SUBMITTAL TO THE BOARD OF SUPERVISORS
COUNTY OF RIVERSIDE, STATE OF CALIFORNIA

ITEM: 3.58
(ID # 23194)
MEETING DATE:
Tuesday, December 12, 2023

FROM : TLMA-PLANNING:

SUBJECT: TRANSPORTATION AND LAND MANAGEMENT AGENCY/PLANNING: Adopt Resolution No. 2023-249 Certifying the Environmental Impact Report for GPA No. 1205 (SCH#2019059042) and Adopt Resolution No. 2023-291 amending the Riverside County General Plan – Second Cycle of General Plan Amendments for 2023 - General Plan Amendment (GPA) No. 1205. Districts 1 and 2. [$1,120,000 Total Cost - General Fund 67%, REAP Grant 28%, SB-2 Grant 3%, and LEAP Grant 2%]

RECOMMENDED MOTION: That the Board of Supervisors:

1. **ADOPT RESOLUTION NO. 2023-249** with Findings and a Statement of Overriding Considerations for the Environmental Impact Report for GPA No. 1205;

2. **CERTIFY THE ENVIRONMENTAL IMPACT REPORT FOR GPA NO. 1205** (SCH#2019059042), based on the findings and conclusions provided in the EIR and Resolution No. 2023-249 and adopt Resolution No. 2023-249 CEQA Findings and Statement of Overriding Considerations;

3. **ADOPT RESOLUTION NO. 2023-291** amending the Riverside County General Plan (Second Cycle of Land Use Element General Plan Amendments for 2023) in accordance with the Board of Supervisors' prior tentative approval of General Plan Amendment No. 1205; and

4. **DIRECT** the Planning Department to incorporate the changes made by General Plan Amendment No. 1205 into the Riverside County General Plan Land Use Element and the associated Area Plan, tables, and figures.

ACTION:Policy

MINUTES OF THE BOARD OF SUPERVISORS

On motion of Supervisor Gutierrez, seconded by Supervisor Perez and duly carried by unanimous vote, IT WAS ORDERED that the above matter is approved as recommended.

Ayes:	Jeffries, Spiegel, Washington, Perez and Gutierrez
Nays:	None
Absent:	None
Date:	December 12, 2023
xc:	TLMA-Planning

Kimberly A. Rector
Clerk of the Board
By: _____
Deputy

FINANCIAL DATA	Current Fiscal Year:	Next Fiscal Year:	Total Cost:	Ongoing Cost
COST	$ 10,000	$ 0	$ 1,120,000	$ 0
NET COUNTY COST	$ 10,000	$ 0	$ 755,290	$ 0

SOURCE OF FUNDS:	Budget Adjustment: No
General Fund – 67% REAP Grant – 28% SB2 Grant – 3% LEAP Grant – 2%	
	For Fiscal Years: 15/16 through 23/24

C.E.O. RECOMMENDATION: Approve

BACKGROUND:

Summary

The County may process, on a yearly basis, up to four updates to its General Plan Land Use Element. In Riverside County, these updates are known as "cycles." General Plan Amendment No. 1205, which makes up the Second Cycle of Land Use Element General Plan Amendments for 2023, was considered during public hearings by the Planning Commission and the Board of Supervisors on the date specified below. GPA No. 1205 consists of an Entitlement/Policy Amendment, Technical Amendment, and a Foundation Component – Regular Amendment.

INDIVIDUAL AMENDMENT:

General Plan Amendment No. 1205 (Highway 74 Community Plan)

General Plan Amendment No. 1205 consists of an Entitlement/Policy General Plan Amendment, a Technical Amendment, and a Foundation Component – Regular Amendment that proposes General Plan Foundation Component changes and Land Use Designation and policy updates, within the newly created Highway 74 Policy Area, as shown in the revised Mead Valley Area Plan (MVAP) and Elsinore Area Plan (ELAP) document, Figures 1 and 2. This amendment proposes to redesignate parcels to allow for the development of residential neighborhoods of varying densities, commercial retail, mixed use, light industrial, business park, public facilities, rural, open space, and recreation areas. The Project Area is located within the Elsinore Area Plan and Mead Valley Area Plans in the First and Second Supervisorial Districts, specifically along a 6.8-mile long noncontiguous corridor of Highway 74 in the unincorporated area between Interstates 15 and 215 (I-15, and I-215), between the cities of Lake Elsinore and Perris, in western Riverside County.

GPA No. 1205 was considered at public hearings before the Planning Commission on August 2 and August 16, 2023, and the project, along with the preferred alternative in the EIR, was recommended for approval, by a vote of 5-0 to the Board of Supervisors. The Board of Supervisors held a public hearing on September 12, 2023, selected EIR Alternative 3 (increased industrial use alternative) and by a vote of 5-0 certified the EIR, pending adoption of Resolution

No. 2023-249, and tentatively approved the project, subject to the future adoption of the General Plan Amendment resolution.

The adoption of Resolution No. 2023-291 formalizes Board's tentative approval of the project on September 12, 2023 and formally adopt General Plan Amendment No. 1205.

The adoption of Resolution No. 2023-249 certifies the Environmental Impact Report (SCH No. 2019059042), and adopts CEQA findings and statement of overriding considerations regarding the potential environmental impacts of General Plan Amendment No. 1205.

Impact on Residents and Businesses

This project has been carefully considered, analyzed, and reviewed during the public hearings before the Planning Commission and Board of Supervisors on the date specified for each item listed above.

Additional Fiscal Information

The total cost to complete this project is approximately $1,120,000, which was funded partially through the General Fund and partially through three grant sources (SB-2 Grant, REAP Grant, and LEAP Grant). The planning process for this Project commenced included 9 fiscal years, starting with the 15/16 fiscal year, and ending this fiscal year (23/24). The above costs include public outreach, drafting of the General Plan Amendment, Environmental Impact Report, and the public hearing process.

ATTACHMENTS:

A. Planning Commission Resolution No. 2023-002
B. Planning Commission Minutes
C. Planning Commission Staff Report Package
D. Draft EIR
E. Draft EIR Appendices
F. Final EIR
G. BOS Resolution No. 2023-249 (Certification of EIR for GPA No. 1205)
H. BOS Resolution No. 2023-291 (Second Cycle of Land Use Element General Plan Amendments for 2023)

Jason Farin, Principal Management Analyst 12/5/2023

Aaron Gettis

Aaron Gettis, Deputy County Counsel 12/4/2023

Board of Supervisors **County of Riverside**

RESOLUTION NO. 2023-291
AMENDING THE RIVERSIDE COUNTY
GENERAL PLAN
(Second Cycle of Land Use Element General Plan Amendments for 2023)

WHEREAS, pursuant to the provisions of Government Code Section 65350 et seq., notice was given, and public hearings were held before the Riverside County Board of Supervisors and the Riverside County Planning Commission to consider the proposed amendments to the Highgrove, Mead Valley, and Elsinore Area Plans of the Riverside County General Plan; and,

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

WHEREAS, the proposed general plan amendment was discussed fully with testimony and documentation presented by the public and affected government agencies; now, therefore,

BE IT RESOLVED, FOUND, DETERMINED AND ORDERED by the Board of Supervisors of the County of Riverside in regular session assembled on December 12, 2023 that:

A. **General Plan Amendment (GPA) No. 1205**, also known as the Highway 74 Community Plan, consists of General Plan Foundation Component changes and Land Use Designation and policy updates, within portions of the Mead Valley Area Plan (MVAP) and Elsinore Area Plan (ELAP), as shown in the revised MVAP and ELAP documents, Figures 1 and 2 which are attached hereto and incorporated herein by this reference. GPA 1205 redesignates parcels to allow for the development of residential neighborhoods of varying densities, commercial retail, mixed use, light industrial, business park, public facilities, rural, open space, and recreation areas, as shown on Figures 3, 4 and 5. Furthermore, GPA 1205 amends the MVAP and ELAP by creating a Highway 74 Policy Area and removes two additional policy areas within the MVAP, the Perris Policy Area and the Good Hope Policy Area, whose intent was to facilitate the relocation of existing businesses that were impacted by the widening of Highway 74. Additionally, the boundary of the Meadowbrook Town Center Policy Area (within the ELAP) will be adjusted as part of

FORM APPROVED COUNTY COUNSEL
BY SARAH K. MOORE DATE 12-4-23

the new Highway 74 Policy Area and the boundary of the Warm Springs Policy Area (within the ELAP) will be adjusted to include a 192-acre section along Highway 74 within the Highway 74 Policy Area, to enable the application of the proposed policies within that area. The project area is located within the Elsinore Area Plan and Mead Valley Area Plan in the First and Second Supervisorial Districts, specifically located directly along a 6.8-mile long noncontiguous corridor of Highway 74 in the unincorporated area between Interstates 15 and 215 (I-15, and I-215), between the cities of Lake Elsinore and Perris, in western Riverside County. The project area consists of 3 neighborhoods: Neighborhood 1 (MVAP) extends from the Street (City of Perris boundary) to Ethanac Road; Neighborhood 2 extends from Ethanac Road to near the City of Lake Elsinore boundaries near Crumpton Street; Neighborhood 3 extends between the City of Elsinore boundaries near Trellis Lane on the north to near Conard Avenue on the south." The project encompasses 1,026 parcels and approximately 2,220 acres of unincorporated lands. Portions of the unincorporated communities of Good Hope, Meadowbrook, and Warm Springs are within the proposed project boundary. The MVAP portion extends from Ellis Avenue at the City of Perris boundary to Ethanac Road, which is the boundary between the two plans. The ELAP portion is noncontiguous and extends in from Ethanac Road to the City of Lake Elsinore boundary near Conard Avenue, with a portion excluded from approximately Crater Drive to Crumpton Street, as that area is within the City of Lake Elsinore. The parcels that were selected to be part of the project area are parcels of which at least a portion is located within 1,000 feet of the centerline of Highway 74. In Neighborhood 1, parcels are being redesignated from the Rural Community, Rural, and Open Space foundations to the Community Development foundation. Certain parcels are also being redesignated within the Community Development foundation to Very Low Density Residential (VLDR), Low Density Residential (LDR), Medium Density Residential (MDR), High Density Residential (HDR), Mixed Use Area (MUA), Commercial Retail (CR), Light Industrial (LI), and Business Park (BP). In Neighborhood 2, certain parcels are being redesignated within the Community Development foundation

to Very Low Density Residential (VLDR), Low Density Residential (LDR), Commercial Retail (CR), Mixed Use Area (MUA), Light Industrial (LI), Business Park (BP) and Public Facilities (PF). In Neighborhood 3, certain parcels are being redesignated as Commercial Retail (CR). GPA No. 1205 was considered at public hearings before the Planning Commission and Board of Supervisors. The Planning Commission recommended that the Board of Supervisors tentatively approved GPA No. 1205 on August 16, 2023. After taking public testimony, the Board of Supervisors closed the public hearing and tentatively approved General Plan Amendment No. 1205 on September 12, 2023.

BE IT FURTHER RESOLVED by the Board of Supervisors, based on the evidence presented on this matter, both written and oral that:

1. The site is located within the Mead Valley Area Plan (MVAP) and Elsinore Area Plan (ELAP).
2. The Mead Valley Area Plan (MVAP) and Elsinore Area Plan (ELAP) Land Use Maps establish the extent, intensity, and location of land uses within the Good Hope and Meadowbrook Districts, respectively.
3. GPA No. 1205 is a General Plan Foundation Component Amendment -- Regular, Entitlement/Policy Amendment, and Technical General Plan Amendment.
4. GPA No. 1205 consists of General Plan Foundation Component changes and Land Use Designation and policy updates, within the newly created Highway 74 Policy Area, as shown on the revised Figures 1 and 2 .
5. GPA No. 1205 proposes to create the Highway 74 Policy Area section of the Mead Valley Area Plan (MVAP) and Elsinore Area Plan (ELAP) to update descriptions, revise existing policies, add new policies, and create neighborhood planning areas with specific policies.
6. The project area consists of 3 neighborhoods: Neighborhood 1 (MVAP) extends from the Street (City of Perris boundary) to Ethanac Road; Neighborhood 2 extends

from Ethanac Road to near the City of Lake Elsinore boundaries near Crumpton Street; Neighborhood 3 extends between the City of Elsinore boundaries near Trellis Lane on the north to near Conard Avenue on the south."

7. In Neighborhood 1, parcels are being redesignated from the Rural Community, Rural, and Open Space foundations to the Community Development foundation. Certain parcels are also being redesignated within the Community Development foundation to Very Low Density Residential (VLDR), Low Density Residential (LDR), Medium Density Residential (MDR), High Density Residential (HDR), Mixed Use Area (MUA), Commercial Retail (CR), Light Industrial (LI), and Business Park (BP). In Neighborhood 2, certain parcels are being redesignated within the Community Development foundation to Very Low Density Residential (VLDR), Low Density Residential (LDR), Commercial Retail (CR), Mixed Use Area (MUA), Light Industrial (LI), Business Park (BP) and Public Facilities (PF). In Neighborhood 3, certain parcels are being redesignated as Commercial Retail (CR).

8. The Land Use Element establishes goals and policies affecting the use of land for the unincorporated areas of the County of Riverside.

9. Pursuant to the Administration Element of the Riverside County General Plan and Article II Section 2.5(A), a General Plan Foundation Component Amendment–Regular may be approved if new conditions or circumstances disclosed during the review process justify modifying the General Plan, that the modifications do not conflict with the overall Riverside County Vision, and that they would not create an internal inconsistency among the elements of the General Plan. The foregoing requirement for findings shall not apply to any amendment to the Riverside County Vision.

   a. *New conditions or circumstances disclosed during the review process justify modifying the General Plan.* Several planning efforts have influenced the planning direction of the Highway 74 corridor, starting with the 2003 General Plan. The General Plan created a Rural Village Study Area for both the Good

Hope and Meadowbrook areas. The purpose of the study areas was to encourage the development of a mixed use area that could include a greater variety of uses, including commercial and industrial, which could serve the community and benefit from the highway. The exact boundaries and uses were not defined but flexibility was encouraged, and the focus was on the area surrounding the highway. In 2015, the General Plan update further formalized this direction by creating Rural Village Land Use Overlays (RVLUO) for Good Hope and Meadowbrook. These were mapped overlay zones with set boundaries and defined alternate uses. The RLVUO provided the option to use the alternate land use designation in addition to the underlying land use designation, without a foundation component change. The plan also created two policy areas in the MVAP portion of the project area (referred to as the Perris and Good Hope Policy Areas) that allowed for existing businesses that were impacted by the highway widening to relocate anywhere within the policy areas without the need for a general plan amendment. In 2016, as part of the Housing Element 5th Cycle Update, portions of Good Hope and Meadowbrook (which was referred to as the Meadowbrook Town Center) along the highway were redesignated with a high density residential and mixed use area. In 2017, the Board of Supervisors initiated the Foundation Component portion of GPA No. 1205 based on recommendations from the General Plan Advisory Committee (GPAC), the Planning Commission and on the basis of a land use study involving extensive community outreach in the spring of 2016. In 2017, a significant milestone occurred when the jurisdiction over the portion of Highway 74 in the Project area was transferred from Caltrans to the County. In 2022, the County adopted a Highway 74 Enhanced Infrastructure Financing District (EIFD) as a mechanism for the continued improvement of

the highway. Also in 2022, the County prepared a Highway 74 Multimodal Plan to prioritize future improvements to benefit all modes of transportation.

b. *The modifications do not conflict with the overall Riverside County Vision.* GPA No. 1205 does not involve a change in or conflict with the Riverside County Vision. Specifically, GPA No. 1205 is consistent with the following visions:

1) The General Plan was created out of a comprehensive vision statement resulting from broad public outreach which identified 12 subject areas and 33 fundamental values that should motivate community building and changes in land use designations. GPA No. 1205 reflects the articulated values, including that of community, health, inter-relatedness, diversity, equity, valued contributions, varied communities, balance, creativity and innovation, distinctiveness, livable centers, housing, natural environment, multi-modal transportation, employment, safety, planning integration, sustainability, and recreation. The redesignation of parcels within the project area adjacent to and near the highway corridor will benefit the Good Hope, Meadowbrook, and Warm Springs communities with an increase of services, employment opportunities, and housing options.

2) The Varied Communities section of the vision states "We value the contribution to our overall quality of life by the richly varied municipalities, Indian nations, and other ethnic communities, unincorporated communities, and rural communities in Riverside County." GPA No. 1205 recognizes that growth should occur along the highway to preserve the existing rural communities that surround the Project area. By allowing for a mixture of uses within the Project area, the surrounding communities will be able to benefit from improved infrastructure and access to local businesses.

3) The Housing section of the vision states "We acknowledge shelter as one of the most basic community needs and value the willingness of our communities and their leaders to accept housing for our growing population in our communities, particularly with respect to the ongoing shortage of affordable housing and its negative impacts on our communities." GPA No 1205 facilitates development of housing by targeting denser development by the highway where there is access to transit service and where vehicle trips will not rely on residential streets. It also facilitates housing by creating mixed use areas where housing can be built along with stores and other commercial uses. Denser and mixed-use development can lower the cost of housing as the land cost per dwelling unit decreases.

4) The Housing section of the vision also states, "Mixed-use development occurs at numerous urban concentrations in city spheres and unincorporated communities, many of which include residential uses." GPA No. 1205 redesignates parcels which are currently limited to a single use, whether residential or commercial, to a mixed use area, which allows for a greater variety of projects that can combine uses. It also includes commercial industrial nodes along the highway in addition to the mixed use and residential areas, which allows for greater mixtures of units on a communitywide basis. Mixed use areas benefit from access to transportation options and where a mixture of uses facilitates shorter trips, including some by walking. The street network and existing land uses have been studied to identify certain areas that are suitable for mixed use and which can benefit from transit service.

5) The Planning Integration section of the vision states "We are proud of the multi-faceted approach taken in Riverside County to planning on

countywide and community scales and we dedicate ourselves to its continued support for the coherent and comprehensive implementation of this approach. At the same time, we seek an implementation approach that simplifies and focuses on essentials, without being unnecessarily complex." GPA No. 1205 will benefit the surrounding communities by planning future development to locate in targeted areas along the highway while preserving the rural communities located farther from the highway. The future development of the project area will provide the surrounding communities with services, employment, and additional housing options.

6) The Our Communities and Their Neighborhoods section of the vision states, "Innovative designs allow for increased density in key locations, such as near transit stations, with associated benefits. In these and other neighborhoods, walking, bicycling, and transit systems are attractive alternatives to driving for many residents." The land use changes target higher density of development in along the highway to benefit from the proximity of transit service along the project area and into Meadowbrook and the adjacent cities. The local transit service connects with the regional transit network, including the Metrolink station in Perris. Planning for an area with a greater density and mixture of uses will enable increased "internal capture" of trips (shorter trips) and can lead to development patterns which encourage healthy communities through walking and biking.

c. *The modifications would not create an internal inconsistency among the elements of the General Plan.* State law requires internal consistency of the County's General Plan, including the policies within the Land Use Element and consistency between Land Use Element and all the other elements. GPA No. 1205 will make Foundation Component changes to the Rural and Rural

Community Foundations to the Community Development Foundation. The 2003 General Plan envisioned such an amendment to the General Plan Foundation through the creation of Rural Village Overlay Study Areas in the project area. No discrepancy will exist between the Foundation Components and the land use designations as the changes being made are consistent with the existing or proposed Foundation Components. The applicable area plans (MVAP and ELAP) will also be updated to remove overlays that are no longer necessary after the updates. The proposed land use updates were checked against every element of the General Plan to ensure the proposed designations are appropriate. For instance, GPA No. 1205 is consistent with the Circulation Element as it proposes to redesignate land uses near the highway that are suitable due to the proximity of the transportation corridor. GPA No. 1205 is also consistent with the Safety Element as it proposes land use designations that are appropriate based on topography and environmentally sensitive areas.

10. Pursuant to the Administration Element of the Riverside County General Plan and Article II Section 2.4(C)(2) of Ordinance No. 348, an Entitlement/Policy General Plan amendment may be approved if the change does not involve a change in or conflict with the Riverside County Vision, any General Planning Principle set forth in General Plan Appendix B, or any Foundation Component Designation in the General Plan; the proposed amendment would either contribute to the purposes of the General Plan or, at a minimum, would not be detrimental to them; special circumstances or conditions have emerged that were unanticipated in preparing the General Plan; and an amendment is required to expand basic employment job opportunities (jobs that contribute directly to the County's economic base) and that would improve the ration of jobs-to-workers in the County.

a. *The proposed changes do not involve a change in or conflict with the Riverside County Vision.* GPA No. 1205 does not involve a change in or conflict with the Riverside County Vision. Specifically, GPA No. 1205 is consistent with the following visions:

1) The General Plan was created out of a comprehensive vision statement resulting from broad public outreach which identified 12 subject areas and 33 fundamental values that should motivate community building and changes in land use designations. GPA No. 1205 reflects the articulated values, including that of community, health, inter-relatedness, diversity, equity, valued contributions, varied communities, balance, creativity and innovation, distinctiveness, livable centers, housing, natural environment, multi-modal transportation, employment, safety, planning integration, sustainability, and recreation. The redesignation of parcels within the project area adjacent to and near the highway corridor will benefit the Good Hope, Meadowbrook, and Warm Springs communities with an increase of services, employment opportunities, and housing options.

2) The Varied Communities section of the vision states "We value the contribution to our overall quality of life by the richly varied municipalities, Indian nations, and other ethnic communities, unincorporated communities, and rural communities in Riverside County." GPA No. 1205 recognizes that growth should occur along the highway to preserve the existing rural communities that surround the project area. By allowing for a mixture of uses within the project area, the surrounding communities will be able to benefit from improved infrastructure and access to local businesses.

3) The Housing section of the vision states "We acknowledge shelter as one of the most basic community needs and value the willingness of our

communities and their leaders to accept housing for our growing population in our communities, particularly with respect to the ongoing shortage of affordable housing and its negative impacts on our communities." GPA No 1205 facilitates development of housing by targeting denser development by the highway where there is access to transit service and where vehicle trips will not rely on residential streets. It also facilitates housing by creating mixed use areas where housing can be built along with stores and other commercial uses. Denser and mixed use development can lower the cost of housing as the land cost per dwelling unit decreases.

4) The Housing section of the vision also states "Mixed-use development occurs at numerous urban concentrations in city spheres and unincorporated communities, many of which include residential uses." GPA No. 1205 redesignates parcels which are currently limited to a single use, whether residential or commercial, to a mixed use area, which allows for a greater variety of projects that can combine uses. It also includes commercial industrial nodes along the highway in addition to the mixed use and residential areas, which allows for greater mixtures of units on a communitywide basis. Mixed use areas benefit from access to transportation options and where a mixture of uses facilitates shorter trips, including some by walking. The street network and existing land uses have been studied to identify certain areas that are suitable for mixed use and which can benefit from transit service.

5) The Planning Integration section of the vision states "We are proud of the multi-faceted approach taken in Riverside County to planning on countywide and community scales and we dedicate ourselves to its continued support for the coherent and comprehensive implementation of

this approach. At the same time, we seek an implementation approach that simplifies and focuses on essentials, without being unnecessarily complex." GPA No. 1205 will benefit the surrounding communities by planning future development to locate in targeted areas along the highway while preserving the rural communities located farther from the highway. The future development of the project area will provide the surrounding communities with services, employment, and additional housing options.

6) The Our Communities and Their Neighborhoods section of the vision states, "Innovative designs allow for increased density in key locations, such as near transit stations, with associated benefits. In these and other neighborhoods, walking, bicycling, and transit systems are attractive alternatives to driving for many residents." The land use changes target higher density of development in along the highway to benefit from the proximity of transit service along the project area and into Meadowbrook and the adjacent cities. The local transit service connects with the regional transit network, including the Metrolink station in Perris. Planning for an area with a greater density and mixture of uses will enable increased "internal capture" of trips (shorter trips) and can lead to development patterns which encourage healthy communities through walking and biking.

7) This is simply a sampling of the General Plan Vision Statement topics that the General Plan Amendment is consistent with and not an exhaustive list of Riverside County Vision Statement topics. There are no other provisions or statements within the Riverside County Vision Statement that GPA No. 1205 is inherently inconsistent with. Therefore, the proposed General Plan Amendment would not conflict with the Riverside County Vision.

b. *The proposed changes do not involve a change in or conflict with any General Planning Principle Set forth in General Plan Appendix B.* GPA No. 1205 does not involve a change in or conflict with any General Planning Principle set forth in General Plan Appendix B. Specifically, GPA No. 1205 is consistent with the following principles:

1) Community Development Principle I.C.1., Maturing Communities, states, "...every community in the County is maturing in its own way, at its own pace and within its own context. Policies and programs should be tailored to local needs in order to accommodate the particular level of anticipated maturation in any given community." GPA No. 1205 provides direction for the continued growth and enhancement of the project area and the surrounding communities. The redesignation of the Project area with mixed use designations and hubs of commercial and industrial areas along the highway will focus growth and investment in the most beneficial areas and will enhance and preserve the surrounding communities. Planned growth as envisioned and articulated by the stakeholders during public outreach will be facilitated through the proposed land use designations.

2) Community Development Principle I.G.1., Efficient Land Use, states, The County should encourage compact and transit-adaptive development on regional and community scales. The policy goal is to permit and encourage increased densities and intensities, and to reduce the land required for public infrastructure...." GPA No. 1205 proposes a variety of land uses, including Commercial Retail (CR), Mixed Used Area (MUA), Light Industrial (MUA), and Medium Density Residential (MDR), which will promote additional housing options and a diversity of land uses. The mixture of land uses will be served by transit and will

provide an opportunity to capture vehicle trips internally because of the potential for shorter trips to serve community needs, and which may reduce the reliance of vehicle travel. The availability of transit near housing and commercial areas can reduce reliance on vehicle travel, which has the potential to reduce land required for public infrastructure.

3) General Plan Transportation Principle III.E.1.d., Mass Transit, states, "Varied forms of transit systems should be considered, based on service potential, cost, flexibility and reinforcement of more efficient land use. . . .Locating as many community activities as possible within easy walking distance of transit stops." GPA No. 1205 proposes a variety of land uses, including Commercial Retail (CR), Mixed Used Area (MUA), Light Industrial (LI), and Medium Density Residential (MDR), that will increase housing options and that will allow for additional services to be located within the community. The proposed mixture of land uses, and the availability of transit service provides an opportunity for the community to meet its needs with shorter trips and with less reliance on vehicle travel, which supports this principle.

    a. Transportation Principle III.E.1., Pedestrian, Bicycle and Equestrian Friendly Communities, states, "Bicycle and pedestrian paths should be conveniently located and linked to commercial, public, educational and institutional uses." GPA No. 1205 enacts policies and land use changes consistent with active and healthy lifestyles by reducing the need for vehicle travel and will provide an opportunity to serve more needs within the community.

    b. Community Design Principle IV.A., Community Variety, Choice, and Balance, establishes an intent to foster variety and choice within communities, provide opportunity for housing variety and

availability, provide for balanced growth of communities, revitalize existing communities through development of under used or vacant sites, and provide for higher density and urbanization of appropriate areas. GPA No. 1205 provides for the orderly growth of the community and encourages greater services to be located within the community.

c. Community Design Principle IV.B.1., Unique Communities, states, "The General Plan should promote development of a 'unique community identity' in which each community exhibits a special sense of place by retaining distinct edges and sufficient open space between scattered urbanized areas. This will facilitate the buildout of existing communities, as well as the creation of new towns, each of which have distinct boundary and edge conditions." The project area provides gateways to three cities: Perris (northeast), Lake Elsinore (southwest) and Canyon Lake (southeast). The communities of Good Hope, Meadowbrook and Warm Springs have scenic qualities that feature rolling hills, watercourses, boulder outcroppings, which provide focal points and natural edges and open space buffers. GPA No. 1205 is a community-scale planning project that focuses on the Highway 74 corridor intended to facilitate the buildout of this community within the defined policy area boundary.

4) This is simply a sampling of the principles that the proposed General Plan Amendment is consistent with and not an exhaustive list of all consistent principles. There are no principles that the General Plan Amendment is in conflict with. Therefore, the proposed General Plan Amendment

would not conflict with the Riverside County General Planning Principles set forth in General Plan Appendix B.

c. *The proposed changes do not involve a change in or conflict with any Foundation Component designation in the General Plan.* GPA No. 1205 does not involve a change in or conflict with any Foundation Component Designation in the General Plan because the Foundation Component designation is also being amended by this GPA via the Eight-Year General Plan Review Cycle. GPA No. 1205 includes Foundation Component changes that are entirely within the portion of the project area that is located within the MVAP. Specifically, portions of the project area within the MVAP which are currently in the Rural Foundation, or the Rural Community Foundation will be changed to the Community Development foundation along with the change to a new land use designation. The remainder of the project area is already within the Community Development Foundation and the change will be to a plan designation within that foundation. However, GPA No. 1205 does not involve a change in or conflict with any Foundation Component because all General Plan Land Use designations will ultimately conform to their applicable Foundation Component, and findings for the approval of all changes to/from Foundation Components are made and provided in the General Plan Foundation Component Amendment findings section herein.

d. *The proposed amendment would either contribute to the purposes of the General Plan or, at a minimum, would not be detrimental to them.* GPA No. 1205 will either contribute to the purposes of the General Plan or, at a minimum, will not be detrimental to them. State law requires internal consistency of the County's General Plan, including consistency of policy within an element and consistency of policy with other elements. GPA No. 1205 will add new policies and revise existing policies in the MVAP and ELAP, specifically within the newly designated Highway 74 Policy Area, and will make land use changes in that area. The purpose of designating a new Highway 74 Policy Area is to promote the future growth and well-

being the communities adjacent to the Highway 74 corridor. All new and revised policies and land use designation changes were analyzed and do not create internal conflict with MVAP and ELAP, which are components of the General Plan, the Land Use Element, and any other elements of the General Plan.

e. *Special circumstances or conditions have emerged that were unanticipated in preparing the General Plan.* The 2003 General Plan anticipated the redesignation of the Project area as proposed in GPA No. 1205 in keeping with future growth of the area. The General Plan created a Rural Village Study Area for both the Good Hope and Meadowbrook areas. The purpose of the study areas was to encourage the development of a mixed use area that could include a greater variety of uses, including commercial and industrial, which could serve the community and benefit from the highway. The exact boundaries and uses were not defined but flexibility was encouraged, and the focus was on the area surrounding the highway. In 2014, the General Plan update (stated in 2008) further formalized this direction by creating Rural Village Land Use Overlays (RVLUO) for Good Hope and Meadowbrook. These were mapped overlay zones with set boundaries and defined alternate uses. The RLVUO provided the option to use the alternate land use designation in addition to the underlying land use designation, without a foundation component change. The plan also created two policy areas in the MVAP portion of the project area (referred to as the Perris and Good Hope Policy Areas) that allowed for existing businesses that were impacted by the highway widening to relocate anywhere within the policy areas without the need for a general plan amendment. In 2016, as part of the Housing Element 5th Cycle Update, portions of Good Hope and Meadowbrook (which was referred to as the Meadowbrook Town Center) along the highway were redesignated with a high density residential and mixed use area. In 2017, the Board of Supervisors initiated the Foundation Component portion of GPA No. 1205 based on recommendations from the General Plan Advisory Committee (GPAC), the Planning Commission and on the basis of a land use study involving extensive community

outreach in the spring of 2016. A significant milestone occurred when the jurisdiction over the portion of Highway 74 in the project area was transferred from Caltrans to the County. In 2022, the County adopted a Highway 74 Enhanced Infrastructure Financing District (EIFD) as a mechanism for the continued improvement of the highway. Also in 2022, the County prepared a Highway 74 Multimodal Plan to priority future improvements to benefit all modes of transportation.

f. *An amendment is required to expand basic employment job opportunities (jobs that contribute directly to the County's economic base) and that would improve the ration of jobs-to-workers in the County.* General Plan Amendment No. 1205 will expand basic job opportunities that contribute directly to the County's economic base and improve the ratio of jobs-to-workers in the County. This amendment expands land uses by creating a new Highway 74 Policy Area. Land uses adjacent to and within 1,000 feet of the centerline of Highway 74 in a noncontiguous corridor between the cities of Perris and Lake Elsinore will be redesignated to allow a greater mixture of uses that will benefit from the proximity to the transportation corridor. The mixed-use areas provide for greater housing options and will provide benefits from proximity to commercial services and transit. GPA No 1205 plans future growth around the Highway 74 corridor, with additional housing options and opportunities commercial services and employment growth. GPA No. 1205 will result in more efficient land use planning and is intended to provide for enhance quality of life, and additional opportunities for commercial development and employment growth.

8. GPA No. 1205 includes a Technical General Plan Amendment that amends land use designations along the southwest hillsides to reflect updated contour line/slope data and appropriate parcel sizes within the ELAP. A Technical General Plan Amendment involves changes to the General Plan of a technical nature, including technical corrections discovered in the process of implementing the General Plan. Documentable errors in the General Plan may include corrections to statistics,

mapping error corrections, changes in spheres of influence and city boundaries, changes in unincorporated communities, editorial clarifications, or changes in appendix information. Pursuant to the Administration Element of the Riverside County General Plan and Article II Section 2.4(C)(1) of Ordinance No. 348, a Technical General Plan Amendment may be approved, provided that at least the following two (2) findings be made: Pursuant to the Administration Element of the Riverside County General Plan and Article II Section 2.4(C)(1) of Ordinance No. 348, a Technical General Plan Amendment may be approved, provided that at least the following two (2) findings be made:

a. *The proposed amendment would not change any policy direction or intent of the General Plan.* GPA No. 1205 will amend the land use designations within the Highway 74 Policy Area to reflect updated hillside slope data. The parcels that were previously designated as Rural Mountainous did not meet the criteria for this land use designation which is "areas of at least 10 acres where a minimum of 70% of the area has slopes of 25% or greater." (ELAP, Table 1: Land Use Designations Summary). The slope data did not support the requirement of 70% of the area as 25% or greater. Additionally, the area has been subdivided into parcels of 2 acres or less, which means that this area has parcels that are below the 10 acre requirement. The revised land use designation changes from Rural Mountainous (RM) to Very Low Density Residential (VLDR) and Business Park (BP) were analyzed for compability with the surrounding land use designations and environmental constraints and do not change the policy direction or intent of ELAP (a component of the General Plan) or other elements of the General Plan.

b. *A minor change of boundary will more accurately reflect geological or topographic features, or legal or jurisdictional boundaries.* Parcels within or adjacent to the mountainous areas north of Highway 74 within the Highway 74 Policy Area are proposed to change from a Rural Foundation Component to

reflect new hillside slope mapping. GPA No. 1205 proposes to designate certain subdivided residential lots, which currently have the RM designation, with appropriate residential or commercial land uses. The proposed amendments reflect a minor change of a hillside slope boundary and will more accurately reflect topographic features in this area.

9. Environmental Impact Report (EIR) (SCH# 2019059042), incorporated herein by reference, analyzed GPA No. 1205 as described in Alternative 3, evaluated the project's potential significant impacts on the environment, and made the required findings in compliance with State CEQA Guidelines and Riverside County CEQA implementing procedures. As demonstrated in the EIR, adoption of this alternative would lessen the severity of, but would not avoid, the significant unavoidable air quality and transportation impacts associated with the proposed project. Based on the findings and conclusions in the EIR (SCH# 2019059042), Board of Supervisors Resolution No. 2023-249 certifying the EIR, and the project's conditions of approval, the Project is not likely to cause serious public health problems or exposure to hazards.

BE IT FURTHER RESOLVED by the Board of Supervisors that it **ADOPTS** the Environmental Impact Report (SCH# 2019059042), based on the findings incorporated in the EIR, incorporated herein by reference, and **ADOPTS** General Plan Amendment No. 1205, as described herein and shown in the revised Mead Valley Area Plan (MVAP) and Elsinore Area Plan (ELAP) documents, Figures 1 and 2and the maps "Mead Valley Area Plan, Highway 74 Policy Area, Neighborhood 1" (Figure 3), "Elsinore Area Plan, Highway 74 Policy Area, Neighborhood 2" (Figure 4), Elsinore Area Plan, Highway 74 Policy Area, Neighborhood 2" (Figure 5) attached hereto and incorporated herein by reference.

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

Board of Supervisors **COUNTY OF RIVERSIDE**

RESOLUTION NO. 2023-291

AMENDING THE RIVERSIDE COUNTY GENERAL PLAN

(SECOND CYCLE OF LAND USE ELEMENT GENERAL PLAN AMENDMENTS FOR 2023)

ROLL CALL:

Ayes:	Jeffries, Washington, Spiegel, Perez, and Gutierrez
Nays:	None
Absent:	None

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

KIMBERLY A. RECTOR, Clerk of said Board

By: _____

Deputy

12.12.2023 3.58

Figure 1A

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

General Plan Amendments approved since 12/31/09
- GPA No. 936, BOS RSLN 2014-040, 03/11/14;
- GPA No. 1058, BOS RSLN 2015-214, 09/22/15;
- GPA Nos. 950, 1036, BOS RSLN 2016-098; 03/29/16;
- GPA No. 1122, BOS RSLN 2016-234, 12/06/16;
- GPA No. 190006, BOS RSLN 2021-183; 09/28/21
- GPA No. 1205, BOS RSLN 2023-018, 12/12/23
- GPA No. 1120, BOS RSLN 2014-222, 11/24/14;
- GPA No. 960, BOS RSLN 2015-260, 12/08/15;
- GPA No. 1168, BOS RSLN 2016-239, 12/06/16;
- GPA Nos. 1151, 1152, BOS RSLN 2018-118, 06/26/18;

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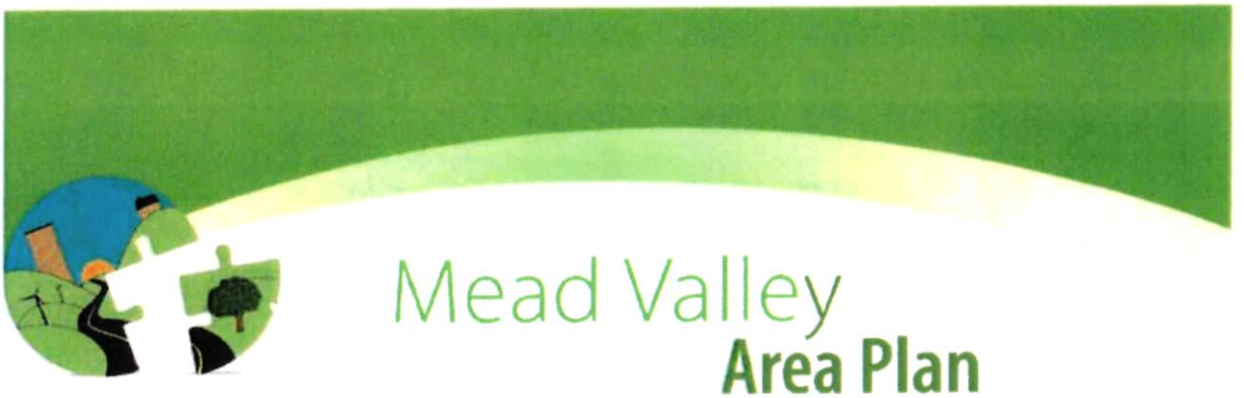

Mead Valley Area Plan

Vision Summary

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

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

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

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

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

Population Growth

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

Our Communities and Neighborhoods

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

Housing

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

Transportation

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

Conservation and Open Space Resources

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

Air Quality

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

Jobs and Economy

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

Agricultural Lands

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

Educational System

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

Plan Integration

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

Financial Realities

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

Intergovernmental Cooperation

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

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

Introduction

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

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

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

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

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

Mead Valley is not just any valley. From virtually any place here, you have a sweeping view of distant mountains and nearby hills. Rock outcroppings accent the hillsides and provide a distinct texture to the landscape. The Cajalco Road Corridor and ~~State Route~~Highway 74 cross the community in an east-west fashion and Interstate 215, which runs north-south, divides the planning area roughly in half.

The Mead Valley Area Plan guides the evolving physical development and land uses in the unincorporated area west of the City of Perris. It is not a stand-alone document, but rather an extension of the County of Riverside General Plan and Vision Statement. The County of Riverside Vision Statement details the physical, environmental, and economic characteristics that the County of Riverside aspires to achieve by the year 2020 and beyond. Using the Vision Statement as the primary foundation, the County of Riverside General Plan establishes standards and policies for development within the entire unincorporated Riverside County territory. The Mead Valley Area Plan, on the other hand, provides customized direction specifically for the Mead Valley area.

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

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

While some of these designations reflect land patterns unique to this area, a number of special policies are still necessary to address specific portions of the Mead Valley planning area The Policy Areas section presents these additional policies. Land use related issues are addressed in the Land Use section. The Area Plan also describes relevant transportation issues in the Circulation section. A variety of routes and modes of travel are envisioned to

serve this area. The key to understanding the area's valued open space network is described in the Multipurpose Open Space section. There are natural and manmade hazards to consider, and they are spelled out in the Hazards section.

It is important to understand that the incorporated City of Perris is not covered by this area plan. It is governed by its own plan. Nevertheless, city/county coordination is a critical component of this Plan. A key location factor is how this area relates to other planning areas within the vastness of Riverside County.

The relationships between cities and Riverside County territory can be seen on ~~Figure 1~~Figure 1, Location.

The Mead Valley Area is in a pivotal position along Interstate 215 and includes key connections to Interstate 15 to the west. Consequently, it plays an important role in the vast central portion of western Riverside County. The Mead Valley Area Plan seeks to capture and capitalize upon, not only the special qualities of the land, but its strategic location as well.

A Special Note on Implementing the Vision

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

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

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

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

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

Community Centers Overlay. This method of concentrating development to achieve community focal points, stimulate a mix of activities, promote economic development, achieve more efficient use of land, and create a transit friendly and walkable environment is a major device for implementing the Vision. The area bordered by Interstate 215 on the east, Martin Street (and its straight-line easterly extension) on the north, Seaton Avenue on the west, and the Metropolitan Water District aqueduct on the south is provided with a Community Center Overlay, offering an option for development of a mix of commercial, office, and industrial land uses. The envisioned Job Center could capitalize on the nearby March Inland Port, the proximity of the rail line, access to Interstate 215 and the future Ramona-Cajalco CETAP corridor, and the fast-track authorization and Development Incentives approved

by the Board of Supervisors for the portions of this area in Community Facilities District No. 88-8. This Community Center Overlay would be non-residential in nature.

Business Expansion Center. A major thrust of the Riverside County General Plan is to attract new businesses that can provide jobs for the extensive local labor force that now, in significant numbers, must commute to Orange and Los Angeles Counties. A substantial industrial strip covers almost the entire eastern edge of Mead Valley, which provides outstanding rail and freeway access. This not only leverages the Employment Center immediately adjacent to it, but focuses more intensive activities where multiple transportation modes converge.

Rural character. The land use patterns reflect a strong commitment to the continuation of the cherished rural/semi-rural lifestyle in this part of Riverside County. This contributes as well to the desire for distinct shifts in development character as a means of defining community separators or edges.

It is important to note that the data in this area plan is current as of ~~June 26, 2018~~December 12, 2023. Any General Plan amendments approved subsequent to that date are not reflected in this area plan and must be supported by their own environmental documentation. A process for incorporating any applicable portion of these amendments into this area plan is part of the General Plan Implementation Program.

Location

The strategic location of the Mead Valley planning area is clearly evident in Figure 1~~Figure 1~~, Location. The Mead Valley Area Plan is surrounded by the incorporated City of Perris and the nearby cities of Lake Elsinore, Canyon Lake, and Moreno Valley. Mead Valley borders on six other area plans: Reche Canyon/Badlands to the north, Lakeview/Nuevo to the east, Harvest Valley/Winchester to the southeast, Sun City/Menifee Valley to the south, Elsinore to the south and southwest, and the Lake Mathews/Woodcrest Area Plan to the west. The March Joint Air Reserve Base is also located north of the planning area.

Features

The Riverside County Vision builds heavily on the value of its remarkable environmental setting. That theme is certainly applicable here. Mead Valley is especially situated to capture mountain views in almost every direction. That quality is evident in the functions, setting, and features that are unique to Mead Valley. These features can be seen on Figure 2~~Figure 2~~, Physical Features, and are described in greater detail in the following section.

Setting

The Mead Valley planning area contains a wide variation in physical terrain, including flat valley floors, gentle foothills, and steep hillsides. This area lies entirely within the larger Perris Valley, which is framed by the Gavilan Hills to the west, and the Lakeview Mountains across the valley to the east. The eastern flank of Mead Valley is generally flat, sloping gently upward toward the Gavilan Hills, which form a portion of the planning area's western boundary.

The unincorporated portion of this planning area is basically divided into northern and southern halves, defined by the foothills of the Gavilan Hills and the Motte-Rimrock Reserve. The northern half contains Cajalco Creek and a portion of the Colorado River Aqueduct. In fact, the terrain here is similar in character to the largely developed

part of the valley occupied by the City of Perris to the east. Except for a few rolling hills and gentle slopes, the southern half of the County of Riverside territory is considerably more rugged, containing a series of steep peaks and valleys. Steele Peak, in the southwestern corner of the planning area, provides one of the area's most distinctive features.

Unique Features

Gavilan Hills

Located in the western portion of the planning area, the Gavilan Hills stretch north to south from Temecula to Corona. They contribute to the area's most spectacular terrain before dropping precipitously down into Temescal Canyon and Lake Elsinore to the west. In fact, they constitute a natural and spectacular edge between the Mead Valley planning area and other communities to the west.

Steele Peak

Located in the southwestern portion of the planning area in the Gavilan Hills is Steele Peak. Steele Peak, at 2,529 feet, is the tallest peak in the planning area and serves as a major landmark for the community.

Motte-Rimrock Reserve

The Motte-Rimrock Reserve encompasses a rocky plateau above the City of Perris. The Reserve protects important archaeological sites, including an unexcavated ceremonial site and well-preserved pictographs. The Reserve environment is rich in coastal sage scrub, riparian grassland, and chaparral, and contains six seasonal springs that enrich the diversity of plant species found here. Animal life prospers as well, this being a home to the Stephen's Kangaroo Rat, a federally protected endangered species.

Unique Communities

Good Hope

The rural and equestrian oriented community of Good Hope is located in the southwestern portion of the planning area among distinctive rock outcroppings, just east of Steele Peak. Currently, ~~State Route~~Highway 74 carves a swath through this otherwise remote community, serving scattered commercial and industrial development. The County is evaluating the Ethanac Road/State Route 74/Nichols Road Corridor Project ~~State Route~~that could realign Highway 74 ~~will be realigned~~ from its present location to follow the alignment of Ethanac Road, which forms the southern boundary of the planning area.

Mead Valley

Cajalco Road is the anchor for the community of Mead Valley. As a major link between Interstates 215 and 15, this important east/west corridor provides the opportunity for the commercial uses along Cajalco Road to assume a more prominent role in the future. South of Cajalco Road is a mixture of equestrian homes, which are set among rolling hills and large stands of Eucalyptus. The sense of community here is reinforced by a community center and a fire station. The area north of Cajalco Road is predominantly a grid-like pattern of half-acre and larger residential lots, the centerpiece of which is a local school.

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

Old Elsinore Road

Old Elsinore Road runs north-south through a narrow valley formed by the Gavilan Hills and the Motte-Rimrock Reserve. The road is lined by rural residential uses set on larger lots that can accommodate equestrian activities.

Incorporated Cities

The City of Perris, incorporated in 1911, occupies the entire eastern part of the planning area. The City of Perris's sphere of influence encompasses all of the unincorporated lands within the Mead Valley planning area. In 2099, the City of Perris encompassed nearly 31.7 square miles with a total of more than 15,510 dwelling units. The City of Perris's sphere of influence area is approximately 31 square miles and is located largely to the east of the City of Perris proper with a smaller portion located to the northeast of the downtown area. Land uses in this influence area are a mixture of residential, industrial, commercial, agricultural and conservation habitat.

Land Use Plan

The Land Use Plan focuses on preserving the rural community character of this area and, at the same time, accommodates future growth. To accomplish this, more detailed land use designations are applied than for the countywide General Plan.

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

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

Land Use Concept

The Mead Valley land use plan provides for a predominantly rural community character with an equestrian focus. This is reflected by the Very Low Density Residential and Low Density Residential land use designations within the Rural Community Foundation Component and Rural Residential designation within the Rural Foundation Component that dominate the planning area.

Pockets of open space, including the Motte-Rimrock Reserve and Steele Peak, are designated as Open Space Conservation Habitat to preserve their scenic and natural qualities.

~~A Rural Village Overlay~~The Highway 74 Policy Area is designated along a portion of the present alignment of ~~State Route~~Highway 74, which is located in the southern portion of the planning area. The ~~Rural Village~~Highway 74 Policy Area would serve as a focal point for the surrounding Good Hope community. This ~~special overlay designation~~Policy Area allows for a mixture of local serving commercial and small-scale industrial/service commercial uses, with ~~limited~~ residential and mixed use development ~~at a higher density than the underlying land use~~. The Land Use Element provides a further description of this land use designation and its intent.

> *"The extensive heritage of rural living continues to be accommodated in areas committed to that lifestyle, and its sustainability is reinforced by strong open space and urban development commitment provided for in the RCIP Vision."*
>
> *-RCIP Vision*

Mobility within the open space system is not ignored, either. Multi-use trails are conceptually located throughout the planning area, providing the framework for future trail improvements and connections. Thus, there is a strong relationship in the Area Plan between land uses and associated transportation and mobility systems, no matter what the intensity of uses may be.

Community Center Overlay

In recognition of the strategic importance of the Ramona/Cajalco interchange with Interstate 215 to the future of western Riverside County, the Mead Valley Area Plan includes a Community Center Overlay covering an extensive area centered on the first signalized intersection westerly of the freeway on Cajalco Expressway – the intersection of Cajalco with Harvill Avenue. As may be expected, the intersection has already attracted the types of commercial development that one might expect to find in the vicinity of significant freeway interchanges. Riverside County's vision for this area extends beyond roadside services. The area bordered by Interstate 215 on the east, Martin Street (and its straight-line easterly extension) on the north, Seaton Avenue on the west, and the Metropolitan Water District aqueduct on the south is envisioned as a major employment center, which may include a mixture of industrial, office, business park, and commercial uses.

For more information on Community Center types, please refer to the Land Use Policies within this area plan and the Land Use Designations section of the **General Plan Land Use Element**.

A Community Center Overlay is utilized here rather than a Community Center designation because the area is comprised of many parcels under separate ownerships. The preparation of the Specific Plan would be necessary for this area to be developed as a Community Center, and this could take time. In order to avoid delaying those landowners who are interested in development in the near future, the Community Center Overlay is utilized. As an alternative to development of a Community Center, individual landowners may choose to develop in accordance

with the underlying designations. The presence of the Community Center Overlay is specifically not intended to prohibit to any extent the development of uses allowable pursuant to the underlying designations.

The Job Center envisioned here would provide region-wide services with a mixture of business park, office, and retail commercial uses. Typical uses would include, but not limited to, research and development firms, manufacturing, private and public research institutions, academic institutions, medical facilities, and support commercial uses.

The Community Center Overlay at this location does not provide for residential uses, except for existing residential uses, caretaker's residences as permitted by zoning, and new residences on existing lots that are zoned for residential use.

Table 1: Land Use Designations Summary

Foundation Component	Area Plan Land Use Designation	Building Intensity Range (du/ac or FAR) [1, 2, 3, 4]	Notes
Agriculture	Agriculture (AG)	10 ac min.	• Agricultural land including row crops, groves, nurseries, dairies, poultry farms, processing plants, and other related uses. • One single-family residence allowed per 10 acres except as otherwise specified by a policy or an overlay.
Rural	Rural Residential (RR)	5 ac min.	• Single-family residences with a minimum lot size of 5 acres. • Allows limited animal keeping and agricultural uses, recreational uses, compatible resource development (not including the commercial extraction of mineral resources) and associated uses and governmental uses.
	Rural Mountainous (RM)	10 ac min.	• Single-family residential uses with a minimum lot size of 10 acres. • Areas of at least 10 acres where a minimum of 70% of the area has slopes of 25% or greater. • Allows limited animal keeping, agriculture, recreational uses, compatible resource development (which may include the commercial extraction of mineral resources with approval of a SMP) and associated uses and governmental uses.
	Rural Desert (RD)	10 ac min.	• Single-family residential uses with a minimum lot size of 10 acres. • Allows limited animal keeping, agriculture, recreational, renewable energy uses including solar, geothermal and wind energy uses, as well as associated uses required to develop and operate these renewable energy sources, compatible resource development (which may include the commercial extraction of mineral resources with approval of SMP), and governmental and utility uses.
Rural Community	Estate Density Residential (RC-EDR)	2 ac min.	• Single-family detached residences on large parcels of 2 to 5 acres. • Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.
	Very Low Density Residential (RC-VLDR)	1 ac min.	• Single-family detached residences on large parcels of 1 to 2 acres. • Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.
	Low Density Residential (RC-LDR)	0.5 ac min.	• Single-family detached residences on large parcels of 0.5 to 1 acre. • Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.
Open Space	Conservation (C)	N/A	• The protection of open space for natural hazard protection, cultural preservation, and natural and scenic resource preservation. Existing agriculture is permitted.
	Conservation Habitat(CH)	N/A	• Applies to public and private lands conserved and managed in accordance with adopted Multi Species Habitat and other Conservation Plans and in accordance with related Riverside County policies.
	Water (W)	N/A	• Includes bodies of water and natural or artificial drainage corridors. • Extraction of mineral resources subject to SMP may be permissible provided that flooding hazards are addressed and long term habitat and riparian values are maintained.

Table 1, continued

Foundation Component	Area Plan Land Use Designation	Building Intensity Range (du/ac or FAR) [1, 2, 3, 4]	Notes
Open Space	Recreation (R)	N/A	• Recreational uses including parks, trails, athletic fields, and golf courses. • Neighborhood parks are permitted within residential land uses.
	Rural (RUR)	20 ac min.	• One single-family residence allowed per 20 acres. • Extraction of mineral resources subject to SMP may be permissible provided that scenic resources and views are protected.
	Mineral Resources (MR)	N/A	• Mineral extraction and processing facilities. • Areas held in reserve for future mineral extraction and processing.
Community Development	Estate Density Residential (EDR)	2 ac min.	• Single-family detached residences on large parcels of 2 to 5 acres. • Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.
	Very Low Density Residential (VLDR)	1 ac min.	• Single-family detached residences on large parcels of 1 to 2 acres. • Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.
	Low Density Residential (LDR)	0.5 ac min.	• Single-family detached residences on large parcels of 0.5 to 1 acre. • Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.
	Medium Density Residential (MDR)	2 - 5 du/ac	• Single-family detached and attached residences with a density range of 2 to 5 dwelling units per acre. • Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged. • Lot sizes range from 5,500 to 20,000 sq. ft., typical 7,200 sq. ft. lots allowed.
	Medium High Density Residential (MHDR)	5 - 8 du/ac	• Single-family attached and detached residences with a density range of 5 to 8 dwelling units per acre. • Lot sizes range from 4,000 to 6,500 sq. ft.
	High Density Residential (HDR)	8 - 14 du/ac	• Single-family attached and detached residences, including townhouses, stacked flats, courtyard homes, patio homes, townhouses, and zero lot line homes
	Very High Density Residential (VHDR)	14 - 20 du/ac	• Single-family attached residences and multi-family dwellings.
Community Development	Highest Density Residential (HHDR)	14 - 40 du/ac	• Multi-family dwellings, includes apartments and condominium. • Multi-storied (3+) structures are allowed.
	Commercial Retail (CR)	0.20 - 0.35 FAR	• Local and regional serving retail and service uses. The amount of land designated for Commercial Retail exceeds that amount anticipated to be necessary to serve Riverside County's population at build out. Once build out of Commercial Retail reaches the 40% level within any Area Plan, additional studies will be required before CR development beyond the 40 % will be permitted.
	Commercial Tourist (CT)	0.20 - 0.35 FAR	• Tourist related commercial including hotels, golf courses, and recreation/amusement activities.
	Commercial Office (CO)	0.35 - 1.0 FAR	• Variety of office related uses including financial, legal, insurance and other office services.
	Light Industrial (LI)	0.25 - 0.60 FAR	• Industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses.
	Heavy Industrial (HI)	0.15 - 0.50 FAR	• More intense industrial activities that generate greater effects such as excessive noise, dust, and other nuisances.
	Business Park (BP)	0.25 - 0.60 FAR	• Employee intensive uses, including research and development, technology centers, corporate offices, clean industry and supporting retail uses.
	Public Facilities (PF)	≤ 0.60 FAR	• Civic uses such as County of Riverside administrative buildings and schools.

Table 1, continued

Foundation Component	Area Plan Land Use Designation	Building Intensity Range (du/ac or FAR) 1, 2,3,4	Notes
Community Development	Community Center (CC)	5 - 40 du/ac 0.10 - 0.3 FAR	• Includes combination of small-lot single family residences, multi-family residences, commercial retail, office, business park uses, civic uses, transit facilities, and recreational open space within a unified planned development area. This also includes Community Centers in adopted specific plans.
	Mixed-Use Area		• This designation is applied to areas outside of Community Centers. The intent of the designation is not to identify a particular mixture or intensity of land uses, but to designate areas where a mixture of residential, commercial, office, entertainment, educational, and/or recreational uses, or other uses is planned.

Overlays and Policy Areas

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

Community Development Overlay (CDO)	• Allows Community Development land use designations to be applied through General Plan Amendments within specified areas within Rural, Rural Community, Agriculture, or Open Space Foundation Component areas. Specific policies related to each Community Development Overlay are contained in the appropriate Area Plan.
Community Center Overlay (CCO)	• Allows for either a Community Center or the underlying designated land use to be developed.
Rural Village Overlay (RVO) and Rural Village Overlay Study Area (RVOSA)	• The Rural Village Overlay allows a concentration of residential and local-serving commercial uses within areas of rural character. • The Rural Village Overlay allows the uses and maximum densities/intensities of the Medium Density Residential and Medium High Density Residential and Commercial Retail land use designations. • In some rural village areas, identified as Rural Village Overlay Study Areas, the final boundaries will be determined at a later date during the consistency zoning program. (The consistency zoning program is the process of bringing current zoning into consistency with the adopted general plan.)
Historic District Overlay (HDO)	• This overlay allows for specific protections, land uses, the application of the Historic Building Code, and consideration for contributing elements to the District.
Specific Community Development Designation Overlay	• Permits flexibility in land uses designations to account for local conditions. Consult the applicable Area Plan text for details.
Policy Areas	• Policy Areas are specific geographic districts that contain unique characteristics that merit detailed attention and focused policies. These policies may impact the underlying land use designations. At the Area Plan level, Policy Areas accommodate several locally specific designations, such as the Cherry Valley Policy Area (The Pass Area Plan), or the Highway 79 Policy Area (Sun City/Menifee Valley Area Plan). Consult the applicable Area Plan text for details.

NOTES:

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

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

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

4 The minimum lot size required for each permanent structure with plumbing fixtures utilizing an onsite wastewater treatment system to handle its wastewater is ½ acre per structure.

