA - THE RESOURCES AGENCY
DEPARTMENT OF FISH AND GAME
ENVIRONMENTAL FILING FEE CASH RECEIPT

RECEIVED RIVERSIDE
CLERK/BOARD OF SUPERVISORS

2021 DEC -6 AM 8:38

Receipt #: 21-567633

State Clearinghouse # (if applicable):

Lead Agency: CLERK OF THE BOARD OF SUPERVISORS

Date: 11/23/2021

County Agency of Filing: RIVERSIDE

Document No: E-202101262

Project Title: NOTICE OF PUBLIC HEARING- CUP NO. 200032 AND DEVELOPMENT AGREEMENT 2000015

Project Applicant Name: CLERK OF THE BOARD OF SUPERVISORS

Phone Number: (951) 955-0314

Project Applicant Address: 4080 LEMON STREET 1ST FLOOR, RIVERSIDE, CA 92502

Project Applicant: LOCAL PUBLIC AGENCY

CHECK APPLICABLE FEES:

☐ Environmental Impact Report

☐ Negative Declaration

☐ Application Fee Water Diversion (State Water Resources Control Board Only)

☐ Project Subject to Certified Regulatory Programs

☐ County Administration Fee

☐ Project that is exempt from fees (DFG No Effect Determination (Form Attached))

☐ Project that is exempt from fees (Notice of Exemption)

\$0.00

Total Received \$0.00

Signature and title of person receiving payment:

U. Sandral

Deputy

Notes:

12/14/21 21.1
2022-2-15/576



Lead Agency: CLERK OF THE BOARD OF SUPERVISORS
ATTN: ZULY MARTINEZ
Address: 4080 LEMON STEET, 1ST FL
RIVERSIDE, CA. 92502

FILED / POSTED

County of Riverside
Peter Aldana
Assessor-County Clerk-Recorder

E-202101262
11/23/2021 02:25 PM Fee: \$ 0.00
Page 1 of 2

Removed: 11/29/21 By: *Lynn Zowya* Deputy



Project Title

NOTICE OF PUBLIC HEARING - CONDITIONAL USE PERMIT NO. 200032 AND
DEVELOPMENT AGREEMENT 2000015.

Filing Type

- ☐ Environmental Impact Report
- ☐ Mitigated/Negative Declaration
- ☐ Notice of Exemption
- ☒ Other: NOTICE OF PUBLIC HEARING

Notes

NOTICE OF PUBLIC HEARING BEFORE THE BOARD OF SUPERVISORS OF RIVERSIDE COUNTY ON A CONDITIONAL USE PERMIT AND DEVELOPMENT AGREEMENT IN THE TEMESCAL CANYON AREA PLAN, SECOND SUPERVISORIAL DISTRICT

NOTICE IS HEREBY GIVEN that a public hearing at which all interested persons will be heard, will be held before the Board of Supervisors of Riverside County, California, on the 1st Floor Board Chambers, County Administrative Center, 4080 Lemon Street, Riverside, on **Tuesday, December 14, 2021 at 10:00 A.M.** or as soon as possible thereafter, to consider the Planning Department's recommended approval of **Conditional Use Permit No. 200032 and Development Agreement 2000015**. Conditional Use Permit No. 200032 proposes to use an existing 1,748 sq. ft. building as a Cannabis Retailer - Storefront location and would include tenant improvements to the existing building and site. Development Agreement No. 2000015 would impose a lifespan on the proposed cannabis project and provide community benefit to the West Corona area. The project is located 646 Paseo Grande, Corona, CA, in the unincorporated Riverside County Second Supervisorial District.

The Planning Department recommends that the Board of Supervisors find that the project is **EXEMPT** from the California Environmental Quality Act (CEQA); approve **Conditional Use Permit No. 200032**; introduce, read title, and waive further reading of, and adopt the associated ordinance approving **Development Agreement No. 2000015**.

On October 6, 2021 the Planning Commission approved staff recommendation to the Board of Supervisors by a vote of 5-0. The Planning Department meeting documents for the proposed project may be viewed online under the Planning Commission hearing date on the Public Hearing page of the Planning Department website: <https://planning.rctlma.org/Public-Hearings>.

FOR FURTHER INFORMATION REGARDING THIS PROJECT, PLEASE CONTACT STEVEN JONES, PRINCIPAL PLANNER, AT (951) 955-0314 OR EMAIL SJONES@RIVCO.ORG.

Any person wishing to testify in support of or in opposition to the project may do so in writing between the date of this notice and the public hearing or may appear and be heard at the time and place noted above. All written comments received prior to the public hearing will be submitted to the Board of Supervisors and the Board of Supervisors will consider such comments, in addition to any oral testimony, before making a decision on the project.

If you challenge the above item in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence to the Planning Commission or Board of Supervisors at, or prior to, the public hearing. Be advised that as a result of the public hearing and the consideration of all public comment, written and oral, the Board of Supervisors may amend, in whole or in part, the project and/or the related environmental document. Accordingly, the designations, development standards, design or improvements, or any properties or lands within the boundaries of the project, may be changed in a way other than specifically proposed.

Alternative formats available upon request to individuals with disabilities. If you require reasonable accommodation, please contact the Clerk of the Board office at (951) 955-1069, at least 72 hours prior to hearing.