HHDR was updated to 14 - 40 du/ac to be consistent with Housing Element 2021-2029 (09/28/21)

Figure 1: Mead Valley Area Plan Location

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Figure 2: Mead Valley Area Plan Physical Features

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Figure 3: Mead Valley Area Plan Land Use Plan

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Table 2: Statistical Summary of Mead Valley Area Plan

LAND USE	AREA ACREAGE[7]	STATISTICAL CALCULATIONS[1] D.U.	POP.	EMPLOY.
LAND USE ASSUMPTIONS AND CALCULATIONS[8]				
LAND USE DESIGNATIONS BY FOUNDATION COMPONENTS				
AGRICULTURE FOUNDATION COMPONENT				
Agriculture (AG)	0	0	0	0
Agriculture Foundation Sub-Total:	*0*	*0*	*0*	*0*
RURAL FOUNDATION COMPONENT				
Rural Residential (RR)	~~5,512~~	~~827~~	~~2,978~~	*NA*
Rural Mountainous (RM)	~~715~~	~~36~~	~~130~~	*NA*
Rural Desert (RD)	0	0	0	*NA*
Rural Foundation Sub-Total:	~~*5,227*~~	~~*863*~~	~~*3,108*~~	*0*
RURAL COMMUNITY FOUNDATION COMPONENT				
Estate Density Residential (RC-EDR)	~~79~~	~~28~~	~~101~~	*NA*
Very Low Density Residential (RC-VLDR)	~~7,847~~	~~5,885~~	~~21,189~~	*NA*
Low Density Residential (RC-LDR)	~~1,012~~	~~1,518~~	~~5,466~~	*NA*
Rural Community Foundation Sub-Total:	~~*8,938*~~	~~*7,431*~~	~~*26,756*~~	*0*
OPEN SPACE FOUNDATION COMPONENT				
Open Space-Conservation (OS-C)	~~46~~	*NA*	*NA*	*NA*
Open Space-Conservation Habitat (OS-CH)	1,428	*NA*	*NA*	*NA*
Open Space-Water (OS-W)	0	*NA*	*NA*	*NA*
Open Space-Recreation (OS-R)	0	*NA*	*NA*	0
Open Space-Rural (OS-RUR)	0	0	0	*NA*
Open Space-Mineral Resources (OS-MIN)	0	*NA*	*NA*	0
Open Space Foundation Sub-Total:	~~*1,474*~~	*0*	*0*	*0*
COMMUNITY DEVELOPMENT FOUNDATION COMPONENT				
Estate Density Residential (EDR)	0	0	0	*NA*
Very Low Density Residential (VLDR)	~~0~~	~~0~~	~~0~~	~~*NA*~~
Low Density Residential (LDR)	~~0~~	~~0~~	~~0~~	~~*NA*~~
Medium Density Residential (MDR)	~~445~~	~~1,557~~	~~5,606~~	~~*NA*~~
Medium-High Density Residential (MHDR)	~~37~~	~~243~~	~~875~~	~~*NA*~~
High Density Residential (HDR)	~~0~~	~~0~~	~~0~~	~~*NA*~~
Very High Density Residential (VHDR)	~~16~~	~~272~~	~~979~~	~~*NA*~~
Highest Density Residential (HHDR)	~~33~~	~~984~~	~~3,543~~	~~*NA*~~
Commercial Retail[2] (CR)	~~68~~	~~*NA*~~	~~*NA*~~	~~1,232~~
Commercial Tourist (CT)	~~0~~	~~*NA*~~	~~*NA*~~	~~0~~
Commercial Office (CO)	~~32~~	~~*NA*~~	~~*NA*~~	~~3,451~~
Light Industrial (LI)	~~999~~	~~*NA*~~	~~*NA*~~	~~12,847~~
Heavy Industrial (HI)	~~0~~	~~*NA*~~	~~*NA*~~	~~0~~
Business Park (BP)	~~524~~	~~*NA*~~	~~*NA*~~	~~8,563~~
Public Facilities (PF)	~~2,059~~	~~*NA*~~	~~*NA*~~	~~2,059~~
Community Center (CC)[3]	~~0~~	~~0~~	~~0~~	~~0~~
Mixed-Use Area (MUA)	~~188~~	~~2,143~~	~~7,716~~	~~1,531~~
Community Development Foundation Sub-Total:	~~*4,401*~~	~~*5,199*~~	~~*18,719*~~	~~*29,683*~~
SUB-TOTAL FOR ALL FOUNDATION COMPONENTS:	~~21,040~~	~~13,493~~	~~48,583~~	~~29,683~~
NON-COUNTY JURISDICTION LAND USES				
OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION				
Cities	19,589	---	---	---
Indian Lands	0	---	---	---
Freeways	98	---	---	---
Other Lands Sub-Total:	*20,421*			
TOTAL FOR ALL LANDS:	**40,727**	**13,493**	**48,583**	**28,949**

Table 2, continued

SUPPLEMENTAL LAND USE PLANNING AREAS				
These SUPPLEMENTAL LAND USES are overlays, policy areas and other supplemental items that apply OVER and IN ADDITION to the base land use designations listed above. The acreage and statistical data below represent possible ALTERNATE land use or buildout scenarios.				
OVERLAYS AND POLICY AREAS				
OVERLAYS[4, 5]				
Community Center Overlay[1]	317	745	2,682	7,486
~~Rural Village Overlay~~	~~265~~	~~506~~	~~1,822~~	~~2,167~~
Total Area Subject to Overlays:[4, 5]	~~582~~	~~1,251~~	~~4,504~~	~~9,653~~
POLICY AREAS[6]				
Cajalco Wood	155	---	---	---
Highway 74 ~~Good Hope~~	~~120~~	---	---	---
~~Highway 74 Perris~~	~~65~~	—	—	—
March Joint Air Reserve Base Influence Area	19,262	---	---	---
Perris Valley Airport Influence Area	126	—	---	—
Total Area Within Policy Areas:[6]	~~19,728~~			
TOTAL AREA WITHIN SUPPLEMENTALS:[7]	~~20,310~~			

FOOTNOTES:

1 Statistical calculations are based on the midpoint for the theoretical range of buildout projections. Reference Appendix E-1 of the General Plan for assumptions and methodology used.

2 For calculation purposes, it is assumed that CR designated lands will build out at 40% CR and 60% MDR.

3 Note that "Community Center" is used both to describe a land use designation and a type of overlay. These two terms are separate and distinct; are calculated separately; and, are not interchangeable terms.

4 Overlays provide alternate land uses that may be developed instead of the underlaying base use designations.

5 Policy Areas indicate where additional policies or criteria apply, in addition to the underlaying base use designations. As Policy Areas are supplemental, it is possible for a given parcel of land to fall within one or more Policy Areas. It is also possible for a given Policy Area to span more than one Area Plan.

6 Overlay data represent the additional dwelling units, population and employment permissible under the alternate land uses.

7 A given parcel of land can fall within more than one Policy Area or Overlay. Thus, this total is not additive.

8 Statistical calculation of the land use designations in the table represents addition of Overlays and Policy Areas.

* Table was updated to include GPA Nos. 950,1036,1168, 1122, 1151, ~~and~~ 1152, 1205 ; as well as city incorporations, adopted after December 08, 2015

* Table was updated to change the Mixed-Use Planning Area to Mixed-Use Area, to be consistent with GPA No. 1122 Land Use Element

Overlays and Policy Areas

Not all areas within an area plan are the same. Distinctiveness can and should be achieved to respect certain localized characteristics. This is a primary means of avoiding the uniformity that so often plagues conventional suburban development. A policy area is a portion of a planning area that contains special or unique characteristics that merit detailed attention and focused policies. The location and boundaries are shown on Figure 4~~Figure 4~~, Overlays and Policy Areas, and are described in detail below.

Overlays and Policy Areas

~~Two~~ One overlay~~s~~ and four policy areas have been designated within Mead Valley. In some ways, these policies are even more critical to the sustained character of the Mead Valley planning area than some of the basic land use policies because they reflect deeply held beliefs about the kind of place this is and should remain. Their boundaries, shown on Figure 4~~Figure 4~~, Overlays and Policy Areas, other than the boundaries of the March Joint Air Reserve Base Airport Influence Area, are approximate and may be interpreted more precisely as decisions are called for in these areas. This flexibility, then, calls for considerable sensitivity in determining where conditions related to the policies actually exist, once a focused analysis is undertaken on a proposed project.

Cajalco Wood Policy Area

The Cajalco Wood Policy Area consists of approximately 1,020 acres located within the Lake Mathews/Woodcrest and Mead Valley Area Plans, both northerly and southerly of Cajalco Road, easterly of Wood Road and westerly of Alexander Street. The Policy Area includes the entire site of Specific Plan No. 229 (H.B. Ranches), along with an additional 80 acres to the southwest of the adopted Specific Plan. The Policy Area is located within an area characterized by rural community equestrian lifestyles. Over 180 acres in the southerly portion of the Policy Area are within Western Riverside County Multiple Species Habitat Conservation Plan (WRC MSHCP) criteria areas and warrant conservation. Additionally, the future development of this Policy Area may be affected by the development of the East-West CETAP Corridor. The character of the surrounding area will be further affected by construction of a high school to the north of this Policy Area. Given these factors, the County of Riverside has determined that consideration should be given to allowing clustered development within this Policy Area, including lot sizes smaller than 20,000 square feet, provided that the development furthers the rural community character of the area and provides infrastructure to enhance the equestrian lifestyle.

Policies:

MVAP 1.1 Notwithstanding the Rural Community foundation component designation of Specific Plan No. 229 and adjacent lands within this Policy Area and any provisions in the Land Use Element providing for a minimum lot size of one-half acre within this foundation component, the minimum area of new residential lots established within this Policy Area may be reduced to 12,000 square feet without need for a general plan amendment under the following circumstances:

★

MVAP = Mead Valley Area Plan Policy

- New lots smaller than 20,000 square feet in area shall only be permitted within the boundaries of an adopted Specific Plan.
- The number of residential lots within the boundaries of the Specific Plan as originally adopted shall not be increased above the level originally approved (1,421 dwelling units).
- Lots along the northerly edge of the Policy Area shall be no less than 20,000 square feet in area.
- Approximately one-third of the residential lots shall have a minimum lot size of 20,000 square feet, and in no case shall a residential lot be less than 12,000 square feet in area.
- The keeping of horses in accordance with the provisions of the County of Riverside regarding setbacks of animal-keeping uses from adjoining property lines, residences, and public rights-of-way shall not be prohibited on lots at least 20,000 square feet in area located southerly of Cajalco Road.
- An equestrian under-crossing shall be provided under Cajalco Road.
- The development shall provide trails in conformance with Riverside County's regional trails plan and the Circulation and Trails Maps of the Lake Mathews/Woodcrest and Mead Valley Area Plans.

- Dwelling units may be transferred from the portion of the Policy Area within the WRC MSHCP criteria areas to portions of the Policy Area outside such areas, provided that the overall limit on number of dwelling units is not exceeded and the minimum lot size requirements specified herein are retained.

- A small equestrian park and a north-south trail connecting to the trail system in the surrounding community shall be provided on the most southerly 80 acres of the Policy Area. The remainder of the 80 acres shall be conserved in conformance with WRC MSHCP policies.

MVAP 1.2 Notwithstanding the Rural Community foundation component of the Policy Area except for the area depicted as Commercial Retail located at the northeast corner of Cajalco Road and Wood Road and any provisions in the Land Use Element that would otherwise prohibit the establishment of Commercial Retail designations at new locations within Rural Community Specific Plans, the Commercial Retail designation may be relocated to any other location along the ultimate right-of-way of Cajalco Road or the future east-west transportation corridor provided that the total acreage of the Commercial Retail designation is not increased beyond the existing designated area of 15 acres.

March Joint Air Reserve Base Airport Influence Area

The former March Air Force Base is located immediately north of the planning area and has a significant impact on development in the Mead Valley area. This facility was established in 1918 and was in continual military use until 1993. In 1996, the land was converted from an operational Air Force Base to an Active Duty Reserve Base. A four-party, Joint Powers Authority (JPA), comprised of the County of Riverside and the cities of Moreno Valley, Perris and Riverside, now governs the facility. The JPA plans to transform a portion of the base into a highly active inland port, known as the March Inland Port. The JPA's land use jurisdiction and March Joint Air Reserve Base encompass 6,500 acres of land, including the active cargo and military airport. The boundary of the March Joint Air Reserve Base Airport Influence Area is shown in Figure 4~~Figure 4~~, Overlays and Policy Areas. There are three Compatibility Zones associated with the Airport Influence Area. These Compatibility Zones are shown in Figure 5~~Figure 5~~, March Joint Air Reserve Base Airport Influence Area. Properties within these zones are subject to regulations governing such issues as land use, development intensity, density, height of structures, and noise. These land use restrictions are fully set forth in Appendix L-1 and are summarized in Table 4, Airport Land Use Compatibility Criteria for Riverside County (Applicable to March Joint Air Reserve Base). For more information on these zones and additional airport policies, refer to Appendix L-1 and the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

Policies:

MVAP 2.1 To provide for the orderly development of March Joint Air Reserve Base and the surrounding areas, comply with the 1984 Riverside County Airport Land Use Plan as fully set forth in Appendix L-1 and as summarized in Table 4, as well as any applicable policies related to airports in the Land Use, Circulation, Safety and Noise Elements of the Riverside County General Plan.

~~*Rural Village Land Use Overlay*~~ *Highway 74 Policy Area*

~~A Rural Village Overlay Study Area was identified on the Mead Valley Area Plan map for the portion of the community of Good Hope along State Highway Route 74 in the 2003 General Plan. Prior to the adoption of the~~

~~2008 General Plan Update, all relevant factors were studied in more detail on a parcel-by-parcel basis through a spatial analysis. As a result of this analysis, county review, and community discussions, the policies of this study area were modified and a Rural Village Land Use Overlay (RVLUO) was created to strategically intensify the stated uses in the targeted core area of Good Hope (Figure 6).~~

~~**Policies:**~~

~~MVAP 3.1 Allow areas designated with the Rural Village Land Use Overlay to develop according to the standards of this section. Otherwise, the standards of the underlying land use designation shall apply.~~

~~MVAP 3.2 Commercial uses, small-scale industrial uses (including mini-storage facilities), and residential uses at densities higher than those levels depicted on the Area Plan may be approved based on the designations identified in the land use overlay.~~

~~MVAP 3.3 Additionally, existing commercial and industrial uses may be relocated to this overlay as necessary in conjunction with the widening of State Highway Route 74.~~

~~MVAP 3.4 All new developments shall provide adequate and essential infrastructure such as circulation facilities, water, sewer, and electricity. Such improvements must be beneficial to the community at large.~~

~~*Highway 74 Good Hope Policy Area and Highway 74 Perris Policy Area*~~

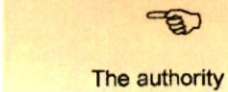
~~The County of Riverside is working with the Regional Transportation Commission and CALTRANS to widen State Highway Route 74 extending from the City of Perris to the City of Lake Elsinore. In conjunction with this widening, it may be necessary to relocate certain commercial and industrial uses.~~

~~**Policy:**~~

~~MVAP 4.1 Existing commercial and industrial uses may be relocated to any location within the Highway 74 Good Hope Policy Area, the Highway 74 Perris Policy Area, or the Rural Village Land Use Overlay, as necessary in conjunction with the widening of State Highway Route 74.~~

The Highway 74 Policy Area ("Hwy 74 PA") is generally located along a 6.8-mile corridor of Highway 74 between the City of Lake Elsinore and the City of Perris. The policy area encompasses approximately 2,216 acres of unincorporated lands within the Elsinore Area Plan (ELAP) and the Mead Valley Area Plan (MVAP). However, the policy area segment in the MVAP is about half the total area with approximately 1,073 acres. This area can be defined to include the community of Good Hope; northernly of Ethanac Road and southernly of 7th Street in the City of Perris.

CalTrans relinquished control and maintenance of this segment of Highway 74 to the County of Riverside on June 28, 2017. This provided an opportunity for the County to reassess development opportunities along one of busiest corridors in western Riverside County. The area is relatively rural with large vacant lots, single family residential homes, and small businesses, such as, auto repair shops, and landscape supply stores. The corridor is surrounded by low hilly terrain and large boulders and is prone to periodic flooding.



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

The Highway 74 Policy Area policies and related land use plan updates were developed and added as a result of extensive community input and are designed to support the development of residential neighborhoods of varying densities, neighborhood servicing commercial uses, and local employment center areas clustered along the Highway 74 corridor. The intent of the policy area is to stimulate economic development, provide housing opportunities, facilitate the development of infrastructure, and address Environmental Justice.

According to Figure LU-4B of the Land Use Element, the Highway 74 Policy Area is an Environmental Justice Community (EJC), which includes the communities of Good Hope, Meadowbrook, and Warm Springs. Therefore, areas within the Hwy 74 PA are subject to all relevant EJC policies of the Healthy Communities Element, which addresses civic engagement, reduction to health risks, and prioritization of infrastructure improvements. In furthering the intent of EJC, the Highway 74 PA contains policies that address specific environmental justice concerns that are specific to this area.

Highway 74 Policy Area General Policies:

MVAP 3.1 Encourage consolidation of parcels to promote better land use development and project design.

MVAP 3.2 Where feasible the development of frontage/service roads should be encouraged to increase and facilitate access from Highway 74 to residential, commercial, and industrial sites.

MVAP 3.3 The Mixed-Use Area (MUA) Land Use Designation may be found consistent with any nonresidential zoning classification that implements the intent of the land use designation or provides for a community serving use(s).

MVAP 3.4 Development should be coordinated with Riverside Transit Agency (RTA) to ensure bus routes are identified and bus stops are provided to adequately serve community residents.

MVAP 3.5 Development may include live-work spaces within the MUAs where appropriate.

MVAP 3.6 Development should promote vehicle miles traveled (VMT) and livable and resilient neighborhoods that provide housing, goods and services, open space, and multi-model transportation options within proximity to each other.

MVAP 3.7 Trees, signage, landscaping, street furniture, public art, and other aesthetic elements should be used to enhance appearance and provide neighborhood uniqueness.

MVAP 3.8 Encourage commercial parking to be screened from any public right-of-way with incorporation of landscaping, walls, berms with trees in support of the streetscape.

MVAP 3.9 Developments should be encouraged to design and locate convenient pedestrian and bicycle connections, bus or shuttle connections, that increase connections to adjacent and nearby communities and cities, businesses, parks and open space areas, and new transit access opportunities.

MVAP 3.10 Encourage the siting of hazardous waste and hazardous materials facilities, including solid waste and recycling facilities pursuant to policy HC 15.5 to reduce illegal dumping, reduce waste, and increase access to affordable composting and recycling facilities.

MVAP 3.11 Encourage the connection of municipal water and wastewater services to community residents and facilities to reduce reliance on septic systems in order to limit groundwater contamination.

Highway 74 Policy Area Neighborhoods

These neighborhoods are important locations because they establish a sense of uniqueness that differentiate them from each other and adjacent cities. As a result, many of the policies for Hwy 74 PA have derived from local citizen input. Therefore, the purpose of organizing the Highway 74 PA into three distinct neighborhoods is to:

- Encourage stronger neighborhood character and sense of place; and,
- Reduced distances between housing, workplaces, retail businesses and other amenities and destinations; and,
- Facilitate the creation of walkable, bicycle-friendly environment with increased accessibility via public transit; and,
- Encourage revitalization of the area, by encourage new economic development, that promote new localized infrastructure improvements; and,
- Promote Environmental Justice appropriately.

The Highway 74 Policy Area contains a total of three neighborhoods. Only, Neighborhood 1 is located within the MVAP. Neighborhood 2 and 3 are located within the ELAP.

- Neighborhood 1: generally located north of Ethanac Road and south of 7th Street in the City of Perris; and within the Mead Valley Area Plan.
- Neighborhood 2: generally located north of Crumpton Street in the City of Elsinore and south of Ethanac Road; and within the Elsinore Area Plan.
- Neighborhood 3: generally located north of Cambern Avenue and south of Trellis Lane in the City of Elsinore; and within the Elsinore Area Plan.

Description of Neighborhood 1

Below is a description of the neighborhood within the MVAP, and includes "neighborhood-specific" policies, that don't apply to Neighborhood's 2 and 3.

Neighborhood – 1 primarily has single-story homes on large lots with adjacent establishments such as vehicle and tire service repair shops. This neighborhood has land use designations of Commercial Retail, Business Park, and Mixed-Use Areas, and include Light Industrial and Very Low-Density Residential on the outskirts of its boundary.

This neighborhood presents opportunity to serve as an entry point from the City of Perris to the Highway 74 Policy Area, that provides a sense of uniqueness, and contains commercial and clean industry establishments, that support residential components that facilitate a "live, work, and play" environment.

MVAP 3.12 New developments within the neighborhood should support the neighborhood's emerging identity.

MVAP 3.13 Encourage "complete streets" which include street configurations that include sidewalks, greenbelts, and trails to facilitate use by pedestrians and bicyclists where such facilities are

well separated from parallel or cross through traffic to ensure pedestrian and cyclist safety.

Specific Plans

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

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

Table 3: Adopted Specific Plans in the Mead Valley Area Plan

Specific Plan	Specific Plan #
**Boulder Springs	229
A" Street Corridor	100
Majestic Freeway Business Center	341

* For alignment and design of Harvill Road only. This specific plan does not provide land use information.
**Only a portion of this specific plan is within Mead Valley.
Source: County of Riverside Planning Department.

Table 4: Airport Land Use Compatibility Criteria for Riverside County (Applicable to March Joint Air Reserve Base)[1,2]

Safety Zone	Maximum Population Density	Land Use
Area I	No residential[3]	No high risk land uses. High risk land uses have one or more of the following characteristics: a high concentration of people; critical facility status; or use of flammable or explosive materials. The following are examples of uses which have these higher risk characteristics. This list is not complete and each land use application shall be evaluated for its appropriateness given airport flight activities. • Places of Assembly, such as churches, schools, and auditoriums. • Large Retail Outlets, such as shopping centers, department stores, "big box" discount stores, supermarkets, and drug stores. • High Patronage Services, such as restaurants, theaters, banks, and bowling alleys. • Overnight Occupancy Uses, such as hospitals, nursing homes, community care facilities, hotels, and motels. • Communication Facilities for use by emergency response and public information activities. • Flammable or Explosive Materials, such as service stations (gasoline and liquid petroleum), bulk fuel storage, plastics manufacturing, feed and flour mills, and breweries.
Area II	Residential 2.5 acre minimum lots	
Area III	Not Applicable	

1 The following uses shall be prohibited in all airport safety zones:
a. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA-approved navigational signal light or visual approach slope indicator.

Safety Zone	Maximum Population Density	Land Use

b. Any use which would cause sunlight to be reflected towards an aircraft engaged in an initial straight climb following takeoff or towards an aircraft engaged in a straight final approach towards a landing at an airport.
c. Any use which would generate smoke or water vapor or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within the area.
d. Any use which would generate electrical interference that may be detrimental to the operation of aircraft and /or aircraft instrumentation.

2 Avigation easements shall be secured through dedication for all land uses permitted in any safety zones.
3 Except at densities less than 0.4 DU/acre within specified areas as designated by the Airport Land Use Commission.
Source: Extracted from Riverside County Airport Land Use Commission Comprehensive Land Use Plan

Figure 4: Mead Valley Area Plan Overlays and Policy Areas

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Figure 5: Mead Valley Area Plan March Joint Air Reserve Base and Perris Valley Airport Influence Areas

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~~Figure 6: Mead Valley Area Plan Good Hope Rural Village Land Use Overlay~~

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Land Use

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

Local Land Use Policies

Community Centers Overlay

The Mead Valley Area Plan Land Use Plan identifies one Community Center Overlay within the planning area, offering the potential for development of a unique mix of employment, commercial, and public uses. The use of the Community Center Overlay allows development of a mixed-use Community Center through use of a Specific Plan or a Master Plan of Development (or Redevelopment) that would be adopted by the County of Riverside as an incentive to promote this more efficient form of land development, without need for a General Plan Amendment. At the same time, use of the Community Center Overlay allows landowners the alternative of developing their properties pursuant to the underlying designation(s).

Community Center Guidelines have been prepared to aid in the physical development of vibrant community centers in Riverside County. These guidelines are intended to be illustrative in nature, establishing a general framework for design while allowing great flexibility and innovation in their application. Their purpose is to ensure that community centers develop into the diverse and dynamic urban places they are intended to be. These guidelines will serve as the basis for the creation of specified community center implementation tools such as zoning classifications and Specific Plan design guidelines.

Policies:

MVAP 45.1 Allow properties within the Community Center Overlay area to be developed in accordance with underlying designations, even if the proposed land use would not be considered an appropriate land use within a mixed-use Community Center.

The Community Center Guidelines are located in Appendix J of the General Plan.

MVAP 54.2 Encourage development in accordance with the land use standards for Community Centers as detailed in the description of the Community Centers land use designation in the General Plan Land Use Element through provision of voluntary incentives.

MVAP 54.3 Assign high priority to the development of a Specific plan or Master Plan of Development (or Redevelopment) for this area with the objective of increasing the attractiveness of this area as a site for the location of new business establishments, relocation of existing business establishments, and provision of employment opportunities.

Mead Valley Town Center

Mead Valley Town Center (see Figure 3A~~Figure 3A~~) contains two Mixed-Use Area (MUA) neighborhoods, the Cajalco Road-Carroll/Brown Streets Neighborhood and the Cajalco Road-Clark Street Northeast Neighborhood. These neighborhoods are located in the core area of the community of Mead Valley. These designated Mixed Use Areas, described below, will provide landowners with the opportunity to develop their properties for mixed-use development, with a mixture of Highest Density Residential (HHDR) and other community supportive uses including retail commercial, office, civic, and other types of uses. Those who choose to develop mixed uses on their properties will be able to utilize either side-by-side or vertically integrated designs. Both MUA neighborhoods require that 50% of their sites be developed as HHDR, with the remainder of each neighborhood developed for a variety of other, supportive uses, as described below. Mead Valley Town Center provides an opportunity for the creation of a small, but focused community core for Mead Valley, with a variety of housing options, and options for development of retail commercial, offices, and other types of uses to create a true cultural and business focal area for the residents of, and visitors to, this generally rural, but geographically large community.

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

Mixed-Use Area Neighborhoods:

Descriptions of each of Mead Valley Town Center's two MUA neighborhoods are presented below, along with the policies that apply solely to each neighborhood. Then, policies that apply to both neighborhoods are presented.

Cajalco Road-Carroll/Brown Streets Neighborhood [Neighborhood 1] contains approximately 48 gross acres (about 38 net acres) and is located less than one mile south of Manuel L. Real Elementary School, and about 2.5 miles west of the I-215 freeway. Currently, this neighborhood is mostly developed with low density single family residential homes. This neighborhood generally encompasses the area bounded by Brown Street to the west, Johnson Street to the north, and Carroll Street to the west. The southernmost boundary is southerly of Cajalco Road and northerly of Elmwood Street. Cajalco Road is designated as an Expressway in the Circulation Element, allowing it to be widened beyond its current two-lane configuration. A bus stop is located on the corner of Cajalco Road and Brown Street, the westernmost boundary for this neighborhood.

The Cajalco Road-Carroll/Brown Streets Neighborhood is a Mixed-Use Area that will be developed with a 50 % Highest Density Residential (HHDR) component. This neighborhood is in an optimal location for this type of development because expanding and improving Cajalco Road in accordance with its Expressway designation would complement the higher intensity community core. Additionally, the opportunity exists to expand transit services and provide more bus stops and more bus services. Also, because of its mixed-use characteristics, this neighborhood would be designed to promote a village-style mix of retail, restaurants, offices, and multi-family housing resulting in a walkable neighborhood. This neighborhood would serve surrounding neighborhoods by providing job opportunities through its commercial uses. It should be noted that this neighborhood is affected by a flood zone which would result in special design features in response to floodplain constraints, and provide opportunities for open space edges between land uses of differing intensities and types, and provide routes for intra- and inter-community pedestrian and bicycle access and community trails.

Following are the policies applying to the Carroll Road-Brown Streets Neighborhood:

MVAP ~~54~~.4 Fifty percent of the Cajalco Road-Carroll/Brown Streets Neighborhood shall be developed in accordance with the HHDR land use designation.

MVAP ~~54~~.5 Residential uses are encouraged to be located in the northernmost and southernmost portions of this neighborhood, away from direct location along Cajalco Road, wherever feasible.

Cajalco Road-Clark Street Northeast Neighborhood [Neighborhood 2] is a vacant parcel containing about 15 acres (about 14 net acres) and directly adjoins the northeastern edge of the Cajalco Road/Carroll/Brown Streets Neighborhood. Cajalco Road borders the neighborhood to the south and an existing Medium Density Residential (MDR) neighborhood to the north. Low density single family residential homes are located to the west and east. This neighborhood will be developed with 50% HHDR and will be directly adjacent to commercial uses in the Cajalco Road-Carroll/Brown Streets Neighborhood, providing the potential for jobs to residents in this neighborhood.

Following are the policies applying to the Cajalco Road-Clark Street Northeast Neighborhood:

MVAP ~~54~~.6 Fifty percent of the Cajalco Road-Clark Street Northeast Neighborhood shall be developed in accordance with the HHDR land use designation.

MVAP ~~45~~.7 Residential uses are encouraged to be located in the northerly portion of this neighborhood, away from direct location along Cajalco Road, wherever feasible.

Policies applying to both Mead Valley Town Center Mixed-Use Area (MUA) neighborhoods:

MVAP ~~54~~.8 HHDR developments should accommodate a variety of housing types and styles that are accessible to and meet the needs of a range of lifestyles, physical abilities, and income levels.

MVAP ~~54~~.9 Nonresidential uses should include a variety of other uses to serve the local population and tourists, such as such as retail commercial, office uses, dining facilities, public uses, community facilities, parkland, and trails and bikeways.

MVAP ~~54~~.10 Nonresidential uses in this area should be designed in a manner that would provide pedestrian and bicycle linkages to enhance non-motorized mobility in this area.

MVAP ~~54~~.11 Paseos and pedestrian/bicycle connections should be provided between the Highest Density Residential uses and those nonresidential uses that would serve the local population. Alternative transportation mode connections should also be provided to the public facilities in the vicinity, including the elementary school, library, and community center.

MVAP ~~54~~.12 All HHDR development proposals should be designed to facilitate convenient pedestrian, bicycle, and other non-motorized vehicle access to the community's schools, jobs, retail and office commercial uses, park and open space areas, trails, and other community amenities and land uses that support the community needs on a frequent and, in many cases, daily, basis.

MVAP ~~54~~.13 All new land uses, particularly residential, commercial, and public uses, including schools and parks, should be designed to provide convenient public access to alternative transportation

facilities and services, including potential future transit stations, transit oasis-type shuttle systems, and/or local bus services, and local and regional trail systems.

MVAP ~~54~~.14 Uses approved and operating under an existing valid entitlement may remain or be converted into another land use in accordance with Riverside County Ordinance No. 348 and consistent with these policies.

Mead Valley Community: I-215/Nuevo Road Vicinity (Mixed-Use Area)

Mead Valley Community: I-215/Nuevo Road Vicinity (see Figure 3B) includes a single neighborhood designated as a Mixed-Use Area, located along the north side of Nuevo Road, and the east side of Webster Avenue. This neighborhood is referred to as the Nuevo Road-Webster Avenue Neighborhood. This area is in the midst of important subregional and regional transportation facilities, including I-215, March Air Reserve Base, the new Perris Valley Line for Metrolink commuter train service, and Cajalco Road, which provides an important roadway connection between this area to the core and western part of Mead Valley and beyond to the Temescal Valley and I-15. The area is also an important current and planned future center for industrial development and job creation in the Western Riverside County area.

Mixed-Use Area (MUA) Neighborhood:

Nuevo Road-Webster Avenue Neighborhood [Neighborhood 1] covers about 11 ~~84~~ gross acres (about 10 net acres). It is a Mixed-Use Area (MUA) with a requirement for 50% Highest Density Residential (HHDR) development. It is located near the I-215 interchange at Nuevo Road, and the new Perris Valley Line Metrolink commuter rail service is located very conveniently to the site, with the new Downtown Perris Station located only about two miles to the southeast. This neighborhood currently contains a few single family residential units, along with vacant land. Numerous and varied existing retail commercial uses and the Perris High School, are located nearby, east of I-215, within the City of Perris. Existing residential units lie to the west and south of the site along and near Webster Avenue and Nuevo Road. Park and recreation areas, trails, and lower profile one- or two-story buildings should be used to provide buffers for development, where it would take place across these roads from existing single family development. This neighborhood is situated within proximity of a myriad of different surrounding land use types and could benefit from reduced distances between housing, workplaces, retail business, and other amenities and destinations.

Following are the policies that apply to the Nuevo Road-Webster Avenue Neighborhood:

MVAP ~~45~~.15 Fifty percent of the Nuevo Road-Webster Avenue Neighborhood shall be developed in accordance with the HHDR land use designation.

MVAP ~~54~~.16 HHDR development should accommodate a variety of housing types and styles that are accessible to and meet the needs of a range of lifestyles, physical abilities, and income levels.

MVAP ~~54~~.17 The neighborhood should include pedestrian paths and trails, paseos, and bikeways, to facilitate convenient internal alternative transportation access between the various uses within the neighborhood.

MVAP ~~54~~.18 The neighborhood should provide neighborhood edge pedestrian trails, bikeways, and frequent, convenient accommodations to facilitate potential bus and transit shuttle services for the neighborhood, to provide for attractive, effective non-motorized mobility options in this area.

MVAP ~~54~~.19 Nonresidential uses should include a variety of other uses, such as retail activities serving the local population and tourists, business parks, offices, community facilities, and parkland and trails.

MVAP ~~54~~.20 Uses approved and operating under an existing valid entitlement may remain or be converted into another land use in accordance with Riverside County Ordinance No. 348 and consistent with these policies.

Good Hope Community

The community of Good Hope is located along State Highway 74, southwesterly of the City of Perris. It contains several distinctive rock outcroppings, just east of Steele Peak. The Good Hope Community, covering about 132 acres (see Figure 3C~~Figure 3C~~), is located in the northeastern part of Good Hope, adjacent to the City of Perris. It includes two HHDR neighborhoods and one Mixed-Use Area neighborhood, which requires a mixture of neighborhood land uses, including 30% HHDR development. Existing conditions include scattered low density single family residences, light industrial uses (and automotive repair and recycling facilities), and vacant lots. Currently, Highway 74 carves a swath through this community, serving scattered residential, rural, commercial, and industrial development. Highway 74 will be realigned from its present location to follow the alignment of Ethanac Road, which forms the southern boundary of the Good Hope Community. This neighborhood is located only about one mile west of the Downtown Perris Station of the new Perris Valley Line Metrolink commuter rail service.

Mixed-Use Area Neighborhood description and policies:

Following is a description of the neighborhood of the Good Hope Community that is designated as a Mixed-Use Area (MUA), and the policies that pertain to it:

Highway 74 – 7th Street/Ellis Avenue Neighborhood [Neighborhood 1] contains about 114 gross acres (about 99 net acres), and is designated as a Mixed-Use Area (MUA), with a required 30% Highest Density Residential (HHDR) component. This neighborhood lies along both sides of Highway SR-74, between 7th Street at its northern end and Ellis Avenue at its southern end. It is bounded on the west by Neitzel Road and Clayton Street, and partly on the east by Bellamo Lane. It is almost completely surrounded by the City of Perris. This neighborhood's mixture of land uses should include commercial and job-producing uses that would serve surrounding neighborhoods by providing shopping and job opportunities. Open space uses, including parks and trails, can be integrated into the neighborhood designs to provide buffers between this neighborhood's more intense development and neighboring rural uses. Because of its mixed-use characteristics, this neighborhood would be designed to promote a village-style mix of retail, restaurants, offices, and multi-family housing, resulting in a walkable neighborhood. Currently, there is a bus stop along SR-74 which allows for the opportunity to expand transit services and provide more bus stops and more bus services in the future.

Policies:

MVAP 5.21 Thirty percent of the Highway 74-7th Street/Ellis Avenue Neighborhood shall be developed in accordance with the HHDR land use designation.

MVAP 5.22 HHDR development should accommodate a variety of housing types and styles that are accessible to and meet the needs of a range of lifestyles, physical abilities, and income levels.

MVAP 5.23 Land uses in addition to HHDR development may include, but are not limited to, a variety of neighborhood supportive retail commercial, office, community and civic uses, and parks and trails.

MVAP 5.24 This neighborhood should include internal pedestrian paths and trails, paseos, and bikeways, to facilitate convenient internal alternative transportation access between the various uses within the neighborhood.

Highest Density Residential (HHDR) Neighborhoods descriptions and policies:

The Good Hope Community contains two neighborhoods designated entirely for Highest Density Residential (HHDR) development: the Good Hope West Neighborhood and the Good Hope East Neighborhood. Following are the descriptions of these two neighborhoods, and the policies that pertain to them:

The **Good Hope West Neighborhood [Neighborhood 2]** contains about 7 gross acres (also, about 7 net acres) and is located along the east sides of Neitzeal Road and Clayton Street, westerly of (but does not adjoin) Highway 74, about halfway between 7th Street and Ellis Avenue.

Policy:

MVAP 5.25 The entire Good Hope West Neighborhood shall be developed in accordance with the HHDR land use designation.

The **Good Hope East Neighborhood [Neighborhood 3]** contains about 10 gross acres (also, about 10 net acres) and is located easterly of (but does not adjoin) Highway 74, along the western side of Bellamo Lane, northerly of (but not adjoining) Ellis Avenue.

Policy:

MVAP 5.26 The entire Good Hope East Neighborhood shall be developed in accordance with the HHDR land use designation.

Following are the policies that apply to all neighborhoods in the Good Hope Community, whether they are designated MUA or HHDR:

MVAP 5.27 HHDR development should accommodate a variety of housing types and styles that are accessible to and meet the needs of a range of lifestyles, physical abilities, and income levels.

MVAP 5.28 These neighborhoods should provide neighborhood edge pedestrian trails, bikeways, and frequent, convenient accommodations to facilitate potential bus and transit shuttle services for the neighborhood, to provide for attractive, effective non-motorized mobility options in this area.

MVAP 5.29 HHDR uses shall be located in areas of the neighborhoods that are located away from Highway 74, as it would be realigned.

MVAP 5.30 Uses approved and operating under an existing valid entitlement may remain or be converted into another land use in accordance with Riverside County Ordinance No. 348 and consistent with these policies.

Figure 3A: Mead Valley Area Plan Mead Valley Town Center Neighborhoods

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Figure 3B: Mead Valley Area Plan Mead Valley Community I-215/Nuevo Road Vicinity Neighborhoods

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Figure 3C: Mead Valley Area Plan Good Hope Community Neighborhood

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Industrial Development

The Mead Valley Area Plan includes an extensive area westerly of Interstate 215 from Nandina Avenue on the north to Nuevo Road and the Perris city limits on the south that is designated Light Industrial, Business Park, or Light Industrial with a Community Center Overlay. It is the policy of Riverside County to stimulate economic development in this area of Mead Valley. This area has access to Interstate 215 via two interchanges and includes areas that have all of the infrastructure in place to support economic development. However, given the proximity of the rural community and residential uses, the impacts of industrial expansion on localized air quality, traffic, noise, light and glare need to be assessed in order to apply appropriate measures to mitigate impacts so that the environmental quality of the community and residents' health and welfare are maintained.

Policies:

MVAP 6.1 In conjunction with the first warehousing/distribution building proposed for the industrial area located along Interstate 215 (including land designated Light Industrial, Business Park, and Light Industrial with a Community Center Overlay) whereby the cumulative square footage of warehousing/distribution space in the area would exceed 200,000 square feet, an Environmental Impact Report (EIR) shall be prepared that assesses the potential impacts of the project. The EIR would be required to address air quality, including a health risk assessment of diesel particulates and impacts to sensitive receptors, truck traffic and noise, and the cumulative impacts of reasonably foreseeable warehouse development in the area.

MVAP 6.2 A minimum 50 foot setback shall be required for any new industrial project on properties zoned I-P, if that property abuts a property that is zoned for residential, agricultural, or commercial uses. A minimum of 20 feet of the setback shall be landscaped, unless a tree screen is approved, in which case the setback area may be used for automobile parking, driveways or landscaping. Block walls or other fencing may be required.

Third and Fifth Supervisorial District Design Standards and Guidelines

In July 2001, the County of Riverside adopted a set of design guidelines applicable to new development within the Third and Fifth Supervisorial District. The Development Design Standards and Guidelines for the Third and Fifth Supervisorial Districts are for use by property owners and design professionals submitting development applications to the Riverside County Planning Department. The guidelines have been adopted to advance several specific development goals of the Third and Fifth Districts. These goals include: ensuring that the building of new homes is interesting and varied in appearance; utilizing building materials that promote a look of quality development now and in the future; encouraging efficient land use while promoting high quality communities; incorporating conveniently located parks, trails and open space into designs; and encouraging commercial and industrial developers to utilize designs and materials that evoke a sense of quality and permanence.

Policy:

MVAP 7.1 Development within those portions of this Area Plan in the Fifth Supervisorial District shall adhere to development standards established in the Development Design Standards and Guidelines for the Third and Fifth Supervisorial District.

★

Light pollution occurs when too much artificial illumination enters the night sky and reflects off of airborne water droplets and dust particles causing a condition known as skyglow. It occurs when glare from improperly aimed and unshielded light fixtures cause uninvited illumination to cross property lines.

Mount Palomar Nighttime Lighting

The Mount Palomar Observatory, located in San Diego County, requires unique nighttime lighting standards so that the night sky can be viewed clearly. The following policies are intended to limit light leakage and spillage that may obstruct or hinder the Observatory's view. Please see Figure 6~~Figure 7~~, Mt. Palomar Nighttime Lighting Policy, for areas that may be impacted by these standards.

Policy:

MVAP 8.1 Adhere to the lighting requirements specified in Riverside County Ordinance No. 655 for standards that are intended to limit light leakage and spillage that may interfere with the operations of the Mount Palomar Observatory

Circulation

"Innovative designs allow for increased density in key locations, such as near transit stations, with associated benefits. In these and other neighborhoods as well, walking, bicycling, and transit systems are attractive alternatives to driving for many residents."

- RCIP Vision

The circulation system is vital to the prosperity of a community. It provides for the movement of goods and people within and outside of the community and includes motorized and non-motorized travel modes such as bicycles, trains, aircraft, automobiles, and trucks. In Riverside County, the circulation system is also intended to accommodate a pattern of concentrated growth, providing both a regional and local linkage system between unique communities. This system is multi-modal, which means that it provides numerous alternatives to the automobile, such as transit, pedestrian systems, and bicycle facilities so that Riverside County citizens and visitors can access the region by a number of transportation options.

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

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

Local Circulation Policies

Vehicular Circulation System

The vehicular circulation system that supports the Land Use Plan for Mead Valley is shown on Figure 7~~Figure 8~~, Circulation. The vehicular circulation system in Mead Valley is anchored by Interstate 215, ~~State Route~~Highway 74, and Cajalco Road. Major and secondary arterials and collector roads branch off from these major roadways and serve local uses. ~~State Route~~Highway 74 will be re-aligned to follow Ethanac Road due east from its present intersection with ~~State Route~~Highway 74, past Interstate 215, to reconnect with ~~State Route~~Highway 74 in Romoland.

Policies:

MVAP 9.1 Design and develop the vehicular roadway system per Figure 7~~Figure 8~~, Circulation, and in accordance with the Functional Classifications section in the General Plan Circulation Element.

MVAP 9.2 Maintain Riverside County's roadway Level of Service standards as described in the Level of Service section of the General Plan Circulation Element.

Rail Transit

The Burlington Northern-Santa Fe rail line runs northwest to southeast through the planning area, paralleling the west side of Interstate 215. This line provides freight transport service between the Hemet/San Jacinto area, March Inland Port, and points northwest. The underlying right-of-way is owned by the Riverside County Transportation Commission. This line could potentially provide a viable regional transportation option for residents, employees, and visitors to the area.

Policies:

MVAP 10.1 Maintain and enhance existing railroad facilities in accordance with the Freight Rail section of the General Plan Circulation Element.

MVAP 10.2 Work with AMTRAK and MetroLink authorities to accommodate passenger rail service (which may include, but need not be limited to, commuter rail service) along this line, with a possible station located within, or in the vicinity of, the Community Center Overlay area.

Trails and Bikeway System

The County of Riverside contains bicycle, pedestrian, and multi-purpose trails that traverse urban, rural, and natural areas. These trails accommodate hikers, bicyclists, equestrian users, and others as an integral part of Riverside County's circulation system. The trails serve both as a means of connecting the unique communities and activity centers throughout the County of Riverside and as an effective alternate mode of transportation. In addition to transportation, the trail system also serves as a community amenity by providing recreation and leisure opportunities as well as separations between communities.

As shown on Figure 8~~Figure 9~~, Trails and Bikeway System, an extensive trails system, which mainly follows the vehicular roadway circulation routes, is planned in Mead Valley. The trail system in the planning area must accommodate a range of equestrian, pedestrian, and bicycle users.

Policies:

MVAP 11.1 Maintain and improve the trails and bikeways system to reflect Figure 8~~Figure 9~~, Trails and Bikeway System, and as discussed in the Non-motorized Transportation section of the General Plan Circulation Element.

MVAP 11.2 Install diamond-shaped warning signs indicating Warning: Trail Crossing or depicting the equivalent international graphic symbol at locations where regional or community trails cross public roads with high amounts of traffic, such as Cajalco Road.

Scenic Highways

Scenic Highways provide the motorist with views of distinctive natural characteristics that are not typical of other areas in Riverside County. The intent of these policies is to conserve significant scenic resources along scenic highways for future generations and to manage development along these corridors so as to not detract from the area's natural characteristics.

As shown on Figure 9~~Figure 10~~, Scenic Highways, there is one State Eligible Scenic Highway in Mead Valley: ~~State Route~~Highway 74 as it connects with Interstate 215 in the southern portion of the planning area. ~~State Route~~Highway 74 is of regional significance because it provides a link between Orange and Riverside Counties through the Santa Ana Mountains and eventually through the San Jacinto Mountains as the famous Palms to Pines Scenic Highway. In the planning area, ~~State Route~~Highway 74 passes by Steele Peak and the San Jacinto River.

Policy:

MVAP 12.1 Protect the scenic highways in the Mead Valley planning area from change that would diminish the aesthetic value of adjacent properties in accordance with the Scenic Corridors sections of the General Plan Land Use, Multipurpose Open Space, and Circulation Elements.

Transit Oasis

The Transit Oasis is a concept to improve transportation options in Riverside County by providing an integrated system of local serving, rubber-tired transit that is linked with a regional transportation system, such as MetroLink or express buses. In the Transit Oasis concept, rubber-tired transit vehicles operate on a single prioritized or dedicated lane in a one-way, continuous loop. The Transit Oasis is designed to fit into Community Centers, which provide the types of densities or intensities of use and concentrated development patterns that can allow this concept to become a reality.

The Transit Oasis concept may be accommodated in the Community Center Overlay area within the Mead Valley Area Plan. The Transit Oasis would provide local serving transit to the businesses establishments in, and in the immediate vicinity of, the Community Center Overlay area. It is envisioned that the Transit Oasis would provide connections to the future transit lines utilizing the East-West CETAP Corridor, park-and-ride facilities, and the future passenger rail station.

Policy:

MVAP 13.1 Support the development and implementation of the Transit Oasis (and in the vicinity of) the Community Center Overlay area within the Mead Valley Area Plan in accordance with the General Plan Circulation Element.

Community Environmental Transportation Acceptability Process (CETAP) Corridors

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

The East-West CETAP Corridor may pass through Mead Valley. This corridor could accommodate a number of transportation options, including vehicular traffic and high occupancy vehicle lanes.

Policy:

MVAP 14.1 Accommodate the East-West CETAP Corridor in accordance with the General Plan Circulation Element.

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Figure 67: Mead Valley Area Plan Mt. Palomar Nighttime Lighting Policy Area

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Figure 78: Mead Valley Area Plan Circulation

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Figure 88: Mead Valley Area Plan Trails and Bikeway System

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Figure 910: Mead Valley Area Plan Scenic Highways

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Multipurpose Open Space

The Mead Valley planning area contains a variety of open spaces that serve a multitude of functions, hence the open space label of multi-purpose. The point is that open space is really a part of the public infrastructure and should have the capability of serving a variety of needs and diversity of users. The pattern of hills, valleys and slopes provides open space, habitat, and recreation spaces alike. These open spaces encompass a variety of habitats including riparian corridors, oak woodlands and chaparral habitats. Examples include features such as Steele Peak, the Gavilan Hills, Cajalco Creek, the San Jacinto River and the Motte-Rimrock Reserve. In particular, the San Jacinto Rivera major riparian corridorBflows through the southern portion of this planning area, and many native and narrow endemic species thrive on the habitat this river provides.

The Multipurpose Open Space section is a critical component of the character of the County of Riverside and the Area Plan. Preserving the scenic background and the natural resources of the Mead Valley planning area gives meaning to the remarkable environmental setting portion of the overall Riverside County Vision. Not only that, these open spaces also help define the edges of and separation between communities (such as Mead Valley and Good Hope), which is another important aspect of the Vision.

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

Local Open Space Policies

Watersheds, Floodplains, and Watercourses

The Mead Valley planning area is part of the Santa Ana River watershed, which includes Cajalco Creek and the San Jacinto River. The San Jacinto River drains southwest toward Canyon Lake through the City of Perris. These watercourses provide corridors through developed land and link open spaces together. This allows wildlife to move from one open space to another without crossing developed land. The following policies preserve and protect these important watersheds.

Policy:

MVAP 15.1 Protect the Santa Ana River watershed, its tributaries, and surrounding habitats, and provide flood protection through adherence to the Floodplain and Riparian Area Management, Wetlands, Multiple Species Habitat Conservation Plans, and Environmentally Sensitive Lands sections of the Multipurpose Open Space Element.

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

Oak Tree Preservation

The Mead Valley planning area contains significant oak woodland areas that provide habitat and contribute to the character of the area. These oak woodlands can be found especially in the Gavilan Hills and in the Motte-Rimrock Reserve. It is necessary to protect these natural resources to preserve their function in a rich natural habitat, as well as preserving the quality of the rural environment that characterizes this area.

Policy:

MVAP 16.1 Protect viable oak woodlands through adherence to the Oak Tree Management Guidelines adopted by Riverside County.

Multiple Species Habitat Conservation Plan

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

Regional resource planning to protect individual species such as the Stephens Kangaroo Rat has occurred in Riverside County for many years. Privately owned reserves and publicly owned land have served as habitat for many different species. This method of land and wildlife preservation proved to be piecemeal and disjointed, resulting in islands of reserve land without corridors for species migration and access. To address these issues of wildlife health and habitat sustainability, the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) was developed by the County of Riverside and adopted by the County of Riverside and other plan participants in 2003. Permits were issued by the Wildlife Agencies in 2004. The MSHCP comprises a reserve system that encompasses core habitats, habitat linkages, and wildlife corridors outside of existing reserve areas and existing private and public reserve lands into a single comprehensive plan that can accommodate the needs of species and habitat in the present and future.

MSHCP Program Description

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

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

Key Biological Issues

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

Policies:

MVAP 17.1 Conserve existing intact upland habitat blocks between the Steele Peak Reserve and a portion of the Lake Mathews/Estelle Mountain Reserve located in the Lake Mathews/Woodcrest Area Plan to the west, and between Motte-Rimrock Reserve and Bureau of Land Management (BLM) lands north/northeast of the Steele Peak Reserve, focusing on conservation of coastal sage scrub and annual grassland habitat.

MVAP 17.2 Conserve clay soils in southern needlegrass grasslands and sandy-granitic soils within chaparral and coastal sage scrub habitats capable of supporting Payson's jewelflower and long-spined spineflower, known to exist within the planning area.

MVAP 17.3 Conserve existing populations of the California gnatcatcher and Bell's sage sparrow in the Mead Valley planning area, including locations at Steele Peak Reserve and undeveloped lands to the north of this reserve and along its eastern fringes.

MVAP 17.4 Provide for a connection of intact habitat between the North Peak Conservation Bank (located within the Elsinore planning area), the Steele Peak Reserve, and the Lake Mathews/Estelle Mountain Reserve (located within the Lake Mathews/Woodcrest Area Plan).

★

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

Quino checkerspot butterfly

Payson's jewelflower

long-spined spineflower

Munz's onion

many-stemmed dudleya

thread-leaved brodiaea

bobcat

Stephen's kangaroo rat

granite spiny lizard

orange-throated whiptail

California gnatcatcher

Bell's sage sparrow

peninsular spineflower

Parry's spineflower

MVAP 17.5 Conserve vernal pool complexes supporting thread-leaved brodiaea known to exist within Mead Valley.

MVAP 17.6 Protect sensitive biological resources in Mead Valley Area Plan through adherence to policies found in the Multiple Species Habitat Conservation Plans, Environmentally Sensitive Lands, Wetlands, and Floodplain and Riparian Area Management sections of the General Plan Multipurpose Open Space Element.

Hazards

Portions of this planning area may be subject to hazards such as flooding, seismic occurrences, and wildland fire. These hazards are depicted on the hazards maps, Figure 10~~Figure 11~~ to Figure 14~~Figure 15~~. These hazards are located throughout the planning area at varying degrees of risk and danger. Some hazards must be avoided entirely,

while the potential impacts of others can be mitigated by special building techniques. The following policies provide additional direction for relevant issues specific to the Mead Valley planning area.

Local Hazard Policies

Flooding and Dam Inundation

Since 1965, eleven Gubernatorial and Presidential flood disaster declarations have been declared for Riverside County. State law generally makes local government agencies responsible for flood control in California.

As shown on Figure 10~~Figure 11~~, Flood Hazard Zone, there are some flood prone portions of the planning area. Only the areas adjacent to Cajalco Creek are part of the 100-year floodplain in unincorporated territory. Most of the floodplains are concentrated in the lower, flatter lands within the City of Perris. Many techniques may be used to address the danger of flooding, such as limiting development in floodplains, altering the water channels, using special building techniques, elevating foundations and structures, and enforcing setbacks. The following policies address those hazards associated with flooding and dam inundation.

Policies:

MVAP 18.1 Protect life and property from the hazards of flood events through adherence to the policies identified in the Flood and Inundation Hazards Abatement section of the General Plan Safety Element.

MVAP 18.2 Adhere to the flood proofing, flood protection requirements, and Flood Management Review requirements of Riverside County.

MVAP 18.3 Require that proposed development projects that are subject to flood hazards, surface ponding, high erosion potential or sheet flow be submitted to the Riverside County Flood Control and Water Conservation District for review.

Wildland Fire Hazard

Fire Fact:

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

Due to its rural and somewhat mountainous nature and to some of the flora, such as the oak woodlands and chaparral habitat, the western part of this planning area is subject to a risk of fire hazards. The highest danger of wildfires can be found in the most rugged terrain. Methods to address this hazard include such techniques as not building in high-risk areas, creating setbacks that buffer development from hazard areas, maintaining brush clearance to reduce potential fuel, establishing low fuel landscaping, and applying special building techniques. In still other cases, safety-oriented organizations such as the Fire Safe Council can provide assistance in educating the public and promoting practices that contribute to improved public safety. Refer to Figure 11~~Figure 12~~, Fire Hazard Severity Zone, to see the locations of wildfire zones within Mead Valley.

Policy:

MVAP 19.1 All proposed development located within High or Very High Fire Hazard Severity Zones shall protect life and property from wildfire hazards through adherence to policies identified in the Fire Hazards (Building Code and Performance Standards), Wind-Related Hazards and General and Long-Range Fire Safety Planning sections of the General Plan Safety Element.

Seismic

Compared to many other portions of Southern California, localized seismic hazard potential here is relatively slight. There are two very small faults that pose little threat in the southwestern portion of the planning area, both of which are located near Steele Peak. There are however, more remote faults, such as the San Andreas and San Jacinto Faults, that pose significant seismic threat to life and property here. Threats from seismic events include ground shaking, fault rupture, liquefaction, and landslides. The use of specialized building techniques, enforcement of setbacks from local faults, and sound grading practices will help to mitigate potentially dangerous circumstances. Refer to Figure 13~~Figure 14~~, Seismic Hazards, for the location of faults within the planning area.

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

Policy:

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

Slope

The Mead Valley planning area is home to the Gavilan Hills, which contain a considerable number of steep slopes. Special development standards are required in rugged terrain to prevent erosion and landslides, preserve significant views, and minimize grading and scarring. The following policies are intended to ensure the safety of life and property while protecting the character within the especially valuable resource areas that steep slopes typically occupy. Figure 14~~Figure 15~~, Steep Slope, reveals the slope conditions applicable to the planning area. Also refer to Figure 15~~Figure 16~~, Slope Instability, for areas of possible landslide.

Policies:

MVAP 21.1 Identify ridgelines that provide a significant visual resource for the Mead Valley planning area through adherence to the policies within the Hillside Development and Slope section of the General Plan Land Use Element.

MVAP 21.2 Protect life and property through adherence to the Hillside Development and Slope policies of the General Plan Land Use Element, the Slope and Instability section of the General Plan Safety

Element and policies within the Rural Mountainous and Open Space Land Use Designations of the Land Use Element.

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Figure 10~~11~~: Mead Valley Area Plan Flood Hazard Zone

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Figure 1112: Mead Valley Area Plan Fire Hazard Severity Zone

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Figure 1213: Mead Valley Area Plan Historic Wildfire Areas

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Figure 1344: Mead Valley Area Plan Seismic Hazards

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Figure 14~~15~~: Mead Valley Area Plan Steep Slope

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Figure 1516: Mead Valley Area Plan Slope Instability

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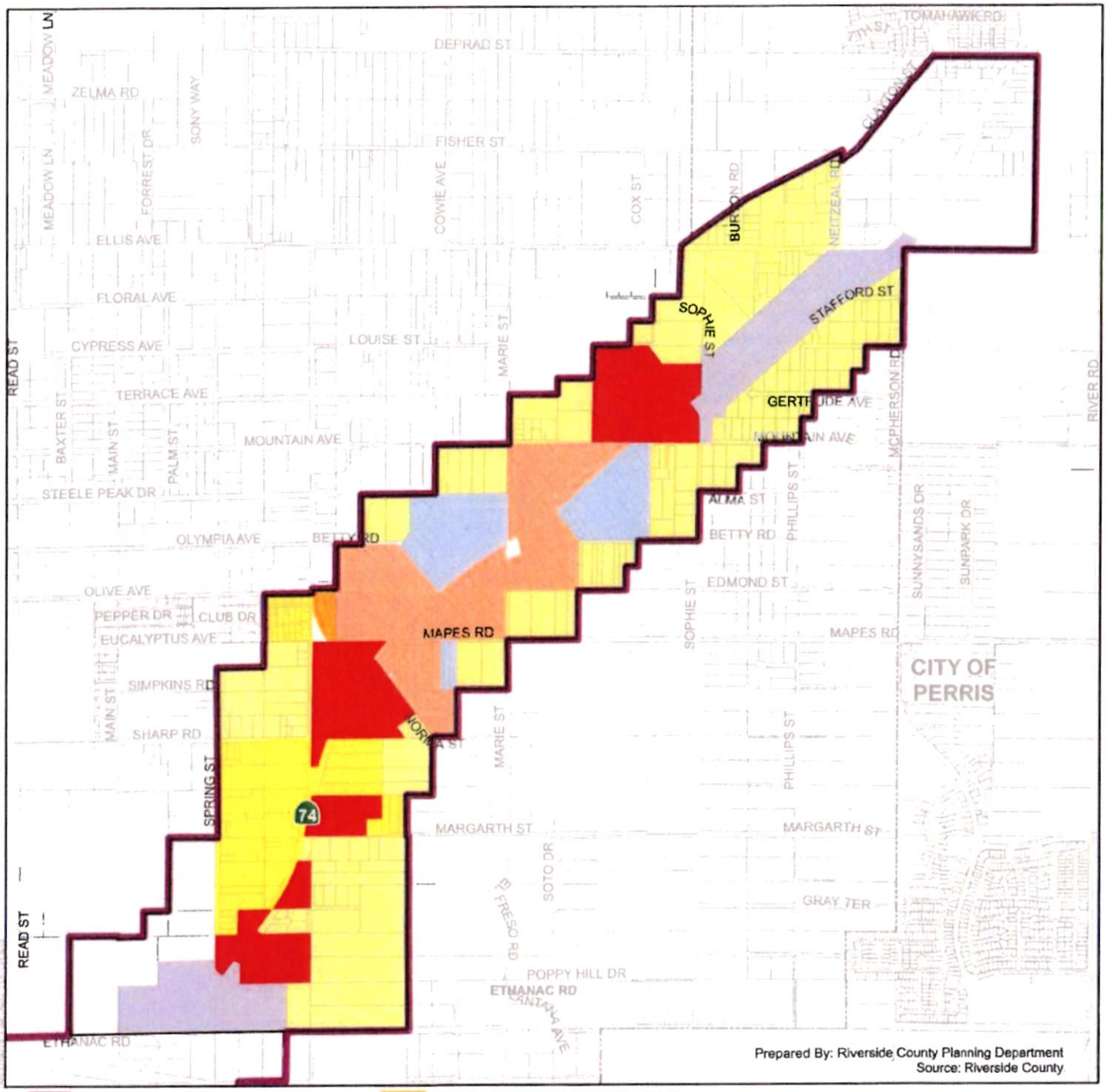

Highway 74 Policy Area

Proposed Land Use

- Very Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial Retail
- Mixed Use Area
- Light Industrial
- Business Park

Figure 1

MEAD VALLEY AREA PLAN
HIGHWAY 74 POLICY AREA
GPA 1205
NEIGHBORHOOD 1

August 30, 2023

0 0.25 0.5 Miles

Figure 1B

TABLE OF CONTENTS

LIST OF FIGURES

LIST OF TABLES

General Plan Amendment adopted since 12/31/09
- GPA No. 1075, BOS RSLN 2011-156, 10/18/11
- GPA No. 743, BOS RSLN 2015-214,09/22/15
- GPA Nos. 985, 988, BOS RSLN 2016-098, 03/29/16
- GPA No. 1156, 1166 BOS RSLN 2017-001, 04/11/17;
- GPA No. 1146, BOS RSLN 2019-050, 04/16/19;
- GPA No. 200001, BOS RSLN 2021-108, 06/30/21
- GPA No. 1205, BOS RSLN 2024-018, 12. 12. 23
- GPA No. 1120, BOS RSLN 2014-222, 11/24/14
- GPA No. 960, BOS RSLN 2015-260,12/08/15
- GPA No. 1122, BOS RSLN 2016-234, 12/06/16
- GPA No. 1223, BOS RSLN 2018-118, 06/26/18;
- GPA No. 1208, BOS RSLN 2019-161, 08/04/20;
- GPA No. 190006, BOS RSLN 2021-183; 09/28/21

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Elsinore Area Plan

Vision Summary

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

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

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

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

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

Population Growth

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

Our Communities and Neighborhoods

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

Housing

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

Transportation

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

Conservation and Open Space Resources

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

Air Quality

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

Jobs and Economy

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

Agricultural Lands

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

Educational System

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

Plan Integration

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

Financial Realities

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

Intergovernmental Cooperation

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

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

Introduction

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

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

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

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

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

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

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

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

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

A Special Note on Implementing the Vision

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

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

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

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

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

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

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

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

Location

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

Features

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

Setting

★

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

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

Unique Features

Cleveland National Forest

The Cleveland National Forest forms the western boundary of the area and encompasses large portions of the Santa Ana and Elsinore Mountains. This area is characterized by natural open space and outdoor recreational uses with pockets of rural residential and wilderness oriented visitor serving uses scattered along ~~State Route~~Highway 74. Private inholdings within the Forest boundary are developed with limited residential and commercial uses.

Temescal Wash

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

Unique Communities

Meadowbrook

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

Warm Springs

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

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

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

Horsethief Canyon

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

Lakeland Village

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

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

Incorporated Cities

City of Lake Elsinore

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

City of Riverside

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

City of Wildomar

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

City of Canyon Lake

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

Land Use Plan

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

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

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

> *"Communities should range in location and type from urban to suburban to rural, and in intensity from dense urban centers to small cities and towns to rural country villages to ranches and farms."*
>
> *- RCIP General Plan Principles*

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

Land Use Concept

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

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

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

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Figure 1: Elsinore Area Plan Location

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Figure 2: Elsinore Area Plan Physical Features

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Figure 3: Elsinore Area Plan Land Use Plan

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Table 1: Land Use Designations Summary

Foundation Component	Area Plan Land Use Designation	Building Intensity Range (du/ac or FAR) [1, 2, 3, 4]	Notes
Agriculture	Agriculture (AG)	10 ac min.	• Agricultural land including row crops, groves, nurseries, dairies, poultry farms, processing plants, and other related uses. • One single-family residence allowed per 10 acres except as otherwise specified by a policy or an overlay.
Rural	Rural Residential (RR)	5 ac min.	• Single-family residences with a minimum lot size of 5 acres. • Allows limited animal keeping and agricultural uses, recreational uses, compatible resource development (not including the commercial extraction of mineral resources) and associated uses and governmental uses.
	Rural Mountainous (RM)	10 ac min.	• Single-family residential uses with a minimum lot size of 10 acres. • Areas of at least 10 acres where a minimum of 70% of the area has slopes of 25% or greater. • Allows limited animal keeping, agriculture, recreational uses, compatible resource development (which may include the commercial extraction of mineral resources with approval of a SMP) and associated uses and governmental uses.
	Rural Desert (RD)	10 ac min.	• Single-family residential uses with a minimum lot size of 10 acres. • Allows limited animal keeping, agriculture, recreational, renewable energy uses including solar, geothermal and wind energy uses, as well as associated uses required to develop and operate these renewable energy sources, compatible resource development (which may include the commercial extraction of mineral resources with approval of SMP), and governmental and utility uses.
Rural Community	Estate Density Residential (RC-EDR)	2 ac min.	• Single-family detached residences on large parcels of 2 to 5 acres. • Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.
	Very Low Density Residential (RC-VLDR)	1 ac min.	• Single-family detached residences on large parcels of 1 to 2 acres. • Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.
	Low Density Residential (RC-LDR)	0.5 ac min.	• Single-family detached residences on large parcels of 0.5 to 1 acre. • Limited agriculture, intensive equestrian and animal keeping uses are expected and encouraged.
Open Space	Conservation (C)	N/A	• The protection of open space for natural hazard protection, cultural preservation, and natural and scenic resource preservation. Existing agriculture is permitted.
	Conservation Habitat (CH)	N/A	• Applies to public and private lands conserved and managed in accordance with adopted Multi Species Habitat and other Conservation Plans and in accordance with related Riverside County policies..
	Water (W)	N/A	• Includes bodies of water and natural or artificial drainage corridors. • Extraction of mineral resources subject to SMP may be permissible provided that flooding hazards are addressed and long term habitat and riparian values are maintained.
	Recreation (R)	N/A	• Recreational uses including parks, trails, athletic fields, and golf courses. • Neighborhood parks are permitted within residential land uses.
	Rural (RUR)	20 ac min.	• One single-family residence allowed per 20 acres. • Extraction of mineral resources subject to SMP may be permissible provided that scenic resources and views are protected.
	Mineral Resources (MR)	N/A	• Mineral extraction and processing facilities. • Areas held in reserve for future mineral extraction and processing

Table 1, continued

Foundation Component	Area Plan Land Use Designation	Building Intensity Range (du/ac or FAR) [1, 2, 3, 4]	Notes
Community Development	Estate Density Residential (EDR)	2 ac min.	• Single-family detached residences on large parcels of 2 to 5 acres. • Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.
	Very Low Density Residential (VLDR)	1 ac min.	• Single-family detached residences on large parcels of 1 to 2 acres. • Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.
	Low Density Residential (LDR)	0.5 ac min.	• Single-family detached residences on large parcels of 0.5 to 1 acre. • Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged.
	Medium Density Residential (MDR)	2 - 5 du/ac	• Single-family detached and attached residences with a density range of 2 to 5 dwelling units per acre. • Limited agriculture and animal keeping is permitted, however, intensive animal keeping is discouraged. • Lot sizes range from 5,500 to 20,000 sq. ft., typical 7,200 sq. ft. lots allowed.
	Medium High Density Residential (MHDR)	5 - 8 du/ac	• Single-family attached and detached residences with a density range of 5 to 8 dwelling units per acre. • Lot sizes range from 4,000 to 6,500 sq. ft.
	High Density Residential (HDR)	8 - 14 du/ac	• Single-family attached and detached residences, including townhouses, stacked flats, courtyard homes, patio homes, townhouses, and zero lot line homes
	Very High Density Residential (VHDR)	14 - 20 du/ac	• Single-family attached residences and multi-family dwellings.
	Highest Density Residential (HHDR)	14 - 40 du/ac	• Multi-family dwellings, includes apartments and condominium. • Multi-storied (3+) structures are allowed.
	Commercial Retail (CR)	0.20 - 0.35 FAR	• Local and regional serving retail and service uses. The amount of land designated for Commercial Retail exceeds that amount anticipated to be necessary to serve Riverside County's population at build out. Once build out of Commercial Retail reaches the 40% level within any Area Plan, additional studies will be required before CR development beyond the 40 % will be permitted.
	Commercial Tourist (CT)	0.20 - 0.35 FAR	• Tourist related commercial including hotels, golf courses, and recreation/amusement activities.
	Commercial Office (CO)	0.35 - 1.0 FAR	• Variety of office related uses including financial, legal, insurance and other office services.
	Light Industrial (LI)	0.25 - 0.60 FAR	• Industrial and related uses including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses
	Heavy Industrial (HI)	0.15 - 0.50 FAR	• More intense industrial activities that generate greater effects such as excessive noise, dust, and other nuisances.
	Business Park (BP)	0.25 - 0.60 FAR	• Employee intensive uses, including research and development, technology centers, corporate offices, clean industry and supporting retail uses.
	Public Facilities (PF)	≤ 0.60 FAR	• Civic uses such as County of Riverside administrative buildings and schools.
	Community Center (CC)	5 - 40 du/ac 0.10 - 0.3 FAR	• Includes combination of small-lot single family residences, multi-family residences, commercial retail, office, business park uses, civic uses, transit facilities, and recreational open space within a unified planned development area. This also includes Community Centers in adopted specific plans.
	Mixed-Use Area		• This designation is applied to areas outside of Community Centers. The intent of the designation is not to identify a particular mixture or intensity of land uses, but to designate areas where a mixture of residential, commercial, office, entertainment, educational, and/or recreational uses, or other uses is planned.

Table 1, continued

Overlays and Policy Areas

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

Community Development Overlay (CDO)	• Allows Community Development land use designations to be applied through General Plan Amendments within specified areas within Rural, Rural Community, Agriculture, or Open Space Foundation Component areas. Specific policies related to each Community Development Overlay are contained in the appropriate Area Plan.
Community Center Overlay (CCO)	• Allows for either a Community Center or the underlying designated land use to be developed.
Rural Village Overlay (RVO) and Rural Village Overlay Study Area (RVOSA)	• The Rural Village Overlay allows a concentration of residential and local-serving commercial uses within areas of rural character. • The Rural Village Overlay allows the uses and maximum densities/intensities of the Medium Density Residential and Medium High Density Residential and Commercial Retail land use designations. • In some rural village areas, identified as Rural Village Overlay Study Areas, the final boundaries will be determined at a later date during the consistency zoning program. (The consistency zoning program is the process of bringing current zoning into consistency with the adopted general plan.)
Historic District Overlay (HDO)	• This overlay allows for specific protections, land uses, the application of the Historic Building Code, and consideration for contributing elements to the District.
Specific Community Development Designation Overlay	• Permits flexibility in land uses designations to account for local conditions. Consult the applicable Area Plan text for details.
Policy Areas	• Policy Areas are specific geographic districts that contain unique characteristics that merit detailed attention and focused policies. These policies may impact the underlying land use designations. At the Area Plan level, Policy Areas accommodate several locally specific designations, such as the Cherry Valley Policy Area (The Pass Area Plan), or the Highway 79 Policy Area (Sun City/Menifee Valley Area Plan). Consult the applicable Area Plan text for details.

NOTES:

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

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

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

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

HHDR was updated to 14 - 40 du/ac to be consistent with Housing Element 2021-2029 (09/28/21).

Table 2: Statistical Summary of Elsinore Area Plan

LAND USE	AREA ACREAGE[7]	STATISTICAL CALCULATIONS[1] D.U.	POP.	EMPLOY.
LAND USE ASSUMPTIONS AND CALCULATIONS[9]				
LAND USE DESIGNATIONS BY FOUNDATION COMPONENTS				
AGRICULTURE FOUNDATION COMPONENT				
Agriculture (AG)	0	0	0	0
Agriculture Foundation Sub-Total:	*0*	*0*	*0*	*0*
RURAL FOUNDATION COMPONENT				
Rural Residential (RR)	~~2,441~~	~~366~~	~~1,106~~	*NA*
Rural Mountainous (RM)	~~10,414~~	~~521~~	~~1,592~~	*NA*
Rural Desert (RD)	~~0~~	~~0~~	~~0~~	*NA*
Rural Foundation Sub-Total:	~~*12,855*~~	~~*887*~~	~~*2,698*~~	*0*
RURAL COMMUNITY FOUNDATION COMPONENT				
Estate Density Residential (RC-EDR)	~~537~~	~~188~~	~~564~~	*NA*
Very Low Density Residential (RC-VLDR)	~~137~~	~~102~~	~~306~~	*NA*
Low Density Residential (RC-LDR)	~~36~~	~~54~~	~~162~~	*NA*
Rural Community Foundation Sub-Total:	~~*710*~~	~~*344*~~	~~*1,032*~~	*0*
OPEN SPACE FOUNDATION COMPONENT				
Open Space-Conservation (OS-C)	~~228~~	~~*NA*~~	~~*NA*~~	~~*NA*~~
Open Space-Conservation Habitat (OS-CH)	~~51,803~~	~~*NA*~~	~~*NA*~~	~~*NA*~~
Open Space-Water (OS-W)	~~334~~	~~*NA*~~	~~*NA*~~	~~*NA*~~
Open Space-Recreation (OS-R)	~~89~~	~~*NA*~~	~~*NA*~~	~~13~~
Open Space-Rural (OS-RUR)	~~6,496~~	~~162~~	~~489~~	~~*NA*~~
Open Space-Mineral Resources (OS-MIN)	~~0~~	~~*NA*~~	~~*NA*~~	~~0~~
Open Space Foundation Sub-Total:	~~*58,950*~~	~~*162*~~	~~*489*~~	~~*13*~~
COMMUNITY DEVELOPMENT FOUNDATION COMPONENT				
Estate Density Residential (EDR)	~~56~~	~~20~~	~~60~~	~~*NA*~~
Very Low Density Residential (VLDR)	~~3,200~~	~~2,400~~	~~7,250~~	~~*NA*~~
Low Density Residential (LDR)	~~454~~	~~681~~	~~2,057~~	~~*NA*~~
Medium Density Residential (MDR)[8]	~~2,808~~	~~9,829~~	~~29,487~~	~~*NA*~~
Medium-High Density Residential (MHDR)	~~66~~	~~426~~	~~1,287~~	~~*NA*~~
High Density Residential (HDR)	~~11~~	~~119~~	~~359~~	~~*NA*~~
Very High Density Residential (VHDR)	~~17~~	~~288~~	~~870~~	~~*NA*~~
Highest Density Residential (HHDR)	~~0~~	~~0~~	~~0~~	~~*NA*~~
Commercial Retail[2] (CR)	~~114~~	~~*NA*~~	~~*NA*~~	~~*1,710*~~
Commercial Tourist (CT)	~~17~~	~~*NA*~~	~~*NA*~~	~~282~~
Commercial Office (CO)	~~0~~	~~*NA*~~	~~*NA*~~	~~0~~
Light Industrial (LI)	~~632~~	~~*NA*~~	~~*NA*~~	~~8,215~~
Heavy Industrial (HI)	~~0~~	~~*NA*~~	~~*NA*~~	~~0~~
Business Park (BP)	~~34~~	~~*NA*~~	~~*NA*~~	~~552~~
Public Facilities (PF)	~~30~~	~~*NA*~~	~~*NA*~~	~~30~~
Community Center (CC)[3]	~~0~~	~~0~~	~~0~~	~~0~~
Mixed-Use Area (MUA)	~~230~~	~~1,492~~	~~4,476~~	~~3,405~~
Community Development Foundation Sub-Total:	~~*7,669*~~	~~*15,260*~~	~~*45,780*~~	~~*14,194*~~
SUB-TOTAL FOR ALL FOUNDATION COMPONENTS:	~~**80,184**~~	~~*15,422*~~	~~*49,999*~~	~~*14,207*~~
NON-COUNTY JURISDICTION LAND USES				
OTHER LANDS NOT UNDER PRIMARY COUNTY JURISDICTION				
Cities	45,991	---	---	---
Indian Lands	0	---	---	---
Freeways	221	---	---	---
Other Lands Sub-Total:	*46,212*			
TOTAL FOR ALL LANDS:	~~126,396~~	~~15,422~~	~~49,999~~	~~14,207~~

Table 2, continued

LAND USE	AREA ACREAGE[7]	STATISTICAL CALCULATIONS[1] D.U.	POP.	EMPLOY.
SUPPLEMENTAL LAND USE PLANNING AREAS				
These SUPPLEMENTAL LAND USES are overlays, policy areas and other supplemental items that apply OVER and IN ADDITION to the base land use designations listed above. The acreage and statistical data below represent possible ALTERNATE land use or buildout scenarios.				
OVERLAYS AND POLICY AREAS				
~~OVERLAYS[4,5]~~	-	-	-	-
~~Rural Village Study Area Overlay~~	~~711~~	~~1,768~~	~~5,341~~	~~4,472~~
~~*Total Area Subject to Overlays:*[4,5]~~	~~711~~	~~1,768~~	~~5,341~~	~~4,472~~
POLICY AREAS[6]				
Temescal Wash	444	---	---	---
Glen Eden	703	---	---	---
Warm Springs	13,834	---	---	---
Walker Canyon	1,248	---	---	---
Lakeland Village Policy Area	2,625	---	---	---
March Joint Air Reserve Base Influence Area	190	---	---	---
Highway 74				
Total Area Within Policy Areas:[6]	~~19,044~~			
TOTAL AREA WITHIN SUPPLEMENTALS:[7]	~~19,755~~			

FOOTNOTES:

1 Statistical calculations are based on the midpoint for the theoretical range of buildout projections. Reference Appendix E-1 of the General Plan for assumptions and methodology used.

2 For calculation purposes, it is assumed that CR designated lands will build out at 40% CR and 60% MDR.

3 Note that "Community Center" is used both to describe a land use designation *and* a type of overlay. These two terms are separate and distinct; are calculated separately; and, are *not* interchangeable terms.

~~4 Overlays provide alternate land uses that may be developed *instead of* the underlaying base use designations.~~

5 Policy Areas indicate where additional policies or criteria apply, *in addition* to the underlaying base use designations. As Policy Areas are supplemental, it is possible for a given parcel of land to fall within one or more Policy Areas. It is also possible for a given Policy Area to span more than one Area Plan.

6 Overlay data represent the additional dwelling units, population and employment permissible under the alternate land uses.

7 A given parcel of land can fall within more than one Policy Area or Overlay. Thus, this total is *not* additive.

8 723.91 acres is under Glen Eden Policy Area which has an assumption of 2.5 du/ac.

9 Statistical calculation of the land use designations in the table represents addition of Overlays and Policy Areas.

* Table was updated to include GPA Nos. 985, 988, 1122, 1156, 1166, 1223, and 1208; as well as city incorporations, adopted after DATE.[SA1]

* Table was updated to change Mixed-Use Planning Area to Mixed- Use Area, to be consistent with GPA No. 1122 Land Use Element

Overlays and Policy Areas

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

Overlays and Policy Areas

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

★

ELAP = Elsinore Area Plan Policy

Warm Springs

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

Policies:

ELAP 1.1 Protect the life and property of residents and maintain the character of the Gavilan Hills through adherence to the Hillside Development and Slope section of the General Plan Land Use Element, the Environmentally Sensitive Lands section of the Multipurpose Open Space Element, and the Slope and Soil Instability Hazards and Fire Hazards sections of the General Plan Safety Element.

ELAP 1.2 Require that development of contiguous areas designated as Light Industrial be designed in a coordinated manner.

ELAP 1.3 Require that all commercial and industrial uses be sensitive to environmental hazards (i.e., flooding) and not substantially impact environmental resources (i.e., biological and water quality).

ELAP 1.4 Require commercial and industrial uses to not substantially impact circulation systems.

Temescal Wash

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

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

Policies:

ELAP 2.1 Protect the multipurpose open space attributes of the Temescal Wash through adherence to policies in the Flood and Inundation Hazards section of the General Plan Safety Element; the Non-motorized Transportation section of the Circulation Element; the Multiple Species Habitat Conservation Plans and the Environmentally Sensitive Lands sections of the Multipurpose Open Space Element; and the Open Space, Habitat and Natural Resource Preservation section of the Land Use Element.

ELAP 2.2 Encourage the maintenance of Temescal Wash in its natural state, with its ultimate use for recreational and open space purposes such as trails, habitat preservation, and groundwater recharge.

Walker Canyon Policy Area

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

Policies:

ELAP 3.1 Notwithstanding the Open Space -Rural designation of this property, any proposal to establish a master planned community within this area through the general plan amendment and specific plan process shall be exempt from the eight-year limit and other procedural requirements applicable to Foundation Component amendments as described in the Administration Element, provided that:

a. A specific plan is submitted for a Community Center or mixed use village center development designed as a hillside village. Potential uses may include residential uses at a variety of densities (including community development foundation component densities), commercial retail and service uses, offices, and a hotel, as well as public facilities and recreational areas. In addition to the required components, the specific plan must address the unique requirements of hillside development, special hillside design guidelines, and the special nuances of integrating hillside development into the natural environment.

b. Approximately 900 acres, or at least two-thirds of the site area, is set aside as Open Space - Conservation Habitat for inclusion in the Western Riverside County Multiple -Species Habitat Conservation Plan reserve system.

c. The specific plan shall include special attention to the following concerns: (1) pedestrian circulation in a hillside context, including provision for ramps and paths as well as stairs in order to ensure full accessibility for all users; (2) provision for retail commercial uses so as to minimize the need for residents to travel outside the village for routine daily needs, such as groceries, banking, etc.; and (3) the buffering and protection of conserved open space, especially relating to the interface between riparian areas and development.

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

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

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

Glen Eden Policy Area

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

Policies:

ELAP 4.1 Residential development shall comply with an average density of 2.5 dwelling units per acre. No individual project may have an overall density in excess of 2.5 dwelling units per acre, unless a permanent density transfer between two or more projects is approved by the County of Riverside, in which case the overall density of the projects together may not exceed 2.5 dwelling units per acre. The density of individual parcels or planning areas within a project may exceed 2.5 dwelling units per acre, as long as the overall project density does not exceed this level.

ELAP 4.2 Clustering of dwelling units within an individual project is encouraged where such clustering would enable the conservation of open space in accordance with the Multipurpose Open Space Element.

Highway 74 Policy Area

The Highway 74 Policy Area (Hwy 74 PA) is generally located along a 6.8-mile corridor of Highway 74 between the City of Lake Elsinore and the City of Perris. The policy area encompasses approximately 2,216 acres of unincorporated lands within the Elsinore Area Plan (ELAP) and the Mead Valley Area Plan (MVAP). The ELAP segment of the Hwy 74 PA is about half the total area with approximately 1,143 acres. This area can be defined to include the community of Warms Springs and Meadowbrook; northernly of Cambern Ave in the City of Elsinore and southernly of Ethanac Road.

CalTrans relinquished control and maintenance of this segment of Highway 74 to the County of Riverside on June 28, 2017. This provided an opportunity for the County to reassess development opportunities along one of busiest corridors in western Riverside County. The area is relatively rural with large vacant lots, single family residential homes, and small businesses, such as, liquor stores. The corridor is surrounded by hilly terrain and large boulders and is prone to periodic flooding. This area contains a portion of the Meadowbrook Disadvantaged Unincorporated Community as identified by the Local Agency Formation Commission (LAFCO). As such pursuant to Senate Bill (SB) 244, the County analyzed service issues faced by the Meadowbrook Area DUC. The analysis is included in the General Plan Appendix P. It concludes that the area requires additional stormwater drainage infrastructure to reduce flooding.

The Hwy 74 PA policies and related land use plan were developed as a result of extensive community input and are designed to support the development of residential neighborhoods of varying densities, neighborhood servicing commercial uses, and local employment center areas clustered along the Highway 74 corridor. The intent of the policy area is to stimulate economic development, provide housing opportunities, facilitate the development of infrastructure, and address Environmental Justice.

According to Figure LU-4B of the Land Use Element, the Hwy 74 PA is an Environmental Justice Community (EJC), which includes the communities of Good Hope, Meadowbrook, and Warm Springs. Therefore, areas within the Hwy 74 PA are subject to all relevant EJC policies of the Healthy Communities Element, which addresses civic engagement, reduction to health risks, and prioritization of infrastructure improvements. In furthering the intent of EJC, the Hwy 74 PA contains additional policies that address Environmental Justice concerns that are specific to this area.

Highway 74 Policy Area General Policies:

ELAP 5.1 Encourage consolidation of parcels to promote better land use development and project design.

ELAP 5.2 Where feasible the development of frontage/service roads should be encouraged to increase and facilitate access from Highway 74 to residential, commercial, and industrial sites

ELAP 5.3 The Mixed-Use Area (MUA) Land Use Designation may be found consistent with any nonresidential zoning classification that implements the intent of the land use designation or provides for a community serving use(s).

ELAP 5.4 Development should be coordinated with Riverside Transit Agency (RTA) to ensure bus routes are identified and bus stops are provided to adequately serve community residents.

ELAP 5.5 Development may include live-work spaces within the MUAs where appropriate.

ELAP 5.6 Development should promote a reduction of vehicle miles traveled (VMT) and livable and resilient neighborhoods that provide housing, goods and services, open space, and multi-model transportation options within proximity to each other.

ELAP 5.7 Trees, signage, landscaping, street furniture, public art, and other aesthetic elements should be used to enhance appearance and provide neighborhood uniqueness.

ELAP 5.8 Commercial Parking should be screened/buffered from any public right-of-way with incorporation of landscaping, walls, berms with trees in support of the streetscape.

ELAP 5.9 Developments should be encouraged to design and locate convenient pedestrian and bicycle connections, bus, or shuttle connections, that increase connections to adjacent and nearby communities and cities, businesses, parks and open space areas, and new transit access opportunities.

ELAP 5.10 Work on reducing illegal dumping, including hazardous waste, and increase access to affordable composting and recycling facilities; encourage the appropriate permitting of waste sites and reclamation of cleanup sites.

ELAP 5.11 Encourage the connection of municipal water and wastewater services to community residents and facilities to reduce reliance on septic systems in order to limit groundwater contamination.

Highway 74 Policy Area Neighborhoods

These neighborhoods are important locations because they'll established a sense of uniqueness and community that differentiate them from each other and adjacent cities. As a result, many of the policies for Hwy 74 PA have derived from local citizen input. Therefore, the purpose of organizing the Highway 74 PA into three distinct neighborhoods is to:

- Encourage stronger neighborhood character and sense of place; and,
- Reduced distances between housing, workplaces, retail businesses and other amenities and destinations; and,
- Facilitate the creation of walkable, bicycle-friendly environment with increased accessibility via public transit; and,
- Encourage revitalization of the area, by encourage new economic development, that promote new localized infrastructure improvements; and,
- Promote Environmental Justice appropriately.

The Highway 74 Policy Area contains a total of three neighborhoods. Neighborhoods 2 and 3 are located within the ELAP. Neighborhood 1 is located within the MVAP.

- Neighborhood 1: generally located north of Ethanac Road and south of 7th Street in the City of Perris; and within the Mead Valley Area Plan.
- Neighborhood 2: generally located north of Crumpton Street in the City of Elsinore and south of Ethanac Road; and within the Elsinore Area Plan.
- Neighborhood 3: generally located north of Cambern Avenue and south of Trellis Lane in the City of Elsinore, and within the Elsinore Area Plan.

Description of Neighborhood

Neighborhood – 2 primarily has single-story homes on large lots and establishments such as market shops and vehicle repair shops. This neighborhood has land use designations of Commercial Retail, Business Park, and Mixed-Use Areas, and has Very Low-Density Residential on the outskirts of its boundary.

This neighborhood presents opportunity to serve as an entry point from the City of Elsinore to the Highway 74 Policy Area, that provides a sense of uniqueness, and contains commercial and clean industry establishments, that support residential components that facilitate a "live, work, and play" environment.

Policies

ELAP 5.12 New developments within the neighborhood should support the neighborhood's emerging identity.

ELAP 5.13 Encourage complete streets, which include sidewalks, greenbelts, and trails to facilitate use by pedestrians and bicyclists where such facilities are well separated from parallel or

cross through traffic to ensure pedestrian and cyclist safety.

ELAP 5.14 Work on preserving outstanding scenic vistas and features and encouraging underground placement of electric or communication distribution lines.

Neighborhood – 3 has industrial and commercial establishments and is mostly surrounded by the City of Elsinore. This neighborhood has land use designations of Commercial Retail, Business Park, Light Industrial and some Very Low-Density Residential on the outskirts of its boundary. This neighborhood presents the opportunity to provide local employment to residents.

Policy

ELAP 5.15 Encourage effective and comprehensive coordination efforts with the City of Lake Elsinore regarding planning programs, including circulation policies, that affect commercial and industrial development/entitlement activity.

~~Rural Village Land Use Overlay~~

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

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

~~Policies:~~

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

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

Meadowbrook Town Center

Meadowbrook Town Center (see Figure 3A) features two areas of intense, Mixed-Use Area development clustering, the Highway 74/Meadowbrook Avenue Neighborhood [Neighborhood 1] and the Highway 74/Kimes Lane Neighborhood [Neighborhood 2] to provide a broad panoply of conveniently located local community services,

and an expanded variety of housing opportunities for local residents. These Mixed-Use Areas, described below, will provide landowners with opportunities to develop their properties for either all residential development (at varying urban densities) or a mixture of residential and nonresidential development. Those who choose to develop mixed uses on their properties will be able to utilize either side-by-side or vertically integrated land use designs. Both neighborhoods require that at least 50% of their areas be developed for Highest Density Residential (HHDR) uses.

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

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

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

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

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

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

Policies:

ELAP 5.3 Fifty percent of the Highway 74/Meadowbrook Avenue Neighborhood shall be developed in accordance with the HHDR land use designation.

ELAP 5.4 Residential uses for the Highway 74/Meadowbrook Avenue Neighborhood should generally be located in the southeastern and northeastern portions of this neighborhood. Nonresidential uses

should include a variety of other uses, such as retail activities serving the local population and tourists, parks, light industrial uses, parkland, and other uses.

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

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

Policies:

ELAP 5.5 Fifty percent of the Highway 74/Kimes Lane Neighborhood shall be developed in accordance with the HHDR land use designation.

ELAP 5.6 Residential uses for the Highway 74/Kimes Neighborhood [Neighborhood 2] should be encouraged to be located in the eastern portion of this neighborhood. Nonresidential uses should include a variety of other uses, such as retail activities serving the local population and tourists, business parks, light industrial uses, and parkland.

Policies Applying to both Neighborhoods of Meadowbrook Town Center:

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

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

ELAP 5.8 Paseos and pedestrian/bicycle connections should be provided between the Highest Density Residential uses and those nonresidential uses that would serve the local population. Connections should also be provided to the public facilities in the vicinity, including the elementary school, library, and community center.

ELAP 5.9 All HHDR sites should be designed to facilitate convenient pedestrian, bicycle, and other non-motorized vehicle access to the community's schools, jobs, retail and office commercial uses, park and open space areas, trails, and other community amenities and land uses that support the community needs on a frequent and, in many cases, daily, basis.

ELAP 5.10 Ensure that all new land uses, particularly residential, commercial, and public uses, including schools and parks, are designed to provide convenient public access to alternative transportation

facilities and services including potential future transit stations, transit oasis-type shuttle systems, and/or local bus services, and local and regional trail systems.

ELAP 5.11 Project designs should reduce traffic noise levels from Highway 74 as perceived by noise-sensitive uses, such as residential uses, to acceptable levels.

ELAP 5.12 Residential uses that are proposed in both neighborhoods where they would be located immediately adjacent to areas designated for Low Density Residential development should include edge-sensitive development features to provide buffering between the differing residential densities, including but not necessarily limited to such features as one-story buildings, park lands and open space areas, and trails.

ELAP 5.13 Uses approved and operating under an existing valid entitlement may remain or be converted into another land use in accordance with Riverside County Ordinance No. 348 and consistent with these policies.

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Figure 3A: ~~Elsinore Area Plan Meadowbrook Town Center Neighborhoods~~Highway 74 Plan Area Neighborhoods

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Figure 3B: Elsinore Area Plan Lee Lake Community Neighborhoods

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Lakeland Village Policy Area

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

Policies:

ELAP 6.1 Land within the Special Flood Hazard Areas should be developed in accordance with all applicable local, state and federal flood control ordinances and regulations, including the *Lake Village Master Drainage Plan*, and may include passive recreational uses.

ELAP 6.2 In addition to Specific Plan and Mixed-Use zoning classifications, commercial zoning classifications that implements the intent of the land use designation or provide for a community serving use(s) may be utilized for any Mixed-Use Area (MUA) General Land Use Designation within the Lakeland Village Policy Area (LVPA).

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

ELAP 6.4 Encourage the formation of a County Service Area (CSA) or Parks and Recreation District to develop adequate park services and facilities. Large-scale development is encouraged to include parks, recreational open space, plazas and other public spaces.

ELAP 6.5 Development should provide for continuous Collector roadways, especially along Union and Brightman Avenues between Blanchie Drive and Turner Street, in order to provide for parallel travel with Grand Avenue and should provide for street connections to Grand Avenue via Blanchie Drive and Turner Street, which should also be developed as Collector roadways.

ELAP 6.6 Encourage the clustering of development and consolidation of parcels, whenever feasible. (AI 25, AI 59-61)

ELAP 6.7 Development of parcels not designated Rural Mountainous with steep slopes should cluster buildings in areas with lesser slope and should comply with hillside design policy in the Land Use Element. Residential densities of any parcel with slopes greater than 35 percent should be one (1) dwelling unit per twenty (20) acres.

ELAP 6.8 Building envelops and locations should be visually compatible with the surrounding uses.

ELAP 6.9 The community's history and character should be incorporated into all streetscapes and development.

Lakeland Village Policy Area Neighborhoods

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

- Greater housing variety and density, more affordable housing, life-cycle housing (e.g. starter homes to larger family homes to senior housing), workforce housing, veterans housing, etc.;
- Reduced distances between housing, workplaces, retail businesses and other amenities and destinations;
- Better access to fresh, healthy foods (as food and retail and farmers markets can be accessed on foot/bike or by transit);
- More compact development, land use synergy (e.g. residents provide customers for retail which provide amenities for residents);
- Stronger neighborhood character and sense of place;
- Walkable, bicycle-friendly environments with increased accessibility via transit resulting in reduced transportation costs;
- Encourage the assembly of small parcels into larger project areas that can be developed for mixed residential/commercial development without the requirement for general plan amendments, helping to revitalize the area, encourage new balanced economic development, and provide for new local infrastructure improvements; and,
- Encourage commercial development to be near intersections and focused in nodes or village focus areas, as opposed to strip or piecemeal development spread along the Grand Avenue corridor.

In addition to the policies provided above, specific policies related to development within the LVPA Neighborhoods are described below:

Lakeland Village Policy Area Neighborhood Policies

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

Policies:

ELAP 6.10 New development in MUAs are encouraged to vary in residential densities, which may include ranges from 2 to 20 dwelling units per acre, and provide diversity in land uses.

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

ELAP 6.12 Areas with a MUA land use designation are intended to allow a mixture of compatible land uses including residential, administrative and professional offices, retail and service uses, public and quasi-public uses, and entertainment and recreational.

ELAP 6.13 New development within Neighborhoods should promote livable neighborhoods that provide housing, goods and services, open space, and multi-model transportation options within close proximity.

ELAP 6.14 New non-residential development in the Neighborhoods 1 and 8 is encouraged to include uses that serve the needs of visitors and travelers, as well as residents of the area. Development in these neighborhoods should be designed to create a sense of arrival to Lakeland Village.

ELAP 6.15 New non-residential development in the Neighborhoods 2 through 7 is encouraged to include uses that primarily serve the needs of residents living near the site or elsewhere in the community.

ELAP 6.16 Neighborhoods are encouraged to include uses that serve the recreational needs of residents and visitors with such activities as hiking, mountain biking, boating, water sports, paragliding, skydiving, and other recreational uses due to the proximity of natural resources.

ELAP 6.17 Development may include live-work spaces within the MUAs where appropriate.

ELAP 6.18 New development within Neighborhood should be compatible with adjacent uses.

ELAP 6.19 New development within Neighborhoods are encouraged to utilize distinctive architecture, edge and entry treatment, landscape, streetscaping, signage and other elements to perpetuate or establish a unique identity of the area.

ELAP 6.20 Commercial uses, where applicable, should be oriented towards Grand Avenue and away from residential areas located outside of the Neighborhood, as feasible. Residential uses, where feasible and appropriate, should be used as a transitional buffer between the nonresidential and mixed uses within the Neighborhood and the lower density residential uses beyond.

ELAP 6.21 Multi-story buildings are encouraged within commercial and mixed use areas with transitions down to two- or one-story buildings adjacent to residential neighborhoods, as appropriate.

ELAP 6.22 Encourage the incorporation of variety of different types of wall textures and colors, architectural elements, landscaping and other features that provide for attractive and inviting facades for public view from surrounding uses and streets.

ELAP 6.23 Ground floor commercial and facades are encouraged on the first floor of buildings facing the adjoining sidewalks and pedestrian spaces.

ELAP 6.24 Encourage screening of off-street parking by locating it safely behind or within structures, or otherwise screening it from the public right-of-way, and the design of parking facilities with limited vehicle access points to optimize pedestrian safety, where feasible.

ELAP 6.25 Street trees, signage, landscaping, street furniture, public art, and other aesthetic elements should be used to enhance the appearance and identity of the Neighborhoods.

ELAP 6.26 Encourage the use or installation of underground utilities.

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

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

Descriptions of LVPA Neighborhoods

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

Neighborhood 1

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

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

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

Policy

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

Neighborhood 2

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

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

This neighborhood presents an attractive opportunity for new development and would be a great opportunity for a well-balanced vertical or horizontal mix use area, with a diverse blend of commercial and residential uses clustered together. Such uses should include community-serving uses that serve this neighborhood's residents, as well as the Lakeland Village community, and recreation-serving uses that meet the recreational needs of visitors that come to Lakeland Village to enjoy its natural assets. In order to balance this area, residential uses are encouraged to include higher-density residential development and "Live-Work" units, which reduces the vehicle miles travelled within the community, amongst a wide variety of residential products. Neighborhood 2 is shown on Figure 3D.

Neighborhood 3

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

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

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

Neighborhood 4

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

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

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

Policy

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

Neighborhood 5

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

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

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

Neighborhood 6

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

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

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

Neighborhood 7

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

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

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

Neighborhood 8

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

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

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

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Figure 3C: Lakeland Village Neighborhood 1

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Figure 3D: Lakeland Village Neighborhoods 2 and 3

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Figure 3E: Lakeland Village Neighborhoods 4 and 5

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Figure 3F: Lakeland Village Neighborhoods 6 and 7

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Figure 3G: Lakeland Village Neighborhood 8

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Figure 4: Elsinore Area Plan Overlays and Policy Areas

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~~Figure 5: Elsinore Area Plan Meadowbrook Rural Village Overlay~~Highway 74 Policy Area

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Specific Plans

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

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

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

Table 3: Adopted Specific Plans in the Elsinore Area Plan

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

Source: County of Riverside Planning Department.
1 Portions of this specific plan extend into a neighboring Area Plan

Land Use

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

Local Land Use Policies

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

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

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

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

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

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

Mixed-Use (MUA) Neighborhood and Policies:

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

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

Policies:

ELAP 7.1 Thirty percent of the Lee Lake Neighborhood shall be developed in accordance with the HHDR land use designation.

ELAP 7.2 The portions of the Lee Lake South Neighborhood that are not developed for HHDR usage shall be primarily developed for commercial retail, office commercial, business park and light industrial, community facilities, and other uses providing opportunities for services and jobs to local residents.

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

Policy:

ELAP 7.3 The Lee Lake North Neighborhood shall contain no residential uses, but shall consist of retail and office commercial uses, to support the surrounding community with a variety of commercial services from its strategic location. Accommodations shall also be made, as appropriate, for transit,

pedestrian, and bicycle access, as appropriate, to facilitate connectivity between the neighborhood and surrounding community.

Policies Applying to both Neighborhoods of the Lee Lake Community:

ELAP 7.4 Paseos and pedestrian and bicycle paths should be provided within the Lee Lake Community, between residential structures, community facilities, and open space areas, including between both neighborhoods and along or near both the southern edge of Indian Wash.

ELAP 7.5 All HHDR sites should be designed to facilitate convenient pedestrian, bicycle, and other non–motorized vehicle access to the community's schools, jobs, retail and office commercial uses, park and open space areas, trails, and other community amenities and land uses that support the community needs on a frequent and, in many cases, daily basis.

ELAP 7.6 All new land uses, particularly residential, commercial, and public uses, including schools and parks, should be designed to provide or potentially accommodate convenient public access to alternative transportation facilities and services, including potential future transit stations, transit oasis-type shuttle systems, and/or local bus services, and local and regional trail systems.

ELAP 7.7 All new residential and other noise-sensitive uses shall be designed to sufficiently reduce traffic noise levels from nearby roads, including I-15.

ELAP 7.8 All new residential uses shall be designed to sufficiently reduce noise levels and other potential impacts associated with retained on-site and adjacent industrial uses.

ELAP 7.9 Uses approved and operating under an existing valid entitlement may remain or be converted into another land use in accordance with Riverside County Ordinance No. 348 and consistent with these policies.

Mt. Palomar Nighttime Lighting

The Mount Palomar Observatory, located in San Diego County, requires darkness so that the night sky can be viewed clearly. The presence of the observatory necessitates unique nighttime lighting standards throughout the Elsinore Area Plan as shown on Figure 5~~Figure 6~~, Mt. Palomar Nighttime Lighting Policy. The following policies are intended to limit light leakage and spillage that may obstruct or hinder the view. This is an excellent example of a valuable public resource that requires special treatment far beyond its immediate locale.

Policy:

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

Circulation

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

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

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

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

Local Circulation Policies

Vehicular Circulation System

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

Policies:

ELAP 9.1 Design and develop the vehicular roadway system per Figure 7, Circulation, and in accordance with the functional classifications and standards specified in the Planned Circulation Systems section of the General Plan Circulation Element.

ELAP 9.2 Maintain Riverside County's roadway Level of Service standards as described in the Level of Service section of the General Plan Circulation Element.

Trails System

A multi-purpose trails system is a critical part of this area plan because of the concentration of critical linkages centered here. In this sense, the trails for human use parallel the connectivity required for habitat linkages. An extensive system of proposed trails and bikeways exists within the planning area connecting the various neighborhoods with the recreational resources of the Cleveland National Forest and the regional trail system. The Elsinore Area Plan trail system is mapped in Figure 7~~Figure 8~~, Trails and Bikeway System.

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

Policy:

ELAP 10.1 Implement the Trails and Bikeway System, Figure 7~~Figure 8~~, through such means as dedication or purchase, as discussed in the Non-motorized Transportation section of the General Plan Circulation Element.

Scenic Highways

Certain roadways are not only functional; they are a part of the public's ability to experience an area, especially one that offers important scenic vistas. That is the case with Interstate 15 from Corona south to the San Diego County line. It has been designated as an Eligible State Scenic Highway. ~~State Route~~Highway 74 has also been designated as an Eligible State Scenic Highway. The western segment is a secondary County entrance road and will serve as a link to Orange County's system of scenic routes. The scenic highways designated within the Elsinore Area Plan are depicted on Figure 8~~Figure 9~~, Scenic Highways.

Policy:

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

Community Environmental Transportation Acceptability Process (CETAP) Corridors

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

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

Policies:

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

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

I-15 Corridor

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

Policies:

ELAP 13.1 Require projects to be reviewed for the provision of transit support facilities (including bus turnouts, signage, benches, shelters, etc.) along arterial streets and local transit service routes.

ELAP 13.2 Consider the following regional and community wide transportation options when developing transportation improvements in the Elsinore Area Plan:

a. Construct a new interchange on Interstate 15 at Horsethief Canyon Road.

b. Develop regional transportation facilities and services (such as high-occupancy vehicle lanes and express bus service), which will encourage the use of public transportation and ridesharing for longer-distance trips.

ELAP 13.3 Require each proposed Specific Plan, and major commercial and industrial projects consisting of 20 acres or larger, to be evaluated for the provision of a park-and-ride facility.

Figure 56: Elsinore Area Plan Mt. Palomar Nighttime Lighting Policy Area

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Figure 67: Elsinore Area Plan Circulation

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Figure 78: Elsinore Area Plan Trails and Bikeway System

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Figure 88: Elsinore Area Plan Scenic Highway

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Multipurpose Open Space

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

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

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

Local Open Space Policies

Watersheds, Floodplains, and Watercourse Policies

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

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

Policy:

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

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

Mineral Extraction

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

Policies:

ELAP 15.1 Protect the economic viability of mineral resources as well as the life and property of Elsinore Area Plan residents through adherence to the Mineral Resources section of the General Plan Multipurpose Open Space Element.

ELAP 15.2 Avoid mineral resource extraction within the Temescal Wash Policy Area, which contains viable riparian habitat, in favor of areas containing very sparse or non-existent riparian habitat.

ELAP 15.3 Require a biologically designed and professionally implemented revegetation program as part of reclamation plans, where avoidance is not feasible.

ELAP 15.4 Require hydrologic studies by a qualified consultant as part of the environmental review process for all proposed surface mining permits within or adjacent to the Temescal Wash Policy Area. This shall include proper management of surface run-off.

Oak Tree Preservation

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

Policy:

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

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

Multiple Species Habitat Conservation Plan

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

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

WRC MSHCP Program Description

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

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

Key Biological Issues

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

Policies:

ELAP 17.1 Protect sensitive biological resources in the Elsinore Area Plan through adherence to policies found in the Multiple Species Habitat Conservation Plans, Environmentally Sensitive Lands, Wetlands, and Floodplain and Riparian Area Management sections of the General Plan Multipurpose Open Space Element.

ELAP 17.2 Provide for connection between Santa Ana Mountains, Temescal Wash and foothills north of Lake Elsinore; existing connections are at Indian Truck Trail (buffer along Canyon Creek), Horsethief Canyon, and open upland areas southwest of Alberhill.

ELAP 17.3 Provide northwest-southeast connection along hills between Estelle Mountain and Sedco Hills, primarily for California gnatcatchers, but also other sage scrub species.

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

Bell's sage sparrow

California gnatcatcher

Orange-throated whiptail

Loggerhead shrike

San Diego ambrosia

Bobcat

Quino checkerspot butterfly

Munz's onion

Many-stemmed dudleya

Southwestern willow flycatcher

Least Bell's vireo

Slender-horned spineflower

ELAP 17.4 Conserve clay soils supporting sensitive plants such as Munz's onion, many-stemmed dudleya, small-flowered morning glory and Palmer's grapplinghook. (There is a Munz's onion population of approximately 7,500 heads in Alberhill.)

ELAP 17.5 Conserve wetlands including Temescal Wash, Collier Marsh, Alberhill Creek, Wasson Creek, and the lower San Jacinto River, (including marsh habitats and maintaining water quality).

ELAP 17.6 Maintain upland habitat connection between North Peak Conservation Bank, Steele Peak, and Bureau of Land Management (BLM) lands.

ELAP 17.7 Conserve Engelmann Oak Woodlands.

ELAP 17.8 Conserve sensitive plants, including Parry's spineflower, prostrate spineflower, Payson's jewelflower, smooth tarplant, slender-horned spineflower, Couldte's matijila poppy, Palomar monkeyflower, little mousetail, vernal barley, San Jacinto Valley crownscale, Coulter's goldfields, heart-leaved pitcher sage, and the Quino checkerspot butterfly.

ELAP 17.9 Conserve Travers-Willow-Domino soil series.

ELAP 17.10 Conserve foraging habitat adjacency for raptors, sage scrubbed-grassland ecotone.

ELAP 17.11 Conserve habitat in Sedco Hills to maintain connection between Granite Hills and Bundy Canyon Road.

ELAP 17.12 Provide for connection across ~~State Route~~ Highway 74 for birds and land species.

ELAP 17.13 For Wasson Creek, maintain north-south linkage at least 750 feet wide from Wasson Creek to North Peak.

ELAP 17.14 South of Wasson Creek, development should be limited to western and eastern slopes.

Hazards

Hazards are natural and manmade conditions that must be respected if life and property are to be protected as growth and development occur. As the ravages of wildland fires, floods, dam failures, earthquakes and other disasters become clearer through the news, public awareness and sound public policy combine to require serious attention to these conditions. Portions of the Elsinore Area Plan may be subject to hazards such as flooding, dam inundation, seismic occurrences, and wildland fire. These hazards are depicted on the hazards maps, Figure 9~~Figure 10~~ to Figure 13~~Figure 14~~. These hazards are located throughout the Elsinore area and produce varying degrees of risk and danger. Some hazards must be avoided entirely while the potential impacts of others can be mitigated by special building techniques. The following policies provide additional direction for relevant issues specific to the Elsinore Area Plan.

Local Hazard Policies

Flooding and Dam Inundation

Temescal Wash, Murrieta Creek, and the San Jacinto River, as well as Lake Elsinore, pose significant flood hazards within the Elsinore Area Plan. Dam failure of the Railroad Canyon Dam at Canyon Lake would cause flooding in the plan area. Refer to Figure 9~~Figure 10~~, Flood Hazard Zone for a depiction of flood hazards in the Elsinore area.

Policies:

ELAP 18.1 Adhere to the flood proofing and flood protection requirements of the Riverside County Flood Control and Water Conservation District.

ELAP 18.2 Protect proposed development projects that are subject to flood hazards, surface ponding, high erosion potential or sheet flow by requiring submittal to the Riverside County Flood Control and Water Conservation District for review.

ELAP 18.3 When possible, create flood control projects that maximize multi-recreational use and water recharge.

ELAP 18.4 Protect life and property from the hazards of flood events through adherence to the policies identified in the Flood and Inundation Hazards Abatement section of the General Plan Safety Element.

Wildland Fire Hazard

The plan area contains a number of unique features and communities that are subjected to a high risk of fire hazards, including the Cleveland National Forest, Cleveland Ridge, Warm Springs and Meadowbrook. Methods to address this hazard include techniques such as avoidance of building in high-risk areas, creating setbacks that buffer development from hazard areas, maintaining brush clearance to reduce potential fuel, establishing low fuel landscaping, and utilizing fire-resistant building techniques. In still other cases, safety oriented organizations such as the Fire Safe Council can provide assistance in educating the public and promoting practices that contribute to improved public safety. Refer to Figure 10~~Figure 11~~, Fire Hazard Severity Zone.

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

Policy:

ELAP 19.1 All proposed development located within High or Very High Fire Hazard Severity Zones shall protect life and property from wildfire hazards through adherence to policies identified in the Fire Hazards (Building Code and Performance Standards), Wind-Related Hazards and General and Long-Range Fire Safety Planning sections of the General Plan Safety Element.

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

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

Seismic

The Elsinore fault runs north-south through the middle of the plan area. Threats from seismic events include ground shaking, fault rupture, liquefaction, and landslides. The use of specialized building techniques, the enforcement of setbacks from faults, and practical avoidance measures will help to mitigate the potentially dangerous circumstances. Refer to Figure 12~~Figure 13~~, Seismic Hazards, for the location of faults within the Elsinore Area.

Policy:

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

Slope

Many areas within the Elsinore Area Plan, depicted on Figure 13~~Figure 14~~, Steep Slope, contain steep slopes that require special development standards and care to prevent erosion and landslides, preserve significant views and minimize grading and scarring. Additionally, the ridgelines of the Santa Ana Mountains and Gavilan and Sedco Hills provide a significant visual resource for users of the Interstate 15 corridor and occupants of the valley floor.

Policies:

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

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

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

Figure ~~9~~10: Elsinore Area Plan Flood Hazard Zone

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Figure 1011: Elsinore Area Plan Fire Hazard Severity Zone

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Figure 1142: Elsinore Area Plan Historic Wildfire Areas

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Figure 1213: Elsinore Area Plan Seismic Hazards

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Figure 1314: Elsinore Area Plan Steep Slope

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Figure 1415: Elsinore Area Plan Slope Instability

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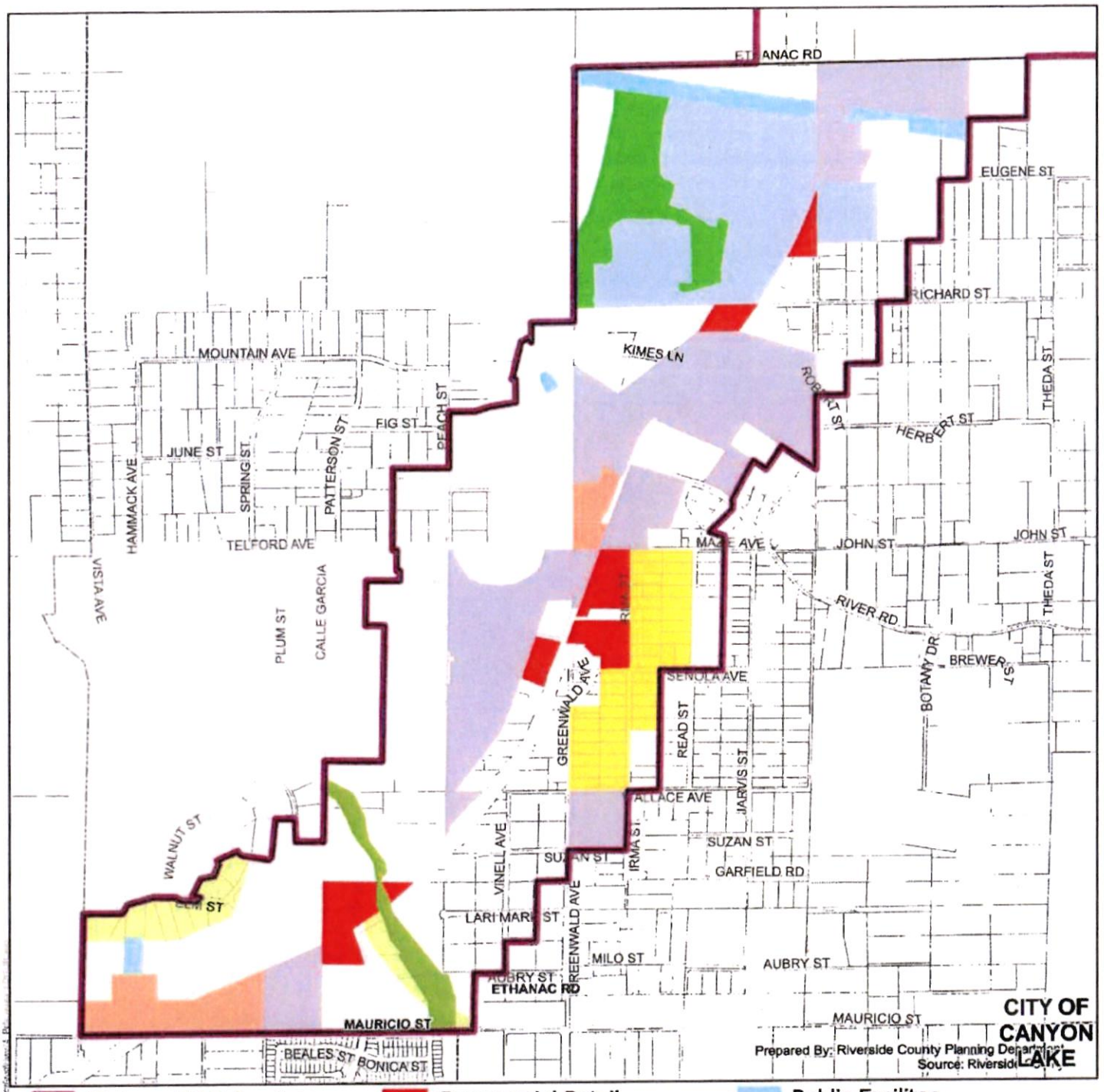
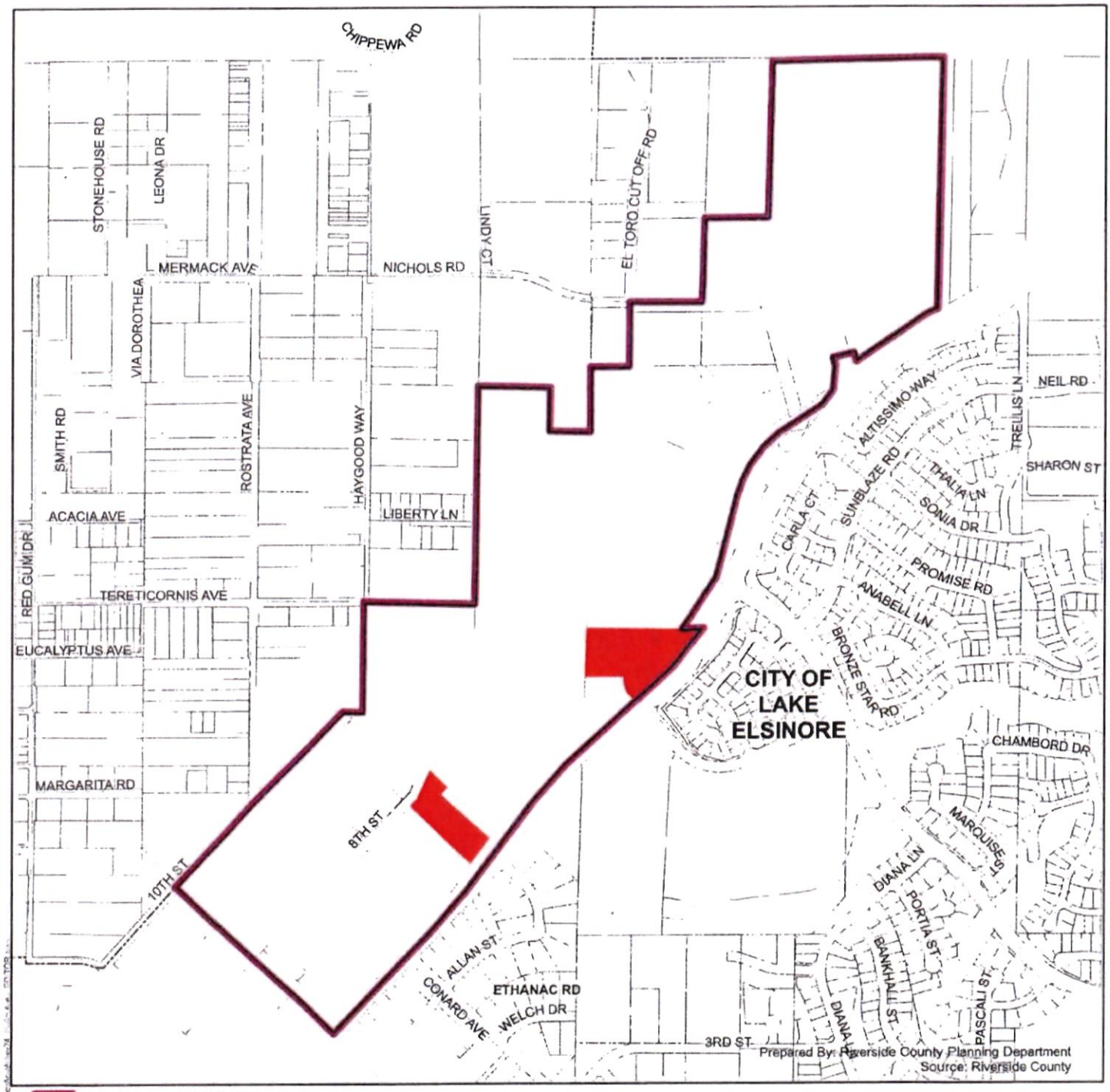


Figure 2

MEAD VALLEY AREA PLAN
HIGHWAY 74 POLICY AREA
GPA 1205
NEIGHBORHOOD 2

August 30, 2023

0 0.2 0.4 Miles



Highway 74 Policy Area

Proposed Land Use

Commercial Retail

Figure 3

MEAD VALLEY AREA PLAN
HIGHWAY 74 POLICY AREA
GPA 1205
NEIGHBORHOOD 3

August 30, 2023

Miles

0 0.1 0.2

RESOLUTION NO. 2023-249

CERTIFYING ENVIRONMENTAL IMPACT REPORT FOR GENERAL PLAN AMENDMENT NO. 1205

WHEREAS, pursuant to the provisions of Government Code Section 65350 et. seq., public hearings were held before the Riverside County Board of Supervisors in Riverside, California on September 12, 2023 and before the Riverside County Planning Commission in Riverside, California on August 2, 2023 and August 16, 2023, to consider General Plan Amendment No. 1205 (GPA 1205).