Please send all written correspondence to: Clerk of the Board, 4080 Lemon Street, 1st Floor, Post Office Box 1147, Riverside, CA 92502-1147

Dated: November 23, 2021

Kecia R. Harper, Clerk of the Board
By: Zuly Martinez, Board Assistant

STATE OF CALIFORNIA - THE RESOURCES AGENCY
DEPARTMENT OF FISH AND GAME
ENVIRONMENTAL FILING FEE CASH RECEIPT

Receipt #: 21-520213

State Clearinghouse # (if applicable): _____

Lead Agency: CLERK OF THE BOARD OF SUPERVISORS

Date: 10/29/2021

County/Agency of Filing: RIVERSIDE

Document No: E-202101170

Project Title: CONDITIONAL USE PERMIT NO. 200032 AND DEVELOPMENT AGREEMENT 2000015

Project Applicant Name: CLERK OF THE BOARD OF SUPERVISORS

Phone Number: 951 955-0314 ZULY

Project Applicant Address: 4080 LEMON STREET 1ST FLOOR, RIVERSIDE, CA 92502

Project Applicant: LOCAL PUBLIC AGENCY

CHECK APPLICABLE FEES:

☐ Environmental Impact Report

☐ Negative Declaration

☐ Application Fee Water Diversion (State Water Resources Control Board Only)

☐ Project Subject to Certified Regulatory Programs

☐ County Administration Fee

☐ Project that is exempt from fees (DFG No Effect Determination (Form Attached))

☐ Project that is exempt from fees (Notice of Exemption)

\$0.00

Total Received \$0.00

Signature and title of person receiving payment:

U. Sandraal

Deputy

Notes:

2021 NOV 22 AM 10:21
CLERK / BOARD OF SUPERVISORS

11/16/21
12/14/21
2022-0-151576 (2 of 2)



Lead Agency: CLERK OF THE BOARD OF SUPERVISORS
ATTN: ZULY MARTINEZ
Address: 4080 LEMON STEET, 1ST FL
RIVERSIDE, CA. 92502

FILED / POSTED

County of Riverside
Peter Aldana
Assessor-County Clerk-Recorder

E-202101170
10/29/2021 10:16 AM Fee: \$ 0.00
Page 1 of 2

Removed: 11/16/21 By *Lizzy Sawyer* Deputy



Project Title

NOTICE OF PUBLIC HEARING - CONDITIONAL USE PERMIT NO. 200032 AND
DEVELOPMENT AGREEMENT 2000015.

Filing Type

- ☐ Environmental Impact Report
- ☐ Mitigated/Negative Declaration
- ☐ Notice of Exemption
- ☒ Other: NOTICE OF PUBLIC HEARING

Notes

NOTICE OF PUBLIC HEARING BEFORE THE BOARD OF SUPERVISORS OF RIVERSIDE COUNTY ON A CONDITIONAL USE PERMIT AND DEVELOPMENT AGREEMENT IN THE TEMESCAL CANYON AREA PLAN, SECOND SUPERVISORIAL DISTRICT

NOTICE IS HEREBY GIVEN that a public hearing at which all interested persons will be heard, will be held before the Board of Supervisors of Riverside County, California, on the 1st Floor Board Chambers, County Administrative Center, 4080 Lemon Street, Riverside, on **Tuesday, November 16, 2021 at 10:00 A.M.** or as soon as possible thereafter, to consider the Planning Department's recommended approval of **Conditional Use Permit No. 200032 and Development Agreement 2000015**. Conditional Use Permit No. 200032 proposes to use an existing 1,748 sq. ft. building as a Cannabis Retailer - Storefront location and would include tenant improvements to the existing building and site. Development Agreement No. 2000015 would impose a lifespan on the proposed cannabis project and provide community benefit to the West Corona area. The project is located Northerly of Frontage Road, southerly of W. 6th Street, and westerly of Paseo Grande, in the Second Supervisorial District.

The Planning Department recommends that the Board of Supervisors find that the project is **EXEMPT** from the California Environmental Quality Act (CEQA); approve **Conditional Use Permit No. 200032**; introduce, read title, and waive further reading of, and adopt the associated ordinance approving **Development Agreement No. 2000015**.

On October 6, 2021 the Planning Commission approved staff recommendation to the Board of Supervisors by a vote of 5-0. The Planning Department meeting documents for the proposed project may be viewed online under the Planning Commission hearing date on the Public Hearing page of the Planning Department website: <https://planning.rctlma.org/Public-Hearings>.

FOR FURTHER INFORMATION REGARDING THIS PROJECT, PLEASE CONTACT STEVEN JONES, PRINCIPAL PLANNER, AT (951) 955-0314 OR EMAIL SJONES@RIVCO.ORG.

Any person wishing to testify in support of or in opposition to the project may do so in writing between the date of this notice and the public hearing or may appear and be heard at the time and place noted above. All written comments received prior to the public hearing will be submitted to the Board of Supervisors and the Board of Supervisors will consider such comments, in addition to any oral testimony, before making a decision on the project.

If you challenge the above item in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence to the Planning Commission or Board of Supervisors at, or prior to, the public hearing. Be advised that as a result of the public hearing and the consideration of all public comment, written and oral, the Board of Supervisors may amend, in whole or in part, the project and/or the related environmental document. Accordingly, the designations, development standards, design or improvements, or any properties or lands within the boundaries of the project, may be changed in a way other than specifically proposed.

Alternative formats available upon request to individuals with disabilities. If you require reasonable accommodation, please contact the Clerk of the Board office at (951) 955-1069, at least 72 hours prior to hearing.

Please send all written correspondence to: Clerk of the Board, 4080 Lemon Street, 1st Floor, Post Office Box 1147, Riverside, CA 92502-1147

Dated: October 29, 2021

Kecia R. Harper, Clerk of the Board
By: Zuly Martinez, Board Assistant