WHEREAS, all the procedures of the California Environmental Quality Act (CEQA) and Riverside County Rules to Implement CEQA have been met, and the Environmental Impact Report (EIR), prepared in connection with GPA 1205 and related cases (referred to alternatively herein as the "Project"), is sufficiently detailed so that all of the potentially significant effects of the Project on the environment and measures necessary to avoid or substantially lessen such effects have been evaluated in accordance with CEQA and the above referenced Rules; and,

WHEREAS, in compliance with CEQA, the EIR analyzed several alternatives, including Alternative No. 3 that encompasses the Project adopted in GPA 1205 and evaluated changes to the existing residential, mixed-use, and community center designations within the Colinas del Oro Specific Plan area to LI (Light Industrial). The environmental impacts of Alternative No. 3 are consistent with the evaluation of impacts described for the Project. As discussed below, Alternative No. 3 shall incorporate all mitigation measures identified in the EIR. The EIR adequately and appropriately discloses all environmental impacts associated with the Project as described in Alternative No. 3.

WHEREAS, pursuant to State CEQA Guidelines section 15151, the evaluation of environmental effect is to be completed in light of what is reasonably feasible; and,

WHEREAS, the Riverside County Planning Department circulated a Notice of Preparation (NOP) for a 30-day public review period commencing May 9, 2019 to June 10, 2019 and held one public scoping meeting on May 16, 2019. The County prepared a Draft EIR (State Clearinghouse No. 2019059042) to address GPA 1205. The Draft EIR (DEIR) was circulated for public review and comment as specified in

FORM APPROVED COUNTY COUNSEL
BY: AARON C. GETTIS DATE 12-4-23

the State CEQA Guidelines for a 45-day period (April 26, 2023 through June 9, 2023). Public comments were received by the County and have been responded to by the County in accordance with CEQA requirements. The Project's Final EIR (FEIR) with Responses to Comments document was published on August 11, 2023 (the "Responses").

WHEREAS, the matter was discussed fully with testimony and documentation presented by the public and affected government agencies; now, therefore,

BE IT RESOLVED, FOUND, DETERMINED, AND ORDERED by the Board of Supervisors of the County of Riverside in regular session assembled on September 12, 2023 that:

A. The Project includes GPA 1205 which was considered concurrently at the public hearings before the Board of Supervisors and Planning Commission.

B. GPA 1205 proposes the following: to modify the existing General Plan Land Use Designations, policy areas, and policies within the Highway 74 Community Plan planning area in the Mead Valley and Elsinore Area Plans; the removal the RVLUO for all sites within the planning area; Either update both the foundational components and land use designations, or only land use designation of sites; Remove the Perris Policy Area, Good Hope Policy Area, Meadowbrook Town Center and the Good Hope and Meadowbrook Rural Village Land Use Overlays; Remove the Warm Springs Policy Area that overlaps Neighborhood 3.

C. An Environmental Impact Report was prepared that evaluates GPA 1205 as discussed in Alternative 3. The EIR analyzed the Project's potential significant effects on the environment and made the required findings in compliance with the State CEQA Guidelines and Riverside County CEQA implementing procedures. As demonstrated in the EIR, adoption of this alternative would lesson the severity of, but would not avoid, the significant unavoidable air quality and transportation impacts associated with the proposed project.

D. Based on the findings and conclusions in the EIR and the conditions of approval applied to the Project by the County of Riverside, GPA 1205 will not cause serious public health problems.

BE IT FURTHER RESOLVED by the Board of Supervisors the following discussion of

environmental impacts summarizes the potential effects associated with adoption of Alternative No. 3. As discussed in the EIR, Alternative No. 3 would lessen the severity of, but would not avoid, the significant unavoidable air quality and transportation impacts associated with the proposed project. The Increased Industrial Use Alternative would lessen the impacts associated with recreation and utilities and service systems as compared with the analyzed project. There would be similar impacts associated with aesthetics, light, and glare; agriculture and forest resources; air quality; biological resources; cultural resources; energy; geology, soils, and seismicity; greenhouse gas emissions; hazards and hazardous materials; hydrology and water quality; land use; mineral resources; noise; paleontological resources, public services; transportation; tribal cultural resources, and wildfire. This alternative would result in slightly increased impacts associated with population and housing; however, as discussed below, impacts would be less than significant, and no mitigation would be required. Moreover, Alternative No. 3 would fully advance the project objectives related to highway access, public transit, and bicycle/pedestrian connections, aesthetic alternat elements, parking, hazardous waste, and utilities.

BE IT FURTHER RESOLVED by the Board of Supervisors that the following environmental impacts associated with the Project are determined to have no environmental impacts in consideration of existing regulations and project design features.

A. Agriculture Resources and Forest Resources

Impact AG-4(a): The project would not 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 nonagricultural use. (Draft EIR, Page 3.2-6).

1. No impact.

According to the Department of Conservation Farmland Mapping and Monitoring Program (FMMP), the planning area is not located within an area designated as Prime Farmland, or Unique Farmland, or Farmland of Statewide Importance. The FMMP designates much of the planning area as Urban and Built Up Land. As shown in Draft EIR Exhibit 3.2-1, several areas are designated as Farmland of Local Importance; however, these lands do not meet the CEQA definition of Farmland as defined above. The southern side of Perris, north of Margarth Street, consists of 22.6 acres of

Farmland of Local Importance that would intersect with a small portion of the Highway 74 Community Plan. Additionally, there are 14.3 acres of Farmland of Local Importance adjacent to the west side of Highway 74 at Meadowbrook Avenue, and an additional 7.7 acres of Farmland of Local Importance adjacent to the west side of Highway 74 near Trellis Lane; most of this land is not located within the planning area. A small portion of a 39- acre area designated as Farmland of Local Importance is located within the planning area near the intersection of Mauricio Street and Wasson Canyon Road in Lake Elsinore. The proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the FMMP of the California Resources Agency, to nonagricultural use (Draft EIR at Pages 3.2-5 to 3.2-6).

Impact AG-4(b): The project would not conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve. (Draft EIR, Page 3.2-7).

1. No impact.

Draft EIR Table 2-2 shows the current zoning as a mix of: C-1/C-P (General Commercial), C-P-S (Scenic Highway Commercial), I-P (Industrial Park), M-SC (Manufacturing-Service Commercial), R-A (Residential Agriculture), R-R (Rural Residential), W-1 (Watercourse, Watershed, and Conservation Areas), and W-2-M (Controlled Development Area with Mobile Homes). The R-A zones allow for some agricultural uses and are typically single-family dwellings. As part of the entitlement process, the proposed project would require a GPA. The amendment necessitates a legislative policy decision by the County and does not signify a potential environmental effect. As such, the proposed GPA, if approved, constitutes a self-mitigating aspect of the proposed project that would serve to correct what would otherwise be a conflict. Future projects within the Community Plan area would require environmental review to analyze potential project impacts related to conflict with agricultural zoning. Furthermore, the proponents of future projects may initiate zone changes to ensure project consistency with the General Plan designation and zoning. Therefore, no impacts related to agricultural zoning would occur. Because the planning area is not subject to a Williamson Act contract and does not contain a County Agricultural Preserve,

and because the proposed project would not conflict with the General Plan Land Use Designation or zoning for agricultural use, there would be no impact. (Draft EIR at Pages 3.2-6 to 3.2-7).

Impact AG-4(c): The project would not cause development of nonagricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm"). (Draft EIR, Page 3.2-8).

1. No impact.

Ordinance No. 625 (cited as the Riverside County Right-To-Farm Ordinance) intends to reduce the County's loss of its agricultural resources by limiting the circumstances under which agricultural operations may be deemed to constitute a nuisance. The intent of Ordinance No. 625 is to conserve, protect, and encourage the development, improvement, and continued viability of its agricultural land and industries for the long-term production of food and other agricultural products and for the economic well-being of the County's residents. Ordinance No. 625 prohibits agricultural activity from being deemed a nuisance after three years of operation if it was not a nuisance at the time it began. Any final land division proposed for recordation that is within 300 feet of agricultural land will be notified of subsection (a) of the ordinance. Additionally, the Highway 74 Community Plan does not propose specific development projects; any future projects would be subject to environmental analysis, review, and approval to ensure consistency with Ordinance No. 625. (Draft EIR at Pages 3.2-7 to 3.2-8).

Impact AG-4(d): The project would not involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland, to nonagricultural use. (Draft EIR, Page 3.2-8).

1. No impact.

The proposed project would not involve the conversion of Farmland because the planning area does not contain any Farmland. Additionally, the use of the planning area for residential/mixed-use purposes would not cause any conversion of Farmland to a nonagricultural use in another location. The planning area would be used for residential/mixed-use purposes that would not have any direct or indirect impacts on Farmlands. The planning area is not used for agriculture and is not zoned for Farmland uses. (Draft EIR at Page 3.2-8).

Impact FOR-5(a): The project would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)). (Draft EIR, Page 3.2-9).

1. No impact.

According to Figure 4.5.2 of the General Plan EIR, Forestry Resources, the planning area and surrounding area is not zoned for forest land or timberland. Therefore, the proposed project would not conflict with existing zoning for forest land uses or timberland zoned Timberland Production and would not conflict with any existing zoning for forest land or timberland. No impacts are anticipated to occur. Therefore, the proposed project would have no impact on existing zoning of forest land. The proposed project would not involve the conversion of forest land because the planning area does not contain any forest land as the planning area is primarily Urban and Built Up Land. The planning area would be part of a Community Plan that proposes to re-designate General Plan land uses along Highway 74 from City of Perris to City of Lake Elsinore. The planning area is not used for forest use and is not zoned for forest uses. Therefore, the proposed project would have no impact on forestry resources. (Draft EIR at Pages 3.2-8 to 3.2-9).

Impact FOR-5(b): The project would not result in the loss of forest land or conversion of forest land to non-forest use. (Draft EIR, Page 3.2-9).

1. No impact.

The proposed project would not involve the conversion of forest land because the planning area does not contain any forest land. Additionally, the use of the planning area for residential/mixed-use purposes would not cause any conversion of forest land to a non-forest use in another location. The planning area would be used for residential/mixed-use purposes that would not have any direct or indirect impacts on forest lands. The planning area is not used for forest use and is not zoned for forest uses. Therefore, the proposed project would have no impact on forestry resources. (Draft EIR at Page 3.2-9).

Impact FOR-5(s): The project would not involve other changes in the existing environment, which due to their location or nature, could result in conversion of forest land

to non-forest use. (Draft EIR, Page 3.2-9).

1. No impact.

The proposed project would not involve the conversion of forest land to non-forest use because the planning area does not contain any forest land. Additionally, the proposed project would not result in other changes that would cause conversion of forest land to a non-forest use. The planning area would be used for residential/mixed-use purposes that would not have any direct or indirect impacts on forest lands. The planning area is not used for forest use and is not zoned for forest uses. Therefore, the proposed project would have no impact on forestry resources. (Draft EIR at Page 3.2-9).

Impact MIN-25b: The project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. (Draft EIR, Page 3.12-5).

1. No impact.

There are no known mineral resources within the surrounding region, and the project area is not designated as a resource recovery site. Furthermore, there is no evidence that the planning area contains significant resources. The General Plan's Multipurpose Open Space Element (Figure OS-6) identifies most of western Riverside County as MRZ-3, indicating that the significance of potential mineral deposits is undetermined, and Unstudied (no MRZ designation issued). The entire planning area is designated MRZ-3. These designations indicate that there are no locally important mineral resource recovery sites delineated within the planning area. Furthermore, neither the MVAP nor the ELAP designate any sites within the planning area as a resource recovery site. (Draft EIR at Page 3.12-5).

Impact MIN-25c: The project would not potentially expose people or property to hazards from proposed, existing, or abandoned quarries or mines. (Draft EIR, Page 3.12-5).

1. No impact.

The planning area is not adjacent to a State-classified, designated area, existing surface, or dormant mine. The lands adjacent to the planning area to the north, south, east, and west are not designated Open Space-Mineral Resource (OS-MIN) by the County, which would allow for mineral

extraction and processing facilities. The California Department of Conservation does not designate the planning area as having any proposed, existing, or abandoned mines or quarries. Therefore, buildout of the proposed project would not impact any ongoing mining operations as there are no known active or dormant mining sites within the vicinity of the planning area. The proposed project would not expose people or property to hazards from proposed, existing, or abandoned quarries or mines. (Draft EIR at Page 3.12-5).

B. Noise

Impact NOI-26a: 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, the project would not expose people residing or working in the project area to excessive noise levels. (Draft EIR, Page 3.13-19).

1. No impact.

The nearest public airport to the planning area is the Corona Municipal Airport, located approximately 20 miles to the northwest. At this distance, the planning area is located well outside of the airport's 65 dBA CNEL noise contours. Therefore, implementation of the proposed project would not expose persons residing or working at future Findings:

Impact NOI-26b: For a project located within the vicinity of a private airstrip, the project would not expose people residing or working in the project area to excessive noise levels. (Draft EIR, Page 3.13-19).

1. No impact.

The nearest private airport to the development area is the Perris Valley Airport, located approximately 1.5 miles east of the planning area. At this distance, the planning area is located well outside of the airport's 65 dBA CNEL noise contours. Therefore, implementation of the proposed project would not expose persons residing or working at future development within the planning area to noise levels from airport activity that would be in excess of normally acceptable standards. (Draft EIR at Page 3.13-19).

Impact REC-35c: The project would not be located within a Community Service Area

or recreation and park district with a Community Parks and Recreation Plan (Quimby fees). (Draft EIR, Page 3.17-9).

1. No impact.

According to the 2015 County of Riverside General Plan EIR, the planning area is not located with a Community Service Area (CSA) or a recreation and park district. Thus, there would be no impacts associated with a CSA or a Community Parks and Recreation Plan. (Draft EIR at Page 3.17-9)

Impact TRANS-38(a): The proposed project would not include the construction or expansion of a bike system or bike lanes. (Draft EIR, Page 3.18-17).

1. No impact.

On a program level, no bike lanes are planned along the Highway 74 corridor. The General Plan Circulation Element does not identify planned bicycle routes along Highway 74. Development under the proposed project would not include restriping of Highway 74 to accommodate bicycle lanes or provide other connections to the County's bicycle network. (Draft EIR at Page 3.18-17)

BE IT FURTHER RESOLVED by the Board of Supervisors that the following environmental impacts associated with the EIR are determined to be less than significant in consideration of existing regulations, standard conditions, which are not considered unique mitigation, and project design features.

A. Aesthetics, Light, and Glare

Impact AES-1(a): The project would not have a substantial adverse effect upon a scenic highway corridor within which it is located. (Draft EIR, Page 3.1-11).

1. Less than Significant Impact.

The proposed project does not include any specific development. The proposed project provides a framework for development that would enhance the aesthetic value of the Highway 74 corridor. The California Scenic Highway Mapping System indicates that the section of Highway 74 between the City of Perris and the City of Lake Elsinore is "State-Eligible," which means that this portion of the highway is eligible for designation as a State Scenic Highway (Draft EIR Exhibit 3.1-1). The proposed project does not include any specific development. Rather, it would guide the

development and redevelopment of residential neighborhoods of varying densities, commercial retail, mixed use, light industrial, business park, public facilities, rural, open space, recreation areas, and infrastructure improvements. GPA No. 1205 would establish consistency with the existing development within the planning area and surroundings and, therefore, would not significantly alter the viewshed from the planning area. The proposed project provides a framework for development that would enhance the aesthetic value of the Highway 74 corridor, in compliance with ELAP Policy 5.14 and 11.1 and MVAP Policy 3.7, 4.3, and 12.1, all of which stress the importance of enhancing the attractiveness of the corridor and protecting scenic qualities and viewsheds. The proposed project would emphasize cohesive development designs that would connect the existing scattered commercial and industrial uses along Highway 74 while promoting safe and effective circulation. Policy ELAP 5.7 and MVAP 3.7 require that trees, signage, landscaping, street furniture, public art, and other aesthetic elements are used to enhance appearance. Furthermore, implementation of the proposed project would ensure that future development complies with setbacks and height limits such that buildout would not result in the alteration of the viewshed or scenic vistas. Finally, the proposed project does not propose any billboards or other freeway-oriented displays that are recognized as incompatible with a designated State Scenic Highway (Draft EIR at Page 3.1-10).

Impact AES-1(b): The project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and unique or landmark features; obstruct any prominent scenic visa or view open to the public; or result in the creation of an aesthetically offensive site open to public view. (Draft EIR, Page 3.1-12).

1. Less than significant impact.

Buildout of the proposed project has the potential to result in an alteration of the visual character within the plan boundaries. However, this change in and of itself is not considered significant unless the quality of scenic resources would be substantially diminished. The proposed Community Plan is a policy document that supplements the local General Plan with goals, policies, and programs that are specific and unique to the community or area that it covers. The proposed project is designed to guide development that would enhance the aesthetic value of the Highway 74 corridor. Future buildout of the proposed project would be required to comply with Riverside

County Ordinance No. 655 to restrict the permitted use of certain light fixtures emitting into the night sky undesirable light rays and would not, therefore, interfere with the nighttime use of the Mount Palomar Observatory or with Riverside County Ordinance No. 655. Future buildout of the proposed project would also comply with applicable ELAP and MVAP policies. For example, future development would adhere to the Hillside Development and Slope section of the General Plan Land Use Element and the Scenic Resources section of the Multipurpose Open Space Element to preserve ridgelines as a visual resource (Policy ELAP 21.1). The proposed project would implement Policy MVAP 4.3, which assigns a high priority to the development that increases the attractiveness of this area as a site for the location of new business establishments, relocation of existing business establishments, and provision of employment opportunities. The proposed land use designations complement the surrounding land uses by clustering commercial and industrial development around the Highway 74 corridor while supporting the development of residential neighborhoods of varying densities. Furthermore, Policy MVAP 12.1 requires scenic highways to be protected from change that would diminish the aesthetic value of adjacent properties. Additionally, the proposed project does not propose specific development standards or projects; any future project design that is proposed within the planning area boundaries would be subject to applicable environmental analysis, review, and approval, including review related to design standards and guidelines, thereby ensuring that future development would be visually compatible with surrounding land uses. (Draft EIR at Pages 3.1-11 to 3.1-12).

Impact AES-1(c): In non-urbanized areas, the project would not 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). In an urbanized area, the project would not conflict with applicable zoning and other regulations governing scenic quality. (Draft EIR, Page 3.1-12).

1. Less than significant impact.

The proposed project contemplates the development of residential neighborhoods of varying densities, commercial retail, mixed use, light industrial, business park, public facilities, rural, open space, and recreation areas in a non-urbanized area. Buildout of the proposed project would alter

the visual character within the plan boundaries and has the potential to affect public views of the site. However, this change in and of itself is not considered a significant adverse effect unless the visual character or quality of the site are substantially diminished. Although buildout of the proposed project has the potential to result in the fundamental and irreversible change in the visual character of the planning area, the development and land use activities contemplated would achieve a high-quality design that would be visually compatible with surrounding land uses. As already noted, the proposed project is designed to encourage cohesive development that would enhance the aesthetic value of the Highway 74 corridor. Moreover, the approval of GPA No. 1205 would amend the General Plan and resolve any land use and policy inconsistencies between the proposed project and the General Plan that could result in environmental impacts. Furthermore, as applications for development are submitted, they would be subject to review and approval, including design review of individual projects subject to discretionary review, thereby ensuring that future development would be compatible with the specific plan and General Plan and visually compatible with surrounding land uses. (Draft EIR at Page 3.1-12).

Impact AES-2(a): The project would not interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655. (Draft EIR, Page 3.1-13).

1. Less than significant impact.

The entire planning area is within Zone B per Riverside County Ordinance No. 655, which extends to all property within 45 miles of the Mount Palomar Observatory. The planning area ranges between 34 miles and 37 miles from Mount Palomar Observatory and any new development or redevelopment of existing uses would be required to comply with the lighting restrictions that apply to Zone B. The ordinance would not apply to light fixtures that are already installed and operational. Additionally, the ordinance does not apply to low-pressure sodium lighting being used by single-family dwellings for security purposes. The proposed project does not include specific development standards or a proposal for specific construction projects; however, buildout of the proposed project could potentially create new sources of light. Future buildout of the proposed project would be required to comply with Riverside County Ordinance No. 655 and would not, therefore, interfere

with the nighttime use of the Mount Palomar Observatory or with Riverside County Ordinance No. 655. Furthermore, Policy ELAP 8.1 and Policy MVAP 8.1 specify adherence to Riverside County Ordinance No. 655. (Draft EIR at Page 3.1-13).

Impact AES-3(a): The project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area. (Draft EIR, Page 3.1-14).

1. Less than significant impact.

The planning area and its surrounding areas currently contain several sources of light and glare, including street lighting, illuminated signage, and headlights from traffic on Highway 74, as well as from building-mounted lighting, freestanding exterior lighting, and facilities that are illuminated along the highway corridor and in the communities of Perris, Lake Elsinore, Meadowbrook, Good Hope, and Warm Springs. Although the proposed project would not approve any specific development projects, it would identify opportunities for new development and land use activities, including residential neighborhoods of varying densities, commercial retail, mixed use, light industrial, business park, and public facilities. These new uses would provide the same types of light and glare as the existing uses within the planning area, including street lighting, illuminated signage, building-mounted lighting, and freestanding exterior lighting. Many of these uses would be illuminated during the nighttime and early morning hours for safety and security purposes. Development consistent with the proposed project would not substantially alter existing conditions and present substantial new sources of light and glare. Furthermore, the proposed project, the General Plan, and the applicable zoning restrictions have established standards for new sources of light and glare that are intended to prevent adverse impacts to daytime or nighttime views. Land use activities within the planning area would be subject to these zoning development standards for light and glare. (Draft EIR at Page 3.1-13 to 3.1-14).

Impact AES-3(b): The project would not expose residential property to unacceptable light levels. (Draft EIR, Page 3.1-14).

1. Less than significant impact

The planning area is partially developed with scattered residential, commercial, and

industrial uses and, as such, currently has numerous existing sources of light and glare (including during nighttime and early morning hours). The development contemplated by the proposed project would not substantially alter this existing condition. Furthermore, the General Plan and the applicable zoning restrictions have established standards for new sources of light and glare that are intended to prevent adverse impacts to daytime or nighttime views. Compliance with all applicable regulations would ensure residential property would not be exposed to unacceptable light levels. (Draft EIR at Page 3.1-14).

B. Air Quality

Impact AIR-6(d): The project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people. (Draft EIR, Page 3.3-58).

1. Less than significant impact.

Potential sources that may emit odors during construction activities include exhaust from diesel construction equipment. However, because of the temporary nature of these emissions, the intermittent nature of construction activities, and the highly diffusive properties of diesel exhaust, nearby receptors would not be affected by diesel exhaust odors associated with project construction. Odors from these sources would be localized and generally confined to the immediate area surrounding the proposed project site. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. Impacts would be less than significant. (Draft EIR at page 3.3-59). For odor sources listed above, the closest source to the planning area would be Gerber Collision & Glass (GCG), which is located 1.1 miles southwest of the planning area boundaries. It is anticipated that the GCG would include all necessary odor control systems to minimize odor emissions leaving their site operations. However, this potential odor source is also located at a sufficient buffer distance (per Draft EIR Table 3.3-14) to avoid any potential odor impacts.

The proposed project includes light industrial land uses, and so there is the potential for land uses typically considered to be associated with odors to be developed in the planning area. Land uses typically associated with odors may include wastewater treatment facilities, waste disposal facilities, or other stationary sources. The proposed project would also develop different types of

residential and retail activities, which are not typical odor-generating land uses. In addition to existing regulatory programs and General Plan policies, development within the project would be required to comply with the General Plan mitigation measures as specified at Draft EIR page 3.3-60. Compliance with these mitigation measures, as already required for projects in the General Plan area, would further reduce objectionable odors. (Draft EIR at Page 3.3-60).

C. Cultural and Tribal Cultural Resources

Impact CUL-8(a) and CUL-8(B): The project would not alter or destroy a historic site or cause a substantial adverse change in the significance of a historical resource, pursuant to California Code of Regulations, Section 15064.5. (Draft EIR, Pages 3.5-20 to 3.5-21).

1. Less than significant impact.

As future implementing projects are considered by the County, each project would be evaluated for conformance with the General Plan, Municipal Code, and other applicable State regulations. Subsequent development and infrastructure projects would also be analyzed for potential environmental impacts, consistent with requirements of CEQA. The General Plan includes policies and programs intended to reduce impacts to and conserve historical resources. Policies OS-19.2, OS-19.3, and OS-19.4 help ensure protection and preservation of historical resources by implementing a process where proposed developments are reviewed for the possibility of cultural resources being present. Specifically, OS 19.3 requires review of proposed development for the possibility of cultural resources and for compliance with the cultural resources program, which would include preparation of Phase I Cultural Resources Assessment and reviewing evaluating structured for California Register of Historical Resources (CRHR) eligibility on a project-by-project basis. Therefore, future implementing projects would comply with applicable regulations to ensure that project impacts related to cultural and historical resources are less than significant. (Draft EIR Pages 3.5-20 to 3.5-21).

Impact CUL-9(a) and CUL-9(b): The project would not alter or destroy an archaeological site or cause a substantial adverse change in the significance of an archaeological resource, pursuant to California Code of Regulations, Section 15064.5. (Draft EIR, Page 3.5-21 to 3.5-23).

1. Less than significant impact.

As future development and infrastructure projects within the planning area are considered by the County, each project will be evaluated for conformance with the General Plan, Municipal Code, and other applicable State regulations. Subsequent development and infrastructure projects would also be analyzed for potential environmental impacts, consistent with requirements of CEQA. The General Plan includes policies and programs intended to reduce impacts to and conserve historical resources. Policies OS-19.2, OS-19.3, and OS-19.4 help ensure protection and preservation of archaeological resources by implementing a process where proposed developments are reviewed for the possibility of cultural resources being present. Specifically, OS 19.3 requires review of proposed development for the possibility of cultural resources and for compliance with the cultural resources program, which would include preparation of Phase I Cultural Resources Assessment and reviewing evaluating structured for CRHR eligibility on a project-by-project basis. Furthermore, future implementing projects are required to implement the County condition of approval related to discovery of unanticipated cultural resources during ground disturbance activities as outlined at page 3.5-22 of the Draft EIR. Implementation of these policies and condition of approval would ensure that adverse effects on archaeological resources are reduced to a less than significant at the programmatic level, and individual projects would be evaluated on a case-by-case basis to analyze impacts. (Draft EIR at Page 3.5-21 to 3.5-22).

Impact CUL-9(c): The project would not disturb any human remains, including those interred outside of formal cemeteries. (Draft EIR, Page 3.5-23).

1. Less than significant impact.

As future development and infrastructure projects are reviewed by the County, each project will be evaluated for conformance with the General Plan, Municipal Code, and other applicable State regulations. Under CEQA, human remains are protected under the definition of archaeological materials as being "any evidence of human activity." Public Resources Code Section 5097 has specific stop-work and notification procedures to follow when Native American human remains are inadvertently discovered during excavation and construction activities. This requirement, listed as a condition of approval at page 3.5-23 of the Draft EIR, applies to all construction projects within

the planning area. Implementation would ensure that adverse effects on human remains are reduced to a less than significant at the programmatic level, and individual projects would be evaluated on a case-by-case basis to analyze impacts. (Draft EIR at Page 3.5-23).

D. Energy

Impact ENER-10a: The project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation. (Draft EIR, Page 3.6-15).

1. Less than significant impact.

Limitations on idling of vehicles and equipment and requirements that equipment be properly maintained would result in fuel savings. California Code of Regulations, Title 13, Sections 2449 and 2485, limit idling from both on-road and off-road diesel-powered equipment and are enforced by the ARB. Additionally, given the cost of fuel, contractors and owners have a strong financial incentive to avoid wasteful, inefficient, and unnecessary consumption of energy during construction. Because of the temporary nature of construction and the financial incentives for developers and contractors to use energy-consuming resources in an efficient manner, the construction phase of the proposed project would not result in wasteful, inefficient, and unnecessary consumption of energy. (Draft EIR at Pages 3.6-15 to 3.6-16).

Future development projects would be designed and constructed in accordance with the County's latest adopted energy efficiency standards, which are based on the California Title 24 energy efficiency standards. Title 24 standards include a broad set of energy conservation requirements that apply to the structural, mechanical, electrical, and plumbing systems in a building. For example, the Title 24 Lighting Power Density requirements define the maximum wattage of lighting that can be used in a building based on its square footage. Title 24 additionally requires new low-rise residential developments to include rooftop solar systems meeting a minimum system capacity consistent with calculations contained in Title 24, Part 6, Subchapter 8. Title 24 standards, widely regarded as the most advanced energy efficiency standards, would help reduce the amount of energy required for lighting, water heating, and heating and air conditioning in buildings and promote energy conservation. The reduction measures of the Riverside County CAP reinforce these

State standards. The General Plan additionally includes energy conservation policies designed to reduce energy demand through improving energy efficiency of homes and businesses, facilitating residential and commercial renewable energy, and promoting recycling and water conservation efforts. For example, the General Plan's Air Quality policies aim to adopt incentives and/or regulations to enact energy conservation requirements and encourage energy efficient design for private and public developments. The Air Quality policies also promote the increased densities, mixed use, electric vehicles, and improved circulation to reduce Vehicle Miles Traveled (VMT) and energy consumption. The Land Use policies would encourage the development of renewable energy resources and related infrastructure. The proposed project also encourages urban greening, complete streets, improved public transit services and transportation circulation. Future development projects envisioned under the proposed project would be required to comply with stipulations originating from these General Plan and CAP policies; however, when these policies do not stipulate requirements for individual development projects, they focus on actions to be taken by the County and would not be applicable to future development projects. As such, compliance with the applicable General Plan and CAP policies would help avoid building energy consumption that would be considered wasteful, inefficient, or unnecessary. (Draft EIR at Pages 3.6-16 to 3.6-17).

The planning area encompasses a 6.8-mile corridor of Highway 74 between the City of Lake Elsinore and the City of Perris in western Riverside County. The existing transportation facilities and future development projects would provide future residents, visitors, and employees associated with the planning area with access to better circulation and more convenient public transportation, thus further reducing fuel consumption demand. For these reasons, operational-related transportation fuel consumption would not result in a significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources. (Draft EIR at Page 3.6-17).

Impact ENER-10b: The project would not conflict with or obstruct a State or Local plan for renewable energy or energy efficiency. (Draft EIR, Page 3.6-18).

1. Less than significant impact.

California Code of Regulations Title 13, Sections 2449 and 2485, limit idling from both on-road and off-road diesel-powered equipment and are enforced by the ARB. The proposed project

would comply with these regulations. There are no policies at the local level applicable to energy conservation specific to the construction phase. Thus, it is anticipated that construction of the proposed project would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing energy use or increasing the use of renewable energy. (Draft EIR at Page 3.6-18).

California's Renewable Portfolio Standard (RPS) requires that 33 percent of electricity retail sales be served by renewable energy sources by 2020. The proposed project would be served with gas provided by SoCalGas. SoCalGas offers renewable natural gas captured from sources like dairies, wastewater treatment plants and landfills. The proposed project would be served with electricity provided by SCE. In 2020, SCE obtained 30.9 percent of its electricity from renewable energy sources, while the remaining electricity was sourced from nuclear (8.4 percent), natural gas (15.2 percent), and large hydroelectric (3.3 percent). While SCE's 2020 RPS reporting showed that only 30.9 percent of electricity sales sourced from eligible renewable sources, the RPS requirements apply to a 3-year average of utility provider electricity sourcing to allow for fluctuations in market demand and supply availability. Nonetheless, the proposed project's electricity provider is required to meet the State's 2020 objective of 33 percent and is making progress toward the State's 2024 RPS target of 44 percent. The proposed project's electricity demands would also be required to meet the State's future objective of 60 percent electricity from renewable energy sources by 2030. The State's Title 24 energy efficiency standards establishes mandatory measures for residential buildings, including material conservation and resource efficiency. The proposed project would be required to comply with these mandatory measures. The proposed project would also comply with the California Building Codes Standards requiring proposed low-rise residential buildings to include rooftop solar systems. In addition, per the CBC, the proposed building would be required to provide wiring that would allow installation of electric vehicle (EV) charging equipment in any private garages or carports. Policies AQ 20.5 and AQ 20.8 of the General Plan support conservation of transportation fuel by requiring all new residential units to install circuits and provide capacity for EV charging stations, and by increasing options for non-vehicular access through urban design principles that promote higher residential densities with easily accessible parks and recreation

opportunities nearby. Policies AQ 20.10 and AQ 20.11 of the General Plan are aimed at reducing the energy consumption of new developments through efficient site design that takes into consideration solar orientation and shading, as well as passive solar design, and through efficient use of utilities (water, electricity, natural gas) and infrastructure design, as well as increasing energy efficiency through the use of energy efficient mechanical systems and equipment. Future development projects would be required to comply with these County-mandated policies. Other policies that promote energy conservation at the local level are voluntary. Compliance with the aforementioned mandatory measures would ensure that future development projects would not conflict with any applicable plan, policy, or regulation adopted for the purpose of reducing energy use or increasing the use of renewable energy. (Draft EIR Pages 3.6-18 to 3.6-19).

E. Geology and Soils

Impact GEO-11a: The project would not be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault with implementation of mitigation. (Draft EIR 3.7-15).

1. Less than significant impact.

As shown in Draft EIR Exhibit 3.7-1, there are no active fault zones within the planning area boundaries. The nearest fault zone is the Elsinore Fault, located 1.5 miles southwest of the project boundary. This fault is not part of the Alquist-Priolo Earthquake Fault Zone. The nearest Alquist-Priolo Earthquake Fault Zone is the San Jacinto Fault Zone, located 10.5 miles northeast of the project boundary. Because the planning area is located 10.5 miles outside of the nearest Alquist-Priolo Earthquake Fault Zone, the proposed project would not be subject to earthquake rupture as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map. In addition to the Alquist-Priolo Earthquake Fault Zones, the General Plan has mapped Riverside County Fault Zones. The nearest Riverside County fault zone is located in the City of Lake Elsinore, along the northeast shore of Lake Elsinore, which is located 1.75 miles southwest of the project boundary. Therefore, future development within the planning area would not be subject to earthquake rupture from a known fault. The planning area is located in Southern California, which is a seismically active

region. Future development within the planning area would be required to comply with Policy S 1.1 of the General Plan, which requires the adoption and enforcement of current building codes, and with Policy S 2.1, which requires development to minimize fault rupture hazards. The proposed project would not include grading or the development or redevelopment of any structures. However, future development that occurs within the planning area must be constructed in accordance with the current CBC and to minimize fault rupture hazards, in accordance with the General Plan and the Community Plan. (Draft EIR at Page 3.7-15).

Impact GEO-18a: The project would not result in substantial soil erosion or loss of topsoil. (Draft EIR, Page 3.7-22).

1. Less than significant impact.

Following development, soils would be covered with buildings, paved areas, and landscaping, so no exposure of soils or erosion would be anticipated. As discussed in Section 3.10, Hydrology and Water Quality, the California State Water Resources Control Board (State Water Board) adopted a National Pollutant Discharge Elimination System (NPDES) General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities, Order No. 2009-0009-DWQ, NPDES No. CAS000002, as amended in 2011 (Construction General Permit). To obtain coverage under the Construction General Permit, a project applicant must submit various documents, including a Notice of Intent and a Storm Water Pollution Prevention Plan (SWPPP). Activities subject to the Construction General Permit include clearing, grading, and disturbances to the ground, such as grading or excavation. The purpose of the SWPPP is to identify the sources of sediment and other pollutants that could affect the quality of stormwater discharges and to describe and ensure the implementation of Best Management Practices (BMPs) to reduce or eliminate sediment and other pollutants in stormwater as well as non-stormwater discharges resulting from construction activity. With implementation of the SWPPP and BMPs, impacts would be less than significant. (Draft EIR at Page 3.7-22).

F. Hazards and Hazardous Materials

Impact HAZ-21a: The project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials with

implementation of mitigation. (Draft EIR, Page 3.9-15).

1. Less than significant impact.

If disturbed soils or rubbish are determined to be hazardous, all standard regulations related to hazardous materials remediation and removal procedures would be adhered to. Transport of hazardous materials would occur only on designated routes and would avoid residential areas and areas with sensitive uses such as hospitals or schools. Disposal of hazardous materials would comply with all applicable regulations for such disposal. Thus, compliance with federal, State, and local health and safety requirements, including Resource Conservation and Recovery Act (RCRA), the TSCA, USDOT regulations in 49 Code of Federal Regulations, and hazardous materials regulations in California Code of Regulations Title 26, and the Riverside County Fire Department (RCFD) and County Hazardous Waste Management Plan (CHWMP), potential impacts associated with future development within the planning area creating a significant hazard to the public or the environment during the routine transport, use, or disposal of hazardous materials would remain less than significant. The proposed project seeks to promote land use compatibility by designating land uses for the most sensitive uses (i.e., residential and school) apart from the most intensive uses. Additionally, by designating land uses, the proposed project would separate non-sensitive land uses (e.g., office, retail, research and development, etc.) from intensive uses and the most sensitive uses to minimize hazards to the public or environment. As such, the proposed project would minimize exposure of the public or environment to existing routine hazardous materials usage within and near the planning area. Future development implemented pursuant to the proposed project could include industrial uses. Should new uses within the planning area propose the use of large quantities of hazardous materials, the new use would be evaluated for compatibility with surrounding land uses during project review and, if necessary, would be required to incorporate appropriate protection measures. (Draft EIR at Pages 3.9-15 to 3.9-16).

Impact HAZ-21b: The project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. (Draft EIR, Page 3.9-16).

1. Less than significant impact.

Uses of routine chemicals for typical residential and retail/commercial uses would not be of sufficient quantity to pose a significant hazard to the public or environment. Additionally, the retail/commercial uses of the project would comply with all applicable laws regarding the use, storage, and disposal of hazardous materials, including provision of spill prevention kits in accordance with California Occupational Safety and Health Administration (Cal/OSHA) standards. Therefore, the proposed project would not create a significant hazard to the public or environment through reasonably foreseeable upset and accident conditions related to the release of hazardous materials into the environment. The operations on-site would comply with all applicable federal, State, and local laws regarding warehouse land uses, and there are no uses contemplated that would involve the use of hazardous materials. (Draft EIR at Page 3.9-16 to 3.9-17).

Impact HAZ-21c: The project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan. (Draft EIR, Page 3.9-17).

1. Less than significant impact.

The proposed project would not impair the implementation of, or physically interfere with, an emergency response plan and/or emergency evacuation plan. The County has an established Emergency Operations Plan (EOP). The proposed project is not anticipated to interfere with the EOP, as it proposes no roadway closures or narrowing, nor would it result in incompatible land uses that could present additional risks to public safety. During construction of future development, traffic management plans will be in place to ensure that no impacts or delays to emergency response occur. Once operational, future projects would not impede emergency response access on any area roadway. Future development within the planning area would include adequate access for emergency response vehicles and personnel, as developed in consultation with RCFD personnel. Project frontage improvements would provide adequate access for emergency vehicles. Therefore, the proposed project would have a less than signifi Impact HAZ-21d

The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school. (Draft EIR, Page 3.9-18).

There are no schools within 0.25 mile of any portion of the planning area. The nearest school, Perris Elementary School, is located 0.40 mile east of the planning area. The proposed project's land use changes would be consistent with the existing surrounding uses and would not have any unique operations or features that would create a safety risk. Although a limited amount of cleaning supplies and other potentially hazardous cleaning-related supplies may be stored on-site, they are not anticipated to be of sufficient quantity to pose a significant hazard to the public or environment. Therefore, implementation of the proposed project would not result in hazardous emissions or otherwise cause hazardous materials impacts upon school facilities located within 0.25 mile of an existing or proposed school. There would be no impact. (Draft EIR at Page 3.9-18).

Impact HAZ-21e: The project would not 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 not create a significant hazard to the public or the environment. (Draft EIR, Page 3.9-18).

1. Less than significant impact.

There are no active Leaking Underground Storage Tank (LUST) cleanup sites in the planning area. There is one landfill located at 18938 Mermack Avenue and there are 140 sites listed as hazardous waste generators either within the planning area boundaries or within 0.25 mile of the boundaries. Generally, the hazardous waste generator sites listed in the Government Records Report consist of businesses in the construction industry or auto body and automotive industry, retail stores, medical facilities, and landscaping. Future development may be required to comply with additional investigation as required by local and State regulations, including a Phase I Environmental Site Assessment (Phase I ESA), as well as soil, groundwater, or soil gas sampling. Compliance with all applicable regulations would be required. (Draft EIR at Pages 3.9-18 to 3.9-19).

Impact HAZ-22a: The project would not result in an inconsistency with an Airport Master Plan. (Draft EIR, Page 3.9-19).

1. Less than significant impact.

The nearest airport is the Perris Valley Airport, a public use airport located 1.29 miles east of the planning area. Additionally, the March Air Reserve Base is located 5.6 miles north of the

planning area. The northern portion of the planning area is located within Zone E of the Airport Influence Area of the March Air Reserve Base and is also located within Zone E of the Airport Influence Area of the Perris Valley Airport. Therefore, the proposed Neighborhood 1 is within the County Airport Land Use Commission (ALUC) compatibility zones and would be subject to County ALUC land use review. Because development pursuant to the proposed project would be reviewed by the County ALUC, who would ensure land use compatibility and assess potential risks from airport operations, the proposed project would not result in an inconsistency with an Airport Master Plan. Impacts would be less than significant. (Draft EIR at Page 3.9-19).

Impact HAZ-22b: The project would require review by the Airport Land Use Commission. (Draft EIR, Page 3.9-19).

1. Less than significant impact.

The northern portion of the planning area is located within Zone E of the Airport Influence Area of the March Air Reserve Base and is also located within Zone E of the Airport Influence Area of the Perris Valley Airport. Proposed Neighborhood 1 is within the County ALUC compatibility zones and would be subject to County ALUC land use review. Therefore, the proposed project would require review by the ALUC. (Draft EIR at Pages 3.9-19 to 3.9-20).

Impact HAZ-22c: For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, the project would not result in a safety hazard for people residing or working in the project area. (Draft EIR, Page 3.9-20).

1. Less than significant impact.

As shown in the Perris Valley Airport document in Exhibit PV-8, General Plan Land Use Designations, the northernmost part of Neighborhood 1 is within compatibility Zone E for the Perris Valley Airport. Neighborhood 1 is within Zone E of the March Air Reserve Base, as shown in Exhibit MA-7A of the March Air Reserve Base document. Zone E represents Other Airport Environs, the noise impacts are categorized as low and are beyond a 55 Community Noise Equivalent Level (CNEL) contour, which means there are occasional overflight intrusions to some outdoor activities. The risk level of Zone E is considered low and within outer or occasionally used

portions of flight corridors. Neighborhoods 2 and 3 are not located within an airport influence area or an airport compatibility zone. Any land use within the County ALUC compatibility zones would be subject to County ALUC land use review. Therefore, Neighborhood 1 is subject to County ALUC review to ensure compliance with the compatibility criteria set forth in Policy 1.5.2. The proposed project elements include typical industrial, residential, and commercial/retail buildings, similar to surrounding uses, which would not have any unique operations or features that would present a higher safety risk for people working or living in the planning area related to a nearby airport than would be typical throughout the region. All development would be required to comply with Federal Aviation Administration (FAA) regulations concerning building heights. (Draft EIR at Pages 3.9-20 to 3.9-21).

Impact HAZ-22d: For a project within the vicinity of a private airstrip, or heliport, the project would not result in a safety hazard for people residing or working in the project area. (Draft EIR, Page 3.9-21).

1. Less than significant impact.

There are no private airstrips or helipads in the vicinity of the project site. There are three heliports within the vicinity of the planning area. The nearest heliport to the planning area is Castle Heliport, which is privately owned and located approximately 0.98 miles northwest of Neighborhood 1. The second nearest heliport is the Southern California Edison (SCE) Perris District Heliport located approximately 1.36 miles east of Neighborhood 1 and the third nearest heliport is the SCE San Jacinto Valley Service Center Heliport located approximately 6.01 miles away from Neighborhood 1. The proposed project includes typical residential, commercial/retail, industrial buildings, and open space that are similar to the surrounding uses and would not have any unique operations or features that would present a higher safety risk for people working or residing in the planning area than would be typical throughout the region. (Draft EIR at Page 3.9-21).

F. Hydrology and Water Quality

Impact HYD-23a: The project would not violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality. (Draft EIR, Page 3.10-15).

1. Less than significant impact.

Prior to the issuance of grading or construction permits, the project applicant for individual development pursuant to the proposed project would be required to prepare a SWPPP that conforms to the State Water Board NPDES permit. With compliance to NPDES requirements, all development that results from the proposed project's buildout would employ source control BMPs to reduce water quality impacts. Source control BMPs must be addressed in each project-specific Water Quality Management Plan (WQMP), this includes both nonstructural and structural source control BMPs. Nonstructural source control BMPs applicable to the proposed project include activity restrictions, irrigation system and landscape maintenance, and drainage facility inspection and maintenance. Structural source control BMPs would be applicable to the projects that would result from the proposed project's buildout. Furthermore, any construction that results from the proposed project would comply with SWPPP and WQMP requirements as well.

Additionally, the SWPPP would identify BMPs to prevent construction-related pollutants from reaching stormwater and all products of erosion from moving off-site. In addition, the Riverside County WQMP states that MS4 Permits which include significant redevelopment projects and new development projects represented by a map or permit for which discretionary approval is sought, are required to prepare, approve, and implement a project-specific WQMP. Project-specific WQMP preparation includes site design and source control BMPs and where applicable, project-specific treatment control BMPs or a regional watershed approach is included with an operation and maintenance program. Therefore, temporary construction impacts would be considered less than significant. Future development (including redevelopment of existing developed sites) that disturbs 1 acre or more of soil or that is part of a common plan of development that disturbs 1 acre or more of soil must obtain permit coverage under the Construction General Permit by filing a Notice of Intent (NOI) and SWPPP with the RWQCB prior to commencement of construction. The SWPPP must describe the site, the facility, erosion and sediment controls, runoff water quality monitoring, means of waste disposal, implementation of approved local plans, control of construction sediment and erosion control measures, maintenance responsibilities, and non-stormwater management controls. Inspection of construction sites before and after storms is also required to identify

stormwater discharge from the construction activity and to identify and implement erosion controls, where necessary. Additionally, future development pursuant to the proposed project would be required to comply with the CWA, NPDES requirements, and regulations enforced by the RWQCB to control stormwater discharges during project operation. In addition, future projects would comply with requirements of the County Code of Ordinances and General Plan, MVAP, and ELAP policies and actions related to water quality. (Draft EIR at Pages 3.10-16 to 3.10-17).

Impact HYD-23b: The project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of this basin. (Draft EIR, Page 3.10-17).

1. Less than significant impact.

Although the proposed project could increase impervious surfaces compared to existing conditions, the proposed project would comply with WQMP requirements by including site design BMPs. Site design BMPs are intended to create a hydrologically functional project design that mimics the natural hydrology, such as including a stormwater drainage system that allows water to infiltrate the project site soils through bioretention basins. These measures would minimize urban runoff and impervious footprints, and conserve natural areas or by minimizing directly connected impervious areas where applicable. Elsinore Valley Municipal Water District (EVMWD) and Eastern Municipal Water District (EMWD) provide water services to the planning area. A portion of the EVMWD's water supply comes from the Elsinore Valley Subbasin and the Bedford-Coldwater Subbasin. EMWD produces potable groundwater from the West San Jacinto Basin and the Hemet/San Jacinto Basin, both located within the San Jacinto Groundwater Basin. GSPs are required by the Sustainable Groundwater Management Act (SGMA) for these subbasins. The GSPs determine the sustainable water budget for these subbasins, develop sustainable management criteria, establish minimum thresholds to evaluate groundwater conditions, and implement a monitoring network. According to the General Plan Final EIR, roughly one-third of the County's water demand is met by groundwater, whose unpredictability and variability means that significant impacts associated with the proposed project's operation over time cannot be ruled out. However, the adverse effects associated with potential demands on groundwater and effects on groundwater

recharge would be avoided, reduced, or minimized through adherence to and compliance with federal, State, and local regulations and General Plan policies.

As discussed in Draft EIR Section 3.20, Utilities, future implementing projects would comply with federal, State, and local water conservation standards to ensure that the future demands would not lead to substantial decrease in groundwater supplies. Implementation of the proposed project has the potential to increase impervious surfaces on-site with future development. The conversion of permeable land to impervious surfaces could reduce groundwater recharge. Development under the proposed project could reduce the area available for aquifer recharge and interfere with the process of groundwater recharge. However, General Plan policies and actions as well as MVAP and ELAP policies designed to reduce reliance on septic systems would reduce the impacts of the proposed project on groundwater supplies and groundwater recharge. Further, compliance with mandatory NPDES permit requirements, adherence to the County Code of Ordinances, preparation of a WQMP and SWPPP (if required), and implementation of General Plan policies and actions would ensure that impacts related to groundwater supplies would be reduced to a less than significant level. (Draft EIR at Pages 3.10-17 to 3.10-18).

Impact HYD-23c: The project would not substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river or through the addition of impervious surfaces. (Draft EIR, Page 3.10-18).

1. Less than significant impact.

The proposed project would comply with mandatory NPDES permit requirements, prepare a WQMP and SWPPP (if required), and implement General Plan policies and actions to ensure that the proposed project reduces impacts on drainage patterns to the maximum extent possible. Specifically, the proposed project would implement General Plan Policy OS 3.7, which states to decrease stormwater runoff by reducing pavement in development areas, reducing dry weather urban runoff, and by incorporating Low Impact Development (LID) requirements, and other BMPs such as permeable parking lots and the use of less pavement where feasible. Development pursuant to the proposed project would not occur within or adjacent to existing streams or rivers. General Plan Policy OS 4.4 requires incorporating natural drainage systems into development where feasible,

while General Plan Policy OS 4.6 requires retaining stormwater at or near the site of generation. In addition, Chapter 13.12.060 of the County Code of Ordinances states new development or redevelopment projects shall control stormwater runoff with BMPs such as increasing permeable areas, directing runoff to permeable areas, or maximizing stormwater storage. Therefore, by managing stormwater and implementing BMPs, these regulations would reduce impacts associated with grading land or altering streams to a less than significant level. The proposed project would guide the development of residential neighborhoods of varying densities, commercial retail, mixed-use, light industrial, business park, public facilities, rural, open space, and recreation areas. However, development associated with the proposed project would be reviewed to ensure coverage under the Construction General Permit and site-specific environmental review would be required for all future development projects to ensure compliance with the CWA. Further, compliance with existing regulations and General Plan policies, as well as adherence to the County Code of Ordinances, would reduce long-term impacts due to altered drainage pathways and is considered to be less than significant. (Draft EIR at Pages 3.10-18 to 3.10-19).

Impact HYD-23d: The project would not result in substantial erosion or siltation on-site or off-site. (Draft EIR, Page 3.10-19).

1. Less than significant impact.

Implementation of the proposed project would not alter the course of a stream or river or substantially alter the existing drainage patterns within the planning area. As part of future project-specific implementation, grading of land surfaces would occur prior to construction. On-site grading has the potential to result in substantial erosion or siltation; however, the project would not substantially increase the rate or amount of surface runoff in a manner that would result in erosion. Buildout of the planning area and development within watersheds that are tributary to the planning area, but not a part of the planning area, could increase the amount of paved impervious surfaces. Construction activities that result from the proposed project could result in erosion or siltation. However, compliance with applicable policies, laws, and regulations would minimize the potential to increase sedimentation or siltation. With the implementation of these uniformly applied standards and procedures, construction impacts related to erosion or siltation would be less than significant.

Development within the watersheds or drainage areas tributary to the planning area that are within the County are also required to comply with the grading plan check process. Grading construction projects require professional inspections, soil compaction (fill placement) testing, and a final grading report from a professional licensed engineer verifying that the grading construction was done correctly. Further, County grading inspectors ensure the work follows the approved grading plans, the WQMP, building codes and local ordinances, and assure a safe site development for public safety welfare. These processes would ensure that the development sites in the planning area are properly graded in accordance with applicable ordinances and the NPDES Construction General Permit. Additionally, Chapter 13.12 of the County Code of Ordinances sets forth rules and regulations to manage stormwater and urban runoff and control stormwater discharge to prevent and reduce pollutants from entering the storm drainage system. Compliance with existing regulations and General Plan policies, as well as adherence to the County Code of Ordinances, would further reduce the potential for erosion and off-site siltation. (Draft EIR at Pages 3.10-19 to 3.10-20).

Impact HYD-23e: The project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site. (Draft EIR, Page 3.10-20).

1. Less than significant impact.

Implementation of the proposed project would not alter the course of a stream or river or substantially alter existing drainage patterns within the planning area. New development or redevelopment pursuant to the proposed project could increase impervious areas withing the planning area and increase stormwater runoff, which could result in flooding. However, the County Code of Ordinances contains regulations that minimize impervious surfaces, minimize impacts to stormwater runoff, and follow LID requirements. Further, General Plan Policy OS 3.7 would further reduce impacts from surface runoff. Development within the watersheds or drainage areas tributary to the planning area that are within the County are also required to adhere to the grading plan check process. These processes ensure that the developments within the planning area are properly graded consistent with existing ordinances and the NPDES Construction General Permit. Compliance with existing regulations and General Plan policies, as well as adherence to the County Code of

Ordinances, would maximize infiltration and rainwater retention, which in turn would reduce stormwater runoff that could result from project implementation. (Draft EIR at Page 3.10-20).

Impact HYD-23f: The project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. (Draft EIR, Page 3.10-20).

1. Less than significant impact.

Development under the proposed project would comply with NPDES requirements and employ source control BMPs to reduce water quality impacts. Furthermore, any construction that results from the proposed project would comply with SWPPP and WQMP requirements as well. All future development would be reviewed for consistency with General Plan Policy OS 3.3 to minimize pollutant discharge into storm drainage systems, natural drainages and aquifers and General Plan Policy OS 4.3 to ensure that aquifer water recharge areas are preserved and protected. Therefore, all development that results from the proposed project's buildout would comply with General Plan policies and be subject to preparing a project-specific WQMP that outlines nonstructural and structural source control BMPs. All future development would require the implementation of water quality and watershed protection measures and comply with NPDES and other applicable CWA regulations. Therefore, future development would not result in substantial additional sources of polluted runoff. In addition, Chapter 13.12 of the County Code of Ordinances sets forth rules and regulations to manage stormwater and urban runoff and control of stormwater discharge. (Draft EIR at Page 3.10-21).

Impact HYD-23g: The project would not impede or redirect flood flow. (Draft EIR, Page 3.10-21).

1. Less than significant impact.

Riverside County is a participating community in the National Flood Insurance Program (NFIP), which requires participating agencies to adopt floodplain management ordinances. The intent of the ordinance, Ordinance No. 458, is to ensure that new construction and/or substantial improvements within mapped floodplains are done in a manner that reduces damage to the public and property. Any development or substantial improvement within a regulatory floodplain under

the proposed project may require floodplain review by the County. This includes the submittal of a floodplain application permit form to County Building and Safety along with corresponding fees and attachments. General Plan Policy LU 12.1 would apply certain requirements to areas where development is allowed and that contain natural slopes, canyons, or other significant elevation changes that could result in flood hazards, regardless of land use designation. Specifically, in areas at risk of flooding, General Plan Policy LU 12.1 would limit grading, cut, and fill to the amount necessary to provide stable areas for structural foundations, street right-of-way, parking facilities, and other intended uses. Furthermore, General Plan Policy LU 9.4 encourages clustered development to keep development out of watercourses and steep slope areas that contain 100-year floodplains, streams, or watercourses, which would minimize flood risks. General Plan Policy OS 4.6 requires stormwater retention through LID or BMPs to help mitigate flooding. General Plan Policies OS 5.3, OS 5.5, and OS 5.6 are designed to address floodways, the floodplain fringe, and riparian areas, including the requirement that development shall be set back from floodway boundaries. Policy S 4.5, S 4.7, and S 4.10 prohibit and apply certain requirements regarding substantial modification to watercourses. The ELAP and MVAP each impose additional policies related to flooding. For example, Policy ELAP 18.2 and Policy MVAP 18.3 require development projects that are subject to flood hazards to be submitted to the Riverside County Flood Control and Water Conservation District for review. Policy ELAP 18.4 and Policy MVAP 18.1 require adherence to the policies identified in the Flood and Inundation Hazards Abatement section of the General Plan Safety Element. Implementation of the above policies would help to reduce the risk of flooding.

Furthermore, future development in the project area would be required to implement the 2015 County of Riverside General Plan EIR Mitigation Measures related to flood risk. Specifically, implementation of MM 4.9.1A, MM 4.9.1B, MM 4.9.1C, MM 4.9.1D, MM 4.9.2A, MM 4.9.2B, MM 4.9.2C, and MM 4.9.2D would ensure that future development projects in the project area would not expose people or structures to significant flood risks. Additionally, the proposed project would include the land use designation of Open Space – Water, which would include bodies of water or artificial drainage corridors. The Open Space – Conservation designation would include

the protection of open space for natural hazard protection. Project compliance with Ordinance No. 458, as well as General Plan, MVAP, and ELAP policies, the General Plan EIR MMs outlined above, and the proposed land use designations would render any impacts to structures due to a flood hazard area less than significant. (Draft EIR at Page 3.10-22).

Impact HYD-23h: In flood hazard tsunami, or seiche zones, the project would not risk the release of pollutants due to project inundation. (Draft EIR, Page 3.10-23).

1. Less than significant impact.

The planning area is not located in a tsunami or seiche zone. A seiche is defined as a standing wave in an enclosed or partially enclosed body of water. The nearest bodies of surface water near the proposed planning areas include Canyon Lake (approximately 1.8 miles east of the project area), Lake Elsinore (approximately 1.8 miles south of the project area), and Lake Perris (approximately 5.6 miles north of the project area). Because of the proposed project's distance from each lake, the proposed project would not be subject to impacts associated with a seiche. The dam failure inundation zones of these lakes are shown in Draft EIR Exhibit 3.10-2. Likewise, the planning area's distance from the Pacific Ocean precludes any impacts associated with tsunamis. The planning area does not contain any areas that are mapped by Federal Emergency Management Agency (FEMA) as a 100-year flood hazard zone, as shown in Draft EIR Exhibit 3.10-1. However, portions of the planning area are located in a flood hazard zone as mapped by the County. Specifically, County-designated flood hazard zones occur in the northern portion of the planning area between Mountain Avenue and Mapes Road and adjacent to Highway 74 from Mapes Road to Spring Street. There is also a linear flood hazard zone crossing Highway 74 between Kimes Way and River Road, and a linear flood hazard zone between Peach Street and Wasson Canyon Road, which crosses Aubrey Street, Larimark Street, and Greenwald Avenue in the southern portion of the project site. Development would be required to adhere to the applicable policies, including General Plan Policies LU 12.1, LU 9.4, OS 4.6, OS 5.3, OS 5.5, OS 5.6, S 4.5, S 4.7, and S 4.10. Additionally, Policy ELAP 18.2 and Policy MVAP 18.3, Policy ELAP 18.4, and Policy MVAP 18.1 would apply. Furthermore, Mitigation Measures 4.9.1A, 4.9.1B, 4.9.1C, 4.9.1D, 4.9.2A, 4.9.2B, 4.9.2C, and 4.9.2D would be implemented as required.

The project's stormwater drainage system includes open channels, storm drain facilities, and extended detention basins. Additionally, a riparian mitigation area along the majority of the southern planning area boundary, as well as other mitigation, will be provided to offset project impacts to natural water/drainage courses and riparian areas. These drainage improvements help reduce flood hazard impacts while collectively encouraging on-site and adjacent off-site percolation and groundwater recharge. Drainage patterns would not substantially change in the planning area as a result of development pursuant to the proposed project. Future development would not involve substantial transport, use, or disposal of hazardous materials and inundation of the planning area by seiche is not likely because of the distance of existing waterbodies from the planning area. Furthermore, General Plan Policy OS 3.3 requires minimizing pollutant discharge into storm drainage systems, natural drainages, and aquifers in order to maintain water quality. Project compliance with Ordinance No. 458, as well as General Plan, MVAP, and ELAP policies and the General Plan EIR MMs outlined above would be required. (Draft EIR at Pages 3.10-23 to 3.10-24).

Impact HYD-23i: The project would not conflict with a water quality control plan or sustainable groundwater management plan. (Draft EIR, Page 3.10-24).

1. Less than significant impact.

Currently, the County relies on imported water and local groundwater for its municipal water supplies. Desalted groundwater is also being pursued as a supply option in western Riverside County. To maintain acceptable water quality, future development would be required to comply with federal, State, and local regulations and policies. The General Plan's policies help reduce significant water quality impacts by addressing wastewater treatment and protection of water quality through pollution discharge standards and compliance with the NPDES. The Santa Ana RWQCB provide water quality policy guidance for the County (e.g., via NPDES general permits and MS4 Permits). In particular, the NPDES permit process mandates the use of BMPs to minimize the adverse effects of pollution and to protect water quality. With the implementation of the above regulations and General Plan policies, the proposed project would not conflict with or obstruct implementation of a water quality control plan or groundwater management plan. (Draft EIR at Page 3.10-24).

G. Mineral Resources

Impact MIN-25a: The project would not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State. (Draft EIR, Page 3.12-4).

1. Less than significant impact.

The planning area does not currently contain any known mineral resources. The General Plan's Multipurpose Open Space Element (Figure OS-6) identifies most of western Riverside County as being within Mineral Resources Zone (MRZ)-3 (significance of mineral deposits undetermined) and Unstudied (no MRZ designation issued). Western Riverside County also contains a small number of areas designated as MRZ-1 (no significant mineral deposits), MRZ-2 (known or inferred significant mineral resources), and MRZ-4 (presence and significance of mineral deposits undetermined). According to Figure OS-6, the entire planning area is within the MRZ-3 designation. Areas with the MRZ-3 designation are described as areas where the available geologic information indicates that mineral deposits are likely to exist; however, the significance of the deposit is undetermined. The General Plan provides no specific policies regarding property identified as MRZ-3 and does not designate the Highway 74 Corridor for mineral resource-related uses; therefore, there is no indication that the planning area contains any mineral resources that would be of value to the region or to residents of the State. Furthermore, the proposed project comprises a series of General Plan Amendments; no specific development is proposed and no earthwork or earthmoving activities would occur as a result of the implementation of the proposed project. Any future development proposed as a result of the proposed project would require additional study to determine whether any significant mineral resources exist on an individual property at the time such a project is proposed. Such additional study is typically required on a case-by-case basis when the County Geologist determines it is needed. Subsequent development applicants would be required to submit such studies as may be required by the County Geologist during the entitlement process and would be required to implement any identified recommendations. (Draft EIR at Pages 3.12-4 to 3.12-5).

H. Paleontological Resources

Impact PALEO-28(a): The proposed project would/would not directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature. (Draft EIR, Page 3.14-3).

1. Less than significant impact.

According to the Riverside County Map My County GIS database, the planning area predominantly contains areas of low paleontological sensitivity, as well as areas with undetermined paleontological sensitivity. General Plan Policy OS 19.7 states that: Whenever existing information indicates that a site proposed for development has low paleontological sensitivity as shown on General Plan Figure OS-8, no direct mitigation is required unless a fossil is encountered during site development. Should a fossil be encountered, the County Geologist shall be notified, and a Paleontologist shall be retained by the project proponent. The Paleontologist shall document the extent and potential significance of the paleontological resources on the site and establish appropriate mitigation measures for further site development.

Furthermore, General Plan Policy OS 19.8 states that: Whenever existing information indicates that a site proposed for development has undetermined paleontological sensitivity as shown on General Plan Figure OS-8, a report shall be filed with the County Geologist documenting the extent and potential significance of the paleontological resources on-site and identifying mitigation measures for the fossil and for impacts to significant paleontological resources prior to approval of that department. Lastly, General Plan Policy OS 19.9 states that: Whenever paleontological resources are found, the County Geologist shall direct them to a facility within Riverside County for their curation, including the Western Science Center in the City of Hemet. In addition to such County policies, there are a number of existing State and federal laws that regulate development impacts to paleontological resources, including those outlined under the California Public Resources Code Paleontological Resources Preservation Act (PRPA). Because of the low paleontological sensitivity and unique geologic features within the planning area and required conformance with existing regulations intended for the protection of sensitive paleontological resources, impacts to paleontological resources would be less than significant. (Draft EIR at Page 3.14-3).

I. Population and Housing

Impact POP-29a: The project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. (Draft EIR, Page 3.15-9).

1. Less than significant impact.

Overall, the proposed project would reduce the number of acres designated residential from 883.82 to 663.65 acres but would increase mixed-use designations, which could include residential, from 193.08 to 455.92 acres. Other changes to the Rural Foundation Component would result in a decrease of rural residential (5-acre minimum) from 305.31 to 57.23 acres and Rural Community–Very Low-Density Residential (1-acre minimum) from 527.59 to 376.07 acres. The differences in buildout potential between the existing General Plan land use designations and the proposed project within the planning area are shown in Draft EIR Table 2-5 and at Draft EIR page 3.15-10. The Highway 74 planning area policies and related land use plan are designed to support the provision of housing opportunities through development of residential neighborhoods of varying densities, neighborhood-serving commercial uses, and local employment center areas clustered along the Highway 74 corridor. In general, Neighborhoods 1 and 2 are primarily single-story homes on large lots with adjacent establishments such as markets, vehicle and tire service repair shops. Very low-density residential is located on the outskirts of Neighborhood 3. As noted, land use designations in these neighborhoods include Commercial Retail, Business Park, and Mixed-Use Areas, Light Industrial, and Very Low-Density Residential. The proposed project would cluster development and consolidate parcels to facilitate appropriate built environments that promote economic development, consistent with General Plan criteria. Additionally, the proposed project would promote more Community Development land uses and fewer Rural, Rural Community, and Open Space land uses. Implementation of the proposed project could result in removal of some existing housing; however, it should be noted that existing zoning and land use designations could similarly allow removal of housing and the proposed project would not result in substantially different or increased impacts related to removal of housing than those identified in the General Plan EIR. The General Plan EIR stated that as with all future development accommodated by the General Plan, it is expected that

existing built land uses, including residences, would generally remain and that new development would occur predominantly on vacant or sparsely developed land. Where occurring on vacant land, future development consistent with the proposed project would not displace any existing residents. A significant impact could only occur where a substantial number of existing residences would be displaced by development or redevelopment.

According to County-provided data, there are 847 dwelling units in the overall planning area. There are currently 528 dwelling units in the planning area that are subject to land use designation changes pursuant to the proposed project. It should be noted that not all of these dwelling units would be redeveloped to nonresidential uses resulting in potential displacement, since many of the land use designations simply change from one residential category to another and would not represent major changes in land uses allowed on those particular sites. In addition, buildout of the plan would occur over a 20-year planning horizon and individual sites would be redeveloped at different points in time and it is entirely speculative to assume that all existing development would be redeveloped. However, for a conservative analysis, this discussion considers the worst-case scenario where all 528 dwelling units would be demolished to accommodate redevelopment. Utilizing the unincorporated County pph ratio of 3.2 (which is actually anticipated to decrease), this would result in displacement of a maximum of approximately 1,690 residents. The proposed project would accommodate nearly 4,000 new multi-family residential units, providing increased housing opportunities in the planning area. Because none of the areas proposed for land use changes under the proposed project contain substantial numbers of existing homes whose loss would displace substantial numbers of residents at any given time and because replacement housing would occur within the planning area coinciding with any removal of existing homes, development consistent with the proposed project would not necessitate construction of replacement housing elsewhere. (Draft EIR at Pages 3.15-9 to 3.15-11).

Impact POP-29b: The project would not create a demand for additional housing, particularly housing affordable to households earning 80 percent or less of the County's median income. (Draft EIR, Page 3.15-11).

1. Less than significant impact.

The land use designations proposed by the project would allow for the future construction of up to approximately 4,000 multi-family housing units. A percentage of these housing units would be expected to be affordable housing, as the County is required to include provision of affordable housing per its RHNA allocation. Based on a pph ratio of 3.20, if all approximately 4,000 dwelling units were constructed, a population increase of up to 12,800 residents could be anticipated in the planning area. This would represent a 3.3 percent increase in the existing resident population of unincorporated Riverside County and 0.12 percent increase in population of Riverside County overall. These increases are relatively small and would be offset by the residential component of the proposed project. Accordingly, the proposed project is not anticipated to result in a substantial increased demand for housing. Specific development projects are not proposed under the project, and future development that would occur with proposed project implementation would be based on market conditions and other future considerations. As the County receives development applications, those applications will be reviewed by the County to assess each proposed development and the site-specific environmental impacts associated with new housing through project-level CEQA analysis at such time that their design and specific locations are known. (Draft EIR at Pages 3.15-11 to 3.15-12).

Impact POP-29c: The project would not 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). (Draft EIR, Page 3.15-12).

1. Less than significant impact.

The proposed project includes policies and programs that promote cohesive and compatible development and planned growth. It does not approve or entitle any specific development. While the physical construction of homes and/or businesses are not proposed as a component of the proposed project, the proposed land use designations would allow for future construction of new residential and commercial development as well as the extension of existing infrastructure within the planning area. Based on a pph ratio of 3.20, if all approximately 4,000 dwelling units were constructed, a population increase of up to 12,800 residents could be anticipated in the planning

area. This would represent a 3.3 percent increase in the existing resident population of unincorporated Riverside County and 0.12 percent increase in population of Riverside County overall. Future development that would occur following project implementation would be based on market conditions and other future considerations. At such time as a development application is submitted for review by the County, the County would assess each proposed development and the site-specific environmental impacts associated with new housing through project-level CEQA analysis when their design and specific locations are known.

The Highway 74 planning area policies and related land use plan are designed to support the provision of housing opportunities through development of residential neighborhoods of varying densities, neighborhood-serving commercial uses, and local employment center areas clustered along the Highway 74 corridor. A number of commercial uses could be redeveloped for mixed uses. Similarly, portions of the project area would be changed from residential land use to mixed-use and may therefore experience slightly increased development intensity. However, the existing development in the planning area is generally consistent with the proposed land use designations and implementation of the proposed project would not promote unplanned growth. Impacts would be less than significant, largely similar in nature and intensity to those identified in the General Plan EIR. (Draft EIR at Pages 3.15-12 to 3.15-13).

J. Public Services

Impact PS-30: The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection. (Draft EIR, Page 3.16-7).

1. Less than significant impact.

The County requires the payment of Development Impact Fees prior to the final inspection by the Building and Safety Department for any residential dwelling. Future development within the planning area would also be subject to General Plan Policy LU 5.1, General Plan Policy S 5.1, and County Ordinance Nos. 659 and 787. Policy LU 5.1 prohibits new development from exceeding the

ability to adequately provide supporting infrastructure and services, including fire protection services, and Policy S 5.1 requires proposed development to incorporate fire prevention features. Future development would be required to demonstrate compliance with any applicable California Building and Fire Codes, which are implemented to ensure new development meets minimum standards for access, fire flow, building ignition and fire resistance, fire protection systems and equipment, defensible space, and setback requirements. Adherence to the above-mentioned existing General Plan Policies and Ordinances, as well as existing State regulations, would ensure that potential physical impacts associated with the provision of fire protection services remain less than significant on a program level. (Draft EIR at Page 3.16-7).

Impact PS-31: The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for sheriff services. (Draft EIR, Page 3.16-8).

1. Less than significant impact.

Development accommodated under the proposed project would result in an incremental increase in new residential, commercial, and industrial uses. Therefore, development and growth under the proposed project would incrementally increase demand for law enforcement services. As the demand for services increases, there may be a need to increase staffing, equipment, and facilities to maintain acceptable service ratios, response times, and other performance standards. To maintain adequate funding for law enforcement facilities, the County has implemented the Development Impact Fee Program. This fee can be used to pay for one-time capital improvements, such as the purchase of land and equipment or the construction of new facilities. The proposed project would be required to pay the established development mitigation fee prior to issuance of a certificate of occupancy for the proposed project buildings.

The proposed project does not include or approve any specific construction of new facilities and the precise size and location of future sites is too speculative to identify at this time. With project buildout, new or expanded police facilities may be proposed; however, those projects would be

reviewed by the County for compliance with the policies and actions of the General Plan as well as the County Ordinances. Likewise, as the County receives development applications for subsequent development under the proposed project that includes new or expanded police facilities, those future discretionary actions would be evaluated for project-specific environmental effects at the time they are proposed. Therefore, based on the discussion above, and in view of the known size requirements of a sheriff's station and the general area within which the additional facilities necessarily could reasonably be placed, the physical effects on the environment from the construction of new or expanded sheriff facilities with implementation of the proposed project would be less than significant on a program level. (Draft EIR at Pages 3.16-8 to 3.16-9).

Impact PS-32: The proposed project would not result insubstantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools. (Draft EIR, Page 3.16-9).

1. Less than significant impact.

To offset potential impacts to school facilities that may result from the proposed project's buildout, as new development is proposed, all future projects would be subject to impact mitigation fees for school facilities. The California State Legislature, under SB 50, has determined that payment of school impact fees provides full and complete mitigation for impacts to school facilities. All development facilitated by the proposed project would be required to pay the school impact fees adopted by each school district, and this requirement is considered to fully mitigate the impacts of the proposed project on school facilities. As the County proceeds with the construction of new or expanded school facilities required by development under the proposed project, those projects would be reviewed by the County for compliance with the policies and actions of the General Plan as well as the County Ordinances. Likewise, as the County receives development applications for subsequent development under the proposed project that includes new or expanded school facilities, those future discretionary actions would be evaluated for project-specific environmental effects at the time they are proposed. Therefore, the physical effects on the environment from the construction

of new or expanded school facilities on a program level would be less than significant. (Draft EIR at Page 3.16-9).

Impact PS-33: The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for libraries. (Draft EIR, Page 3.16-10).

1. Less than significant impact.

Development and growth that results from the proposed project's buildout would increase demand for public services, including libraries and other public and governmental services. As the demand for services increases, there may be a need to increase staffing and equipment to maintain acceptable service ratios and other performance standards. However, all future projects would be required to comply with General Plan policies, the County Ordinances, and other local, State, or federal regulations. Further, the allocation of other municipal services is determined annually by the County Board of Supervisors based upon local needs and resources. There could be environmental impacts associated with the construction of new or expanded municipal services facilities. However, it is not possible to identify the timing or relative specifics of these improvements is unknown at this time and it would be premature to consider these projects on a project-specific level as part of the Draft Program EIR for the proposed project, as these projects have not yet been sited or designed and other key project components that would influence potential environmental impacts have not yet been determined. Accordingly, it would be inappropriate and speculative under CEQA to conduct a project-specific analysis in this Draft Program EIR. As the County proceeds with the construction of new or expanded library services and/or facilities identified in the proposed project, those projects will be reviewed by the County for compliance with the policies of the General Plan as well as the County Ordinances. Likewise, as the County receives development applications for subsequent development under the proposed project that includes new or expanded services, those future discretionary actions would be evaluated for project-specific environmental effects at the time they are proposed. Therefore, the physical effects on the environment from the construction of new

or expanded library services would be less than significant on a program level. (Draft EIR at Page 3.16-10).

Impact PS-34: The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for health services. (Draft EIR, Page 3.16-11).

1. Less than significant impact.

There are approximately 18 hospitals in the County. With the proposed project's buildout, there would be potential to draw new residents to the planning area because of new employment and housing opportunities. The proposed project would accommodate nearly 4,000 new residential units, which would result in a maximum new resident population of 12,800 if all units are built (assuming all new residents). This increase is not expected to substantially increase demands on existing health services, because overall this population growth is not substantial and would not place an undue burden on the 18 hospitals in the County. It is anticipated that most employment opportunities would be filled by employees already living within the local region, and it is further assumed that these employees would already be utilizing the existing local health services. Thus, it is not expected that a substantial quantity of people will relocate within these hospitals' general service area as a result of the proposed project. (Draft EIR at Page 3.16-11).

K. Recreation

Impact REC-35a: The project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment. (Draft EIR, Page 3.17-7).

1. Less than significant impact.

Some of the development that would occur with implementation of the proposed project could include parks and recreational facilities, such as pocket parks, common open spaces, paseos, or new or extended trails. It is not anticipated that new development would include major recreational facilities such as community centers or other recreational venues. It is also not expected

that neighborhood, local, or regional parks would be developed pursuant to the proposed project, as the amount of open space would decrease compared to the existing land use designations. The proposed project would not authorize any immediate development that could affect the need for recreational facilities. Future development would be required to either provide recreational facilities and open space in accordance with the land use and density proposed or would be required to pay development impact fees pursuant to Ordinance No. 659, thereby supporting the construction of facilities identified in the County's Public Facilities Needs List and/or the acquisition of open space and habitat. Small parks and recreational facilities that would be expected under the proposed project would not include major construction that would have substantial environmental impacts, such as air quality, greenhouse gas emissions, noise, or traffic, nor would they result in any significant operational impacts on the environment. As discrete development projects are proposed pursuant to the proposed project, site-specific CEQA review would be required to determine whether any would result in significant environmental impacts. (Draft EIR at Page 3.17-7).

Impact REC-35b: The project would not increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated. (Draft EIR, Page 3.17-8).

1. Less than significant impact.

The County's adopted standard for parks and open space is 3 acres of parks and open space for every 1,000 residents. The County maintains 35 Regional Parks, encompassing roughly 23,317 acres. Based on the County's total population of 2.43 million persons in 2020 (Table 3.16-1), the County provides 9.2 acres of parks and open space per 1,000 residents, exceeding this threshold. While there are no parks within the planning area, there are 32.2 acres of existing parks within 1 mile of the planning area boundaries in addition to the nearly 50 acres available in Colinas del Oro. Buildout of the proposed project would result in the intensification of land uses such as residential neighborhoods, commercial, retail, mixed use, light industrial, business park and public facilities and would decrease the amount of acreage designated as open space. Development of approximately 4,000 multi-family residential units that could be accommodated under the proposed project would create additional demand for neighborhood or regional parks or other recreational facilities and

could result in increased use of existing parks and recreational facilities. Based on a persons per household (pph) ratio of 3.20, if all approximately 4,000 dwelling units were constructed, a population increase of up to 12,800 residents could be anticipated in the planning area. This would represent a 3.3 percent increase in the existing resident population of unincorporated Riverside County and 0.12 percent increase in population of Riverside County overall, still resulting in 9.2 acres of parks and open space per 1,000 residents.

These increases would not exceed the County's standard, are small, and would not be expected to result in increased use of existing parks and recreational facilities in the County such that deterioration would occur. Future development pursuant to the proposed project would be required to either provide recreational facilities and open space in accordance with the land use and density proposed or would be required to pay development impact fees pursuant to Ordinance No. 659, thereby supporting the construction of facilities identified in the County's Public Facilities Needs List and/or the acquisition of open space and habitat. Compliance with these ordinances would facilitate development of parks and recreational facilities, both within or outside of the planning area, which would maintain the County's current ratio of parks to population and provide additional recreational opportunities. Thus, substantial deterioration of existing parks and recreational facilities would not occur. With compliance with local regulations and ordinances, impacts would be less than significant. (Draft EIR at Page 3.17-8).

Impact REC-36a: The project would not include the construction or expansion of a trail system. (Draft EIR, Page 3.17-9).

1. Less than significant impact.

Since the planning area contains trails that are included in the Trails and Bikeway System, all projects within the planning area would be expected to be consistent with Policy 16.4. No specific project extending the existing trail system is proposed at this time. As future specific development is proposed under the project, individual review will evaluate whether the project includes any recreational trail components that could result in environmental effects. All development under the proposed project would be expected to be consistent with the policies within the specific plan and General Plan to protect and enhance existing and planned recreational trails. Impacts on a program

level would be less than significant. (Draft EIR at Page 3.17-10 to 3.17-11).

L. Transportation

Impact TRANS-37a: The project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. (Draft EIR, Page 3.18-12).

1. Less than significant impact.

Specific development projects that would result from implementation of the proposed project are unknown. Future development on-site would be required to comply with all applicable Riverside County ordinances related to the circulation system, including, but not limited to, Ordinance No. 460, regulating the division of land in the County and includes design requirements relating to required access, street improvements, roadway dedications, and roadway design. Because site-specific designs showing driveway locations have not been developed, there are no specific details to review and assess impacts on pedestrian, bicycle, and transit facilities. As part of the standard development review process, the County would require all future proposed development of parcels to go through a review of pedestrian, bicycle, and transit facilities in the area surrounding the individual development project to ensure that future developments do not conflict with existing or planned facilities supporting those travel modes. All pedestrian, bicycle, and transit facilities proposed would be designed using the appropriate design standards. During the review and approval process of a planning application submittal, all future development would be required to demonstrate compliance with the Circulation Element of the General Plan and Code or Ordinances, including the identification of appropriate mitigation measures, where needed on a project-specific basis, to reduce impacts to less than significant. This analysis is based on a program level and does not approve any specific development on any specific site; accordingly, site-specific mitigation measures cannot be identified at this time. Future implementing projects' compliance with the General Plan Circulation Element and Code of Ordinances, along with identification and implementation of appropriate mitigation measures, would ensure that future implementing projects would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities. (Draft EIR at Page 3.18-12).

Impact TRANS-37c: The project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) with implementation of mitigation. (Draft EIR, Page 3.18-15).

1. Less than significant impact.

Development consistent with the proposed project would undergo individual design review at the time of application and additional project-specific environmental review may be required. It is not anticipated that development would substantially increase hazards due to a geometric design feature or incompatible uses because the County would require review proposed future developments, for consistency with applicable regulations, including the policies in the General Plan, designed to ensure safety, during design review to eliminate any such hazards. (Draft EIR at Pages 3.18-15 to 3.18-16).

Impact TRANS-37d: The project would not cause an effect upon, or a need for new or altered maintenance of roads. (Draft EIR, Page 3.18-16).

1. Less than significant impact.

The proposed project would result in development that would increase VMT along area roadways. These roadways are routinely maintained according to local and County maintenance schedules. Increased VMT would likely result in increased maintenance required for these roads, but the additional wear and tear would not be anticipated to be substantial. For instance, no roadway widening would be required; localized sidewalk and driveway apron improvements and some restriping for turn lanes may be required on a project-specific basis, but these improvements are not anticipated to be extensive enough to warrant major altered maintenance of area roadways. No new roadways are anticipated as a result of implementation of the proposed project. (Draft EIR at Page 3.18-16).

M. Tribal Cultural Resources

Impact TCR-39(a): The proposed project would cause a substantial adverse change in the significance of a tribal cultural resource listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k). (Draft EIR, Page 3.19-6).

1. Less than significant impact.

A Native American Heritage Commission (NAHC) Sacred Lands File search did not identify any TCRs within the planning area, however a records search conducted at the EIC identified listed prehistoric sites that meet the definition of a tribal cultural resource within the planning area. Additionally, consultation with tribal representatives pursuant to SB 18 and AB 52 noted the high potential for resources to be located within the planning area. It is always possible that subsurface excavation activities may encounter previously undiscovered TCRs. Therefore, any unidentified resources could be adversely affected by development under the proposed project and create a potentially significant impact. While the proposed project does not directly propose any adverse changes to any recorded TCRs, future development allowed under the plan could affect known or previously unidentified resources. In addition, the potential for additional undiscovered eligible TCRs to be present within the planning area exists, but varies by location. As future development and infrastructure projects within the planning area are considered by the County, each project will be evaluated for conformance with the General Plan, Code of Ordinances, and other applicable State regulations. Subsequent development and infrastructure projects would also be analyzed for potential environmental impacts, consistent with requirements of CEQA. The General Plan includes policies and programs intended to reduce impacts to and conserve cultural resources, which include TCRs. Policies OS-19.2, OS-19.3, and OS-9.4 help ensure protection and preservation of these resources by implementing a process where proposed developments are reviewed for the possibility of cultural resources being present. Furthermore, future implementing projects are required to implement the County conditions of approval related to discovery of unanticipated cultural resources and human remains during ground disturbance activities. By adhering to these policies, as well as those outlined in SB 18 and AB 52, potential impacts to existing or undiscovered eligible TCRs within the planning area would be reduced to less than significant at the programmatic level, and individual projects would be evaluated on a case-by-case basis to analyze impacts. (Draft EIR at Page 3.19-6).

Impact TCR-39(b): The proposed project would cause a substantial adverse change in the significance of a tribal cultural 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. (Draft EIR, Page 3.19-6).

1. Less than significant impact.

The County completed all tribal consultation pursuant to SB 18 and AB 52 in 2017, and has continued to consult with tribal representatives who requested consultation outside of the timeframes established by both laws. At this time, the County, in its capacity as Lead Agency, has not identified or determined any known TCRs pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. that will be adversely impacted by the General Plan Update. While it is impossible to guarantee there would not be significant project level impacts under the proposed project, by adhering to General Plan policies OS-19.2, OS-19.3, and OS-19.4, County conditions of approvals related to discovery of unanticipated cultural resources and human remains, as well as policies outlined in SB 18 and AB 52, potential impacts to existing or undiscovered eligible TCRs within the planning area would be reduced to less than significant at the programmatic level, and individual projects would be evaluated on a case-by-case basis by the County to analyze impacts. (Draft EIR at Page 3.19-7).

N. Utilities and Service Systems

Impact USS-40a: The proposed project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage systems, whereby the construction or relocation would cause significant environmental effects. (Draft EIR, Page 3.20-20).

1. Less than significant impact.

As shown in Draft EIR Table 3.18-3, EVMWD has a water supply surplus of at least 4,361 AFY to meet future demands through 2045. As shown in Draft EIR Table 3.18-8, proposed future buildout of Neighborhoods 2 and 3, which are served by EVMWD, would require a total of approximately 415.1 AFY of water. Therefore, EVMWD is projected to have sufficient water supplies to meet the future demands in the service area, including the proposed project's demands, through the year 2045. As shown in Draft EIR Table 3.18-5, EMWD has the capacity to meet future demands but does not have a surplus of water supply. As shown in Draft EIR Table 3.18-9, the

proposed future buildout of Neighborhood 1, which is served by EMWD, would require a total of approximately 685.7 AFY of water. As noted in EMWD's 2020 UWMP, EMWD plans to increase regional supply reliability through a number of measures: increasing local supplies by increasing local groundwater banking through the Enhanced Recharge and Recovery Program; expanding the desalter program with the Perris II Desalter; and full utilization of recycled water through implementation of indirect potable reuse. In addition to the development of local resources, EMWD promotes the efficient use of water and also promotes reductions in water demands on retail water use through the implementation of local ordinances, conservation programs, and an innovative tiered pricing structure. Reducing demands allows existing and proposed water supplies to stretch farther and reduces the potential for water supply shortages. County water agencies generally operate using a "will serve" capacity by planning and constructing infrastructure and hiring staff based on demand projections for their service areas. At the time of application, future projects would be reviewed by the County for compliance with the policies and actions of the General Plan as well as the County Code of Ordinances.

Compliance with County and State-required water management and conservation regulations would assist in reducing the amount of water supplies required by future development. For example, General Plan Policy OS 2.2 encourages the installation of water-conserving systems, such as dry wells and graywater systems, in new developments. The County's pre-application review procedure (as stipulated by Ordinance 348, Section 18.2.B, Pre-Application Review) and development review process would ensure consistency with these County General Plan policies. Ordinance No. 859 requires new development projects to install water-efficient landscapes, thus limiting water applications and minimizing water runoff and water erosion in landscaped areas. In addition, General Plan EIR Mitigation Measure 4.17.1D requires compliance with federal, State, and local standards for water conservation within residential, commercial or industrial projects. Prior to approval of any development within the County, a future applicant will be required to submit evidence to Riverside County that all applicable water conservation measures have been met, and that a "can and will serve" letter has been issued by the water purveyor to serve the project as proposed. Therefore, with the County and water agencies review of each future development project,

including proof of issuance of a "can and will serve" letter, and compliance with federal, State, and local water conservation standards, water supplies would be adequate to accommodate buildout of the proposed project without the need for new or expanded water facilities. (Draft EIR at Pages 3.20-22 to 3.20-23).

EMWD has a capacity to treat up to 75 mgd, and EVMWD has a capacity of 9.7 mgd. This increase in wastewater generation represents 0.5 percent of EMWD's wastewater treatment capacity and 2.7 percent of EVMWD's wastewater treatment capacity. The planning area currently contains a well-developed regional wastewater system that has sufficient capacity to accommodate the proposed land use changes. Nonetheless, the adequacy of wastewater facilities to serve specific development proposals would be determined through the County's development review process where necessary infrastructure improvements would be required as conditions of approval. Future development would also be subject to Ordinance No. 592, which sets various standards for sewer use, construction, and industrial wastewater discharges to protect both water quality and the infrastructure conveying and treating wastewater. Therefore, wastewater treatment systems would be adequate to accommodate buildout of the proposed project without the need for new or expanded wastewater treatment facilities. (Draft EIR at Page 3.20-23).

The planning area currently contains a well-developed regional water, sewer, and storm network that generally has sufficient capacity to accommodate the proposed land use changes. New utility infrastructure improvements may be required to provide services to projects that occur under the proposed project. Development within the planning area would be required to comply with the California Regional Water Quality Control Board. As such, each proposed development within the planning area would be required to demonstrate that it would adequately treat any site runoff to ensure the proper quality of the runoff leaving the site; would not increase the quantity, duration, or peak flow of runoff from a site; and would employ proper construction management techniques through the construction process to ensure adequate sediment and erosion control (addressed through the State's NPDES requirements). The proposed project would not substantially alter existing drainage patterns within the planning area.

Additionally, the County Code of Ordinances contains regulations that minimize impervious

surfaces, minimize impacts to stormwater runoff, and follow Low Impact Development (LID) requirements. Further, General Plan Policy OS 3.7 would further reduce impacts from surface runoff. Furthermore, development within the watersheds or drainage areas tributary to the planning area that are within the County are also required to adhere to the grading plan check process, and to comply with NPDES requirements and employ source-control BMPs to reduce water quality impacts, and to comply with SWPPP and WQMP requirements. Accordingly, new development within the plan area would not increase flows substantially within the existing drainage system. New drainage infrastructure that would serve future implementing development would be limited to infrastructure necessary to serve future implementing development, and would be appropriately sized and modeled through the existing drainage system to ensure proper sizing to handle stormwater flows. (Draft EIR at Page 3.20-24).

Impact USS-40b: The proposed project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years. (Draft EIR, Page 3.20-24).

1. Less than significant impact.

EVMWD would have sufficient water supplies to accommodate the increased water demand associated with the proposed project. EMWD plans to increase regional supply reliability through a number of measures, including increased local groundwater banking, the promotion of efficient water use, and reduction of demands on retail water use through the implementation of local ordinances, conservation programs, and an innovative tiered pricing structure. Reducing demands allows existing and proposed water supplies to stretch farther and reduces the potential for water supply shortages. Compliance with County and State-required water management and conservation regulations would assist in reducing the amount of water supplies required by future development. For example, General Plan Policy OS 2.2 encourages the installation of water-conserving systems, such as dry wells and graywater systems, in new developments. The County's pre-application review procedure (as stipulated by Ordinance 348, Section 18.2.B, Pre-Application Review) and development review process would ensure consistency with these County General Plan policies. Ordinance No. 859 requires new development projects to install water-efficient landscapes, thus

limiting water applications and minimizing water runoff and water erosion in landscaped areas. Therefore, with the County and water agencies review of each future development project, including issuance of "can and will serve" letters, and compliance with federal, State, and local water conservation standards, both EMWD and EVMWD would be able to serve development associated with the proposed project and reasonably foreseeable future development during normal, dry, and multiple dry years. (Draft EIR at Pages 3.20-24 to 3.20-25).

Impact USS-41a: The proposed project would not require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects. (Draft EIR, Page 3.20-25).

1. Less than significant impact.

Future development that occurs in the planning area would connect to the existing municipal wastewater facilities. Buildout of the proposed project would generate an estimated 428,510.9 gpd of wastewater in Neighborhood 1 and 260,002.7 gpd of wastewater in Neighborhoods 2 and 3. This increase in wastewater generation represents 0.5 percent of EMWD's wastewater treatment capacity and 2.7 percent of EVMWD's wastewater treatment capacity. The adequacy of wastewater facilities to serve specific development proposals would be determined through the County's development review process where necessary infrastructure improvements would be required as conditions of approval. Future development would also be subject to Ordinance No. 592, which sets various standards for sewer use, construction, and industrial wastewater discharges to protect both water quality and the infrastructure conveying and treating wastewater. Therefore, wastewater treatment systems would be adequate to accommodate buildout of the proposed project without the need for new or expanded wastewater treatment facilities. (Draft EIR at Pages 3.20-25 to 3.20-26).

Impact USS-41b: The project would result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. (Draft EIR, Page 3.20-26).

1. Less than significant impact.

The proposed project would not result in a determination by the wastewater treatment provider that serves or may serve the proposed project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments. (Draft EIR at Pages 3.20-23 to 3.20-26).

Impact USS-42a: The project would not 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. (Draft EIR, Page 3.20-26).

1. Less than significant impact.

As part of its long-range planning and management activities, the Riverside County Department of Waste Resources (RCDWR) ensures that, at any given time, the County has a minimum of 15 years of capacity for future landfill disposal. This 15-year disposal capacity projection is prepared yearly as part of the annual reporting requirements for the Countywide Integrated Waste Management Plan. The most recent 15-year projection submitted to the State Integrated Waste Management Board indicates that no additional capacity is needed to dispose of countywide waste through 2024, with a remaining disposal capacity of 28,561,626 tons in the year 2024. While there is adequate permitted landfill capacity to accommodate future growth, the proposed project includes a policy to reduce impacts on solid waste services. The policy (Policy No. 10) is related to reducing illegal dumping, including hazardous waste, and increase access to affordable composting and recycling facilities; encourage the appropriate permitting of waste sites and reclamation of cleanup sites. Future development anticipated with the proposed project would also be subject to the RCDWR Design Guidelines for Refuse and Recyclables Collection and Loading Areas, as well as standard-practice Conditions of Approval, including the issuance of a clearance letter by RCDWR. The clearance letter outlines project-specific requirements to ensure that individual project developers provide adequate areas for collecting and loading recyclable materials, such as "paper products, glass and green wastes." No building permits would be issued unless/until RCDWR verifies compliance with the clearance letter conditions.

Furthermore, all future development involving commercial uses generating more than 4 yards per week of solid waste and multi-family complexes with five units or more would be required

to have a recycling program in place consistent with the mandatory commercial and multi- family recycling requirements of AB 341. These requirements would apply to all future development activities in the planning area and would reduce the demand on landfills serving the community. In addition, future development would be subject to solid waste-related General Plan EIR Mitigation Measure 4.15.3B (requirement to achieve and maintain a 50 percent reduction in solid waste disposal through source reduction, reuse, recycling and composting per State regulations), Mitigation Measure 4.15.3E (requirement for all future commercial, industrial and multi-family residential development to provide adequate areas for the collection and loading of recyclable materials per AB 1327), and Mitigation Measure 4.15.3F (requirement for all development projects to coordinate with appropriate [Riverside] County departments and/or agencies to ensure that there is adequate waste disposal capacity to meet the waste disposal requirements of the proposed project). Future implementing development projects on the currently vacant sites would also discourage illegal dumping on these vacant sites. Accordingly, future development consistent with the proposed project would not adversely impact existing landfill capacity and future project would be required to comply with applicable State and County standards as discussed above to avoid potential impacts relative to solid waste. (Draft EIR at Pages 3.20-26 to 3.20-28).

Impact USS-42b: The project would comply with federal, State, and local management and reduction statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan). (Draft EIR, Page 3.20-28).

1. Less than significant impact.

The proposed project would comply with federal, State, and local statutes and regulations related to solid wastes including the County Integrated Waste Management Plan (CIWMP). The CIWMP was prepared in accordance with the California Integrated Waste Management Act of 1989, Chapter 1095 (AB 939). AB 939 requires that local jurisdictions divert at least 50 percent of all solid waste generated by January 1, 2000. The proposed project is not anticipated to conflict with the Riverside County policies, other mandatory policies such as AB 341, or the CIWMP because buildout of the proposed project would comply with requirements regarding solid waste disposal, and future projects would be served by a solid waste disposal provider. (Draft EIR at Page 3.20-28).

Impact USS-43: The project would not impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects:

A. Electricity

B. Natural Gas

C. Communication Systems

D. Street Lighting

E. Maintenance of public facilities, including roads

F. Other governmental services (Draft EIR, Page 3.20-29)

1. Less than significant impact.

All new residential and nonresidential development within the planning area would be subject to the latest adopted edition of the Title 24 energy efficiency standards, which are among the most stringent in the U.S. As such, implementation of the proposed project would not result in the unnecessary, wasteful, or inefficient use of energy. The adequacy of utilities to serve specific development proposals would be determined through the County's development review process where any necessary infrastructure improvements would be required as conditions of approval. Applicants associated with future development in the planning area would be required to coordinate with individual utility service providers. In addition, project-specific utility impacts would be evaluated through the CEQA process, and any necessary mitigation measures and/or conditions of approval would be identified on a project level. (Draft EIR at Pages 3.20-29 to 3.20-30).

O. Wildfire

Impact WILD-44a: The project would not substantially impair an adopted emergency response plan or emergency evacuation plan. (Draft EIR, Page 3.21-8).

1. Less than significant impact.

The proposed project would be consistent with the local emergency response plans as well as the General Plan Safety Element. The proposed project includes a series of General Plan Amendments and does not propose any physical elements that would block or change identified evacuation routes or evacuation plan features. The General Plan Safety Element provides

information, policies, and programs directed toward reducing the potential for human injury and loss of life and minimizing property damage and economic and social disruption due to natural and human-made hazards. For example, General Plan Policy S 4.1 requires fire department review to ensure development and construction meets certain standards prior to issuance of a building permit. General Plan Policy S 4.2 through Policy S 4.12 require additional measures such as fuel breaks and vegetation management, appropriate siting, adequate emergency services, landscaping to reduce hazards, certain building and design standards, fuel management practices, roadway compliance, and site design that accounts for terrain that could affect susceptibility to wildfires. Any construction activities associated with future buildout of the proposed project would be required to comply with the California Fire Code's specifications for access and building materials such as tile or other fire-resistant roofing. As part of the County's discretionary review process, the County would review the future projects' application materials to ensure that appropriate emergency ingress and egress would be available to and from the project site and that circulation on the project site was adequate for emergency vehicles. The proposed project would not interfere with any emergency evacuation plan or hinder evacuation along Highway 74 or otherwise conflict with an emergency response plan. (Draft EIR at Pages 3.21-8 to 3.21-9).

Impact WILD-44b: Due to slope, prevailing winds, and other factors, the project would not exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. (Draft EIR, Page 3.21-9).

1. Less than significant impact.

While the proposed project would allow future development adjacent to and within fire hazard zones, the County's Building and Safety Department has developed a number of protocols and regulations in order to protect development and reduce fire hazard impacts within these areas. The County's Local Hazard Mitigation Plan provides a variety of mitigation strategies to reduce the risks associated with wildland fires. These strategies include wildfire preparedness, prevention, and design features, such as the creation of wildfire protection zones that reduce the risks to citizens and firefighters from fire dangers; maintenance of fire roads throughout the County to provide Fire

Department access; fuel reduction projects throughout the County; construction and design standards that include fire prevention features; long-range fire safe planning through code adoption/policies consistent with the Safety Element; maintenance of roads and trees for fire suppression; and more. Additional regulations include Riverside County Ordinance No. 787, which adopts the Uniform Fire Code that requires future development to adhere to standards developed to reduce loss of life and property due to fire risk, and Riverside County Ordinance No. 695, which requires the abatement of hazardous vegetation. Structures constructed as part of buildout of the proposed project would be required to comply with the California Fire Code's requirements for emergency access and types of building materials. The proposed project would also comply with the General Plan requirements.

Furthermore, all future discretionary development applications are sent to the RCFD's Office of the County Fire Marshal for review and comment on each individual development's site-specific project design and for recommendations on fire safety and emergency access. Each site-specific project design would be modified as needed prior to approval to ensure compliance with RCFD requirements to ensure that future development would not exacerbate wildfire risks due to slope, prevailing winds, or other factors and, thereby, would not expose future occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire. The proposed project would allow development clustering to retain slopes in natural open space whenever possible. The proposed project would re-designate land uses, resulting in an overall reduction of Very Low Density Residential uses and an increase of Medium Density Residential, High Density Residential, and Very High Density Residential uses as compared to the existing land use designations. Studies suggest that fire spread and structure loss is more likely to occur in low- to intermediate-density development located among flammable vegetation; therefore clustering and an increase of density would likely reduce fire risk. (Draft EIR at Pages 3.21-9 to 3.21-10).

Impact WILD-44c: The project would not 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. (Draft EIR, Page 3.21-10).

1. Less than significant impact.

The proposed project would alter development types in the planning area but would not be anticipated to result in a significant increase in the installation or maintenance of new infrastructure. The planning area currently contains a well-developed regional water, sewer, and storm network that, in general, has sufficient capacity to accommodate the proposed land uses and densities without exacerbating fire risk. Any construction activities associated with future buildout of the proposed project, including new infrastructure improvements, would be required to comply with the California Fire Code's specifications for access and building materials, such as tile or other fire-resistant roofing, and would be required to comply with required fire protection measures in the General Plan, the ELAP, the MVAP, the Local Hazard Mitigation Plan, and the County's EOP.

Specifically, the Local Hazard Mitigation Plan would require infrastructure improvements to include fire prevention features and fuel reduction, long-range fire safe planning through code adoption/policies consistent with the Safety Element of the General Plan, maintenance of fire roads throughout the County to provide Fire Department access, and maintenance of roads and trees for fire suppression. Furthermore, all future discretionary development applications are sent to the RCFD Office of the County Fire Marshal for review and comment on each individual development's site-specific project design and for recommendations on fire safety and emergency access. Therefore, while project-specific infrastructure may be required, its implementation or maintenance would not be expected to exacerbate fire risk due to compliance with existing fire risk reduction regulations and impacts would be less than significant. (Draft EIR at Pages 3.21-10 to 3.21-11).

Impact WILD-44d: The project would not 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. (Draft EIR, Page 3.21-11).

1. Less than significant impact.

All future discretionary development applications would be sent to the RCFD Office of the County Fire Marshal for review and comment on each individual development's site-specific project design and for recommendations on fire safety and emergency access. Each site-specific project design would be modified as needed prior to approval to ensure compliance with Fire Department

requirements. Additionally, compliance with General Plan Policy LU 12.1 would apply relevant policies to areas where development is allowed and that contain natural slopes, canyons, or other significant elevation changes, regardless of land use designation. Implementation of this policy would help to ensure slope stability and reduce risk of flooding both during project operation and post-wildfire. Furthermore, future development in the project area would be required to implement the 2015 County of Riverside General Plan EIR Mitigation Measures related to flood risk. Specifically, implementation of Mitigation Measures 4.9.1A, 4.9.1B, 4.9.1C, 4.9.1D, 4.9.2A, 4.9.2B, 4.9.2C, and 4.9.2D would ensure that future development projects in the project area would not expose people or structures to significant flood risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. (Draft EIR at Pages 3.21-11 to 3.21-12).

Impact WILD-44e: The project would not expose people or structures to significant risk of loss, injury, or death involving wildland fires. (Draft EIR, Page 3.21-12).

1. Less than significant impact.

The County's Building and Safety Department has developed a number of protocols and regulations in order to protect development and reduce fire hazard impacts within these areas. Compliance with Riverside County Ordinance No. 787 and No. 695, as well as General Plan Policies S 4.1 through S 4.12, the RCFD Strategic Master Plan, Local Hazard Mitigation Plan, EOP, and the relevant ELAP and MVAP policies would reduce potentially significant impact related to exposure of people or structures to risk of loss, injury, or death involving wildland fires to a less than significant level. All discretionary development applications are sent to the RCFD for review and comment on each individual development's site-specific project design and for recommendations on fire safety and emergency access. As needed, future project designs would be modified prior to approval to ensure compliance with RCFD requirements, which would ensure that impacts related to risk of loss, injury, or death due to wildland fire are less than significant. (Draft EIR at Page 3.21-12).

BE IT FURTHER RESOLVED by the Board of Supervisors that the following environmental impacts associated with the EIR are potentially significant unless otherwise

indicated, but each of these impacts would be avoided or substantially lessened to a level of less than significant through existing regulations, standard conditions, and/or project design features, which are not considered unique mitigation, and/or mitigation measures which are separately specified in Attachment A (Mitigation Monitoring and Reporting Program) and which is incorporated herein by this reference. Accordingly, the County makes the following findings as to each of the following impacts pursuant to State CEQA Guidelines section 15091 (a): "Changes or alterations have been required in, or incorporated into, the Project which avoid or substantially lessen the significant environmental effect as identified in the final EIR."

A. Biological Resources

Impact BIO-7(a): The project would not conflict with the provisions of an adopted Habitat Conversation Plan, Natural Conservation Community Plan, or other approved local, regional, or State conservation plan (Draft EIR, Page 3.4-35).

1. Less than significant impact with mitigation incorporated.

1. Mitigation Measures

Compliance with MM BIO-7(a). MSHCP and SKR HCP Compliance

All future implementing projects within the planning area would include payment the Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP) Mitigation Fee and preparation of a Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis report that would be submitted to the County to document each individual future implementing project's consistency with the goals, objectives, and requirements of the MSHCP. Additional surveys, studies, permitting, agency coordination, and/or reporting measures may be required for the project to maintain consistency with the MSHCP. Any such additional measures would be identified in the MSHCP Consistency Analysis report prepared for each project. The project applicant for all development projects proposed within the planning area would coordinate with the County and the Western Riverside County Regional Conservation Authority (RCA) to submit all applicable forms, fees, and/or technical reports detailing any desktop analyses and/or biological field studies or surveys. Conditions that may apply to future development within the planning area include the following:

- The completion of any required MSHCP wildlife and plant protocol surveys,

including riparian birds and burrowing owl.

- Evaluation of project impacts to Conservation Areas, Covered Roads, Covered Public Access Activities, Public Quasi-Public Lands, and Riparian/Riverine Areas.
- The preparation of Determination of Biologically Equivalent or Superior Preservation (DBESP), a mitigation plan required for any impacts to MSHCP resources such as Riparian/Riverine habitat, etc., if triggered by the proposed project.
- Participation in the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process to determine conservation requirements if the development project occurs within a Criteria Cell.
- Implementation of Guidelines Pertaining to the Urban/Wildlands Interface for projects located in or adjacent to Conservation Areas.
- The completion of any required mitigation and Best Management Practice (BMPs) to offset impacts to any MSHCP-protected resources.

Development within the planning area would need to demonstrate consistency with the MSHCP and compliance with applicable MSHCP requirements and would also be required to pay the SKR HCP Mitigation Fee. Implementation of Mitigation Measure (MM) BIO-7(a), which includes compliance with all applicable MSHCP and SKR HCP requirements for each future implementing project proposed within the planning area would ensure that each development would have a less than significant impact. (Draft EIR, Page 3.4-35–36.)

Impact BIO-7(b): The project could have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12) (Draft EIR, Page 3.4-36).

1. Less than significant impact with mitigation incorporated.

2. Mitigation Measures

MM BIO-7(b) For all future development plans within the planning area that could contain special-status species that are listed but not covered by the Multiple Species Habitat Conservation Plan (MSHCP) or Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP), or habitat

conducive to hosting such species, inclusive of foraging, breeding, or dispersal habitats for wildlife, the project applicant shall employ a qualified Biologist approved by the County to prepare a Biological Study to evaluate potential impacts to sensitive biological resources regulated by the United States Wildlife Service (USFWS), the California Department of Fish and Wildlife (CDFW), or other local, regional plans or policies that may result from the development of the specific project. The qualified Biologist shall conduct, at a minimum, a site-specific literature review, which shall consider the future development project, site location, Geographic Information System (GIS) information and known sensitive biological resources. The qualified Biologist shall, if the project site has potential support habitat for special-status species or other species protected by federal, State, or local laws or policies, conduct a site visit as part of project review. The review shall assess the site for State or federally listed plants and/or wildlife or other special-status species, aquatic resources, riparian or sensitive natural communities, wildlife movement corridors, or nurseries, or potential nesting or roosting sites, or other regulated biological resources covered by the Endangered Species Act, or California Endangered Species Act (CESA) that could be affected by the proposed project. In some cases, such as a project site that is previously completely developed and contains no potential habitat for protected species, a literature review would be sufficient for the Biologist to make a no impact and/or a less than significant impact determination for all six of the thresholds of significance for biological resources. In other cases, such as project sites that are all or partially undeveloped or contain features that could provide soil substrates for special-status plants or foraging, breeding, nesting, roosting, or dispersal habitats for special-status wildlife, a site survey may be needed to assess the biological conditions on-site. The qualified Biologist employed by each project applicant shall assess potential project impacts to non-listed, non-covered, special-status species, identify threshold of significance with a significance conclusion, and document the findings in a report. Additionally, future implementing projects may be required to incorporate additional mitigation depending on results of such future biological studies.

Impacts to individual species shall be determined on a project-by-project basis. All proposed developments within the planning area would be required to comply with applicable MSHCP and SKR HCP requirements. In most cases, each project would complete (at minimum) an MSHCP

Consistency Analysis and would pay the SKR HCP per-acre Mitigation Fee. Additional surveys, studies, or documentation may be required, which would be identified in the MSHCP Consistency Analysis completed for each project. If all special-status species with potential to occur on the project site are covered by the MSHCP or SKR HCP, no further work or mitigation would be required beyond those identified in the MSHCP Consistency Analysis. However, it may be possible that future implementing projects in the planning area support habitat for listed species that are not covered by the MSHCP or SKR HCP. If any State- or federally listed, non-covered species is assessed as having potential to occur on a future project site, the project proponent would be required to implement MM BIO-7(b), which requires completion of a biological study to assess potential project impacts to these species, identify threshold of significance with a significance conclusion, and document the findings in a report. Additionally, future implementing projects may be required to incorporate additional mitigation depending on results of such future biological studies. The implementation of MM BIO-7(b) would allow each project proponent to identify potential impacts to State- or federally listed species not covered by the MSHCP and SKR HCP and avoidance or mitigation measures that would reduce impacts to less than significant levels. (Draft EIR, Page 3.4-36 – 37).

Impact BIO-7(c): The project could have a substantial adverse effect, either directly or through habitat modifications, or 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 United States Fish and Wildlife Service (Draft EIR, Page 3.4-38).

1. Less than significant impact with mitigation incorporated.

2. Mitigation Measures

Implement MM BIO-7(b)

Impacts to individual species shall be determined on a project-by-project basis. Future implementing projects in the planning area would be required to complete (at minimum) an MSHCP Consistency Analysis as described in MM BIO-7(a). Also, as discussed in Impact BIO-7(b), if, in implementing the MSHCP Consistency Analysis, any listed species not covered by the MSHCP or

SKR HCP is assessed as having potential to occur on any future implementing project in the planning area, the project proponent would be required to prepare a biological study to analyze potential impacts to listed, non-covered species, as described in MM BIO-7(b). However, it may be possible that future implementing projects in the planning area support habitat for non-listed, special-status species that are not covered by the MSHCP or SKR HCP. If any non-listed, non-covered species is assessed as having potential to occur on a future project site, the project proponent would be required to implement MM BIO-7(b), which is completion of a biological study to assess potential project impacts to these species, identify threshold of significance with a significance conclusion, and document the findings in a report. Additionally, future implementing projects may be required to incorporate additional mitigation depending on results of such future biological studies. The implementation of these measures would allow each project proponent to identify potential impacts to non-listed, non-covered, special-status species and avoidance and mitigation measures that would reduce impacts to less than significant levels. (Draft EIR, Page 3.4-38 – 39).

Impact BIO-7(d): The project could 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 (Draft EIR, Page 3.4-40).

1. Less than significant impact with mitigation incorporated.

2. Mitigation Measures

Implement MM BIO-7(b) and MM BIO-7(c)

MM BIO-7(c) Protection of Nesting Birds: For all future development plans within the planning area that contain habitats or features that could provide nesting habitat for bird species protected under the Migratory Bird Treaty Act (MBTA) and Fish and Game Code, the following measures shall apply:

1. Removal of native vegetation shall be limited to only those necessary to construct a proposed future project as reflected in the relevant project approval documents.

2. To the extent possible, vegetation shall be removed outside of the avian nesting season, or from October 1 through January 31.

3. If a proposed future project requires vegetation to be removed during the nesting season, or between February 1 and September 30, pre-construction surveys shall be conducted 7 days prior to tree removal to determine whether or not active nests are present.

4. If an active nest is located during a pre-construction survey, a qualified Biologist shall determine an appropriately sized avoidance buffer based on the species and anticipated disturbance level. A qualified Biologist shall delineate the avoidance buffer using Environmentally Sensitive Area (ESA) fencing, pin flags, and or yellow caution tape. The buffer zone shall be maintained around the active nest site(s) until the young have fledged and are foraging independently. No construction activities or construction foot traffic is allowed to occur within the avoidance buffer(s).

5. The qualified Biologist shall monitor the active nest during construction activities to prevent any potential impacts that may result from the construction of the proposed project until the young have fledged.

Development in the planning area would not interfere with any existing or proposed linkages between existing MSHCP conservation areas. Future development within the planning area has the potential to further impede the movement of wildlife. The construction of new roadways, in particular, could interfere with wildlife movement. Any impacts to wildlife movement would need to be determined on a case-by-case basis. If any features that facilitate wildlife movements are identified on a site, the project proponent would be required to implement MM BIO-7(b), which requires completion of a biological study to assess potential project impacts to these resources, identification of the threshold of significance with a significance conclusion, and documentation of the findings in a report. Additionally, future implementing projects may be required to incorporate additional mitigation depending on results of such future biological studies. The implementation of MM BIO-7(b) would allow each project proponent to identify potential impacts to wildlife movements and avoidance or mitigation measures that would reduce impacts to less than significant levels. Additionally, implementation of future projects in the planning area may impact breeding and/or nesting activities of protected birds. Construction activities that occur during the avian nesting season (February 1 to August 31) could disturb nesting sites for bird species protected under

the Fish and Game Code or MBTA. The removal of trees and other vegetation during the nesting season could result in direct harm to nesting birds, while noise, light, and other man-made disturbances may cause nesting birds to abandon their nests, which would require MM BIO-7(c) (Draft EIR, Page 3.4-40).

Impact BIO-7(e): The project could have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service. (Draft EIR, Page 3.4-41).

1. Less than significant impact with mitigation incorporated.

2. Mitigation Measures

Implement MM BIO-7(a) and MM BIO-7(b)

The planning area may support natural vegetation communities that are considered sensitive by CDFW. Sensitive natural vegetation communities ranked S1 to S3 are protected under CEQA and subject to its environmental review processes. Project sites in the planning area that support sensitive natural vegetation communities could potentially cause impacts to these communities. Any proposed development within the planning area that may impact sensitive natural communities shall be required to implement MM BIO-7(b).

Additionally, the planning area contains several drainages where riparian vegetation can be found. Riparian/Riverine habitat is protected under the MSHCP. Development within the planning area may have direct impacts resulting in the loss of riparian vegetation and may adversely impact downstream water quality. Potential impacts to riparian habitat within the planning area are regulated by the MSHCP and CDFW and mitigation would be required. The qualified Biologist employed by each project applicant shall assess potential project impacts to Riparian/Riverine habitats. Additional studies, documentation, or permitting, including preparation of Determination of Biologically Equivalent or Superior Preservation (DBESP), may be required, depending on the results of the MSHCP Consistency Analysis prepared for each project. During implementation of the biological study performed under MM BIO-7(b), the qualified Biologist employed by each project applicant shall assess potential project impacts to sensitive vegetation communities, identify

threshold of significance with a significance conclusion, and document the findings in a report. Additionally, future implementing projects may be required to incorporate additional mitigation depending on results of such future biological studies. (Draft EIR, Page 3.4-41–42).

Impact BIO-7(f): The project would not 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 (Draft EIR, Page 3.4-42).

1. Less than significant impact with mitigation incorporated.

2. Mitigation Measures

Implement MM BIO-7(d) and MM BIO-7(e)

MM BIO-7(d) Determination of the Extent of Impacts to Jurisdictional Waters and Wetlands

Any proposed development within the planning area that could impact any potentially jurisdictional waters or wetlands shall prepare a separate jurisdictional delineation report to establish the jurisdictional limits of any potentially regulated waters/wetlands.

MM BIO-7(e) Apply for Permits from Regulatory Agencies

Any project proponent that proposes impacts to jurisdictional waters or wetlands within the planning area shall consult with the California Department of Fish and Wildlife (CDFW) regarding a Section 1602 Streambed Alteration Agreement Permit, the United States Army Corps of Engineers (USACE) regarding a Clean Water Act (CWA) Section 404 Permit, and the Regional Water Quality Control Board (RWQCB) regarding a CWA Section 401 Certification. Any project proponent that proposes take of federal or State listed or candidate species that are not covered under the MSHCP shall consult with the CDFW and/or the United States Fish and Wildlife Service (USFWS), as applicable, regarding an Incidental Take Permit pursuant to Section 2081 of the California Endangered Species Act (CESA) or Sections 7 or 10 of the federal Endangered Species Act. The project applicant shall be required to obtain these permits as a condition of approval and prior to the issuance of any grading, construction or building permits from the County and prior to the commencement of any grading or construction activities. The project applicant shall implement the mitigation measures as prescribed in the permits.

The planning area contains several drainages which may be considered jurisdictional by the USACE, RWQCB, or CDFW and would meet definitions of State- or federally protected waters. Development within the planning area could result in direct impacts to these potentially jurisdictional drainages through the loss/modification of these features, as well as have adverse impacts on downstream water quality. If any potentially jurisdictional drainage is identified, the project proponent would be required to implement MM BIO-7(b), which requires completion of a biological study to assess potential project impacts to the resource, identification of the threshold of significance with a significance conclusion, and documentation of the findings in a report. Additionally, future implementing projects may be required to incorporate additional permitting and mitigation depending on results of such future biological studies. The implementation of MM BIO-7(b) would allow each project proponent to identify potential impacts to wildlife movements and avoidance or mitigation measures that would reduce impacts to less than significant levels. If potentially jurisdictional, State- or federally protected waters or wetlands are identified on any future implementing project in the planning area during the implementation of MM BIO-7(a), the project applicant shall employ a qualified Biologist to implement MM BIO-7(d) and BIO-7(e). These measures include the delineation of the jurisdictional limits of any potentially regulated waters or wetlands and the acquisition of permits from the respective regulatory agencies (USACE, RWQCB, or CDFW). Mitigation for impacts to State or federally protected waters or wetlands, such as measures pertaining to on-site habitat restoration or off-site habitat acquisition, shall be prescribed in the regulatory permits. (Draft EIR, Page 3.4-42–43).

Impact BIO-7(g): The project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. (Draft EIR, Page 3.4-44).

1. Less than significant impact with mitigation incorporated.

2. Mitigation Measures

Implement MM BIO-7(b)

Oak woodland resources may be located on parcels in the planning area that would be protected by County Oak Tree Management Guidelines. These guidelines require that a biological

study be performed by a qualified Biologist for all applications on properties that contain oak trees. If any oak tree resources are present, the project proponent would be required to implement MM BIO-7(b), which requires completion of a biological study to provide an inventory of on-site vegetation, assessment of potential project impacts to the oaks, identification of the threshold of significance with a significance conclusion, and documentation of the findings in a report. Additionally, future implementing projects may be required to incorporate additional mitigation depending on results of such future biological studies. The implementation of MM BIO-7(b) would allow each project proponent to identify potential impacts to oak tree resources and avoidance or mitigation measures that would reduce impacts to less than significant levels.

- Compliance with the Multipurpose Open Space Element of the General Plan is consistent with LU 9.2, ELAP 17.1, MVAP 17.6.
- The biological study analyzing impacts on special-status species would be consistent with MVAP 17.3, MVAP 17.6, ELAP 17.8, ELAP 17.7, ELAP 17.4, ELAP 17.1, OS 18.1, LU 9.2.
- Compliance with the MSHCP would also be consistent with OS 17.1, OS 17.2, OS 18.1, ELAP 17.1, MVAP 17.6.
- The Oak Tree policy is consistent with ELAP 16.1 and MVAP 16.1.

Riverside Ordinance No. 559 regulates the removal of native trees in the unincorporated area of the County that is above 5,000 feet in elevation. The planning area lies below 5,000 feet in elevation. Therefore, this ordinance would not be applicable to the planning area. (Draft EIR, Page 3.4-44–45).

B. Geology and Soils

Impact GEO-12a: The project could be subject to seismic-related ground failure, including liquefaction. (Draft EIR, Page 3.7-16).

1. Less than significant impact with mitigation incorporated.

2. Mitigation Measures

MM GEO-12a Prior to issuance of the first building permit for each development within the Community Plan area, the project applicant shall submit a design-level geotechnical report to the County of Riverside Building and Safety Department for review and approval. The design-level

investigation shall be prepared in accordance with California Building Standards Code (CBC) and County of Riverside Code of Ordinance Standards and address the potential for seismic, soils, or other geological hazards to occur on-site and identify abatement measures to reduce the potential for such an event to acceptable levels. The recommendations of the approved design-level geotechnical report shall be incorporated into the project plans.

The planning area is not located within a liquefaction zone as mapped by the California Geological Survey and Riverside County. However, as shown in Draft EIR Exhibit 3.7-1, portions of the planning area are mapped as having a very low to moderate susceptibility to liquefaction. Areas of moderate liquefaction susceptibility are located between Ellis Avenue and Margarth Street, as well as the area surrounding Conrad Avenue. Areas of very low to moderate liquefaction susceptibility are scattered throughout the planning area. Additionally, as shown in the Draft EIR Exhibit 3.7-1, an area mapped as having very high liquefaction susceptibility is located adjacent to Highway 74 within the planning area south of Conrad Avenue near the City of Lake Elsinore. The proposed project would not include the development or redevelopment of any properties. However, future development that occurs within the Community Plan area may be subject to liquefaction and other adverse effects related to seismic ground failure. Existing programs and policies would serve to reduce risk associated with seismic hazards and liquefaction. However, to address all significant impacts related to seismic hazards and liquefaction within the plan area, site-specific geotechnical reports should be prepared for all development under the Highway 74 Community Plan, pursuant to Mitigation Measure (MM) GEO-12a. (Draft EIR, Page 3.7-16).

Impact GEO-13a: The project could be subject to strong seismic ground shaking. (Draft EIR, Page 3.7-17).

1. Less than significant impact with mitigation incorporated.

2. Mitigation Measures

Implement MM GEO-12a.

Major regional faults located within the planning area are capable of producing violent ground shaking, and a major seismic event is likely during the operational lifetime of development and redevelopment projects undertaken under the Community Plan. Strong to violent seismic

shaking could cause serious structural damage to buildings not engineered and constructed to comply with the current CBC and could cause extensive nonstructural damage to buildings in the plan area. Existing federal and State programs, including the National Earthquake Hazards Reduction Program (NEHRP), the Alquist-Priolo Earthquake Fault Zoning Act, the Seismic Hazards Mapping Act, and the CBC are designed to provide current information detailing seismic hazards, impose regulatory requirements regarding geotechnical and soils investigations, provide limitations on the locations of structures for human habitation, impose requirements for hazard notices to potential users, and establish structural standards for requirements for buildings and grading projects. Existing programs and policies would serve to reduce risk associated with seismic hazards. However, to address all significant impacts related to seismic hazards within the planning area, site-specific geotechnical reports should be prepared for all development under the Highway 74 Community Plan. (Draft EIR, Page 3.7-17).

Impact GEO-14a: The project could be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, collapse, or rockfall hazards. (Draft EIR, Page 3.7-17).

1. Less than significant impact with mitigation incorporated.

2. Mitigation Measures

Implement MM GEO-12a.

The planning area currently includes urban development as well as large undeveloped properties. Portions of the planning area have been developed over a relatively long history, with some of the existing development predating current geotechnical engineering requirements. In addition, the large, previously undeveloped parcels in the planning area are underlain by non-engineered soils, and these parcels may potentially contain unstable geologic units or soils. The Community Plan area may be subject to differential settlements and other adverse effects related to unstable soils.

Most of the planning area is not prone to slope instability. There are a few isolated areas along the Highway 74 corridor that are mapped as having high susceptibility to seismically induced landslides and rockfalls. There are additional areas within the Highway 74 corridor that are mapped

as having low to locally moderate susceptibility to seismically induced landslides and rockfalls. Areas with high susceptibility to seismically induced landslides and rockfalls are located primarily near Meadowbrook, in the undeveloped hillside areas north of Mountain Avenue and extending to Gardenias Street in Moreno Valley, as well as a small area south of the Meadowbrook RV Park. The proposed project would comply with Policy LU 12.1, which contains certain requirements for development in areas with natural slopes, canyons, or significant elevation changes. To address all significant impacts related to geological hazards within the plan area, site-specific geotechnical reports should be prepared for all development under the Highway 74 Community Plan. Furthermore, implementation of MM GEO-12a would reduce the risks of on- or off-site landslide, lateral spreading, collapse, or rockfall hazards to a level of less than significant. (Draft EIR, Page 3.7-17 – 18).

Impact GEO-15a: The project could be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in ground subsidence. (Draft EIR, Page 3.7-19).

1. Less than significant impact with mitigation incorporated.

2. Mitigation Measures

Implement MM GEO-12a.

Although there are areas of liquefaction, there are no areas with documented subsistence within or near the planning area. The nearest area with documented subsidence is southwest of the City of Moreno Valley, more than 10 miles northeast of the planning area. Previously undeveloped parcels in the planning area are underlain by non-engineered soils, and these parcels may potentially contain unstable geologic units or soils. Future development that occurs within the planning area may be subject to differential settlements and other adverse effects related to unstable soils. Implementation of MM GEO-12a would reduce this impact. (Draft EIR, Page 3.7-19).

Impact GEO-16a: The project could be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard. (Draft EIR, Page 3.7-19).

1. Less than significant impact with mitigation incorporated.

2. Mitigation Measures

Implement MM GEO-12a.

Because of the project site's distance from Lake Elsinore, the proposed project would not be subject to impacts associated with a seiche. Likewise, the proposed project's distance from the Pacific Ocean (48 miles) would preclude any impacts associated with tsunamis. Furthermore, there are no volcanic hazards in western Riverside County. Future development within the Community Plan area would not be subject to seiches or tsunamis or volcanic hazards.

The planning area contains areas that may be susceptible to slope instability. Areas with high susceptibility to seismically induced landslides and rockfalls are located in the ELAP area, primarily north of Meadowbrook, in the undeveloped hillside areas north of Mountain Avenue and extending to Gardenias Street in Moreno Valley, as well as a small area south of the Meadowbrook RV Park (Draft EIR, Exhibit 3.7-4). There are no areas within the MVAP that are highly susceptible to seismically induced landslides and rockfalls (Draft EIR, Exhibit 3.7-3). Future development within the planning area would conform with General Plan Policy LU 12.1; which would restrict development on hillside areas and reduce potential impacts. Future development that occurs within the planning area would be required to comply with the requirements and restrictions for development within areas with natural slopes, canyons, or significant elevation changes, in accordance with the General Plan Policy LU 12.1. Therefore, the proposed project would not result in mudflow hazards. (Draft EIR, Page 3.7-19 – 20).

Impact GEO-17a: The project could change topography or ground surface relief features. (Draft EIR, Page 3.7-20).

1. Less than significant impact with mitigation incorporated.

2. Mitigation Measures

Implement MM GEO-12a.

Future development that occurs within the planning area may propose changing topography or ground surface relief features. Pursuant to MM GEO-12a and the County of Riverside standards, future development that occurs within the planning area will be designed in conformance with recommendations made in the design-level geotechnical report. The design-level geotechnical report would include design and construction measures to ensure that topography or ground surface

relief features do not create a hazard. Additionally, compliance with the Grading Development Standards of the County of Riverside would be assured through County review of a grading plans. The project would be required to conform to County design standards for grading and site design, which would result in a safe design of stable slopes and topography for future development that occurs within the Community Plan area. Furthermore, implementation of MM GEO-12a would reduce this impact to a level of less than significant. (Draft EIR, Page 3.7-20).

Impact GEO-17b: The project could create cut or fill slopes greater than 2:1 or higher than 10 feet. (Draft EIR, Page 3.7-21).

1. Less than significant impact with mitigation incorporated.

2. Mitigation Measures

Implement MM GEO-12a.

Future development that occurs within the planning area may propose creating cut or fill slopes. Pursuant to MM GEO-12a and the County of Riverside standards, future development that occurs within the planning area would be designed in conformance with recommendations made in the design-level geotechnical report. The design-level geotechnical report would include design and construction measures to stabilize on-site soils. Additionally, compliance with the Grading Development Standards of the County of Riverside would be assured through County review of grading plans. The project would be required to conform to County design standards for grading and site design, which would result in a safe design of stable slopes for future development that occurs within the Community Plan area. Furthermore, implementation of MM GEO-12a would reduce this impact to a level of less than significant. (Draft EIR, Page 3.7-21).

Impact GEO-17c: The project could result in grading that affects or negates subsurface sewage disposal systems. (Draft EIR, Page 3.7-21).

1. Less than significant impact with mitigation incorporated.

2. Mitigation Measures

Implement MM GEO-12a.

Impacts associated with subsurface sewage disposal systems may occur if the grading were not considered in the design and construction of development in the planning area. Implementation

of MM GEO-12a would reduce this potential impact related to subsurface sewage disposal systems to a less than significant level by requiring geotechnical investigations to identify potential hazards for new development and by requiring that the recommendations from a licensed professional be implemented to reduce the identified hazard. For new development, future problems with grading that affects subsurface sewage disposal systems would be prevented through proper site investigation, soils testing, foundation design, and quality assurance during grading operations as required by the Riverside County Building Code, the County of Riverside General Plan, and MM GEO-12a. (Draft EIR, Page 3.7-21 – 22).

Impact GEO-18b: The project may be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial direct or indirect risks to life or property. (Draft EIR, Page 3.7-23).

1. Less than significant impact with mitigation incorporated.

2. Mitigation Measures

Implement MM GEO-12a.

The planning area includes areas with potentially expansive soils. Expansive soils can be found in hillside areas as well as low-lying alluvial basins. Expansion testing and mitigation are required by current grading and building codes. Special engineering designs are used effectively to alleviate problems caused by expansive soils. These designs include the use of reinforcing steel in foundations, drainage control devices, over-excavation, and backfilling with non-expansive soil. For new development, future problems with expansive soils can be largely prevented through proper site investigation, soils testing, foundation design, and quality assurance during grading operations as required by the Riverside County Building Code and the latest California Building Code. Active enforcement, peer review, and homeowner involvement are required to maintain these standards. Homeowners are important because moisture control and modified drainage can minimize the effects of expansive soils. Homeowners should be educated about the importance of maintaining a constant level of moisture below their foundation. Excessive swelling and shrinkage cycles can result in distress to improvements and structures. Although expansive soils are now routinely alleviated through the Riverside County Building Code, problems related to past inadequate codes

may appear. Mitigation for expansive soils can be achieved through reinforcement of the existing foundation or, alternatively, through the excavation and removal of expansive soils in an affected area. Implementation of MM GEO-12a would reduce the potential impacts related to expansive soils to a less than significant level by requiring geotechnical investigations to identify geological hazards, including those related to expansive soils, for new development and by requiring that the recommendations from a licensed professional be implemented to reduce the identified geological hazard. For new development and redevelopment that occurs in the planning area, future problems with expansive soils would be prevented through proper site investigation, soils testing, foundation design, and quality assurance during grading operations as required by the Riverside County Building Code, the County of Riverside General Plan, and MM GEO-12a. (Draft EIR, Page 3.7-23).

Impact GEO-18c: The project may have soils incapable of adequately supporting use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. (Draft EIR, Page 3.7-24).

1. Less than significant impact with mitigation incorporated.

2. Mitigation Measures

Implement MM GEO-12a.

Impacts associated with septic tanks or alternative wastewater may occur if the ability of the soils to support alternative wastewater disposal systems were not considered in the design and construction of development in the planning area. Implementation of MM GEO-12a would reduce this potential impact related to alternative wastewater systems to a less than significant level by requiring geotechnical investigations to identify potential hazards for new development and by requiring that the recommendations from a licensed professional be implemented to reduce the identified hazard. For new development, future problems with alternative wastewater systems and soils would be prevented through proper site investigation, soils testing, foundation design, and quality assurance during grading operations as required by the Riverside County Building Code, the County of Riverside General Plan, and MM GEO-12a. Additionally, new development would comply with Policy ELAP 5.11, Policy MVAP 3.11, and Policy 11 of the Highway 74 Community Plan, which encourages the connection of municipal water and wastewater services to community

residents and facilities to reduce reliance on septic systems in order to limit groundwater contamination. Compliance with the applicable Riverside County Building Code, the General Plan, MVAP, ELAP, and the Highway 74 Community Plan, as well as implementation of MM GEO-12a, would reduce impacts to a level of less than significant. (Draft EIR, Page 3.7-24).

Impact GEO-19a: The project would be impacted by or result in an increase in wind erosion and blowsand, either on or off-site. (Draft EIR, Page 3.7-24).

1. Less than significant impact with mitigation incorporated.

2. Mitigation Measures

Implement MM GEO-12a.

The planning area has a moderate wind erodibility rating but does not contain any areas that are vulnerable to high or very high wind erosion susceptibility. Future development that occurs within the planning area would be located within an area with moderate wind erosion susceptibility and may require grading operations including excavation and fill in order to provide adequate support for the development. Removal of existing vegetation or topsoil could indirectly result in an increase in wind erosion or blowsand. Future development with the potential to be impacted by or result in an increase in wind erosion or blowsand would be required to comply with Ordinance No. 484, which requires protective actions from landowners disturbing sandy or sandy loam soils to prevent substantial quantities of soil from being deposited on public roads and private property. Ordinance No. 484 identifies certain restrictions on land disturbance activities within these areas and identifies procedures necessary to obtain a valid permit for such activities. As needed, an erosion control plan would be prepared and submitted to the County with future discretionary applications to identify methods by which potential soil runoff during rain events and erosion hazards would be minimized to ensure that no adverse effects on water quality occur to downstream properties or water bodies. Whenever a division of land is proposed in an area that is subject to wind erosion, the soil erosion control requirements identified in Ordinance No. 460 would apply. (Draft EIR, Page 3.7-24–25).

C. Greenhouse Gas Emissions

Impact GHG-20a: The project could generate greenhouse gas emissions, either directly

or indirectly, that may have a significant impact on the environment. (Draft EIR, Page 3.8-36).

1. Less than significant impact with mitigation incorporated.

2. Mitigation Measures

MM GHG-20aPrior to issuance of building permits, the project applicant/developers shall prepare and submit documentation to the County of Riverside that demonstrates that proposed development projects in the planning area that are determined to generate 3000 metric tons (MT) of carbon dioxide equivalent (CO2e) or more per year, and which are not exempt from CEQA, will achieve a score of 100 points or greater through the implementation of measures included in the County of Riverside Climate Action Plan (CAP) Screening Tables, or shall otherwise mitigate significant GHG emissions per County of Riverside-approved methodologies included in the CAP. The project applicant shall prepare documentation consistent with the Screening Tables or other County of Riverside CAP requirements applicable at the time of submittal. This measure will be enforced as a condition of approval implemented by the County of Riverside.

The County of Riverside has developed a CAP that meets the description of mitigation found in State CEQA Guidelines Section 15130(a)(3) and Section 15183.5 and allows for streamlined CEQA compliance for new development projects. Additionally, the CAP meets the South Coast Air Quality Management District (SCAQMD) Draft Guidance Document Interim GHG Threshold requirements for Tier 2 review under CEQA. The County of Riverside CAP was developed consistent with AB 32, SB 32, and EO S-3-05, and supports State and international efforts to stabilize climate change. The project's estimated GHG emissions are provided for informational purposes only.

Per the CAP, development projects that are determined to be above the 3,000 MT CO2e annual emissions level are required to quantify and disclose the anticipated GHG emissions of the proposed development. Future development projects envisioned under the proposed project would be required to estimate their emissions and comply with the applicable requirements in the CAP, consistent with mitigation measure MM GHG-20a.

Quantification of Greenhouse Gas Emissions for Informational Purposes

Table 3.8-2 of the Draft EIR presents the proposed project's construction-related GHG emissions by construction year and total amortized construction emissions. Table 3.8-3 of the Draft EIR presents the proposed project's annual operational emissions during full operation in 2040, along with the amortized construction emissions. As shown in the tables, the proposed project's annual operational plus amortized construction emissions would generate an estimated 258,262 MT CO2e per year, which exceeds the applicable CAP significance threshold of 3,000 MT CO2e per year. Thus, GHG emissions generated by the proposed project would be considered potentially significant.

Projects that exceed the 3,000 MT CO2e annual emissions threshold are required to mitigate emissions. The CAP Screening Tables provide a selection of mitigation measures that reduce a project's GHG emissions to support the County and State GHG emissions reductions goals and targets. Table 1 of the CAP includes mitigation measures specific to residential developments, while Table 2 outlines mitigation measures for commercial developments and public facilities. There are mitigation measures included to improve the energy efficiency for the building envelope, indoor space efficiencies, measures to improve clean energy utilization, water conservation measures, waste to landfill reduction, and measures to promote the use of alternative transportation and sustainable development design, such as mixed-use development and increased residential density. Projects implementing the wide-ranging mitigation measures included in the CAP Screening Tables would also be consistent with the GHG goals and policies included in the General Plan.

Implementation of the proposed project would increase the development intensities near Highway 74, a major transportation corridor. The guiding principles of the proposed project include encouraging consolidation of parcels to promote better land use development and project design, encouraging access to Highway 74 through frontage/service road development, coordinating development with the RTA to ensure bus routes are provided to community residents, including live-work spaces, promoting a reduction in VMT, promoting planned neighborhoods that provide housing, goods and services, open space, and multimodal transportation options within proximity to each other. The current Community Plan policies also state that developments should be encouraged to design and locate convenient pedestrian and bicycle connections, bus, or shuttle

connections that increase connections to adjacent and nearby communities and cities, businesses, parks and open space areas, and new transit access opportunities. The guiding principles of the proposed project are generally consistent with the SCAG RTP/SCS and the GHG reduction policies included in the County General Plan.

In jurisdictions where a qualified GHG emission reduction strategy has been reviewed under CEQA and adopted by decision-makers, compliance with the GHG emission reduction strategy would reduce a project's contribution to cumulative and project-level GHG emission impacts to a less than significant level. The County of Riverside CAP was prepared in conformance with State CEQA Guidelines Section 15183.5 and is considered a qualified reduction strategy. To ensure consistency with the County of Riverside CAP and that the GHG emissions of future development projects envisioned under the proposed project are less than significant, MM GHG-20a is required for future development projects in the planning area. Future implementing projects would also be required to comply with the CAP's measure of Clean Energy (R2-CE1) that requires the incorporation of on-site renewable energy production (including but not limited to solar) for any tentative tract map, plot plan, or conditional use permit that proposes to add more than 75 new dwelling units of residential development or one or more new buildings totaling more than 100,000 gross square feet of commercial, office, industrial, or manufacturing development.

With implementation of MM GHG-20a, the proposed project would be consistent with County of Riverside CAP, and therefore the proposed project and future development projects in the planning area that comply with MM GHG-20a would have less than significant cumulative and project-level GHG emissions. With implementation of MM GHG-20a, the proposed project would also develop land uses consistent with the goals of the County of Riverside General Plan and CAP, and the SCAG 2020-2045 RTP/SCS. Through compliance with the CAP, the proposed project would not generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment, and would not conflict with any applicable plan, policy, or regulation of an agency, adopted for the purpose of reducing the emissions of GHGs. (Draft EIR, Page 3.8-35–45).

Impact GHG-20b: The project could conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases. (Draft EIR,

Page 3.8-36).

1. Less than significant impact with mitigation incorporated.

2. Mitigation Measures

Implement MM GHG-20a.

See discussion under Impact GHG-20a above.

D. Noise

Impact NOI-27a

The project could generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies. (Draft EIR, 3.13-20).

1. Less than significant impact with mitigation incorporated.

2. Mitigation Measures

MM NOI-27a Construction Noise Mitigation Plan

Prior to issuance of grading and/or building permits, a note shall be provided on grading and building plans indicating that during grading and construction, the property owner/developer shall be responsible for requiring contractors to implement the following measures to limit construction-related noise:

- The construction contractor shall limit construction activities to the daytime hours of 7:00 a.m. to 10:00 p.m., Monday through Saturday.
- The construction contractor shall ensure that all internal combustion engine-driven equipment is equipped with mufflers that are in good condition and appropriate for the equipment.
- The construction contractor shall locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project area. In addition, the project contractor shall place such stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site.
- The construction contractor shall prohibit unnecessary idling (no more than 5 minutes) of internal combustion engines.
- The construction contractor shall, to the maximum extent practical, locate on-site

equipment staging areas to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction.

- For construction activity within 50 feet of any noise-sensitive receptors, a temporary noise barrier shall be installed by the applicant/developer. This temporary noise barrier shall be installed prior to the onset of construction activities that would require the use of heavy construction equipment. The barrier shall be located between the construction zone and all adjacent sensitive receptor land uses. The temporary sound barrier shall provide a reduction in noise that shall meet the County's construction noise threshold of 55 dBA Lmax as measured at the façade of the sensitive receptor land uses. The noise barrier shall be a minimum height of 8 feet and be free of gaps and holes and must achieve a Sound Transmission Class (STC) of 35 or greater. The barrier can be either (a) a 0.75-inch-thick plywood wall OR (b) a hanging blanket/curtain with a surface density or at least 2 pounds per square foot. For either configuration, the construction side of the barrier shall have an exterior lining of sound absorption material with a Noise Reduction Coefficient (NRC) rating of 0.7 or higher.
- The construction contractor shall designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., bad muffler, etc.) and shall require that reasonable measures be implemented to correct the problem.
- These measures may only be granted an exception if an application for construction-related exception is made to and considered by the Building and Safety Department in accordance with Section 9.52.070 of the Municipal Code.

Operational Noise Reduction Plan

Prior to issuance of building permits, the property owner/developer shall be responsible to implement the following measures to limit on-site operational stationary noise source impacts:

- Any proposed development project that would include noise-sensitive land use development along noise impacted roadway segments identified in Table 3.13-7 shall demonstrate compliance with Noise Policies N 1.3, N 1.7, and N 2.2 of the County's Noise Element by submitting a final acoustical report prepared to the satisfaction of the Planning Director that identifies any

necessary design features that would address potential traffic noise impacts to proposed noise-sensitive land uses.

- Any proposed development projects that include parking structures, terminals, or loading docks of commercial or industrial land uses shall demonstrate compliance with Noise Policy N 4.8 of the County's Noise Element by submitting a final acoustical report prepared to the satisfaction of the Planning Director that identifies design measures to adequately minimize the potential noise impacts of vehicles on the site to adjacent land uses.
- For any future development project that would include stationary noise sources, such as parking areas within 300 feet or mechanical systems within 50 feet of a residential receptor, the property owner/developer shall submit a final acoustical report prepared to the satisfaction of the Planning Director to address potential stationary source noise impacts to nearby residences. Noise reduction design features may include, but are not limited to, locating stationary noise sources on the site to be shielded by structures (buildings, enclosures, or sound walls) or by using equipment that has a quieter rating.
- These reports shall demonstrate that the proposed project incorporates sufficient noise attenuation features if needed to meet the County's exterior and interior noise standards. The individual project owner/developer shall submit the noise mitigation report to the Planning Director for review and approval. Upon approval by the County, the proposed acoustical design features shall be incorporated into the future development.

Short-term Construction Impacts: Development that could occur from implementation of the proposed project is expected to result in construction activities within the planning area. Noise impacts from construction activities would be a function of the noise generated by construction equipment, equipment location, sensitivity, of nearby land uses, and the timing and duration of the construction activities. Short-term construction noise impacts would result from the increase in traffic flow on local streets, associated with the transport of workers, equipment, and materials to and from the planning area, and from noise generated during site preparation, grading, and construction activities. Construction is performed in discrete steps, each of which has its own mix of equipment, and consequently, its own noise characteristics. These various sequential phases

would change the character of the noise generated on-site. Thus, the noise levels vary as construction progresses. The site preparation phase of a future project, which includes excavation and grading activities, generates the highest noise levels because the noisiest construction equipment is earthmoving equipment.

Development projects consistent with the Community Plan would be expected to require the use of some of the loudest pieces of construction equipment. Assuming that each piece of construction equipment operates at some distance from the other equipment, a reasonable worst-case combined noise level during this phase of construction would be 90 dBA Lmax at a distance of 50 feet from the acoustical center of a construction area. This would result in a reasonable worst-case hourly average of 86 dBA Leq. Future project development in the planning area could result in a relatively high single event noise exposure potential causing an intermittent noise nuisance that could result in annoyance or sleep disturbances at nearby sensitive receptors. Therefore, mitigation is required to reduce this potential impact. Implementation of mitigation requiring use of best management noise reduction techniques and practices and other site-specific noise reduction measures would ensure that construction noise would not result in sleep disturbances at nearby off-site sensitive receptors or expose persons to excessive noise levels.

Traffic Noise Impacts: The majority of modeled roadway segments would experience a reduction in traffic noise levels with implementation of the proposed project, compared to conditions that would exist without the proposed project, due to lower anticipated average daily trips generated by the proposed land uses compared to the total development that could occur under existing land use designations. However, several roadway segments would experience project-related increases greater than 5 dBA, or would experience increases of 3 dBA or greater and also exceed the normally acceptable threshold of 60 dBA CNEL for new residential low-density land use development. The impacted roadway segments are as follows:

- Redlands Avenue (SR-74)–South of 4th Street
- Redlands Avenue (SR-74)–4th Street to I-215
- Rosetta Canyon Drive–South of SR-74
- Meadowbrook Avenue–West of SR-74

- Ethanac Road–East of SR-74
- A Street–North of 4th Street
- Perris Boulevard–North of 4th Street

These increases would be considered a significant impact and site-specific analysis would be required for future development in these areas.

Noise Policy N 1.3 of the County's Noise Element requires any proposed land use development that would be exposed to noise levels higher than 65 dBA CNEL would require noise attenuation measures. Noise Policy N 1.7 of the County's Noise Element specifies that any proposed land use development that would be exposed to unacceptably high noise levels shall be required to prepare a noise study that identifies recommended structural and site design features that would adequately mitigate potential noise impacts. Policy N 2.2 also requires any proposed noise-sensitive land use development project that would be located within a noise impacted area, to prepare a site-specific noise study that identifies mitigation design features to mitigate existing noise.

There are a variety of noise reduction measures that can be incorporated into future project designs that would reduce traffic noise impacts to future land use development in the planning area. For example, based on the United States Environmental Protection Agency (EPA) Protective Noise Levels, with a combination of walls, doors and windows, standard construction in accordance with building code requirements for residential developments would provide 25 dBA in exterior-to-interior noise reduction with windows closed and 15 dBA or more with windows open. Setbacks can also reduce traffic noise impacts to land uses along impacted roadways. For line sources, such as traffic noise on a roadway, a 4.5 dBA/DD is typically observed for soft-site conditions. For example, future development sites that are set back a minimum of 100 feet from the roadway centerline would experience traffic noise levels 4.5 dBA lower than at 50 feet from the roadway centerline. Effectively designed structural screening, such as building placement or sound walls, can typically provide 6 dBA to 20 dBA in noise reduction for shielded areas compared to no shielding. Therefore, any proposed development project that would include noise-sensitive land use development along noise impacted roadway segments identified in Draft EIR Table 3.13-7 shall demonstrate compliance with Noise Policies N 1.3, N 1.7, and N 2.2 of the County's Noise Element

by implementing MM NOI-27a, which requires preparation of a noise study to identify appropriate design measures, where required, to reduce the potential effect of traffic noise. (Draft EIR, 3.13-20 – 26).

Impact NOI-27b: The proposed project could generate excessive groundborne vibration impacts during construction. The proposed project would not generate excessive groundborne vibration impacts during operation. (Draft EIR, 3.13-28).

1. Less than significant impact with mitigation incorporated.

2. Mitigation Measures

MM NOI-27b Construction Vibration Reduction Plan

Prior to issuance of grading and/or building permits, a note shall be provided on grading and building plans indicating that during grading and construction, the property owner/developer shall be responsible for requiring contractors to implement the following measures to limit construction-related vibration impacts:

- For any future development projects that would necessitate the use of pile driving within 200 feet of an off-site structure, shall submit a Construction Vibration Reduction Plan that identifies specific techniques, such as the depth and location of temporary trenching, that would reduce potential vibration impacts to less than significant for the impacted structure.
- For any future development projects that would necessitate the use of large vibratory rollers within 30-feet of an off-site structure, or the use of other heavy construction equipment within 15-feet of an off-site structure, shall submit a Construction Vibration Reduction Plan that identifies specific techniques, such as the depth and location of temporary trenching, that would reduce potential vibration impacts to less than significant for the impacted structure.
- The individual project owner/developer shall submit the Construction Vibration Reduction Plan to the Planning Director for review and approval. Upon approval by the County, the construction vibration reduction measures shall be incorporated into the construction documents.

Draft EIR Table 3.13-3 provides approximate vibration levels for specific types of construction equipment and activities. Of the variety of equipment used during construction, impact pile drivers that could be used in the site preparation phase of construction would produce the

greatest groundborne vibration levels. Impact pile drivers produce groundborne vibration levels ranging up to 0.644 inch per second (in/sec) PPV at 25 feet from the operating equipment. Construction vibration levels from future development projects could exceed the Federal Transportation Administration (FTA) damage threshold criteria of 0.12 in/sec PPV. Therefore, mitigation would be required to reduce this potential impact. Construction vibration sources can be mitigated to acceptable levels either at the source or on the adjacent property using alternate equipment, adequate setbacks, or by digging temporary trenches between the source and the receptor. For example, at a distance of 200 feet, vibration levels from an impact pile driver would attenuate to 0.02 in/sec PPV. Therefore, implementation of MM NOI-27b, which requires preparation of a Construction Vibration Reduction Plan, would ensure that these vibration level impacts generated by future development projects would be reduced to a less than significant impact.

Future related development projects are not anticipated to include any permanent sources of vibration that would expose persons in the project vicinity to excessive groundborne vibration levels. In addition, there are no existing significant permanent sources of groundborne vibration located within the planning area to which future development projects would be exposed. (Draft EIR, 3.13-28 – 29).

E. Transportation – Impact TRANS-37e

The project could cause an effect upon circulation during the project's construction. (Draft EIR, Page 3.18-16).

1. Less than significant impact with mitigation incorporated.

2. Mitigation Measures

MM TRANS-37e Prior to commencement of construction, the project applicant of future implementing projects shall prepare a traffic management plan that will specify traffic controls required to maintain adequate circulation and access along Highway 74. At least one lane shall remain open in each direction during construction and access to all existing businesses shall be maintained.

Future implementing projects may require temporary lane closures or detours during construction activity. However, all lane closures or detours would be coordinated with the sheriff

and fire departments to ensure that access to existing businesses and through circulation are maintained, as well as emergency access. The construction contractor would provide signage, cones, and/or flag persons as deemed necessary through a project-specific traffic management plan to ensure adequate emergency access. With implementation of a traffic management plan, as required by MM TRANS-37e, the potential impact on circulation would be reduced to less than significant. (Draft EIR, Page 3.18-16).

Impact TRANS-37f : The project could result in inadequate emergency access or access to nearby uses. (Draft EIR, Page 3.18-17).

1. Less than significant impact with mitigation incorporated.

2. Mitigation Measures

Implement MM TRANS-37e.

As noted, all future implementing development will be required to prepare a traffic management plan to demonstrate to the County and the associated sheriff and fire departments that emergency access would be maintained at all times during construction. Preparation of a traffic management plan, as required by MM TRANS-37e, would reduce any impact of temporary lane closures or detours to less than significant. (Draft EIR, Page 3.18-17).

BE IT FURTHER RESOLVED by the Board of Supervisors that it has considered, consistent with CEQA's requirements, the impacts of the Project together with all other past, present, and probable future projects producing related or cumulative impacts within the affected area for each resource area, and finds that:

A. Aesthetics, Light and Glare

The proposed project, in conjunction with other planned and approved projects, would not have a cumulatively significant impact relating to aesthetics, light, and glare. (Draft EIR, Page 4-5).

1. Less than significant impact.

Cumulative development would be required to comply with the overall land use vision, design review regulations and policies in local and regional planning documents to ensure that aesthetic impacts are less than significant. Similarly, potential cumulative aesthetic impacts to

eligible scenic highways would be reduced to below a level of significance through participation in the State Scenic Highway program and local ordinances and policies. Additionally, cumulative projects within the City of Perris, City of Lake Elsinore, and the County of Riverside would be required to comply with similar development guidelines and would be reviewed by the applicable City or the County to ensure consistency with architectural standards, viewshed policies, and lighting requirements. For these reasons, cumulative impacts to aesthetics, State Scenic Highways, or nighttime lighting and daytime glare would be less than significant. Moreover, the proposed project's incremental contribution to less than significant cumulative impacts would not be significant. The proposed project, in conjunction with the projects listed in Draft EIR Table 4-1 and shown in Draft EIR Exhibit 4-1, would result in changes related to views of scenic vistas, views from Highway 74, visual character, and light and glare. However, the incremental changes that would occur relative to the existing conditions would not be cumulatively considerable, because of the extent and nature of existing development in the planning area. The proposed project would not substantially alter the existing visual character of the planning area. The proposed project includes GPA No. 1205 and Zone Consistency Program that would establish consistency with existing development within the planning area and surroundings and, therefore, would not significantly alter the viewshed from the planning area.

The proposed project would emphasize cohesive development designs that would connect the existing scattered commercial and industrial uses within the planning area. Furthermore, buildout of the proposed project has the potential to result in an alteration of the visual character within the plan boundaries. However, this change in and of itself is not considered significant unless the quality of scenic resources would be substantially diminished. The proposed project is a policy document that supplements the local General Plan with goals, policies and programs that are specific and unique to the community or area that it covers. Therefore, the proposed project is designed to guide development that would enhance the aesthetic value of the planning area. Any future project design that is proposed within the planning area boundaries would be subject to applicable environmental analysis, review, and approval, including review related to design standards and guidelines, thereby ensuring that future development would be visually compatible with surrounding

land uses. In regard to light and glare, the proposed project would not substantially alter existing conditions and would not present substantial new sources of light and glare, since the proposed project, the General Plan, and applicable zoning restrictions have established standards for new sources of light and glare that are intended to prevent adverse impacts to daytime or nighttime views. As such, no substantial increase in light and glare levels are anticipated as a result of the proposed project. (Draft EIR at Page 4-4 to 4-5).

Impacts related to odor or other emissions would be less than significant. (Draft EIR, Page 4-7).

1. Less than significant impact with respect to odor or other emissions.

For the issue of odors, the cumulative study area includes the planning area and lands in close proximity, as odors diminish rapidly with distance from the source. As discussed under Impact AIR-6(d), the project would not contribute to a cumulatively significant odor impact. (Draft EIR at Page 4-7).

Agriculture Resources and Forest Resources

Cumulative Impact

The proposed project, in conjunction with other planned and approved projects, would not result in any impacts to agricultural or forestry resources and the project would not contribute to a cumulatively considerable impact to these resources. (Draft EIR, Page 4-5).

Findings: Less than significant impact.

Facts in Support of Findings: The geographic scope of the cumulative agriculture and forest resources analysis is western Riverside County. As described in Draft EIR Section 3.2, Agriculture and Forestry Resources, the planning area does not contain lands designated as Prime Farmland, or Unique Farmland, or Farmland of Statewide Importance. The planning area has very few areas designated for agriculture and there are no areas currently used for traditional agricultural such as row crops. For these reasons, cumulative impacts to agriculture and forest resources would be less than significant. Moreover, the proposed project's incremental contribution to less than significant cumulative impacts would not be significant. Based on the section analysis, the proposed project would not directly result in potential impacts to agricultural resources. Therefore, implementation

of the proposed project in conjunction with the projects listed in Draft EIR Table 4-1 and shown in Draft EIR Exhibit 4-1 would not result in any impacts to agricultural or forestry resources and the project would not contribute to a cumulatively considerable impact to these resources. (Draft EIR at Page 4-5).

B. Biological Resources

Cumulative impacts related to State- or federally listed and non-listed species as well as to riparian habitat, natural communities, and State- or federally protected waters or wetlands would be less than significant with mitigation incorporated. With mitigation, the proposed project would not contribute to a cumulatively considerable impact to these resources. (Draft EIR, Page 4-8).

1. Less than significant impact with mitigation incorporated.

2. Mitigation Measures

Implement MM BIO-7b, MM BIO-7f-1, and MM BIO-7f-2.

To avoid impacts to State- or federally listed and non-listed species, implementation of MM BIO-7b would require future projects to prepare biological studies to evaluate and mitigate potential impacts to sensitive biological resources. Further, MM BIO-7f-1 and MM BIO-7f-2 would be implemented to reduce potential impacts to riparian habitat, natural communities, and State- or federally protected waters or wetlands to less than significant levels. Therefore, as the proposed project and future projects implemented in accordance with the Highway 74 Community Plan would be required to implement MM BIO-7b, MM BIO-7f-1, and MM BIO-7f-2, the proposed project would not directly result in potential impacts to biological resources and would not contribute to a cumulatively considerable impact to these resources.

The project would have a less than significant cumulative impact with respect to conflicts with a Habitat Conversation Plan including the MSHCP, Natural Conservation Community Plan, an approved local, regional, or State conservation plan; endangered or threatened species; the movement of any native resident or migratory fish or wildlife species; existing or proposed linkages between existing MSHCP conservation areas; or any local policies or ordinances protecting biological resources. (Draft EIR, Page 4-7–4-8).

1. Less than significant impact.

The planning area lies within the boundaries of the Multiple Species Habitat Conservation Plan (MSHCP). Therefore, any development within the planning area would be required to demonstrate consistency with the MSHCP, including compliance with applicable MSHCP requirements. Future projects would be required to submit an MSHCP Consistency Analysis report to the County in order to document the project's consistency with the goals, objectives, and requirements of the MSHCP. The project applicants for all development projects implemented pursuant to the proposed project would be required to coordinate with the County and the Western Riverside County Regional Riverside Conservation Authority to submit all applicable forms, fees, and/or technical reports. Development activities associated with other cumulative projects in the region, including those projects listed in Draft EIR Table 4-1 and shown in Draft EIR Exhibit 4-1, are located on sites with similar biological attributes and, therefore, may impact biological resources including special-status plant and wildlife species if present. Future development from the proposed project and cumulative projects are required to comply with all applicable federal, State, and local regulations related to biological resources. Standard pre-construction surveys and, if necessary, avoidance or relocation procedures would be required for any project with the potential to affect biological resources. For these reasons, cumulative impacts to biological resources would be less than significant.

Moreover, the proposed project's incremental contribution to less than significant cumulative impacts would not be significant. In addition, to avoid impacts to State- or federally listed and non-listed species, implementation of MM BIO-7b would require future projects to prepare biological studies to evaluate and mitigate potential impacts to sensitive biological resources. Further, MM BIO-7f-1 and MM BIO-7f-2 would be implemented to reduce potential impacts to riparian habitat, natural communities, and State- or federally protected waters or wetlands to less than significant levels. Therefore, as the proposed project and future projects implemented in accordance with the Highway 74 Community Plan would be required to implement MM BIO-7b, MM BIO-7f-1, and MM BIO-7f-2, the proposed project would not directly result in potential impacts to biological resources and would not contribute to a cumulatively considerable impact to

these resources. Because of the urban, built-up nature of the planning area and the surrounding region, the proposed project and other cumulative projects within the City of Perris, City of Lake Elsinore, and the County of Riverside would be required to comply with similar development guidelines and would be reviewed by the applicable City or the County to ensure consistency with applicable federal, State, and local regulations and provisions of adopted conservation plans. Therefore, the proposed project, in conjunction with other cumulative projects, would not have cumulatively considerable impacts on biological resources. As a result, there is no potential for any other significant individual or cumulative biological resource impacts. (Draft EIR at Pages 4-8 to 4-9).

C. Cultural and Tribal Cultural Resources

The project would have a less than significant cumulative impact related to cultural resources. (Draft EIR, Page 4-8 – 4-9).

1. Less than significant impact.

Cultural resource impacts tend to be localized because the integrity of any given resource depends on what occurs only in the immediate vicinity around that resource, such as disruption of soils. For this reason, the geographic scope of the cumulative cultural resource analysis is the areas within 500 feet of the proposed project's boundaries. The planning area and areas within 500 feet of its boundaries are mostly built out and considered an urban environment. As described in Draft EIR Section 3.4, Cultural Resources, a records search of the Eastern Information Center (EIC) indicated that 213 cultural resources have been recorded within a 1-mile search radius. Of these, 66 are located within the boundaries of the planning area. Of the area-specific survey reports, 106 are on file with the EIC that address areas within the 1-mile search radius, 17 of which address portions of the planning area, indicating that segments have been previously evaluated. Known historic buildings, districts, and resource sites are located throughout the planning area. Additional undesignated sites and potentially unidentified sites exist within the planning area as well. Additionally, known archaeological resource sites are located within the planning area, and it is expected that additional undiscovered sites may exist in the planning area as well. Based on a review of information available at the EIC, only a small portion of the planning area has been previously

surveyed for archaeological resources. While the proposed project does not directly propose any adverse changes to any historical resources, future development allowed under the proposed project could affect known resources, or previously unidentified or undesignated resources.

Cumulative projects would be required to comply with applicable policies and programs and adhere to the rules and regulations in the Municipal Code that protect cultural resources. Cumulative projects would also be required to comply federal, State, and local policies that protect cultural resources, including Section 15064.5 of the State CEQA Guidelines, and Sections 5024.1 and 5097 of the Public Resources Code. Accordingly, because cumulative development would be required to comply with long-term planning documents, and regulatory agency guidance establishing policies (including, but not limited to, evaluation requirements and inadvertent discovery procedures) that reduce impacts to potential cultural resources, cumulative impacts would be less than significant. While the proposed project does not directly propose any adverse changes to any cultural resources, future development allowed under the plan could affect known or previously unidentified resources. Potential cumulative impacts would be mitigated at an individual project level by adherence to applicable local State and federal laws and regulations, as well as City and County laws, regulations, and conditions of approval. Therefore, the proposed project would not directly result in potential impacts to cultural resources and would not contribute to a cumulatively considerable impact to these resources. Nonetheless, construction activities associated with the proposed project, as well as other cumulative projects in the vicinity, including those projects listed in Draft EIR Table 4-1 and shown in Draft EIR Exhibit 4- 1, would result in ground-disturbing activities that may encounter previously undiscovered cultural resources. The implementation of the aforementioned conditions of approval would ensure undiscovered cultural resources are not adversely affected by cumulative project-related construction activities, which would prevent the destruction or degradation of potentially significant cultural resources within the geographic scope. Therefore, the proposed project, in conjunction with other planned and approved projects, would not have a cumulatively significant impact related to cultural resources. (Draft EIR at Pages 4-8 to 4-9).

D. Energy

The proposed project, in conjunction with other planned and approved projects, would

not have a cumulatively significant impact related to energy consumption. (Draft EIR, Page 4-9 – 4-10).

1. Less than significant impact.

All cumulative projects would be required to comply with City ordinances and County policies that address energy conservation and energy efficiency, such as complying with the latest California Energy Code and Title 24 standards. Accordingly, potential cumulative impacts would be less than significant. Moreover, the proposed project would not have a significant incremental contribution to cumulative impacts. Development associated with the proposed project, as well as development associated with the cumulative projects identified in Draft EIR Table 4-1, would be designed in accordance with Title 24, California's Energy Efficiency Standards for Residential and Nonresidential Buildings. These standards include minimum energy efficiency requirements related to building envelope, mechanical systems (e.g., HVAC and water heating systems), indoor and outdoor lighting, and illuminated signs. The incorporation of the Title 24 standards into the proposed project and cumulative projects would ensure that implementation of these projects would not result in the inefficient, unnecessary, or wasteful consumption of energy. (Draft EIR at Page 4-9).

E. Geology and Soils

The proposed project would not directly result in potential impacts to geology and soils and would not contribute to a cumulatively considerable impact to these resources. (Draft EIR, Page 4-9–4-10).

1. Less than significant impact.

The planning area associated with the proposed project is located within a seismically active region. Therefore, future development within the planning area would comply with State and local policies and regulations and adopt and enforce current building codes to minimize potential impacts related to seismic and geologic hazards. Other cumulative projects, such as those listed in Draft EIR Table 4-1 and shown in Draft EIR Exhibit 4-1, would be exposed to similar seismic hazards and, therefore, would implement site-specific recommendations for soil engineering and construction practices. Accordingly, potential cumulative impacts would be less than significant. (Draft EIR at Page 4-10).

Impacts related to State- or federally listed and non-listed species would be less than significant with mitigation incorporated. (Draft EIR, Page 4-10).

1. Less than significant impact with mitigation incorporated.

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, § 15091(a)(1)).

2. Mitigation Measures

Implement MM GEO-12a.

Facts in Support of Findings: Regarding unstable soils, portions of the planning area are mapped as having a very low to moderate susceptibility to liquefaction and few areas could be susceptible to landslides, collapse, rockfall hazards, soils hazards, and slope hazards. With adherence to existing programs and policies that would reduce risk associated with these seismic hazards, as well as implementing MM GEO-12a, which would require all seismic and geological hazards to be addressed through the preparation of site-specific geotechnical reports for all future development under the proposed project, potential impacts would be reduced to less than significant. For instance, each site-specific geotechnical report would include recommendations for each future development project to incorporate into construction and design plans to avoid and mitigate potential significant impacts related to seismic, soils, or other geological hazards that may arise. Other cumulative projects would be required to implement similar measures to ensure structural and foundational soundness. As such, the proposed project, in conjunction with other planned and approved projects, would not have a cumulatively significant impact associated with geological hazards. (Draft EIR, Page 4-10).

F. Greenhouse Gases

With implementation of MM GHG-20a, the proposed project, in conjunction with other planned and approved projects, would not have a cumulatively significant impact related to GHG emissions. (Draft EIR, Page 4-10–4-11).

1. Less than significant impact with mitigation incorporated.

2. Mitigation Measures

Implement MM GHG-20a.

Greenhouse gas (GHG) emissions related to implementation of the proposed project are not confined to a particular air basin but are dispersed worldwide. Therefore, the analysis under Impacts GHG-1 and GHG-2 also addresses cumulative impacts. Furthermore, all cumulative projects would be required to comply with City of Perris, City of Lake Elsinore, or County of Riverside ordinances, respective General Plan policies and adopted Climate Action Plans to reduce GHG emissions. These plans and policies have been developed to ensure that a project's GHG emissions would be less than significant. Cumulative projects will also be required to comply with existing federal, State, and local regulations and policies to reduce community-wide GHG emissions. Lastly, cumulative projects would be required to comply with the requirements of CEQA and obtain all necessary clearances and permits. Accordingly, potential cumulative impacts would be less than significant.

Moreover, the proposed project would not have a cumulatively considerable impact to GHG emissions because it would not emit construction and operational GHG emissions at levels that would exceed the SCAQMD thresholds. In jurisdictions where a qualified GHG emission reduction strategy has been reviewed under CEQA and adopted by decision-makers, compliance with the GHG emission reduction strategy would reduce a project's contribution to cumulative and project-level GHG emission impacts to a less than significant level. The County of Riverside Clean Air Plan (CAP) was prepared in conformance with State CEQA Guidelines Section 15183.5 and is considered a qualified reduction strategy. To ensure consistency with the County of Riverside CAP and that the GHG emissions of future development projects envisioned under the proposed project are less than significant, MM GHG-20a is required for future development projects in the planning area.

With implementation of MM GHG-20a, the proposed project would be consistent with the County of Riverside CAP, and therefore the proposed project and future development projects in the planning area that comply with MM GHG-20a would have less than significant cumulative and project-level GHG emissions. With implementation of MM GHG-20a, the proposed project would also develop land uses consistent with the goals of the County of Riverside General Plan and CAP, and the SCAG 2020-2045 RTP/SCS. (Draft EIR, Page 4-10–4-11).

G. Hazards and Hazardous Materials

The proposed project, in conjunction with other planned and approved projects, would not have cumulatively considerable impacts on hazards and hazardous materials. (Draft EIR, Page 4-11 – 4-12).

1. Less than significant impact.

There are no active LUST cleanup sites in the planning area. Although the proposed project would not directly result in potential hazardous impacts as it does not authorize any immediate development, future development that occurs as a result of the proposed project's buildout may be required to comply with additional investigation as required by local and State regulations, including but not limited to a Phase I ESA, as well as soil, groundwater, or soil gas sampling. Compliance with all applicable regulations would be required. Other cumulative projects, such as those listed in Draft EIR Table 4-1 and shown in Draft EIR Exhibit 4-1, would be required to comply with applicable federal, State, and local statutes and regulations related to the transportation, storage, use, and disposal of hazardous materials during construction activities and at operation. Potential impacts would be reduced to below a level of significance because construction must comply with the California Code of Regulations and other regulations to prevent hazardous materials spills and protect public safety. Development consistent with the proposed project will be required to implement all applicable policies during the design review process. As the County receives development applications for subsequent development, those applications will be reviewed for compliance with local, State, and federal regulations. (Draft EIR at Pages 4.11 to 4.12).

H. Hydrology and Water Quality

The proposed project, in conjunction with other planned and approved projects, would not interfere substantially with groundwater supply, recharge, or groundwater management to create cumulatively considerable groundwater impacts. Additionally, the proposed project, in conjunction with other planned and approved projects, would slow, reduce, and meter the volume of runoff leaving project sites and ensure that downstream storm drainage facilities are not inundated with stormwater runoff that could create cumulatively considerable drainage impacts. (Draft EIR, Page 4-12 – 4-13).

1. Less than significant impact.

The Santa Ana RWQCB is responsible for protecting water quality in the region and administers the NPDES stormwater permitting program for construction activities. Construction activities disturbing 1 acre or more of land are subject to the permitting requirements of the NPDES General Permit for Discharges of Stormwater Runoff Associated with Construction Activity (General Construction Permit). The General Construction Permit requires the preparation and implementation of a SWPPP or WQMP, which must also be completed before construction begins. Implementation of the SWPPP starts with the commencement of construction and continues through the completion of the project. Additionally, future development projects would be required to comply with the CWA, requirements of the Municipal Code, and General Plan policies and actions related to water quality.

Additionally, other cumulative projects, such as those listed in Draft EIR Table 4-1 and shown in Draft EIR Exhibit 4-1 are required to implement similar construction and operational water quality control and treatment facilities that would detain runoff and treat it prior to discharge, including obtaining a General Construction Permit. Cumulative projects would also be required to comply with applicable City and County codes, ordinances, and policies related to preventing pollutants from being conveyed off-site. Accordingly, cumulative impacts related to hydrology and water quality would be less than significant. Moreover, the proposed project, in conjunction with other planned and approved projects, would not create cumulatively considerable downstream water quality and hydrology impacts. Similarly, other cumulative projects would be required to follow applicable City and County codes, ordinances, and policies related to drainage to prevent erosion, siltation, flooding from surface runoff, and risk of pollutants from runoff or project inundation. Potable water used in the County is collected from the San Jacinto River Watershed and roughly one-third of the County's water demand is met by groundwater, whose unpredictability and variability means that significant impacts associated with the proposed project's operation over time cannot be ruled out. However, the adverse effects associated with potential demands on groundwater and effects on groundwater recharge would be avoided, reduced, or minimized with adherence to and compliance with federal, State, and local regulations and General Plan policies. Thus, the

proposed project, in conjunction with other planned and approved projects, would not interfere substantially with groundwater supply, recharge, or groundwater management to create cumulatively considerable groundwater impacts. (Draft EIR at Pages 4-12 to 4-13).

I. Land Use

The proposed project, in conjunction with other planned and approved projects, would not have a cumulatively significant impact related to land use. (Draft EIR, Page 4-13 – 4-14).

1. Less than significant impact.

The geographic scope of the cumulative land use analysis is the Riverside County Sphere of Influence, which includes areas within the City of Perris and City of Lake Elsinore city limits. Land use decisions are made at the County and City level; therefore, the County and cities' Spheres of Influence are an appropriate geographic scope. Development within the County is governed by the County of Riverside General Plan and Municipal Code, which ensure logical and orderly development and require discretionary review to ensure that projects do not result in land use impacts caused by inconsistency with the General Plan and other regulations. Development projects in the Riverside County Sphere of Influence would continue to be required to demonstrate consistency with all applicable County General Plan and Municipal Code regulations. This would ensure that these projects comply with applicable planning regulations. The projects listed in Draft EIR Table 4-1 and shown in Draft EIR Exhibit 4-1 that have been previously approved by the County, the City of Perris, and the City of Lake Elsinore have been deemed consistent with all applicable planning documents. For pending projects, the County, the City of Perris, or the City of Lake Elsinore would be required to issue findings demonstrating consistency with the applicable planning documents when they are approved. Accordingly, cumulative impacts related to land use would be less than significant. Moreover, the proposed project's contribution to cumulative impacts would not be cumulatively considerable. As detailed in Draft EIR Section 3.11, Land Use, the proposed project was reviewed for consistency with the County of Riverside General Plan, ELAP, MVAP and the County's Zoning Ordinance. The proposed project was found to be consistent with policies outlined in the County General Plan, ELAP, MVAP and consistent with applicable regulations of the County's Zoning Ordinance. (Draft EIR at Page 4-13).

J. Mineral Resources

Implementation of the proposed project would not result in any impacts to mineral resources and would not contribute to a cumulatively considerable impact. As a result, the proposed project, in conjunction with other cumulative projects, would not have cumulatively considerable impacts on mineral resources. (Draft EIR, Page 4-14).

1. Less than significant impact.

The planning area does not currently contain any known mineral resources but is within the MRZ-3 designation. Areas with the MRZ-3 designation are described as areas where the available geologic information indicates that mineral deposits are likely to exist; however, the significance of the deposit is undetermined. Development activities associated with other cumulative projects in the region, including those projects listed in Draft EIR Table 4-1 and shown in Draft EIR Exhibit 4-1, may be located on sites with similar mineral zoning designations and would adhere to policies contained in the General Plan to reduce potential significant impacts related to mineral resources. Accordingly, cumulative impacts would be less than significant. (Draft EIR at Page 4-14).

K. Noise

With mitigation, the proposed project would not contribute to a cumulatively significant impact related to noise generated from parking lot activities and stationary equipment; would not combine with noise from other development projects to cause cumulatively significant noise impacts; and would not contribute to a cumulatively significant vibration impact. (Draft EIR, Page 4-15).

1. Less than significant impact with mitigation incorporated.

2. Mitigation Measures

Implement MM NOI-27a and MM NOI-27b.

Facts in Support of Findings: Noise impacts tend to be localized; therefore, the analysis in Draft EIR Section 3.13, Noise, includes a cumulative analysis of existing, proposed, and anticipated future noise levels near the planning area.

Future development in the planning area could result in a relatively high single-event noise exposure potential causing an intermittent noise nuisance that could result in annoyance or sleep

disturbances at nearby sensitive receptors. Implementation of mitigation requiring use of best management noise reduction techniques and practices and other site-specific noise reduction measures would ensure that construction noise would not result in sleep disturbances at nearby off-site sensitive receptors or expose persons to excessive noise levels. Cumulative development would be required to comply with the design review regulations directing the siting, design, and insulation of new development and all applicable noise policies in local and regional plans, including the County General Plan and the City of Perris and City of Lake Elsinore's Municipal Code, to ensure that noise impacts are less than significant. In addition, construction noise and vibration are typically localized and temporary in nature. For these reasons, cumulative noise impacts would be less than significant.

Moreover, the proposed project's incremental contribution to less than significant cumulative impacts would not be significant. Operational noise generated by the proposed project include noise from parking lot activities and from new exterior mechanical equipment sources, such as mechanical ventilation systems. As detailed in the Draft EIR, Section 3.13, Noise, the proposed project would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the planning area in excess of standards established in the local general plan or noise ordinance. As such, the impact of noise produced by parking lot activities and stationary equipment within the planning area to off-site sensitive receptors would be reduced with implementation of MM NOI-27a to reduce levels of operational noise to a less than significant level. Therefore, the proposed project would not contribute to a cumulatively significant impact related to noise generated from parking lot activities and stationary equipment.

Construction and operational noise associated with buildout of the proposed project may cause a temporary substantial increase in noise levels at nearby receptors. The proposed project would implement MM NOI-27a to reduce noise levels to a less than significant level. Other cumulative projects would be required to implement similar mitigation and adhere to the County's or the City of Perris or City of Lake Elsinore's Municipal Code restrictions regarding construction noise. It is highly unlikely that a substantial number of the cumulative projects would be constructed simultaneously and close enough to one another for noise impacts to be compounded. Therefore, it

is reasonable to conclude that construction noise from the proposed project would not combine with noise from other development projects to cause cumulatively significant noise impacts.

Construction activities associated with buildout of the proposed project would require the use of heavy construction equipment, which could expose sensitive receptors to vibration. Therefore, the proposed project would implement MM NOI-27b to reduce vibration to less than significant levels. Because vibration is a highly localized phenomenon, there is a low possibility for vibration associated with the proposed project to combine with vibration from other projects because of their distances from the proposed project's boundaries. Therefore, the proposed project would not contribute to a cumulatively significant vibration impact. (Draft EIR, Page 4-15).

L. Paleontological Resources

Because of the low paleontological sensitivity and unique geologic features within the cumulative study area and required conformance with existing regulations intended for the protection of sensitive paleontological resources, cumulative impacts to paleontological resources would be less than significant. (Draft EIR, Page 4-15).

Less than significant impact.

Paleontological resource impacts tend to be localized because the integrity of any given resource depends on what occurs only in the immediate vicinity around that resource, such as disruption of soils. For this reason, the geographic scope of the cumulative paleontological resource analysis is the areas within 500 feet of the proposed project's boundaries. The planning area and areas within 500 feet of its boundaries are mostly built out and considered an urban environment. The planning area and areas with 500 feet predominantly contain areas of low paleontological sensitivity, as well as areas with undetermined paleontological sensitivity. All development within the County needs to adhere to General Plan Policy OS 19.8 which requires a paleontological resources report to be prepared if the project site has undetermined paleontological sensitivity as shown on General Plan Figure OS-8. In addition to such policy, there are a number of existing State and federal laws that regulate development impacts to paleontological resources, including those outlined under the California Public Resources Code Paleontological Resources Preservation Act. Because of the low paleontological sensitivity and unique geologic features within the cumulative

study area and required conformance with existing regulations intended for the protection of sensitive paleontological resources, impacts to paleontological resources would be less than significant. (Draft EIR at Page 4-15).

M. Population and Housing

Because cumulative projects would comply with all applicable land use plans to provide adequate development within a jurisdiction, a significant cumulative impact related to population and housing would not occur. Additionally, the proposed project, in conjunction with other planned and approved projects, would not have a cumulatively significant impact related to population and housing. (Draft EIR, Page 4-16).

Less than significant impact.

The geographic scope of the cumulative population and housing analysis is the County of Riverside. Population growth is typically measured in relation to the size of the applicable jurisdiction and, thus, the County is the appropriate geographical area. Consistent with State law, the County's General Plan identifies adequate housing to accommodate forecasted numbers of people within the jurisdiction, and displaced development, if any, would be replaced primarily within the County. Other cumulative projects in the County, such as those listed in Draft EIR Table 4-1 and shown in Draft EIR Exhibit 4-1, would be reviewed for impacts on population growth and would be required to address any potential impacts with mitigation. Because cumulative projects would comply with all applicable land use plans to provide adequate development within a jurisdiction, a significant cumulative impact related to population and housing would not occur.

Moreover, adoption of the proposed project would not result in any policies or physical improvements that would result in direct or indirect or cumulative impacts to regional growth or result in substantial displacement of people or the need to construct additional replacement housing and therefore would not contribute to a cumulative impact. The proposed project contemplates up to 4,000 multi-family residential dwelling units, which would add 12,800 residents to the planning area's population. This would represent a 3.3 percent increase in the existing resident population of unincorporated Riverside County and 0.12 percent increase in population of Riverside County overall. Growth-inducing impacts were found to be less than significant. Therefore, the proposed

project, in conjunction with other planned and approved projects, would not have a cumulatively significant impact related to population and housing. (Draft EIR at Page 4-16).

N. Public Services

The proposed project, in conjunction with other planned and approved projects, would not have a cumulatively significant impact related to fire protection and EMS; police protection; schools; library facilities; or health services. (Draft EIR, Page 4-17 – 4-18).

1. Less than significant impact.

All future development would be subject to development fees that would contribute toward provision of public services. Other cumulative projects within the County would be subject to review in order to determine whether development would significantly impact acceptable service ratios, response times, or other performance objectives for fire protection police protection, schools, libraries, municipal services and health services. Therefore, the proposed project, in conjunction with other planned and approved projects, would not have a cumulatively significant impact related to health services. (Draft EIR at Page 4-16 to 4-18).

O. Recreation

Cumulative impacts related to recreation are less than significant. Additionally, the proposed project, in conjunction with other cumulative projects, would not have cumulatively considerable impacts on recreation. (Draft EIR, Page 4-18 – 4-19).

Less than significant impact.

The County provides 9.2 acres of parks and open space per 1,000 residents. Local municipalities, including the City of Perris and the City of Lake Elsinore, are responsible for local parks and recreational facilities. Development activities associated with other cumulative projects in the region, including those projects listed in Draft EIR Table 4-1 and shown in Draft EIR Exhibit 4- 1, would adhere to Ordinance No. 659 and be required to provide recreation facilities to reduce potential significant impacts related to recreation. For these reasons, cumulative impacts related to recreation are less than significant. Based on the section analysis, the proposed project would not directly result in potential impacts to recreation as the proposed project would not authorize any immediate development that could affect the need for recreational facilities. Additionally, future

development would be required to either provide recreational facilities and open space in accordance with the land use and density proposed or would be required to pay development impact fees pursuant to Ordinance No. 659. Therefore, implementation of the proposed project would not result in any impacts to recreation and would not contribute to a cumulatively considerable impact. As a result, the proposed project, in conjunction with other cumulative projects, would not have cumulatively considerable impacts on recreation. (Draft EIR at Page 4-18 to 4-19).

P. Transportation and Traffic

The proposed project, in conjunction with other planned and approved projects, would not have a cumulatively significant impact related to roadway safety, emergency access, public transit, bicycle facilities, and pedestrian facilities. (Draft EIR, Page 4-20).

Less than significant impact.

For transportation-related areas other than VMT (roadway safety, emergency access, public transit, bicycle facilities, and pedestrian facilities), the proposed project would have less than significant impacts and therefore would not have the potential to cumulatively contribute to deficiencies. (Draft EIR at Page 4-20).

1. The project would have significant and unavoidable cumulative impacts related to VMT.

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, § 15091(a)(1)). However, impacts would still remain significant and unavoidable even with mitigation incorporated. (Draft EIR, Page 4-5 – 4-7). Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measure or project alternatives identified in the EIR. (State CEQA Guidelines, § 15091(a)(3)).

2. Mitigation Measures

Implement MM TRANS-37b-1 through -5.

The geographic scope of the cumulative transportation analysis is the roadway network within western Riverside County. Projects that exceed VMT threshold(s) are required to mitigate

transportation impacts to the extent feasible. VMT reduction strategies for large projects and community plans/specific plans may include altering a project's density, land use mix, site design, and availability of transit, bicycle, and pedestrian facilities. All cumulative projects would be required to comply with County and local ordinances and General Plan policies that address potential impacts related to transportation. Nonetheless, for these reasons, cumulative impacts with respect to transportation and traffic would be significant.

The proposed project would implement MM TRANS-37b-1 through -5 to reduce VMT impacts. Given the uncertainty in some components of the measures that influence VMT (such as the cost of fuel) combined with the County's inability to influence other measures that would have the largest effect on VMT (such as implementation of a VMT tax or an increase in the fuel tax), the effectiveness of these Transportation Demand Management (TDM) measures cannot be guaranteed to reduce impacts and the impact is considered significant and unavoidable. Implementation of mitigation measures would reduce this impact, but not to less than significant levels. As such, the proposed project, in conjunction with other projects, would have a significant and unavoidable impact with respect to VMT. The proposed project's contribution would be cumulatively considerable. (Draft EIR, Page 4-19).

Q. Tribal Resources

The proposed project would not directly result in potential impacts to cultural resources and would not contribute to a cumulatively considerable impact to these resources. Additionally, the proposed project, in conjunction with other planned and approved projects, would not have a cumulatively significant impact related to tribal cultural resources. (Draft EIR, Page 4-20 – 4-21).

1. Less than significant impact.

Tribal cultural resource impacts tend to be localized because the integrity of any given resource depends on what occurs only in the immediate vicinity around that resource, such as disruption of soils. For this reason, the geographic scope of the cumulative tribal cultural resource analysis is the areas within 500 feet of the proposed project's boundaries. The planning area and areas within 500 feet of its boundaries are mostly built out and considered an urban environment.

An NAHC Sacred Lands File search did not identify any TCRs within the planning area, however a records search conducted at the EIC identified listed prehistoric sites that meet the definition of a tribal cultural resource within the planning area. Additionally, consultation with tribal representatives pursuant to SB 18 and AB 52 noted the high potential for resources to be located within the planning area. The potential for additional undiscovered eligible TCRs to be present within the planning area exists, but varies by location. Cumulative projects would be required to comply with applicable policies and programs and adhere to the rules and regulations in the Municipal Code that protect tribal cultural resources. Cumulative projects would also be required to comply federal, State, and local policies that protect cultural and tribal cultural resources, including the provisions of SB 18 and Assembly Bill (AB) 52. Accordingly, because cumulative development would be required to comply with long-term planning documents, and regulatory agency guidance establishing policies (including, but not limited to, evaluation requirements and inadvertent discovery procedures) that reduce impacts to potential tribal cultural resources, cumulative impacts would be less than significant.

While the proposed project does not directly propose any adverse changes to any recorded TCRs, future development allowed under the plan could affect known or previously unidentified resources. Potential cumulative impacts would be mitigated at an individual project level by adherence to applicable local State and federal laws and regulations, as well as City and County laws, regulations, and conditions of approval. Therefore, the proposed project would not directly result in potential impacts to cultural resources and would not contribute to a cumulatively considerable impact to these resources. Nonetheless, construction activities associated with the proposed project, as well as other cumulative projects in the vicinity, including those projects listed in Draft EIR Table 4-1 and shown in Draft EIR Exhibit 4- 1, would result in ground-disturbing activities that may encounter previously undiscovered cultural resources. The implementation of the aforementioned conditions of approval would ensure undiscovered cultural resources are not adversely affected by cumulative project-related construction activities, which would prevent the destruction or degradation of potentially significant cultural resources within the geographic scope. (Draft EIR at Pages 4-20 to 4-21).

R. Utilities and Service Systems

Project-level impacts would be less than significant. Additionally, the proposed project's contribution to cumulative impacts would be less than significant. Accordingly, the proposed project, in conjunction with other planned and approved projects, would not have a cumulatively significant impact related to water supply, wastewater, storm drainage, or solid waste. (Draft EIR, Page 4-21 – 4-23).

1. Less than significant impact.

Other cumulative projects would also be required to demonstrate that they would be served with potable water service as a standard requirement of the development review process, and these projects may be required to implement water conservation measures to the extent they are required. The adequacy of wastewater facilities to serve specific development proposals would be determined through the County's development review process where necessary infrastructure improvements would be required as conditions of approval. In addition, future development would be subject to various standards for sewer use, construction, and industrial wastewater discharge. Other cumulative projects would be required to demonstrate that sewer service is available to ensure that adequate sanitation can be provided. Other cumulative projects in the San Jacinto River Watershed would be required to provide drainage facilities that collect and detain runoff such that off-site releases are controlled and do not create flooding. Other cumulative projects would also be required to implement pollution prevention measures during construction and at operation. All cumulative projects would be required to comply with City/County ordinances and General Plan policies, as well as other regulations that minimize stormwater runoff, such as the CWA. Other cumulative projects would generate construction and operational solid waste and, depending on the volumes and end uses, would implement recycling and waste reduction measures. (Draft EIR at Pages 4-21 to 4-23).

S. Wildfire

Cumulative impacts with respect to wildfire hazards would be less than significant. Moreover, the proposed project's incremental contribution to cumulative wildfire hazard impacts would not be significant. Therefore, the proposed project, in conjunction with other

planned and approved projects, would not have a cumulatively significant impact related to wildfire. (Draft EIR, Page 4-23 – 4-24).

Less than significant impact.

Cumulative projects, such as those listed in Draft EIR Table 4-1 and shown in Draft EIR Exhibit 4-1, would also be located within and adjacent to fire hazard severity zones. As such, all projects would be required to comply with State and local regulations and protocols, the California Fire Code, and the Uniform Building Code to reduce potential impacts in the event of a wildfire. In addition, all cumulative projects would be covered under existing emergency response plans established by the County, including the County's Local Hazard Mitigation Plan. For these reasons, cumulative impacts with respect to wildfire hazards would be less than significant. Moreover, the proposed project's incremental contribution to cumulative wildfire hazard impacts would not be significant. According to the RCFD Strategic Plan, 11 fire stations are located within and near the planning area. While the proposed project would allow future development adjacent to and within fire hazard zones, future development would comply with the County's Building and Safety Department regulations and protocols, the County's Local Hazard Mitigation Plan, the California Fire Code, and the Uniform Building Code. (Draft EIR at Page 4-23 to 4-24).

T. Air Quality

The project would have cumulative impacts related to air quality. (Draft EIR, Page 4-5 – 4-7).

1. Significant Impact with Mitigation

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, § 15091(a)(1)). However, impacts would still remain significant and unavoidable even with mitigation incorporated. (Draft EIR, Page 4-5 – 4-7). Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measure or project alternatives identified in the EIR. (State CEQA Guidelines, § 15091(a)(3)).

2. Mitigation Measures

Implement MM AIR-6a-1 through MM AIR-6a-16

Cumulative projects would result in new air emissions during construction and/or during project operations. The SoCAB is currently in nonattainment of the State standards for Ozone, PM10, and PM2.5 and the federal standards for Ozone and PM2.5. Therefore, there is an existing cumulatively significant air quality impact with respect to these pollutants.

As discussed in Impact AIR-6a, the proposed project would generate regional or localized construction or operational emissions that would exceed SCAQMD thresholds of significance and would therefore have a potentially significant cumulative impact on air quality in the region. State CEQA Guidelines Section 15206(b) states that a proposed project is of statewide, regional, or area-wide significance if the project is a residential development of more than 500 dwelling units or a commercial office building of 250,000 square feet or more or that employs 1,000 or more employees. Based on this criteria, the proposed project is of statewide, regional, or area-wide significance. Additionally, the proposed project has the potential to significantly alter the demographic projections beyond what is accounted for in the current AQMP. Since the proposed project would include a GPA, the proposed project would not be consistent with the growth assumptions within the current AQMP.

Implementation of the proposed project would represent a substantial increase in emissions compared to existing conditions. Implementation of Mitigation Measures (MM) AIR-6a-1 through MM AIR-6a-15 would be required to reduce regional and localized emissions to the extent feasible. However, the estimated construction emissions and long-term emissions generated under full buildout of the proposed project would exceed the SCAQMD's regional significance thresholds and would cumulatively contribute to the nonattainment designations in the SoCAB. In addition, implementation of the proposed project would contribute to exceedances of the current population and employment estimates for the planning area. Therefore, the proposed project would be considered inconsistent with the AQMP, resulting in a significant impact in this regard.

Components of and improvements proposed under the proposed project would contribute to minimize criteria air pollutant emissions from transportation and energy use. However, given the potential increase in growth and associated increase in criteria air pollutant emissions, the project

would continue to be inconsistent with the assumptions in the AQMP. Existing Riverside County General Plan policies and mitigation measures required as a part of the most recent General Plan Update EIR would help minimize construction emissions from projects in the planning area. To further reduce the impacts of future development projects envisioned under the proposed project, MM AIR-6a-1 through MM AIR-6a-7 are required. These mitigation measures will reduce emissions of volatile organic compounds (VOCs), nitrogen oxide (NOX), PM10, and PM2.5 to the extent feasible; however, due to the size of the proposed project and the potential for overlapping construction activities, future development projects could still potentially exceed the SCAQMD regional thresholds, even with the implementation of mitigation. Therefore, project-related construction activities would result in significant regional air quality impacts. Additionally, due to the magnitude of the proposed growth, operation of the land uses accommodated under the proposed project at buildout would generate air pollutant emissions that exceed SCAQMD's regional significance thresholds for VOC, NOX, CO, PM10, and PM2.5 at full buildout. Emissions of VOC and NOX that exceed the SCAQMD regional threshold would cumulatively contribute to the O3 nonattainment designation of the SoCAB. Emissions of NOX that exceed SCAQMD's regional significance thresholds would cumulatively contribute to the O3 and particulate matter nonattainment designations of the SoCAB.

Emissions of direct PM10 and PM2.5 would contribute to the PM2.5 nonattainment designations. Therefore, the project would result in a potentially significant impact because it would significantly contribute to the nonattainment designations of the SoCAB. No mitigation measures are available that would reduce cumulative impacts below SCAQMD's thresholds. Therefore, despite adherence to the applicable mitigation measures, Impact AIR-6b would remain significant and unavoidable. As such, the proposed project, in conjunction with other projects, would have a significant and unavoidable impact with respect to SCAQMD regional thresholds during construction and operation. The proposed project's contribution would be cumulatively considerable.

As discussed in Impact AIR-6c, construction and operation of future developments envisioned under the proposed project could expose sensitive receptors to significant quantities of

criteria and TACs even with the implementation of mitigation. Compliance with existing regulatory programs, existing General Plan policies and mitigation measures, and MM AIR-6a-1 through MM AIR-6a-16 will serve to reduce the impacts of the proposed project to the extent feasible. However, even with the implementation of mitigation, the impacts of the proposed project remain significant and unavoidable. As such, the proposed project, in conjunction with other projects, would have a significant and unavoidable impact with respect to exposing sensitive receptors to criteria and TACs. The proposed project's contribution would be cumulatively considerable (Draft EIR, Page 4-5 – 4-7).

BE IT FURTHER RESOLVED by the Board of Supervisors that the following impacts potentially resulting from the adoption of the EIR cannot be fully mitigated and would be only partially avoided or lessened in consideration of existing regulations, standard conditions, or project design features, which are not considered unique mitigation, and/or mitigation measures which are separately specified in Attachment A (Mitigation Monitoring and Reporting Program, incorporated by reference into this document). Accordingly, and as further explained below, the County makes the following findings as to each of the following impacts as allowed by State CEQA Guidelines section 15091(a): "Changes or alterations [that might further reduce Project impacts] are within the responsibility and jurisdiction of another public agency and not the [County]. Such changes have been adopted by such other agency"; or "Specific economic, legal, social, technological, or other considerations, make infeasible the mitigation measures or project alternatives identified in the final EIR." Therefore, a statement of overriding considerations consistent with State CEQA Guidelines sections 15092(b)(2)(B) and 15093 is required and included herein.

A. Air Quality

Impact AIR-6(a): The project would conflict with or obstruct implementation of the applicable air quality plan with implementation of mitigation. (Draft EIR, Page 3.3-37).

1. Significant impact with mitigation

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, § 15091(a)(1)). However, impacts would still remain significant and unavoidable even

with mitigation incorporated. (Draft EIR, Page 3.3-44). Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measure or project alternatives identified in the EIR. (State CEQA Guidelines, § 15091(a)(3)).

2. Mitigation Measures

Measures required to reduce the impact of construction-related emissions from future development projects included in the planning area include MM AIR-6a-1–MM AIR-6a-7.

MM AIR-6a-1 To identify potential implementing development project-specific impacts resulting from construction activities, proposed development projects that are subject to CEQA shall have construction-related air quality impacts analyzed using the latest available CalEEMod model, or other analytical method determined in conjunction with the SCAQMD. The results of the construction-related air quality impacts analysis shall be included in the development project's CEQA documentation. To address potential localized impacts, the air quality analysis may incorporate SCAQMD's Localized Significance Threshold analysis or other appropriate analyses as determined in conjunction with SCAQMD. If such analyses identify potentially significant regional or local air quality impacts, the City shall require the incorporation of appropriate mitigation to reduce such impacts.

MM AIR-6a-2 As part of a standard building permit submittal, prior to the issuance of building or grading permits, the project applicant shall provide the County of Riverside with documentation demonstrating that project construction will use "super-compliant" low-volatile organic compound (VOC) Architectural Coatings, as defined by SCAQMD, with VOC content of 10 grams per liter (g/L) or less.

MM AIR-6a-3 Each individual implementing development project shall apply paints using either high volume low pressure (HVLP) spray equipment with a minimum transfer efficiency of at least 65 percent or other application techniques with equivalent or higher transfer efficiency.

MM AIR-6a-4 As part of a standard grading permit submittal, the project applicant shall submit documentation to the County of Riverside that demonstrates that all off-road construction equipment in excess of 50 horsepower is equipped with engines meeting the United States

Environmental Protection Agency (EPA) Tier IV Final off-road engine emission standards or cleaner. The construction contractor shall maintain records concerning its efforts to comply with this requirement during construction, including equipment lists. Off-road equipment descriptions and information may include but are not limited to equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, and engine serial number. The project applicant and/or construction contractor shall submit the construction operations plan and records of compliance to the County of Riverside.

If engines that comply with Tier IV Final off-road emission standards are not commercially available, then the construction contractor shall use the next cleanest piece of off-road equipment (e.g., Tier IV Interim) available. For purposes of this mitigation measure, "commercially available" shall mean the availability of Tier IV Final engines taking into consideration factors such as (i) critical-path timing of construction; and (ii) geographic proximity to the project site of equipment. The contractor can maintain records for equipment that is not commercially available by providing letters from at least two rental companies for each piece of off-road equipment where the Tier IV Final engine is not available.

MM AIR-6a-5 Building and grading permits shall include a restriction that limits idling of construction equipment on-site to no more than five minutes.

MM AIR-6a-6 Electricity from power poles shall be used instead of temporary diesel or gasoline-powered generators to reduce associated emissions. Approval will be required by the County of Riverside prior to issuance of grading permits.

MM AIR-6a-7 Prior to issuance of any grading permits, the developer shall provide a traffic control plan to the County of Riverside that describes in detail the location of equipment staging areas, stockpiling/storage areas, construction parking areas, safe detours around the project construction site, as well as provide temporary traffic control (e.g., flag person) during construction-related truck hauling activities. The traffic control plan is intended to minimize traffic congestion and delays that increase idling and acceleration emissions. The applicant shall maintain one copy on-site in the construction trailer to the satisfaction of the County of Riverside.

Measures designed to reduce the impact of operational emissions from future projects

included in the planning area, especially from light industrial uses including stationary sources and warehouses, include MM AIR-6a-8–MM AIR-6a-15.

MM AIR-6a-8 To identify potential implementing development project-specific impacts resulting from operational activities, proposed development projects that are subject to CEQA shall have long-term operational-related air quality impacts analyzed using the latest available California Emissions Estimator Model (CalEEMod) model, or other analytical method determined by the County of Riverside as lead agency in conjunction with the SCAQMD. The results of the operational-related air quality impacts analysis shall be included in the development project's CEQA documentation. To address potential localized impacts, the air quality analysis may incorporate SCAQMD's Localized Significance Threshold analysis, CO Hot Spot analysis, or other appropriate analyses as determined by the County of Riverside in conjunction with SCAQMD. If such analyses identify potentially significant regional or local air quality impacts, the County shall require the incorporation of appropriate mitigation to reduce such impacts.

MM AIR-6a-9 To identify potential implementing development project-specific impacts resulting from the use of diesel trucks, proposed implementing development projects that include an excess of 10 dock doors for a single building, a minimum of 100 truck trips per day, 40 truck trips with Transport Refrigeration Units (TRUs) per day, or TRU operations exceeding 300 hours per week, and that are subject to CEQA and are located adjacent to sensitive land uses; shall have a facility-specific Health Risk Assessment performed to assess the diesel particulate matter impacts from mobile source traffic generated by that implementing development project. The results of the Health Risk Assessment shall be included in the CEQA documentation for each implementing development project.

MM AIR-6a-10 In order to promote alternative fuels, and help support "clean" truck fleets, the developer/successor-in-interest shall provide building occupants and businesses with information related to SCAQMD's Carl Moyer Program, or other State programs that restrict operations to "clean" trucks, such as 2007 or newer model year or 2010 compliant vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, California Air Resource Board (ARB) regulations, and importance of not parking in

residential areas. If trucks older than 2007 model year will be used at a facility with three or more dock-high doors, the developer/ successor-in-interest shall require, within one year of signing a lease, future tenants to apply in good-faith for funding for diesel truck replacement/retrofit through grant programs such as the Carl Moyer, Prop 1B, Voucher Incentive Program (VIP), Hybrid and Zero-Emission Truck And Bus Voucher Incentive Project (HVIP), and Surplus Off-Road Opt-In for NOX (SOON) funding programs, as identified on SCAQMD's website (http://www.aqmd.gov). Tenants will be required to use those funds, if awarded.

MM AIR-6a-11 Prior to the approval of each implementing development project, the Riverside Transit Agency (RTA) shall be contacted to determine whether the RTA has plans for the future provision of bus routing within any street that is adjacent to the implementing development project that would require bus stops at the project access points. If the RTA has future plans for the establishment of a bus route that will serve the implementing development project, road improvements adjacent to the project site shall be designed to accommodate future bus turnouts at locations established through consultation with the RTA. RTA shall be responsible for the construction and maintenance of the bus stop facilities. The area set aside for bus turnouts shall conform to RTA design standards, including the design of the contact between sidewalks and curb and gutter at bus stops and the use of Americans with Disabilities Act (ADA)-compliant paths to the major building entrances in the project.

MM AIR-6a-12 In order to reduce energy consumption from the individual implementing development projects, applicable plans (e.g., electrical plans, improvement maps) submitted to the County shall include the installation of energy-efficient street lighting throughout the project site. These plans shall be reviewed and approved by the applicable County Department prior to conveyance of applicable streets.

MM AIR-6a-13 Each implementing development project shall be encouraged to implement, at a minimum, an increase in each building's energy efficiency 15 percent beyond Title 24, and reduce indoor water use by 25 percent. All requirements will be documented through a checklist to be submitted to the County of Riverside prior to issuance of building permits for the implementing development project with building plans and calculations.

MM AIR-6a-14 Prior to issuance of building permits for non-single-family residential and mixed-use residential development projects in the planning area, the project applicant shall indicate on the building plans that the following features have been incorporated into the design of the building(s). Proper installation of these features shall be verified by the County of Riverside prior to the issuance of a Certificate of Occupancy.

- Electric vehicle charging shall be provided as specified in Section A4.106.8.2 (Residential Voluntary Measures) of the California Green Building Standards Code (CALGreen).
- Bicycle parking shall be provided as specified in Section A4.106.9 (Residential Voluntary Measures) of the CALGreen Code.

MM AIR-6a-15 Prior to the issuance of building permits for nonresidential development projects in the planning area, project applicants shall indicate on the building plans that the following features have been incorporated into the design of the building(s). Proper installation of these features shall be verified by the County of Riverside prior to the issuance of a Certificate of Occupancy.

- For buildings with more than 10 tenant occupants, changing/shower facilities shall be provided as specified in Section A5.106.4.3 (Nonresidential Voluntary Measures) of the California Green Building Standards Code (CALGreen).
- Preferential parking for low-emitting, fuel-efficient, and carpool/van vehicles shall be provided as specified in Section A5.106.5.1 (Nonresidential Voluntary Measures) of the CALGreen Code.
- Facilities shall be installed to support future electric vehicle charging at each nonresidential building with 30 or more parking spaces. Installation shall be consistent with Section A5.106.5.3 (Nonresidential Voluntary Measures) of the CALGreen Code.

The proposed project would conflict with implementation of the applicable Air Quality Plan (2022 AQMP for the South Coast Air Basin [SoCAB]). The proposed project would generate regional or localized construction or operational emissions that would exceed SCAQMD thresholds of significance. Additionally, the proposed project has the potential to significantly alter the demographic projections beyond what is accounted for in the current AQMP. Since the proposed

project would include a General Plan Amendment, the proposed project would not be consistent with the growth assumptions within the current AQMP. Components of and improvements proposed under the proposed project would contribute to minimize criteria air pollutant emissions from transportation and energy use. However, given the potential increase in growth and associated increase in criteria air pollutant emissions, the project would continue to be potentially inconsistent with the assumptions in the AQMP. Implementation of MM AIR-6a-1 through MM AIR-6a-15 would be required to reduce regional and localized emissions to the extent feasible. However, the estimated construction emissions and long-term emissions generated under full buildout of the proposed project are estimated to continue to exceed the SCAQMD's regional significance thresholds after the implementation of mitigation and would cumulatively contribute to the nonattainment designations in the SoCAB. In addition, implementation of the proposed project would contribute to exceedances of the current population and employment estimates for the planning area. Therefore, the proposed project would be considered inconsistent with the AQMP, resulting in a significant impact in this regard. Therefore, Impact AIR-6a would remain significant and unavoidable. (Draft EIR, Page 5-1 – 5-2.)

Impact AIR-6(b): The project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors) with implementation of mitigation. (Draft EIR, Page 3.3-44).

1. Significant Impact With Mitigation

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, § 15091(a)(1)). However, impacts would still remain significant and unavoidable even with mitigation incorporated. (Draft EIR, Page 3.3-48). Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measure or project alternatives identified in the EIR. (State CEQA Guidelines, § 15091(a)(3)).

2. Mitigation Measures

Implement MM AIR-6a-1 through MM AIR-6a-15.

The proposed project would result in a cumulatively considerable net increase of a criteria pollutant for which the project region is nonattainment under an applicable federal or State ambient air quality standard. Operation of the proposed project at buildout would generate air pollutant emissions that exceed SCAQMD regional significance thresholds for volatile organic compound (VOC), nitrogen oxide (NOX), CO, PM10, and PM2.5 at full buildout. Emissions of VOC and NOX that exceed the SCAQMD regional threshold would cumulatively contribute to the O3 nonattainment designation of the SoCAB. Emissions of NOX that exceed SCAQMD's regional significance thresholds would cumulatively contribute to the O3 and particulate matter nonattainment designations of the SoCAB. Emissions of direct PM10 and PM2.5 would contribute to the PM2.5 nonattainment designations. Therefore, the project would result in a potentially significant impact because it would significantly contribute to the nonattainment designations of the SoCAB. Combined with the Riverside County General Plan policies and the implementation of existing mitigation measures developed as part of the Final EIR for the General Plan, the implementation of MM AIR-6a-1 through MM AIR-6a-7 would reduce criteria air pollutant emissions from construction-related activities to the extent feasible. However, specific construction time frames and equipment for individual site-specific projects are not available and there is a potential for multiple developments to be constructed at any one time, resulting in potentially significant cumulative construction-related emissions. Buildout in accordance with the proposed project would generate long-term emissions that would exceed SCAQMD's regional significance thresholds and cumulatively contribute to the nonattainment designations of the SoCAB. To reduce emissions from the operation of future projects envisioned in the proposed project, MM AIR-6a-8 through MM AIR-6a-15 are required to reduce emissions to the extent feasible, in combination with the existing General Plan policies and associated mitigation. However, due to the magnitude of emissions generated by residential, office, commercial, and light industrial land uses proposed as part of the project, no mitigation measures are available that would reduce cumulative impacts below SCAQMD's thresholds. Therefore, despite adherence to the applicable mitigation measures, Impact

AIR-6b would remain significant and unavoidable. (Draft EIR, Page 5-2.)

Impact AIR-6(c): The project would expose sensitive receptors, which are located within one (1) mile of the project site, to substantial pollutant concentrations with implementation of mitigation. (Draft EIR, Page 3.3-48).

1. Significant Impact With Mitigation

Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, § 15091(a)(1)). However, impacts would still remain significant and unavoidable even with mitigation incorporated. (Draft EIR, Page 3.3-58). Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measure or project alternatives identified in the EIR. (State CEQA Guidelines, § 15091(a)(3)).

2. Mitigation Measures

Compliance with MM AIR-6a-1 through MM AIR-6a-15 listed above, and MM AIR-6a-16.

MM AIR-6a-16 All future residents of the planning area shall be provided with information that describes the potential risk from living near a freeway and that the incorporation of an advanced air filtration system has been provided to reduce that risk. The information shall also indicate that the residents have the option to open windows for circulation, however that by opening windows, they reduce or eliminate the effectiveness of the air filtration system within their unit for as long as the unit is open to unfiltered air.

The proposed project would expose sensitive receptors, which are located within 1 mile of the project site, to substantial pollutant concentrations. Known sensitive receptors located within 1 mile of the planning area include numerous residences, childcare centers, parks, and nine public schools. Construction equipment exhaust combined with fugitive particulate matter emissions have the potential to expose sensitive receptors to substantial concentrations of criteria air pollutant emissions and result in a significant impact. Furthermore, the proposed project would permit commercial and light industrial land uses, which could potentially generate substantial quantities of criteria air pollutants and toxic air contaminants (TACs) from land uses such as stationary sources

and warehouses once the proposed project is operational. These emissions could potentially impact nearby sensitive receptors. To accurately analyze the potential impacts of potential future development projects, MM AIR-1 is required. Compliance with this mitigation measure will ensure that specific project-level construction impacts are analyzed and further mitigation measures are considered, as appropriate. Even after complying with regulations, existing policies and mitigation measures, as well as new mitigation measures, the impacts cannot be guaranteed to be reduced to below applicable agency thresholds, resulting in a potentially significant impact from construction toxic air pollutants to sensitive receptors. Additionally, development of the commercial land uses that are allowed under the proposed project may result in stationary sources of TAC emissions. Mitigation measures included as part of EIR No. 521 would further serve to reduce the impacts of operational emissions on sensitive receptors within the General Plan area. Required General Plan mitigation includes EIR No. 441 MM 2.51A, MM 4.51B, and MM 4.5.1C, and EIR No. 521 MM 4.6.B-N1, MM 4.6.B-N2, MM 4.6.BN3, MM 4.6.D-N1, and MM 4.6.D-N2. To accurately analyze the potential impacts of potential future development projects that include trucking emissions, MM AIR-6a-8 and MM AIR-6a-9 are required. Compliance with MM AIR-6a-8 and MM AIR-6a-9 will ensure that localized and regional project-level emissions are analyzed and further mitigation measures are considered, as appropriate. Additionally, the proposed project would locate new sensitive receptors (residents) that could be subject to existing sources of TACs within the project boundary. Therefore, MM AIR-6a-16 has been included to relay information to the residents in order for them to make their own informed decisions. Because the construction and operation of future developments envisioned under the proposed project could expose sensitive receptors to significant quantities of criteria and TACs even with the implementation of mitigation, the impacts of the proposed project remain significant and unavoidable. (Draft EIR, Page 5-2 – 5-3.)

B. Transportation and Traffic

Impact TRANS-37b: The project would conflict or be inconsistent with State CEQA Guidelines Section 15064.3, subdivision (b). (Draft EIR, Page 3.18-13).

1. Significant Impact With Mitigation

Changes or alterations have been required in, or incorporated into, the project which avoid

or substantially lessen the significant environmental effects as identified in the EIR. (State CEQA Guidelines, § 15091(a)(1)). However, impacts would still remain significant and unavoidable even with mitigation incorporated. (Draft EIR, Page 3.18-15). Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measure or project alternatives identified in the EIR. (State CEQA Guidelines, § 15091(a)(3)).

2. Mitigation Measures

MM TRANS-37b-1 Future implementing projects shall provide more options for shorter trips by locating residential uses within walking distance to retail, office, and service-oriented uses.

MM TRANS-37b-2 Future implementing projects shall provide pedestrian and bicycle network improvements within the development connecting complementary uses (i.e., residential, employment and retail) internally and to existing off-site facilities.

MM TRANS-37b-3 Where applicable, future implementing projects shall ensure that design of key intersections and roadways encourage the use of walking, biking and transit.

MM TRANS-37b-4 Future implementing projects shall collaborate with the Riverside Transit Authority (RTA) to determine the feasibility of providing new or re-route existing transit services to the Project.

MM TRANS-37b-5 In addition, the following TDM strategies may be applicable at the implementing project-level:

- Reduce Parking Supply for Retail Uses
- Transit Rerouting and Transit Stops
- Implementation of Local Shuttle Service
- Mandatory Travel Behavior Change Program; Promotions and Marketing
- Promotions and Marketing
- Emergency Ride Home (ERH) Program
- School Carpool Program
- Bike Share
- Implement/Improve On-street Bicycle Facility

- Traffic Calming Improvements
- Pedestrian Network Improvements

The proposed project would affect the VMT in the County. Because the proposed project would increase population and employment, VMT would increase. As discussed above, the County adopted thresholds of significance that evaluate the project-generated VMT and the proposed project's effect on VMT in the baseline and cumulative conditions. If any of these thresholds is exceeded, the proposed project is considered to have significant transportation impacts. Draft EIR Table 3.18-3 presents the VMT calculations for the proposed project's residential and employment-based component as compared to the County's adopted impact threshold for each respective land use. As shown in the table, the proposed project would result in an increase in project-generated VMT from No Project baseline conditions, which is considered a significant impact for all VMT metrics presented.

The proposed project's residential land uses would exceed the County's adopted impact threshold under all Existing Plus Project scenarios. For Existing Plus Project, approximately 7.0 percent mitigation is required to reduce project-generated VMT per capita to a level of less than significant. For Cumulative Plus Project, the proposed project would reduce VMT per capita as compared to the Cumulative No Project scenario.

Traffic generated by the proposed project's employment-based land uses (not including retail) was found to exceed the threshold under all scenarios. For Existing Plus Project, approximately 17.6 percent mitigation would be required. For Cumulative Plus Project, the proposed project was found to reduce VMT per-employee as compared to the Cumulative No Project scenario.

Local-serving retail under 50,000 square feet per store, per adopted County traffic analysis guidelines, is presumed to not have a significant impact. Regional-serving retail would need to be evaluated as detailed development proposals become available in the future. Retail buildings greater than 50,000 square feet may result in a significant VMT impact.

Projects that exceed VMT threshold(s) are required to mitigate transportation impacts to the

extent feasible. Mitigation Measure (MMs) TRANS-37b-1 through MM TRANS-37b-5 would be required to reduce impacts related to increase in VMT. MMs TRANS-37b-1 through MM TRANS-37b-3 would reduce potential VMT by encouraging non-motorized transportation and increasing pedestrian and bicycle network. Research demonstrates that the promotion of additional pedestrian and bicycle facilities, especially near activity centers, would reduce additional VMT. Numerous studies have found statistically significant correlations between objective measures of sidewalk presence, extent, or quality and transport walking.

MM TRANS-37b-4 would encourage the use of existing mass transit to further reduce additional VMT. MM TRANS-37b-5 also includes project-specific mitigation that would further encourage a reduction in VMT. For example, the inclusion of local shuttle service and school carpool programs at the project level would decrease single occupancy vehicle trips. However, given the uncertainty in some components of the measures that influence VMT (such as the cost of fuel) combined with the County's inability to influence other measures that would have the largest effect on VMT (such as implementation of a VMT mitigation bank/fee or an increase in the fuel tax), the effectiveness of these mitigation measures cannot be fully quantified or guaranteed to reduce impacts. Therefore, the impact is considered significant and unavoidable. (Draft EIR, Page 3.18-13 – 15).

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

CEQA requires that a Lead Agency balance the benefits of a project against its unavoidable environmental risk in determining whether to approve the project. If the benefits outweigh the unavoidable adverse effects, those effects may be considered "acceptable" pursuant to State CEQA Guidelines Section 15093(a). CEQA requires that a Lead Agency support, in writing, the specific reasons for considering a project acceptable when significant impacts are infeasible to mitigate. Those reasons must be based on substantial evidence in the EIR or elsewhere in the administrative record pursuant to State CEQA

Guidelines Section 15093(b). The Lead Agency's written reasons are referred to as a Statement of Overriding Considerations.

As explained in the above Findings of Fact, most of the project's impacts on the environment would either be insignificant or, through the incorporation of mitigation measures as conditions of approval of the project, can be reduced to less than significant. However, as set forth in Section 1.7 above, impacts to Air Quality (conflicts with the applicable Air Quality Plan, cumulative air quality impacts, and exposure of sensitive receptors to substantial pollutant concentrations) and Transportation (conflicts with circulation system program, plan, ordinance, or policy) will remain significant and unavoidable, even with implementation of all feasible mitigation measures. Further, as set forth in Section 1.8 above, there are no feasible project alternatives that would both mitigate or avoid those environmental impacts and meet the project objectives.

Accordingly, as set forth below, the County hereby declares that the following benefits provided to the public through the approval and implementation of the project outweigh the identified significant adverse environmental impacts of the project that cannot be mitigated. The County finds that each of the project benefits separately and individually outweighs all of the unavoidable adverse environmental effects identified in the EIR and therefore finds those impacts to be acceptable.

The Lead Agency hereby declares that pursuant to the State CEQA Guidelines Section 15093, the County has balanced the benefits of the project against any unavoidable environmental impacts in determining whether to approve the project. Pursuant to the State CEQA Guidelines, if the benefits of the proposed project outweigh the proposed project's unavoidable adverse environmental impacts, those impacts may be considered "acceptable."

Having reduced the adverse significant environmental effects of the project to the extent feasible by adopting the mitigation measures contained in the EIR, the MMRP, and this Resolution, having considered the entire administrative record on the project, and having weighed the benefits of the project against its unavoidable adverse impacts after mitigation, the Board of Supervisors has determined that each of the following social, economic, and environmental benefits of the project separately and individually outweigh the potential unavoidable adverse impact and render those potential adverse environmental impacts acceptable based upon the following overriding considerations:

A. The proposed project will stimulate economic development, provide housing opportunities, facilitate the development of infrastructure, and address environmental justice issues.

B. The proposed project presents an opportunity to guide the orderly transition of development within the unincorporated County along the Highway 74 corridor.

C. Buildout of the proposed project would maintain and enhance Riverside County's fiscal viability, economic diversity, and environmental integrity; promote better land use development and project design; support economic vitality by maximizing the availability of employment opportunities; promote livable and resilient neighborhoods that provide housing, goods and services, open space, and multi-model transportation options within proximity to each other and that reduce reliance on the automobile; promote healthy, safe neighborhoods; promote the health and welfare of the community; and maintain the rural and open space character of Riverside County while preserving and maintaining the environment.

D. The proposed project would promote land use compatibility by designating land uses and clustering development, which would improve connectivity, reduce hazards to the public, encourage economic development, and reduce reliance on the automobile.

E. The proposed project would provide new transit opportunities such as pedestrian and bicycle connections and bus or shuttle connections that increase connections to adjacent and nearby communities and cities, businesses, parks, and open space areas.

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

State CEQA Guidelines Section15126.2(e) requires a discussion of the ways in which a proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Typical growth-inducing factors might be the extension of urban services or transportation infrastructure to a previously unserved or underserved area, or the removal of major barriers to development.

Implementation of the proposed project would continue the plan for growth within Riverside

County in a manner consistent with the County's General Plan criteria for appropriate built environments that promote economic development. In addition, project implementation would not result in substantially different or increased impacts than those identified in the General Plan EIR. The population of unincorporated Riverside County in 2019 was 382,077 based on Department of Finance (DOF) information. The DOF estimates that the population increased by 0.79 percent from 2019 to 2020. Southern California Association of Governments (SCAG) forecasts growth in population in unincorporated Riverside County to reach 525,600 by 2045, with a projected 180,900 households. Growth projections for Riverside County in 2045 are 3,252,000 persons and 1,086,000 households. Future development that would occur following project implementation would be based on market conditions and other future considerations. At such time as a development application is submitted for review by the County, the County would assess each proposed development and the site-specific environmental impacts associated with new housing through project-level CEQA analysis when their design and specific locations are known. Assuming all parcels designated for residential become developed, buildout of the proposed project would accommodate nearly 4,000 new multi-family residential units. Based on a person per household ratio of 3.20, if all approximately 4,000 dwelling units were constructed, a population increase of up to 12,800 residents could be anticipated in the planning area. This would represent a 3.3 percent increase in the existing resident population of unincorporated Riverside County and a 0.12 percent increase in population of Riverside County overall.

In addition to residential units, direct growth from the proposed project is projected to include new commercial and industrial land use designations, which would result in the potential for increased employment opportunities in the project area. The proposed project includes policies and programs that promote cohesive and compatible development and planned growth. It does not approve or entitle any specific development. Future development would also occur incrementally. As a result, project implementation would create minimal indirect growth, and project buildout would be consistent with the County's projections.

The proposed project would also not significantly or adversely affect the permanent job/housing balance. The proposed project would allow for creation of nonresidential development

and jobs and would accommodate nearly 4,000 new multi-family residential units and up to 12,800 new residents. Because growth projections for the County are expected to increase significantly by 2045, housing included under the proposed project would help the County achieve a more even jobs/housing balance by provided much-needed housing and new land use designations.

Although the planning area is already developed, new infrastructure would likely be part of implementation of the proposed project to accommodate the new development. This, in turn, could result in growth-inducing impacts that could increase demand for housing. However, the proposed project does not include infrastructure development and any potential infrastructure development to accommodate future projects would occur on a project-by-project basis to ensure that future development would be adequately served. As such, the proposed Master Plan would not result in indirect population growth through providing an extension of infrastructure or services, or through the removal of a barrier to growth. Impacts would be less than significant. (Draft EIR, Page 6-4 – 6-5).

BE IT FURTHER RESOLVED by the Board of Supervisors that it has considered the following alternatives identified in light of the environmental impacts which cannot be avoided or substantially lessened and has rejected those alternatives as failing to meet most of the Project's objectives, as failing to reduce or avoid the Project's significant impacts or as infeasible for the reasons hereinafter stated:

A. Comparative impact assessment of alternatives to the project

In accordance with State CEQA Guidelines Section 15126.6, the EIR contained a comparative impact assessment of alternatives to the project. The primary purpose of this analysis is to provide decision-makers and interested agencies, organizations and individuals with information about a reasonable range of potentially feasible project alternatives, which could avoid or reduce any of the project's significant adverse environmental effects. Important considerations for this alternatives analyses are noted below:

An EIR need not consider every conceivable alternative to a project;

An EIR should identify alternatives that were considered by the lead agency, but rejected as infeasible during the scoping process;

Reasons for rejecting an alternative include: failure to meet most of the basic project objectives identified in Section 2.4 of the Draft EIR; infeasibility; and inability to avoid significant environmental effects.

CEQA does not require that an analysis of alternate sites always be included in an EIR. Pursuant to State CEQA Guidelines Section 15126.6(f)(2), in making the decision to include or exclude analysis of an alternate site, the "key question and first step in analysis is whether any of the significant effects of the project would be avoided or substantially lessened by putting the project in another location. Only locations that would avoid or substantially lessen any of the significant effects of the project need to be considered for inclusion in the EIR."

There were no suitable alternative sites for the project. Therefore, alternative locations were not considered in the alternatives analysis.

A maximum density reduction was considered in order to reduce air quality impacts to less than significant levels. As described in Section 3-.3, Air Quality, the overlap of potential construction and operations and the unknown nature of specific development projects present the possibility of a significant and unavoidable air quality impact. To result in less than significant air quality impacts, an alternative would require an extreme reduction in particulate matter less than 10 microns in diameter (PM10) emissions during construction and operation from a maximum 753.7 pounds/day to a maximum of four pounds/day, or a reduction of 99.47 percent. Such an alternative would require a correspondingly extreme reduction in residential and nonresidential development densities. This alternative would not be financially feasible and would not accomplish any of the project objectives and was therefore rejected from further consideration.

B. Alternative 1: No Project Alternative.

Under this alternative, land use changes as per the proposed project would not occur. The Highway 74 Community Plan (proposed project) would not be implemented, and the existing land use activities within the planning area would continue for the foreseeable future until they are developed or redeveloped according to their General Plan land use designations. This alternative assumes the breakdown of land use acreages listed in the Existing General Plan Land Use Designation table (Draft EIR Table 2-1). No changes in buildout potential would occur.

Overall, none of the mitigation measures required for the proposed project would be implemented under the No Project Alternative. The No Project Alternative would not result in any significant changes to

agriculture and forest resources; therefore, it would have no impacts with respect to these resources. However, it would not offer any of the benefits of the proposed project and would not meet any of the project objectives.

Because the No Project Alternative would have a less intensive buildout than the proposed project, the No Project Alternative would have lower impacts than the proposed project's impacts related to air quality, biological resources, energy, GHG emissions, land use and planning, population and housing, and utilities and service systems.

The proposed project provides a framework for development that would enhance the Highway 74 corridor by promoting cohesive development that would not be realized under the No Project Alternative. Because the planning area would retain the existing land use designations and zoning classifications, the No Project Alternative would not meet any of the project objectives and development would continue to be scattered and disconnected. The No Project Alternative would not encourage consolidation of parcels to promote better land use development and project design; increase connections to adjacent and nearby communities and cities, businesses, parks and open space areas, increase and facilitate access from Highway 74 to residential, commercial, and industrial sites; encourage development to include convenient pedestrian and bicycle connections, bus, and shuttle connections; promote the health and welfare of the community; or implement any of the other project objectives.

The No Project Alternative would not meet all of the project objectives because this alternative would not include new policies and programs that provide direction for issues related to land use, mobility, air quality, housing, affordability, safety, environmental justice, and community services, in addition to addressing new requirements of State law. As the new policies and programs in the proposed project reflect the current goals and vision expressed by residents, businesses, decision-makers, and other stakeholders, through an extensive public review process, neither the first nor second objective of the proposed project would be met under the No Project Alternative. As the General Plan Amendments and the new policies and programs in the proposed project address issues and concerns identified by involved residents, businesses, decision-makers, and other stakeholders, and provide a framework for cohesive development, the third objective of the proposed project would not be met under the No Project Alternative.

C. Alternative 2: Reduced Density Alternative.

Description: The purpose of this alternative is to reduce impacts from the proposed project related to the number of residential units and the intensity of commercial and industrial development. Under this alternative, the total number of residential dwelling units anticipated is assumed to be reduced from 3,587 to 2,691 representing a reduction of 896 units, or approximately 25 percent. The amount of commercial and industrial development would also be reduced by 25 percent, from 4,328,270 to 3,246,203 (a reduction of 1,082,067 square feet).

The Reduced Density Alternative would lessen the severity of the proposed project's impacts associated with air quality, energy, greenhouse gas emissions, noise, public services, recreation, and utilities and service systems. This alternative would increase the severity of the proposed project's impacts associated with population and housing and transportation. This alternative would have similar impacts to the proposed project associated with aesthetics, light, and glare; agriculture and forest resources; biological resources; cultural resources; geology, soils, and seismicity; hazards and hazardous materials; hydrology and water quality; land use; mineral resources; paleontological resources, tribal cultural resources, and wildfire.

The Reduced Density Alternative would advance most of the project objectives, but to a lesser degree than the proposed project because of the reduction in new dwelling units and nonresidential development. This includes objectives related to increasing connections and providing new transit opportunities, reducing reliance on septic systems, and maximizing the density of residential uses.

D. Environmentally Superior Alternative

Section 15126.6(e)(2) of the State CEQA Guidelines indicates that an analysis of alternatives to a proposed project shall identify an environmentally superior alternative among the alternatives evaluated in an EIR.

Each of the three project alternatives would lessen the environmental impacts relative to the proposed project to a certain degree (as described above and further in the EIR). If the No Project is the environmentally superior alternative—which is the case here, as it avoids all project impacts but fails to satisfy any of the project objectives—the EIR must also identify another environmentally superior

alternative among the remaining alternatives. Overall, based on these Findings, the Reduced Density Alternative would be considered the environmentally superior alternative because it would result in less development overall than the Increased Industrial Use Alternative, even though it fails to fully implement project objectives and is therefore infeasible.

BE IT FURTHER RESOLVED by the Board of Supervisors that the Final EIR also discusses, pursuant to State CEQA Guidelines sections 15126(c) and 15126.2(c), significant irreversible environmental changes and provides in the DEIR Chapter 6, *Topical Issues*, the following findings:

According to Sections 15126(c) and 15126.2(d) of the State CEQA Guidelines, the Lead Agency must address any significant irreversible environmental changes that would occur should the project be implemented. Generally, a project would result in significant irreversible environmental changes if any of the following would occur:

The project would involve a large commitment of nonrenewable resources;

The primary and secondary impacts of the project would generally commit future generations to similar uses;

The project involves uses in which irreversible damage could result from any potential environmental accidents; or

The proposed consumption of resources are not justified.

Construction of the proposed project would include the consumption of resources that are not replenishable or which may renew so slowly to be considered nonrenewable. These resources would include the following: certain types of lumber and other forest products; aggregate materials used in concrete and asphalt such as sand, gravel, and stone; metals such as steel, copper, and lead; petrochemical construction materials such as plastics; and water. Fossil fuels such as gasoline and oil would also be consumed in the use of construction vehicles and equipment. Consumption of building materials and energy is common to most other development in the region, and commitments of resources are not unique or unusual to the proposed project. Development would not be expected to involve an unusual commitment of nonrenewable resources, nor be expected to consume any resources in a wasteful manner. Energy demands associated with construction of the proposed project are discussed in greater detail in the Draft EIR, Section 3.5, Energy, which concluded that construction-related impacts related to electricity and fuel consumption

would be less than significant. At operation, the proposed project would include the consumption of energy as part of building operations and transportation activities (vehicle trips associated with the proposed project). Fossil fuels would represent the primary energy source during operation of the project, and the existing, finite supplies of these nonrenewable resources would be incrementally reduced. As discussed in Section 3.5, Energy, the future development would be designed and constructed in accordance with the City's latest adopted energy efficiency standards, which are based on the State's Title 24 energy efficiency standards. There are also mitigation measures that aim to reduce VMT and fuel consumption demand, including promoting and supporting carpools and rideshare. Thus, although the proposed project would result in an irretrievable commitment of nonrenewable resources at operation, the resources would not be consumed inefficiently, unnecessarily, or wastefully.

Implementation of the proposed project represents an essentially irreversible commitment of land uses that would change the existing uses on-site to higher density development. The restoration of the site to pre-developed conditions after development would not be feasible given the level of capital investment and degree of disturbance needed to develop the properties in the first place. Therefore, future generations would be committed to similar uses and the irreversible long-term environmental changes discussed below.

The irreversible long-term environmental changes associated with the proposed project would include a change in the visual character of the site. Additional irreversible environmental changes are associated with the increase in local and regional vehicular traffic, and the resultant increase in air pollutants, greenhouse gas emissions, and noise generated by this traffic. The proposed project would also irreversibly increase the commitment of energy resources, potable water supply, wastewater treatment, solid waste disposal, and public services, such as providing police and fire services, to support the proposed project through its lifetime. However, features have been incorporated into the project and mitigation measures are proposed in this EIR that would minimize or avoid the significant effects of the environmental changes associated with project to the maximum degree feasible.

The proposed project does not include any uses in which irreversible damage could result from potential environmental accidents associated with the proposed project. The proposed project would not introduce highly hazardous land uses or activities such that there would be a potential for irreversible damage from incidents such as a release of hazardous materials, explosion or other potentially catastrophic

event. As discussed in Section 3.8, Hazards and Hazardous Materials, the proposed uses would not require the use of large quantities of hazardous materials. Small quantities of hazardous materials would be used on-site, including cleaning solvents (e.g., degreasers, paint thinners, and aerosol propellants), paints (both latex- and oil-based), acids and bases (such as many cleaners), disinfectants, and fertilizers. However, compliance with existing regulations regarding the storage, handling, usage, and disposal of hazardous materials would reduce the potential for irreversible damage from environmental accidents to less than significant levels. (Draft EIR, Page 6-5 – 6-6).

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

This information is provided in compliance with Public Resources Code Section 21081.6.

Various documents, information, testimony, reports, studies, analyses, and other materials (both oral and written) constitute the record upon which the County bases these Findings and the basis for the County's approval and/or adoption contained herein. These Findings cite specific pieces of evidence, but none of the County's findings are based solely on those cited pieces of evidence. Rather, these Findings are based upon the entire record, and the Lead Agency intends to rely upon all supporting evidence in the record for each of its conclusions contained herein.

The documents in the record include all items referenced in Public Resources Code Section 21167.6(e):

(i) All project application materials.

(ii) The EIR (including the Draft EIR, the Final EIR, and all appendices attached thereto).

(iii) All staff reports and related documents prepared by the Lead Agency and/or consultants with respect to the Lead Agency's compliance with the substantive and procedural requirements of this division and with respect to the action on the project.

(iv) All staff reports and related documents prepared by the Lead Agency and written testimony or documents submitted by any person relevant to any findings or Statement of Overriding Considerations adopted by the Lead Agency pursuant to this division.

(v) All documentary and oral evidence received and reviewed at public hearings, public

meetings, study sessions, and workshops on the EIR, and any transcript or minutes of the proceedings at which any advisory body or decision-making body heard testimony on, or considered the EIR.

(vi) All notices issued by the Lead Agency to comply with this division or with any other law governing the processing and approval of the project.

(vii) All written comments received in response to, or in connection with, the EIR, including comments on the Draft EIR.

(viii) All written evidence or correspondence submitted to, or transferred from, the Lead Agency with respect to compliance with this division or with respect to the project.

(ix) Any proposed decisions or findings submitted to the decision-makers by lead agency staff, or the project proponent, project opponents, or other interested agencies, organizations and/or individuals.

(x) The documentation of the final decision, including the EIR and all documents, in addition to those referenced in paragraph (c), cited or relied on in the findings or in a Statement of Overriding Considerations adopted pursuant to this division.

(xi) For documentary and informational purposes, all locally-adopted land use plans and ordinances, including, without limitation, general plans, specific plans and ordinances, master plans together with environmental review documents, findings, mitigation monitoring programs, and other documentation relevant to planned growth in the area.

(xii) Any other written materials relevant to the lead agency's compliance with this division or to its decision on the merits of the project, including any drafts of any environmental document or portions thereof, which have been released for public review, and copies of studies or other documents relied upon in any environmental document prepared for the project and either made available to the public during the public review period or included in the lead agency's files on the project, and all internal agency communications, including staff notes and memoranda related to the project or to compliance with this division.

(xiii) The full written record before any inferior administrative decision-making body whose decision was appealed to a superior administrative decision-making body prior to the filing of litigation.

(xiv) Any additional items not included above if otherwise required by law.

BE IT FURTHER RESOLVED by the Board of Supervisors that that this additional information does not constitute significant new information, nor does it require recirculation of the EIR. The additional information merely clarifies or amplifies an adequate EIR. The additional information merely clarifies or amplifies an adequate EIR.

During the public review period after the Draft EIR was published, the Lead Agency received certain additional information. Lead Agency staff and consultants involved in preparing the various studies, reports and analyses included in the Draft EIR have also presented additional information since the publication of the Draft EIR. Some of this information was contained in comments submitted on the Draft EIR, and in responses to those comments contained in the Final EIR. Other information was presented at or before public meetings/hearings on the EIR. The EIR incorporates additions, clarifications, modifications, and other changes, in response to comments and as determined appropriate by lead agency staff and required under CEQA.

The Lead Agency has considered all relevant information including the opinions and comments of interested agencies, organizations and individuals. The Lead Agency finds that the additional information does not show that any of the following situations requiring recirculation identified in CEQA Guideline Section 15088.5 have occurred:

1. A new significant environmental impact that would result from the project (or any alternative) or from a new mitigation measure proposed to be implemented.

2. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.

3. A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project (or an alternative), but the project's proponents decline to adopt it.

4. The Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

BE IT FURTHER RESOLVED by the Board of Supervisors that it has reviewed and considered the EIR in evaluating General Plan Amendment No. 1205 (GPA 1205), and that the EIR is an accurate and objective statement that complies with the California Environmental Quality Act (CEQA) and reflects the

County's independent judgment, and that the EIR is incorporated by this reference.

BE IT FURTHER RESOLVED by the Board of Supervisors that it **ADOPTS** the statement of overriding consideration, **CERTIFIES** the EIR (State Clearinghouse No. 2019059042) and **ADOPTS** the Mitigation Monitoring and Reporting Plan attached as Attachment "A" hereto. To the extent that there are any inconsistencies between the mitigation measures as set forth in the EIR, and those set forth in the Mitigation Monitoring and Reporting Program, whichever mitigation measure is deemed more protective of the environment shall control.

ROLL CALL:

Ayes: Jeffries, Washington, Spiegel, Perez, and Gutierrez
Nays: None
Absent: None

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

KIMBERLY A. RECTOR, Clerk of said Board

By: _____
Deputy

12.12.2023 3.58

RESOLUTION NO. 2023-002

RECOMMENDING APPROVAL OF GENERAL PLAN AMENDMENT NO. 1205

WHEREAS, pursuant to the provisions of Government Code Section 65350 et seq., notice was given, and a public hearing was held before the Riverside County Planning Commission on August 2, 2023 and August 16, 2023, to consider the proposed amendments to the Mead Valley Area Plan and Elsinore Area Plan of the Riverside County General Plan; and,

WHEREAS, all provisions of the California Environmental Quality Act (CEQA) and the Riverside County CEQA implementing procedures have been satisfied and the Environmental Impact Report prepared is sufficiently detailed so that all the potentially significant effects of the project on the environment and measures necessary to avoid or substantially lessen such effects have been evaluated in accordance with the above-referenced Act and Procedures; and,

WHEREAS, the proposed general plan amendment was discussed fully with testimony and documentation presented by the public and affected government agencies; now, therefore,

BE IT RESOLVED, FOUND, DETERMINED AND ORDERED by the Planning Commission of the County of Riverside, in regular session assembled on August 16, 2023, that it has reviewed and considered the staff report and Environmental Impact Report, staff's presentation and input from the public, and based on the findings and conclusions in the staff report and Environmental Impact Report, which are both incorporated herein by reference, recommends to the Board of Supervisors:

TENTATIVELY CERTIFY the Environmental Impact Report for General Plan Amendment No. 1205 (SCH #2019059042); and,

TENTATIVELY APPROVE General Plan Amendment No. 1205, subject to the adoption of a General Plan Amendment resolution by the Board of Supervisors.

RIVERSIDE COUNTY
PLANNING DEPARTMENT

MINUTE ORDER
RIVERSIDE COUNTY PLANNING COMMISSION – August 16, 2023
COUNTY ADMINISTRATIVE CENTER
1ST Floor, Board Chambers, 4080 Lemon Street, Riverside, CA 92501

I. AGENDA ITEM 3.1

GENERAL PLAN AMENDMENT NO. 1205 – INTENT TO CERTIFY AN ENVIRONMENTAL IMPACT REPORT – Applicant: County of Riverside – First and Second Supervisorial Districts – Elsinore Area Plan – Mead Valley Area Plan – LOCATION: Generally located on a 6.8-mile-long noncontiguous corridor of Highway 74 in the unincorporated area between Interstates 15 and 215, between the cities of Lake Elsinore and Perris. The planning area contains approximately 2,220 acres of unincorporated County land, with portions of the unincorporated communities of Good Hope, Meadowbrook, and Warm Springs being within the project boundary.

II. PROJECT DESCRIPTION:

The Highway 74 Community Plan has been prepared by the County to guide land use and planning decisions within the planning area. The proposed project includes GPA1205 to guide the development of potential future residential neighborhoods of varying densities, commercial retail, mixed use, light industrial, business park, public facilities, rural, open space, and recreation areas. In summary, GPA1205 would involve the following amendments: Modify the existing General Plan Land Use Designations, Policy Areas, and policies within the Highway 74 Community Plan planning area – Removal of the Rural Village Land Use Overlay (RVLUO) for all sites within the planning area – Either update both the foundational components and land use designations, or only land use designation of sites – Remove the Perris Policy Area, Good Hope Policy Area, and the Good Hope and Meadowbrook RVLUO's – Remove the Warm Springs Policy Area that overlaps Neighborhood 3. Project Planner: Andrew Svitek (951)955-8514 or email at asvitek@rivco.org.

III. MEETING SUMMARY:

The following staff presented the subject proposal:
Ken Baez

No one Spoke in favor, opposition, or neutral position.

IV. CONTROVERSIAL ISSUES:

None.

V. PLANNING COMMISSION ACTION:

Public Comments: Closed
Motion by Commissioner Awad, 2nd by Commissioner Gruytch
By a vote of 5-0, the Planning Commission recommended that the Board of Supervisors take the following actions:

TENTATIVELY CERTIFY The Environmental Impact Report (SCH# 2019059042); and,

TENTATIVELY APPROVE General Plan Amendment No. 1205.

COUNTY OF RIVERSIDE
PLANNING DEPARTMENT
STAFF REPORT

Agenda Item No.
3.1
(ID # 22776)
MEETING DATE:
Wednesday, August 16, 2023

SUBJECT: GENERAL PLAN AMENDMENT NO. 1205 – INTENT TO CERTIFY AN ENVIRONMENTAL IMPACT REPORT – Applicant: County of Riverside – First and Second Supervisorial Districts – Elsinore Area Plan – Mead Valley Area Plan – LOCATION: Generally located on a 6.8-mile-long noncontiguous corridor of Highway 74 in the unincorporated area between Interstates 15 and 215, between the cities of Lake Elsinore and Perris. The planning area contains approximately 2,220 acres of unincorporated County land, with portions of the unincorporated communities of Good Hope, Meadowbrook, and Warm Springs being within the project boundary. – REQUEST: The Highway 74 Community Plan has been prepared by the County to guide land use and planning decisions within the planning area. The proposed project includes GPA1205 to guide the development of potential future residential neighborhoods of varying densities, commercial retail, mixed use, light industrial, business park, public facilities, rural, open space, and recreation areas. In summary, GPA1205 would involve the following amendments: Modify the existing General Plan Land Use Designations, Policy Areas, and policies within the Highway 74 Community Plan planning area – Removal of the Rural Village Land Use Overlay (RVLUO) for all sites within the planning area – Either update both the foundational components and land use designations, or only land use designation of sites – Remove the Perris Policy Area, Good Hope Policy Area, and the Good Hope and Meadowbrook RVLUO's – Remove the Warm Springs Policy Area that overlaps Neighborhood 3. Project Planner: Andrew Svitek (951)955-8514 or email at asvitek@rivco.org.

PROPOSED PROJECT	
Case Number(s):	GPA No. 1205
Environmental Type:	Environmental Impact Report
Area Plan No.	Mead Valley, Elsinore
Zoning Area/District:	Meadowbrook Area, Good Hope Area
Supervisorial District:	First District, Second District
Project Planner:	Andrew Svitek
Project APN(s):	Various
Continued From:	8/2/2023

John Hildebrand, Planning Director 8/1

PROJECT DESCRIPTION AND LOCATION

GPA No. 1205 ("Project") - The Project, also known as the Highway 74 Community Plan, has been prepared by the County to guide land use and planning decisions within the planning area, which includes portions of the Mead Valley Area Plan (MVAP) and Elsinore Area Plan (ELAP). The Project redesignates parcels to allow for the development of residential neighborhoods of varying densities, commercial retail, mixed use, light industrial, business park, public facilities, rural, open space, and recreation areas. The Project amends the MVAP and ELAP by creating a Highway 74 Policy Area. Currently much of the area is covered by an overlay zone that is referred to as a Rural Village Land Use Overlay (RVLUO) which allows for alternative land uses to include commercial and light industrial land use, in addition to the underlying General Plan land use designations. The RVLUOs were created in the 2008 General Plan update, and they replaced the Rural Village Study Area that was implemented as part of the 2003 General Plan. In formalizing the intent of the RVLUO by making the alternative designations the permanent designations, there is no longer a need to retain the existing RVLUO zones. The Project also removes two additional policy areas within the MVAP, the Perris Policy Area and the Good Hope Policy Area, whose intent was to facilitate for the relocation of existing businesses that were impacted by the widening of Highway 74. Businesses were allowed to relocate within the policy areas and RVLUO without the requirement of a general plan amendment. As the highway widening project has been completed for some time, there is no need to retain these policy areas which only serves this limited purpose. As the main intent was to allow for a greater variety of businesses and land uses to locate along Highway 74, the same intent will be served through the redesignations within the proposed Highway 74 Policy Area, as contemplated by the Project. The Meadowbrook Town Center Policy Area (ELAP) will be removed as the parcels are within the new Highway 74 Policy Area. And finally, the boundary of the Warm Springs Policy Area (ELAP) will be adjusted to include a 192-acre section along Highway 74 within the Highway 74 Policy Area, to enable the application of the proposed policies within that area.

The Project area is located along a 6.8-mile long noncontiguous corridor of Highway 74 in the unincorporated area between Interstates 15 and 215 (I-15, and I-215), between the cities of Lake Elsinore and Perris, in western Riverside County. The proposed project encompasses approximately 2,220 acres of unincorporated lands. Portions of the unincorporated communities of Good Hope, Meadowbrook, and Warm Springs are within the proposed project boundary. The MVAP portion extends from Ellis Avenue at the City of Perris boundary to Ethanac Road, which is the boundary between the two plans. The ELAP portion is noncontiguous and extends in from Ethanac Road to the City of Lake Elsinore boundary near Conard Avenue, with a portion excluded from approximately Crater Drive to Crumpton Street, as that area is within the City of Lake Elsinore. The parcels that were selected to be part of the project area are parcels of which at least a portion is located within 1,000 feet of the centerline of Highway 74. Policies apply within the entire project area, but not all parcels were selected to have their land use designation changed.

The Project area is divided into 3 neighborhoods as follows:

Neighborhood 1 is located between Ethanac Road on the south and 7th Street on the north. Neighborhood 1 is within the Mead Valley Area Plan (MVAP). Land uses within Neighborhood 1 are primarily single-story homes on large lots with adjacent establishments such as vehicle and tire service repair shops. This neighborhood has land use designations of Commercial Retail, Business Park, and Mixed-Use Areas, and include Light Industrial and Very Low Density Residential on the outskirts of its boundary.

Neighborhood 2 is located between Mauricio Avenue on the south and Ethanac Road on the north. Neighborhood 2 is within the Elsinore Area Plan (ELAP). Land uses within Neighborhood 2 primarily has single-story homes on large lots and establishments such as markets and vehicle repair shops. This neighborhood has land use designations of Commercial Retail, Business Park, and Mixed-Use Areas, and has Very Low Density Residential on the outskirts of its boundary. There are also scenic boulders along this portion of Highway 74, as well as rural and undeveloped land and open space.

Neighborhood 3 is located on the southwestern portion of the planning area and is separated from Neighborhoods 1 and 2. Neighborhood 3 is located between Conard Existing land uses along the Highway 74 corridor consist primarily of large parcels and rural residential uses, scattered commercial and industrial uses. The primary land use in the planning area is very low density residential, rural residential, and mixed use. Additional land uses that exist include medium-density residential, medium-high density residential, very high density residential, highest density residential, business park, commercial retail, community center, light industrial, rural mountainous, conservation habitat, and recreation. The planning area is relatively rural, with existing single-family residential neighborhoods scattered throughout the corridor surrounded by low hilly terrain and large boulders. The planning area has existing local businesses such as auto/tire repair shops, nursery, landscape and fencing supply, trailer supply, home businesses, towing services, truck repair/rental, neighborhood markets, storage facilities, and warehouses. In addition, there are churches and a Caltrans maintenance facility. Overall, many of the properties along Highway 74 are undeveloped or underutilized. Additionally, much of the infrastructure within the planning area (e.g., County roads, storm drainage facilities, bicycle/pedestrian facilities) is limited in terms of extent and size.

The Project, as proposed, affects, and applies to only the unincorporated areas of the County of Riverside.

PROJECT RECOMMENDATION

STAFF RECOMMENDATIONS:

THAT THE PLANNING COMMISSION TAKE THE FOLLOWING ACTIONS:

RECOMMEND THAT THE BOARD OF SUPERVISORS TAKE THE FOLLOWING ACTIONS:

TENTATIVELY CERTIFY THE ENVIRONMENTAL IMPACT REPORT (SCH# 2019059042), based upon the findings and conclusions provided in the EIR, subject to adoption of the EIR resolution by the Riverside County Board of Supervisors; and,

TENTATIVELY APPROVE GENERAL PLAN AMENDMENT NO. 1205, based upon the findings and conclusions provided in this staff report, subject to adoption of the General Plan Amendment resolution by the Riverside County Board of Supervisors.

PROJECT BACKGROUND AND ANALYSIS

Background:

The Project is intended to fulfill the long-standing General Plan vision to create a vibrant mixed use area that will facilitate quality development which will not only serve the communities along the Highway 74 corridor but also be an asset to the region. Importantly, the Project area is limited to parcels immediately adjacent to and within 1,000 feet of the centerline of the highway, which will preserve the rural nature of the surrounding communities of Good Hope, Meadowbrook, and Warm Springs. There has been a long history of planning efforts that have influenced the planning direction of the Highway 74 area. Starting with the 2003 General Plan, the planning direction for the Project area was laid out through the establishment of an Overlay Study Area (Page 26, 2003 ELAP), as explained here:

> "Overlay Study Areas have been identified on the Elsinore Area Plan map for the communities of Meadowbrook (along State Highway Route 74 northeasterly of the City of Lake Elsinore) and El Cariso Village (along the Ortega Highway segment of State Highway Route 74). Following the adoption of the General Plan, these areas will be studied in greater detail in conjunction with the County's consistency zoning program. Additional analysis will include a review of the pattern of existing land uses, lot sizes, topography, and available infrastructure, in order to determine appropriate designations and areas that would be considered for commercial uses, small-scale industrial uses, or residential development intensities higher than those levels depicted on the Area Plan map. As necessary, the County may initiate a general plan amendment to establish the final Rural Village Overlay boundaries, which may be larger or smaller than the Study Areas depicted on the Area Plan map."

In the 2008 General Plan Update, the Rural Village Overlay Study Area was established in Meadowbrook along Highway 74 as explained here (Page 24, ELAP dated 9/28/21):

> "Rural Village Overlay Study Areas were identified on the Elsinore Area Plan map for the community of Meadowbrook (along State Highway Route 74 northeasterly of the City of Lake Elsinore) in the 2003 General Plan. Prior to the adoption of the 2008 General Plan Update, all relevant factors were studied in more detail on a parcel-by-parcel basis through a spatial analysis. As a result of this analysis, county review, and community discussions, the boundary and policies of these study areas were modified and a Rural Village Land Use Overlay was created to strategically intensify the uses in the targeted core areas of Meadowbrook."

In the 2008 General Plan Update, a second Rural Village Overlay Study Area was established in the community of Good Hope along Highway 74, as explained here (Page 24, ELAP dated 9/28/21):

> "A Rural Village Overlay Study Area was identified on the Mead Valley Area Plan map for the portion of the community of Good Hope along State Highway Route 74 in the 2003 General Plan. Prior to the adoption of the 2008 General Plan Update, all relevant factors were studied in more detail on a parcel-by-parcel basis through a spatial analysis. As a result of this analysis, county review, and community discussions, the policies of this study area were modified, and a Rural Village Land Use Overlay (RVLUO) was created to strategically intensify the stated uses in the targeted core area of Good Hope."

On December 6, 2016, as part of the 2016 Housing Element 5th Cycle Update (GPA No. 1122) the Board of Supervisors approved the general plan amendment to create areas of higher density residential and mixed use within the Project Area (Good Hope and Meadowbrook Town Center). The Meadowbrook Town Center is described as follows (Page 25, ELAP dated 9/28/21):

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

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

The portion of the Good Hope community along Highway 74 is described as follows (Page 35, MVAP dated 9/28/21):

“The community of Good Hope is located along State Highway 74, southwesterly of the City of Perris. It contains several distinctive rock outcroppings, just east of Steele Peak. The Good Hope Community, covering about 132 acres (see Figure 3C), is located in the northeastern part of Good Hope, adjacent to the City of Perris. It includes two HHDR neighborhoods and one Mixed-Use Area neighborhood, which requires a mixture of neighborhood land uses, including 30% HHDR development. Existing conditions include scattered low density single family residences, light industrial uses (and automotive repair and recycling facilities), and vacant lots. Currently, Highway 74 carves a swath through this community, serving scattered residential, rural, commercial, and industrial development… This neighborhood is located only about one mile west of the Downtown Perris Station of the new Perris Valley Line Metrolink commuter rail service”

“Highway 74 – 7th Street/Ellis Avenue Neighborhood … contains about 114 gross acres (about 99 net acres), and is designated as a Mixed-Use Area (MUA), with a required 30% Highest Density Residential (HHDR) component. This neighborhood lies along both sides of Highway SR-74, betwee7th Street at its northern end and Ellis Avenue at its southern end. It is bounded on the west by Neitzel Road and Clayton Street, and partly on the east by Bellamo Lane. It is almost completely surrounded by the City of Perris. This neighborhood’s mixture of land uses should include commercial and job-producing uses that would serve surrounding neighborhoods by providing shopping and job opportunities. Open space uses, including parks and trails, can be integrated into the neighborhood designs to provide buffers between this neighborhood’s more intense development and neighboring rural uses. Because of its mixed-use characteristics, this neighborhood would be designed to promote a village-style mix of retail, restaurants, offices, and multi-family housing, resulting in a walkable neighborhood. Currently, there

is a bus stop along SR-74 which allows for the opportunity to expand transit services and provide more bus stops
and more bus services in the future."

On October 6, 2016, the by the General Plan Advisory Committee (GPAC) issued a recommendation for the initiation of a Foundation Component Genal Plan Amendment in the MVAP. The recommendation was based on community outreach in the spring of 2016 and on the Highway 74 Business Corridor Land Use Study:

> "Staff received over 300 comments from stakeholders, residents, developers, and public officials during the aforementioned community outreach efforts. Based on the comments, the most common theme is a desire for commercial issues, including the development of neighborhood commercial and professional office uses. The community also expressed desire for job availability within the industrial section of employment. The community also expressed desire for improved infrastructure such as sidewalks, curb and gutter, and flood control improvements. Such improvements will be coordinated with the requisite sewer infrastructure and water infrastructure improvements. These uses and improved infrastructure will likely be supported by proposed residential density located adjacent to commercial and light industrial uses."

On December 7, 2016, the Planning Commission received the GPAC's report and recommended to the Board of Supervisors the initiation of GPA No. 1205, to update the Foundation Component designation in the MVAP.

On April 11, 2017, the Board of Supervisors formally initiated GPA No. 1205 to update the Foundation Component designation in the MVAP to implement the community's vision as described in the Highway 74 Business Corridor Land Use Study. The study was prepared in 2016 through extensive community outreach efforts and input. The study contained proposed changes for land use designations that would strengthen the region's economic position for the potion of Highway 74 within the County's jurisdiction.

In 2017, the jurisdiction over Highway 74 within the Project area was transferred from Caltrans to the County. This transfer has provided the County greater control over development and infrastructure improvements along this portion of Highway 74 and will enhance efforts to improve infrastructure along this corridor to support higher intensity and density along Highway 74.

In May 2022, the County completed the Highway 74 Multi-Modal Plan to help prioritize enhancements to the highway corridor to create a better environment for multi-modal means of travel, including for pedestrians, bikes, and transit. Identified priorities include addition of crosswalks, sidewalks, and bus shelters.

In December 2022, the Board of Supervisors created the Highway 74 Enhanced Infrastructure Financing District (EIFD) which will provide a funding mechanism for capital improvements to the highway.

The proposed Project will further enhance the Project area through land use redesignations and additional General Plan policies for the Highway 74 Policy Area.

Project Analysis:

General Plan Consistency

State law requires internal consistency of the County's General Plan, including consistency of policy within an element and consistency of policy with other elements. GPA No. 1205 will add new policies and revises existing policies in the MVAP and ELAP. All new and revised policies were analyzed and do not create internal conflict within the MVAP or ELAP (a component of the General Plan) or conflict with other elements of the General Plan.

Airport Land Use Commission (ALUC) Review

The Project area is located within the Zone E of March Air Reserve Base/Inland Port Airport Land Use Compatibility Plan and Zone E of Perris Valley Airport Land Use Compatibility Plan. In a Director's Determination dated May 4, 2023, the Project was found consistent with the 2011 Perris Valley Airport Land Use Compatibility Plan and the 2014 March Air Reserve Base Airport Land Use Compatibility Plans.

Project Alternatives

The Project's Draft EIR analyzed three alternatives to the proposed project, which are described below. All the alternatives did not advance the goals of Project as effectively as the proposed project.

1. **No Project Alternative** - Because the No Project Alternative would have a less intensive buildout than the proposed project, the No Project Alternative would have lower impacts than the proposed project's impacts related to air quality, biological resources, energy, GHG emissions, land use and planning, population and housing, and utilities and service systems. The No Project Alternative would not meet all of the project objectives because this alternative would not include new policies and programs that provide direction for issues related to land use, mobility, air quality, housing, affordability, safety, environmental justice, and community services, in addition to addressing new

requirements of State law. As the new policies and programs in the proposed project reflect the current goals and vision expressed by residents, businesses, decision-makers, and other stakeholders, through an extensive public review process, neither the first nor second objective of the proposed project would be met under the No Project Alternative. As the General Plan Amendments and the new policies and programs in the proposed project address issues and concerns identified by involved residents, businesses, decision-makers, and other stakeholders, and provide a framework for cohesive development, the third objective of the proposed project would not be met under the No Project Alternative.

2. **Reduced Density Alternative** – The purpose of the Reduced Density Alternative is to evaluate a version of the proposed project that develops the same end uses on the same sites, but at a lower density. Under the Reduced Density Alternative, the buildout potential within the planning area would be reduced by 25 percent, which equates to an approximate reduction of 896 units and 1,978,910 square feet of nonresidential uses (commercial retail, business park, and light industrial). The Reduced Density Alternative would advance most of the project objectives, but to a lesser degree than the proposed project because of the reduction in new dwelling units and nonresidential development. This includes objectives related to increasing connections and providing new transit opportunities, reducing reliance on septic systems, and maximizing the density of residential uses.

3. **Increased Industrial Use Alternative** – This alternative, in addition to the land use changes that are proposed as part of the proposed project, would also change the existing residential, mixed-use, and community center designations within the Colinas del Oro Specific Plan area to LI. This would represent an increase of 72.0 acres of LI use and corresponding reduction of residential, mixed-use, and community center uses compared to the proposed project. The Increased Industrial Use Alternative would lessen the severity of, but would not avoid, the significant unavoidable air quality and transportation impacts associated with the proposed project. The Increased Industrial Use Alternative would lessen the impacts associated with recreation and utilities and service systems as compared with the proposed project, but it would not fully advance the project objectives related to highway access, public transit and bicycle/pedestrian connections, aesthetic elements, parking, hazardous waste, and utilities.

ENVIRONMENTAL REVIEW

A Program Environmental Impact Report (EIR) has been prepared for this project. The EIR represents the independent judgment of Riverside County. It should be noted that the Environmental Impact Report prepared for the Project is a “Program EIR”, evaluating the broad-

scale environmental impacts of the Project. Program EIRs are typically prepared for an agency plan, program or series of actions that can be characterized as one large project, such as the Project. A “Community Plan” Program EIR, addressing the impacts of area-wide and local policy decision, can be thought of as a “first tier” document (State CEQA Guidelines, Section 15152). It evaluates the large-scale impacts on the environment that can be expected to result from the revision of the General Plan, Zoning Ordinance, and Design Guidelines pursuant to the Project, but does not necessarily address the site-specific impacts of each individual implementing project that will follow through implementation phase of the Project. CEQA requires that each of those implementing projects be evaluated for their particular site-specific impacts through second-tier documents, such as supplemental EIRs, focused EIRs, or Negative Declarations for individual implementing projects subject to the Project. They typically evaluate the impacts of a single activity undertaken to implement the overall Project.

Notice of Preparation

A Notice of Preparation (NOP) for the proposed Project was issued on May 3, 2019. The NOP describing the original concept for the proposed Project and issues to be addressed in the Program EIR was distributed to the State Clearinghouse, responsible agencies, and other interested parties for a 30-day public review period extending from May 9, 2019 to June 10, 2019. During the public review period, a scoping meeting was held on May 16, 2019 at the Moses-Schaffer Community Center in Meadowbrook.

Notice of Availability

Subsequent to the preparation of the DEIR, a Notice of Completion (NOC) and Notice of Availability (NOA) for the proposed project were issued on April 26, 2023 with a 45-day public review period from April 26, 2023 to June 9, 2023. During the public review period, a community meeting was held on May 5, 2023 at the Moses-Schaffer Community Center in Meadowbrook.

Senate Bill 18 and Assembly Bill 52

State law requires that an opportunity for consultation to be made available to Native American tribes in the County when considering a general plan amendment, pursuant to Senate Bill 18 (SB-18). A tribal consultation is also required for a project that is required to prepare an environmental document, such as an EIR under Assembly Bill 52 (AB-52). Letters were sent to affected tribes in accordance to SB-18 (on May 1, 2017) and AB-52 (May 3, 2017). In response to the letters sent the County received requests for consultation from four Native American Tribes, which included the Pechanga Band, the Rincon Band, the Soboba Band, and the Morongo Band. Consultation occurred with each of the tribes as requested, yielding no significant comments or concerns on the Project due to an absence of impacts on tribal resources. However, any future implementing projects will require AB52 consultation unless

that project is exempt from CEQA. All requested consultation was concluded as required. A record of the SB-18/AB-52 consultation process is included in the Draft EIR as Attachment D.

Below is a summary of the significant and unavoidable impacts identified in the circulated Draft EIR:

Air Quality – The Project would conflict with the applicable Air Quality Plan

The proposed project would conflict with implementation of the applicable Air Quality Plan (2022 AQMP for the South Coast Air Basin [SoCAB]). The proposed project would generate regional or localized construction or operational emissions that would exceed the South Coast Air Quality Management District (SCAQMD) thresholds of significance. Additionally, the proposed project has the potential to significantly alter the demographic projections beyond what is accounted for in the current AQMP. Since the proposed project would include a General Plan Amendment, the proposed project would not be consistent with the growth assumptions within the current AQMP. Components of and improvements proposed under the proposed project would contribute to minimize criteria air pollutant emissions from transportation and energy use. However, given the potential increase in growth and associated increase in criteria air pollutant emissions, the project would continue to be potentially inconsistent with the assumptions in the AQMP. Implementation of mitigation measures would be required to reduce regional and localized emissions to the extent feasible. However, the estimated construction emissions and long-term emissions generated under full buildout of the proposed project are estimated to continue to exceed the SCAQMD's regional significance thresholds after the implementation of mitigation, and would cumulatively contribute to the nonattainment designations in the SoCAB. In addition, implementation of the proposed project would contribute to exceedances of the current population and employment estimates for the planning area. Therefore, the proposed project would be considered inconsistent with the AQMP, resulting in a significant impact in this regard.

Air Quality - Cumulative Air Quality

The proposed Project would result in a cumulatively considerable net increase of a criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard. Operation of the proposed project at buildout would generate air pollutant emissions that exceed SCAQMD's regional significance thresholds for volatile organic compound (VOC), nitrogen oxide (NO X), CO, PM10, and PM2.5 at full buildout. Emissions of VOC and NOX that exceed the SCAQMD regional threshold would cumulatively contribute to the O 3 nonattainment designation of the SoCAB. Emissions of NOX that exceed SCAQMD's regional significance thresholds would cumulatively contribute to the O 3 and particulate matter nonattainment designations of the SoCAB. Emissions of direct PM10 and PM 2.5 would contribute to the PM2.5 nonattainment designations. Therefore, the project would result in a

potentially significant impact because it would significantly contribute to the nonattainment designations of the SoCAB. Combined with the Riverside County General Plan policies and the implementation of existing mitigation measures developed as part of the Final EIR for the General Plan, the implementation of the mitigation measures in the Project's EIR would reduce criteria air pollutant emissions from construction- related activities to the extent feasible. However, specific construction time frames and equipment for individual site-specific projects are not available and there is a potential for multiple developments to be constructed at any one time, resulting in potentially significant cumulative construction-related emissions. Buildout in accordance with the proposed project would generate long-term emissions that would exceed SCAQMD's regional significance thresholds and cumulatively contribute to the nonattainment designations of the SoCAB. To reduce emissions from the operation of future projects envisioned in the proposed project, mitigation measures are required to reduce emissions to the extent feasible, in combination with the existing General Plan policies and associated mitigation. However, due to the magnitude of emissions generated by residential, office, commercial, and light industrial land uses proposed as part of the project, no mitigation measures are available that would reduce cumulative impacts below SCAQMD's thresholds. Therefore, despite adherence to the applicable mitigation measures, this impact would remain significant and unavoidable.

Air Quality - Expose Sensitive Receptors to Substantial Pollutant Concentrations

The proposed Project would expose sensitive receptors, which are located within 1 mile of the project site, to substantial pollutant concentrations. Known sensitive receptors located within 1 mile of the planning area include numerous residences, childcare centers, parks, and nine public schools. Construction equipment exhaust combined with fugitive particulate matter emissions have the potential to expose sensitive receptors to substantial concentrations of criteria air pollutant emissions and result in a significant impact. Furthermore, the proposed project would permit commercial and light industrial land uses, which could potentially generate substantial quantities of criteria air pollutants and toxic air contaminants (TACs) from land uses such as stationary sources and warehouses once the proposed project is operational. These emissions could potentially impact nearby sensitive receptors. to accurately analyze the potential impacts of potential future development projects, a mitigation measure is required. Compliance with this mitigation measure will ensure that specific project-level construction impacts are analyzed, and further mitigation measures are considered, as appropriate. Even after complying with regulations, existing policies, and mitigation measures, as well as new mitigation measures, the impacts cannot be guaranteed to be reduced to below applicable agency thresholds, resulting in a potentially significant impact from construction toxic air pollutants to sensitive receptors. Additionally, development of the commercial land uses that are allowed under the proposed project may result in stationary sources of TAC emissions. Mitigation measures included as part of the General Plan EIR would further serve to reduce the

impacts of operational emissions on sensitive receptors within the General Plan area. Additionally, the proposed Project would locate new sensitive receptors (residents) that could be subject to existing sources of TACs within the project boundary. Therefore, a mitigation measure has been included to relay information to the residents in order for them to make their own informed decisions. Because the construction and operation of future developments envisioned under the proposed project could expose sensitive receptors to significant quantities of criteria and toxic air contaminants even with the implementation of mitigation, the impacts of the proposed project remain significant and unavoidable.

Transportation and Traffic - Conflict with Circulation System Program, Plan, Ordinance, or Policy

The proposed Project would result in an increase in project-generated VMT from the "no project" baseline conditions, which is considered a significant impact. Projects that exceed VMT thresholds are required to mitigate transportation impacts to the extent feasible. VMT reduction strategies for large projects and community plans/specific plans may include altering a project's density, land use mix, site design, and availability of transit, bicycle, and pedestrian facilities. Mitigation measures would be required for future implementing projects to reduce impacts related to increase in VMT. Given the uncertainty in some components of the measure that influence VMT combined with the County's inability to influence other measures that would have the largest effect on VMT, the effectiveness of Transportation Demand Management (TDM) measures cannot be guaranteed to reduce impacts and the impact is considered significant and unavoidable. Implementation of mitigation measures would reduce this impact, but not to less than significant levels.

Public Review DEIR Comment Letters

Eight comment letters were received during the 45-day public review period. Detailed responses to each comment letter will be prepared and will be included in the Final EIR, with mailed responses provided to commenters at least ten days prior to the public hearing at the Board of Supervisors.

For the reasons set forth above and in the Environmental Impact Report prepared for this Project, the proposed project will potentially have a significant impact on the environment related to Air Quality and Transportation. Implementing projects will be required to comply with the mitigation measures specified in the EIR.

FINDINGS AND CONCLUSIONS

The General Plan has a two-tier system of land use designations—a Foundation Component (which includes Agriculture, Rural, Rural Community, Open Space, and Community Development) and a set of detailed plan designations within each foundation. GPA No. 1205 consists of three types of General Plan Amendments: a Foundation Component Amendment (for certain MVAP parcels); an Entitlement/Policies Amendment (for changes within the Community Development Foundation in both ELAP and MVAP); and a Technical Amendment to change RM (Rural Mountainous) designated parcels to appropriate designations based on updated topography mapping (for certain parcels in the ELAP).

General Plan Amendment (Foundation Component)

GPA No. 1205 includes a Foundation Component Amendment from the Rural Foundation and the Rural Community Foundation to the Community Development Foundation. The foundation component changes are entirely within the portion of the project area that is located within the MVAP. A General Plan Amendment involving a Foundation Component must be supported by the following findings (Section 2.5.G of Ordinance No. 348):

Section 2.5.G.: [1] That new conditions or circumstances disclosed during the review process justify modifying the General Plan, [2] that the modifications do not conflict with the overall Riverside County Vision, [3] and that they would not create an internal inconsistency among the elements of the General Plan. The foregoing requirement for findings shall not apply to any amendment to the Riverside County Vision.

1. New conditions or circumstances disclosed during the review process justify modifying the General Plan:

   Several planning efforts have influenced the planning direction of the Highway 74 corridor, starting with the 2003 General Plan. The General Plan created a Rural Village Study Area for both the Good Hope and Meadowbrook areas. The purpose of the study areas was to encourage the development of a mixed use area that could include a greater variety of uses, including commercial and industrial, which could serve the community and benefit from the highway. The exact boundaries and uses were not defined but flexibility was encouraged, and the focus was on the area surrounding the highway. In 2015, the General Plan update further formalized this direction by creating Rural Village Land Use Overlays (RVLUO) for Good Hope and Meadowbrook. These were mapped overlay zones with set boundaries and defined alternate uses. The RLVUO provided the option to use the alternate land use designation in addition to the underlying land use designation, without a foundation component change. The plan also created two policy areas in the MVAP portion of the project area (referred to as the Perris and Good Hope Policy Areas) that allowed for existing businesses that were

impacted by the highway widening to relocate anywhere within the policy areas without the need for a general plan amendment. In 2016, as part of the Housing Element 5th Cycle Update, portions of Good Hope and Meadowbrook (which was referred to as the Meadowbrook Town Center) along the highway were redesignated with a high density residential and mixed use area. In 2017, the Board of Supervisors initiated the Foundation Component portion of GPA No. 1205 based on recommendations from the General Plan Advisory Committee (GPAC), the Planning Commission and on the basis of a land use study involving extensive community outreach in the spring of 2016. A significant milestone occurred when the jurisdiction over the portion of Highway 74 in the Project area was transferred from Caltrans to the County. In 2022, the County adopted a Highway 74 Enhanced Infrastructure Financing District (EIFD) as a mechanism for the continued improvement of the highway. Also in 2022, the County prepared a Highway 74 Multimodal Plan to prioritize future improvements to benefit all modes of transportation.

2. The modifications do not conflict with the overall Riverside County Vision:

    a. The General Plan was created out of a comprehensive vision statement resulting from broad public outreach which identified 12 subject areas and 33 fundamental values that should motivate community building and changes in land use designations. GPA No. 1205 reflects the articulated values, including that of community, health, inter-relatedness, diversity, equity, valued contributions, varied communities, balance, creativity and innovation, distinctiveness, livable centers, housing, natural environment, multi-modal transportation, employment, safety, planning integration, sustainability, and recreation. The redesignation of parcels within the project area adjacent to and near the highway corridor will benefit the Good Hope, Meadowbrook, and Warm Springs communities with an increase of services, employment opportunities, and housing options.

    b. The *Varied Communities* section of the vision states “We value the contribution to our overall quality of life by the richly varied municipalities, Indian nations, and other ethnic communities, unincorporated communities, and rural communities in Riverside County.” GPA No. 1205 recognizes that growth should occur along the highway to preserve the existing rural communities that surround the Project area. By allowing for a mixture of uses within the Project area, the surrounding communities will be able to benefit from improved infrastructure and access to local businesses.

    c. The *Housing* section of the vision states “We acknowledge shelter as one of the most basic community needs and value the willingness of our communities and

their leaders to accept housing for our growing population in our communities, particularly with respect to the ongoing shortage of affordable housing and its negative impacts on our communities." GPA No 1205 facilitates development of housing by targeting denser development by the highway where there is access to transit service and where vehicle trips will not rely on residential streets. It also facilitates housing by creating mixed use areas where housing can be built along with stores and other commercial uses. Denser and mixed-use development can lower the cost of housing as the land cost per dwelling unit decreases.

d. The *Housing* section of the vision also states, "Mixed-use development occurs at numerous urban concentrations in city spheres and unincorporated communities, many of which include residential uses." GPA No. 1205 redesignates parcels which are currently limited to a single use, whether residential or commercial, to a mixed use area, which allows for a greater variety of projects that can combine uses. It also includes commercial industrial nodes along the highway in addition to the mixed use and residential areas, which allows for greater mixtures of units on a communitywide basis. Mixed use areas benefit from access to transportation options and where a mixture of uses facilitates shorter trips, including some by walking. The street network and existing land uses have been studied to identify certain areas that are suitable for mixed use and which can benefit from transit service.

e. The *Planning Integration* section of the vision states "We are proud of the multi-faceted approach taken in Riverside County to planning on countywide and community scales and we dedicate ourselves to its continued support for the coherent and comprehensive implementation of this approach. At the same time, we seek an implementation approach that simplifies and focuses on essentials, without being unnecessarily complex." GPA No. 1205 will benefit the surrounding communities by planning future development to locate in targeted areas along the highway while preserving the rural communities located farther from the highway. The future development of the project area will provide the surrounding communities with services, employment, and additional housing options.

f. The *Our Communities and Their Neighborhoods* section of the vision states, "Innovative designs allow for increased density in key locations, such as near transit stations, with associated benefits. In these and other neighborhoods, walking, bicycling, and transit systems are attractive alternatives to driving for many residents." The land use changes target higher density of development in along the highway to benefit from the proximity of transit service along the project

area and into Meadowbrook and the adjacent cities. The local transit service connects with the regional transit network, including the Metrolink station in Perris. Planning for an area with a greater density and mixture of uses will enable increased "internal capture" of trips (shorter trips) and can lead to development patterns which encourage healthy communities through walking and biking.

3. The modifications would not create an internal inconsistency among the elements of the General Plan:

   State law requires internal consistency of the County's General Plan, including the policies within the Land Use Element and consistency between Land Use Element and all the other elements. GPA No. 1205 will make Foundation Component changes to the Rural and Rural Community Foundations to the Community Development Foundation. The 2003 General Plan envisioned such an amendment to the General Plan Foundation through the creation of Rural Village Overlay Study Areas in the project area. No discrepancy will exist between the Foundation Components and the land use designations as all land use designations were analyzed and those that will need to be changed will are proposed to change to land use designations that conform to the Foundation Component. The applicable area plans (MVAP and ELAP) will also be updated to remove overlays that are no longer necessary after the updates. The proposed land use updates were checked against every element of the General Plan to ensure the proposed designations are appropriate. For instance, GPA No. 1205 is consistent with the Circulation Element as it proposes to redesignate land uses near the highway that are suitable due to the proximity of the transportation corridor. GPA No. 1205 is also consistent with the Safety Element as it proposes land use designations that are appropriate based on topography and environmentally sensitive areas.

General Plan Amendment (Entitlement/Policy Amendment)

GPA No. 1205 also includes a *General Plan Entitlement/Policy Amendment* that revises and adds new MVAP and ELAP policies and updates land use designations within the same Foundation Component. This type of General Plan Amendment must be supported by certain findings (Section 2.4.C.2.a,b,c,f of Ordinance No. 348):

Section 2.4.C.2.a: The proposed amendment does not involve a change in or conflict with: The Riverside County Vision, any General Plan principle set forth in General Plan Appendix B; or any Foundation Component designation in the General Plan.

1. The Riverside County Vision:

a. The General Plan was created out of a comprehensive vision statement resulting from broad public outreach which identified 12 subject areas and 33 fundamental values that should motivate community building and changes in land use designations. GPA No. 1205 reflects the articulated values, including that of community, health, inter-relatedness, diversity, equity, valued contributions, varied communities, balance, creativity and innovation, distinctiveness, livable centers, housing, natural environment, multi-modal transportation, employment, safety, planning integration, sustainability, and recreation. The redesignation of parcels within the project area adjacent to and near the highway corridor will benefit the Good Hope, Meadowbrook, and Warm Springs communities with an increase of services, employment opportunities, and housing options.

b. The *Varied Communities* section of the vision states "We value the contribution to our overall quality of life by the richly varied municipalities, Indian nations, and other ethnic communities, unincorporated communities, and rural communities in Riverside County." GPA No. 1205 recognizes that growth should occur along the highway to preserve the existing rural communities that surround the project area. By allowing for a mixture of uses within the project area, the surrounding communities will be able to benefit from improved infrastructure and access to local businesses.

c. The *Housing* section of the vision states "We acknowledge shelter as one of the most basic community needs and value the willingness of our communities and their leaders to accept housing for our growing population in our communities, particularly with respect to the ongoing shortage of affordable housing and its negative impacts on our communities." GPA No 1205 facilitates development of housing by targeting denser development by the highway where there is access to transit service and where vehicle trips will not rely on residential streets. It also facilitates housing by creating mixed use areas where housing can be built along with stores and other commercial uses. Denser and mixed use development can lower the cost of housing as the land cost per dwelling unit decreases.

d. The *Housing* section of the vision also states "Mixed-use development occurs at numerous urban concentrations in city spheres and unincorporated communities, many of which include residential uses." GPA No. 1205 redesignates parcels which are currently limited to a single use, whether residential or commercial, to a mixed use area, which allows for a greater variety of projects that can combine uses. It also includes commercial industrial nodes along the highway in addition to the mixed use and residential areas, which allows for greater mixtures of units on a communitywide basis. Mixed use areas benefit from access to

transportation options and where a mixture of uses facilitates shorter trips, including some by walking. The street network and existing land uses have been studied to identify certain areas that are suitable for mixed use and which can benefit from transit service.

e. The *Planning Integration* section of the vision states "We are proud of the multi-faceted approach taken in Riverside County to planning on countywide and community scales and we dedicate ourselves to its continued support for the coherent and comprehensive implementation of this approach. At the same time, we seek an implementation approach that simplifies and focuses on essentials, without being unnecessarily complex." GPA No. 1205 will benefit the surrounding communities by planning future development to locate in targeted areas along the highway while preserving the rural communities located farther from the highway. The future development of the project area will provide the surrounding communities with services, employment, and additional housing options.

f. The *Our Communities and Their Neighborhoods* section of the vision states, "Innovative designs allow for increased density in key locations, such as near transit stations, with associated benefits. In these and other neighborhoods, walking, bicycling, and transit systems are attractive alternatives to driving for many residents." The land use changes target higher density of development in along the highway to benefit from the proximity of transit service along the project area and into Meadowbrook and the adjacent cities. The local transit service connects with the regional transit network, including the Metrolink station in Perris. Planning for an area with a greater density and mixture of uses will enable increased "internal capture" of trips (shorter trips) and can lead to development patterns which encourage healthy communities through walking and biking.

2. General Plan Principles:

a. Community Development Principle I.C.1., *Maturing Communities*, states, "…every community in the County is maturing in its own way, at its own pace and within its own context. Policies and programs should be tailored to local needs in order to accommodate the particular level of anticipated maturation in any given community." GPA No. 1205 provides direction for the continued growth and enhancement of the project area and the surrounding communities. The redesignation of the Project area with mixed use designations and hubs of commercial and industrial areas along the highway will focus growth and investment in the most beneficial areas and will enhance and preserve the

surrounding communities. Planned growth as envisioned and articulated by the stakeholders during public outreach will be facilitated through the proposed land use designations.

b. Community Development Principle I.G.1., *Efficient Land Use*, states, The County should encourage compact and transit-adaptive development on regional and community scales. The policy goal is to permit and encourage increased densities and intensities, and to reduce the land required for public infrastructure…." GPA No. 1205 proposes a variety of land uses, including Commercial Retail (CR), Mixed Used Area (MUA), Light Industrial (MUA), and Medium Density Residential (MDR), which will promote additional housing options and a diversity of land uses. The mixture of land uses will be served by transit and will provide an opportunity to capture vehicle trips internally because of the potential for shorter trips to serve community needs, and which may reduce the reliance of vehicle trave. The availability of transit near housing and commercial areas can reduce reliance on vehicle travel, which has the potential to reduce land required for public infrastructure.

c. Transportation Principle III.E.1.d., *Mass Transit,* states, "Varied forms of transit systems should be considered, based on service potential, cost, flexibility and reinforcement of more efficient land use. . . .Locating as many community activities as possible within easy walking distance of transit stops." GPA No. 1205 proposes a variety of land uses, including Commercial Retail (CR), Mixed Used Area (MUA), Light Industrial (LI), and Medium Density Residential (MDR), that will increase housing options and that will allow for additional services to be located within the community. The proposed mixture of land uses, and the availability of transit service provides an opportunity for the community to meet its needs with shorter trips and with less reliance on vehicle travel, which supports this principle.

d. Transportation Principle III.E.1., *Pedestrian, Bicycle and Equestrian Friendly Communities, states*, "Bicycle and pedestrian paths should be conveniently located and linked to commercial, public, educational and institutional uses." GPA No. 1205 enacts policies and land use changes consistent with active and healthy lifestyles by reducing the need for vehicle travel and will provide an opportunity to serve more needs within the community.

e. Community Design Principle IV.A., *Community Variety, Choice, and Balance*, establishes an intent to foster variety and choice within communities, provide opportunity for housing variety and availability, provide for balanced growth of

communities, revitalize existing communities through development of under used or vacant sites, and provide for higher density and urbanization of appropriate areas. GPA No. 1205 provides for the orderly growth of the community and encourages greater services to be located within the community.

f. Community Design Principle IV.B.1., *Unique Communities*, states, "The General Plan should promote development of a 'unique community identity' in which each community exhibits a special sense of place by retaining distinct edges and sufficient open space between scattered urbanized areas. This will facilitate the buildout of existing communities, as well as the creation of new towns, each of which have distinct boundary and edge conditions." The project area provides gateways to three cities: Perris (northeast), Lake Elsinore (southwest) and Canyon Lake (southeast). The communities of Good Hope, Meadowbrook and Warm Springs have scenic qualities that feature rolling hills, watercourses, boulder outcroppings, which provide focal points and natural edges and open space buffers. GPA No. 1205 is a community-scale planning project that focuses on the Highway 74 corridor intended to facilitate the buildout of this community within the defined policy area boundary.

3. Foundation Component:

GPA No. 1205 does not conflict with any Foundation Component designation in the General Plan. Portions of the project area within the MVAP which are currently in the Rural Foundation, or the Rural Community Foundation will be changed to the Community Development foundation along with the change to a new land use designation. The remainder of the project area is already within the Community Development Foundation and the change will be to a plan designation within that foundation. All General Plan Land Use designations will ultimately conform to their applicable Foundation Component, and findings for the approval of all changes to and from Foundation Components are made and provided in the General Plan Foundation Component Amendment findings sections herein.

b: The proposed amendment would either contribute to the purposes of the General Plan or, at a minimum, would not be detrimental to them.

State law requires internal consistency of the County's General Plan, including consistency of policy within an element and consistency of policy with other elements. GPA No. 1205 will add new policies and revise existing policies in the MVAP and ELAP, specifically within the newly designated Highway 74 Policy Area, and will make land use changes in that area. The purpose of designating a new Highway 74 Policy Area is to promote the future growth

and well-being the communities adjacent to the Highway 74 corridor. All new and revised policies and land use designation changes were analyzed and do not create internal conflict with MVAP and ELAP, which are components of the General Plan, the Land Use Element, and any other elements of the General Plan.

c: Special circumstances or conditions have emerged that were unanticipated in preparing the General Plan.

The 2003 General Plan anticipated the redesignation of the Project area as proposed in GPA No. 1205 in keeping with future growth of the area. The General Plan created a Rural Village Study Area for both the Good Hope and Meadowbrook areas. The purpose of the study areas was to encourage the development of a mixed use area that could include a greater variety of uses, including commercial and industrial, which could serve the community and benefit from the highway. The exact boundaries and uses were not defined but flexibility was encouraged, and the focus was on the area surrounding the highway. In 2014, the General Plan update (stated in 2008) further formalized this direction by creating Rural Village Land Use Overlays (RVLUO) for Good Hope and Meadowbrook. These were mapped overlay zones with set boundaries and defined alternate uses. The RLVUO provided the option to use the alternate land use designation in addition to the underlying land use designation, without a foundation component change. The plan also created two policy areas in the MVAP portion of the project area (referred to as the Perris and Good Hope Policy Areas) that allowed for existing businesses that were impacted by the highway widening to relocate anywhere within the policy areas without the need for a general plan amendment. In 2016, as part of the Housing Element 5th Cycle Update, portions of Good Hope and Meadowbrook (which was referred to as the Meadowbrook Town Center) along the highway were redesignated with a high density residential and mixed use area. In 2017, the Board of Supervisors initiated the Foundation Component portion of GPA No. 1205 based on recommendations from the General Plan Advisory Committee (GPAC), the Planning Commission and on the basis of a land use study involving extensive community outreach in the spring of 2016. A significant milestone occurred when the jurisdiction over the portion of Highway 74 in the project area was transferred from Caltrans to the County. In 2022, the County adopted a Highway 74 Enhanced Infrastructure Financing District (EIFD) as a mechanism for the continued improvement of the highway. Also in 2022, the County prepared a Highway 74 Multimodal Plan to priority future improvements to benefit all modes of transportation.

f: An amendment is required to expand basic employment job opportunities (jobs that contribute directly to the County's economic base) and that would improve the ration of jobs-to-workers in the County.

General Plan Amendment No. 1205 will expand basic job opportunities that contribute directly to the County's economic base and improve the ratio of jobs-to-workers in the County. This amendment expands land uses by creating a new Highway 74 Policy Area. Land uses adjacent to and within 1,000 feet of the centerline of Highway 74 in a noncontiguous corridor between the cities of Perris and Lake Elsinore will be redesignated to allow a greater mixture of uses that will benefit from the proximity to the transportation corridor. The mixed-use areas provide for greater housing options and will provide benefits from proximity to commercial services and transit. GPA No 1205 plans future growth around the Highway 74 corridor, with additional housing options and opportunities commercial services and employment growth. GPA No. 1205 will result in more efficient land use planning and is intended to provide for enhance quality of life, and additional opportunities for commercial development and employment growth.

General Plan Amendment (Technical)

GPA No. 1205 is also a *General Plan Technical Amendment* that amends land use designations along the southwest hillsides to reflect updated contour line/slope data and appropriate parcel sizes within the ELAP. Accordingly, the findings supporting this type of General Plan amendment, pursuant to Ordinance No. 348, Section 2.4.C.1. **a. and e.**, are as follows:

a: The proposed amendment would not change any policy direction or intent of the General Plan.
GPA No. 1205 will amend the land use designations within the Highway 74 Policy Area to reflect updated hillside slope data. The designation to reflect new slope data is consistent with the RM land use designation. All revised land use designation changes were analyzed and do not change the policy direction or intent of ELAP (a component of the General Plan) or other elements of the General Plan.

e: A minor change of boundary will more accurately reflect geological or topographic features, or legal or jurisdictional boundaries.
Parcels within or adjacent to the mountainous areas north of Highway 74 within the Highway 74 Policy Area are proposed to change from a Rural Foundation Component to reflect new hillside slope mapping. GPA No. 1205 proposes to designate certain subdivided residential lots, which currently have the RM designation, with appropriate residential or commercial land uses. The proposed amendments reflect a minor change of a hillside slope boundary and will more accurately reflect topographic features in this area.

Conclusions

Based on the above findings, GPA No. 1205 is in conformance with Ordinance No. 348, and with all elements and components of the Riverside County General Plan; and protects the public's health, safety, and general welfare.

PUBLIC HEARING NOTIFICATION AND COMMUNITY OUTREACH

Public Outreach

The Riverside County Planning Department has held meetings and workshops regarding the needs and opportunities in the Highway 74 corridor. The proposed land use designations are based on community input that began with the preparation of the Highway 74 Land Use Study that was completed in the Spring of 2016. The proposed policies are intended for community enhancement as expressed by the received public comments at the community meetings. Advance Planning staff has also received comments from property owners through inquiries about various planning matters in the community. A summary of organized outreach efforts is listed below:

- Spring 2016: Community Survey in preparation of Highway 74 Land Use Study.
- March 2, 2017: Good Hope/Meadowbrook MAC Meeting. Planning staff made a presentation and distributed a survey at the Municipal Advisory Council (MAC) meeting.
- August 3, 2017: Community Workshop. Planning staff made a presentation and provided the attendees to review and comment on the draft land use plan and policies, as summarized the survey results from the previous meeting.
- May 16, 2019: Scoping Meeting. Planning staff conducted a public scoping meeting to present the project information and the CEQA process, as well as to receive public comments and suggestions regarding the scope and content of the EIR.
- May 5, 2023. Good Hope/Meadowbrook MAC Meeting. Planning staff made a presentation regarding the proposed land use changes and proposed policies and provided information about the comment period for the Draft EIR.

Public Hearing Notification

GPA No. 1205 was advertised in the Press Enterprise Newspaper on July 23, 2023, pursuant to Section 1.6, 1.7, 1.8 of Riverside County Ordinance No. 348. The project is scheduled to be

presented to the Planning Commission on August 2, 2023 as a public hearing item on the Agenda. Additionally, public hearing notices were mailed to property owners of the site and property owners within 600 feet of the project site.

Public Comments

As of the writing of this report, Advance Planning staff has received written or verbal comments or concerns and those have been attached. Most of the inquiries must been for the clarification of the nature of the Project and whether any development is being authorized through GPA No. 1205. Inquiries also largely related to what is the current designation of a parcel and whether that will change. One inquiry related to opting out of the proposed land use designation change, which staff supports as it is covered under the "no project" alternative in the EIR. Several other comments relate to proposing designations that differ from those proposed, but not the same as the existing designations. Staff does not support these changes as they were not previously analyzed in EIR and those requests should have been made earlier in the public outreach process. Another comment letter relates to whether the proposed land use changes will adversely affect the existing nature of the area.

Any member of the public is welcome to provide comments or concerns during the continued Planning Commission public hearing.

Planning Commission Meeting

A duly noticed meeting was held on August 2, 2023 at which staff requested a continuance for this item to allow additional time for the posting of responses to public comments. Staff presented the project and updated its recommendations to include a new policy regarding the Colinas Del Oro Specific Plan (SP364) to provide clarification that any land use designation changes within the Community Development Foundation, including to the Light Industrial designation, will not require a Foundation Component Amendment. After the staff presentation, public testimony was received from 5 individuals. Staff clarified that a property owner's request to opt out of the proposed land use changes had been accepted and the proposed land use plan was updated (relates to APNs 347-130-024, 347-130-025 and 347-090-046).

Post Continuance

After the Planning Commission meeting, staff received a request from a property owner to opt out of a proposed land use change from RC-VLDR to CD-BP on APN 342-210-056, which is currently zoned MS-C. The zone change to the current zone was done based on the RVLUO and was done without a corresponding general plan amendment. GPA No. 1205 will formalize this change by redesignating this parcel to ensure consistency between the general plan and the existing zoning (an objective of GPA No. 1205 is to eliminate the RVLUO and to formalize one set of general plan designations). Staff recommends that the proposed general plan change on this parcel remain to achieve consistency between the General Plan and zoning.

Staff has updated the findings to include a Technical Amendment to address the proposed changes from the R-RM (Rural Mountainous) designations on certain parcels in the ELAP to the CD-VLDR, CD-BP and CD-MUA designations. These redesignations were included in the proposed land use plans and have been considered in the environmental analysis.

Aaron Gettis

Aaron Gettis, Deputy County Counsel 8/10/2023

FIRSTCARBONSOLUTIONS™

DRAFT
Program Environmental Impact Report
Highway 74 Community Plan
City of Riverside, Riverside County, California

State Clearinghouse Number 2019059042

Prepared for:
County of Riverside
4080 Lemon Street, 12th Floor
Riverside, CA 92501
951.955.6573

Contact: Andrew Svitek, Project Planner

Prepared by:
FirstCarbon Solutions
250 Commerce, Suite 250
Irvine, CA 92602
714.508.4100

Contact: Mary Bean, Project Director
Tsui Li, Project Manager

Date: April 26, 2023

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Table of Contents

List of Appendices

List of Tables

List of Exhibits

List of Figures

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ACRONYMS AND ABBREVIATIONS

°C	degrees Celsius (Centigrade)
°F	degrees Fahrenheit
µg/m^3	micrograms per cubic meter
AAQS	Ambient Air Quality Standards
AB	Assembly Bill
ACHP	Advisory Council on Historic Preservation
ACM	asbestos-containing material
ACP	Alternative Compliance Plan
ADA	Americans with Disabilities Act
ADT	Average Daily Traffic
ADU	accessory dwelling unit
AFB	Air Force Base
AFY	acre-feet per year
AG	Agriculture
AIA	Airport Influence Area
AIC	Archaeological Information Center
AICUZ	Air Installation Compatibility Use Zone
ALUC	Airport Land Use Commission
APCD	Air Pollution Control District
APE	Area of Potential Effect
APN	Assessor's Parcel Number
AQMD	Air Quality Management District
ARB	California Air Resources Board
AST	aboveground storage tank
ATCM	Airborne Toxic Control Measures
BAU	business-as-usual
BCF	billion cubic feet
BERD	California Built Environment Resource Directory
BIOS 5	Biogeographic Information and Observation System
BLM	Bureau of Land Management
BMP	Best Management Practice
BTU	British Thermal Unit
BVOC	biogenic volatile organic compound
C-1/C-P	General Commercial
C^2ES	Center for Climate and Energy Solutions
CAA	Clean Air Act

CAAQS	California Ambient Air Quality Standards
Cal/EPA	California Environmental Protection Agency
Cal/OSHA	California Occupational Safety and Health Administration
CAL FIRE	California Department of Forestry and Fire Protection
CALGreen	California Green Building Standards Code
CalEEMod	California Emissions Estimator Model
CalRecycle	California Department of Resources Recycling and Recovery
Caltrans	California Department of Transportation
CAP	Climate Action Plan
CBC	California Building Standards Code
CCR	California Code of Regulations
CDC	Center for Disease control and Prevention
CDF	California Department of Finance
CDFW	California Department of Fish and Wildlife
CEC	California Energy Commission
CEQA	California Environmental Quality Act
CERCLA	Comprehensive Environmental Response, Compensation, and Liability Act
CESA	California Endangered Species Act
CFC	chlorofluorocarbon
CFR	Code of Federal Regulations
CH_4	methane
CHBC	California Historic Building Code
CHL	California Historical Landmarks List
CHP	California Highway Patrol
CHWMP	County Hazardous Waste Management Plan
CMP	Congestion Management Plan
CMS	Congestion Management System
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CNPS	California Native Plant Society
CNPSEI	California Native Plant Society Electronic Inventory
CO	carbon monoxide
CO_2e	carbon dioxide equivalent
Connect SoCal	2020-2045 Regional Transportation Plan/Sustainable Communities Strategy
COP	Conference of Parties
CPHI	California Points of Historical Interest
C-P-S	Scenic Highway Commercial
CPUC	California Public Utilities Code

CRHR	California Register of Historical Resources
CSA	Community Service Area
CSD	Community Services District
CTR	California Toxics Rule
CUPA	Certified Unified Program Agency
CWPP	Community Wildfire Protection Plan
dB	decibel
dBA	A-weighted decibel
DBESP	Determination of Biologically Equivalent or Superior Preservation
DBH	diameter at breast height
DDT	dichlorodiphenyltrichloroethane
DPM	diesel particulate matter
DTSC	California Department of Toxic Substances Control
DUC	Disadvantaged Unincorporated Communities
DWR	California Department of Water Resources
EIA	United States Energy Information Administration
EIC	Eastern Information Center
EIR	Environmental Impact Report
EISA	Energy Independence and Security Act of 2007
EJC	Environmental Justice Community
ELAP	Elsinore Area Plan
EMS	Emergency Medical Services
EMWD	Eastern Municipal Water District
EOC	Emergency Operations Center
EOP	Emergency Operations Plan
EPA	United States Environmental Protection Agency
ERH	Emergency Ride Home
ERNS	Emergency Response Notification System
ESA	Environmental Site Assessment
EV	electric vehicle
EVMWD	Elsinore Valley Municipal Water District
FAA	Federal Aviation Administration
FAR	floor area ratio
FCS	FirstCarbon Solutions
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Map
Flood Control District	Riverside County Flood Control and Water Conservation District

FMMP	Farmland Mapping and Monitoring Program
FMWC	Farm Mutual Water Company
FTA	Federal Transportation Administration
GHG	greenhouse gas
GIS	Geographic Information System
GPA	General Plan Amendment
GWh	gigawatt-hour
GWh/y	gigawatt-hours per year
GWP	global warming potential
HANS	Habitat Evaluation and Acquisition Negotiation Strategy
HCD	California Department of Housing and Community Development
HCDA	Housing and Community Development Act
HCM	Highway Capacity Manual
HFC	hydrofluorocarbon
HMTA	Hazardous Materials Transportation Act
HOV/HOT	High Occupancy Vehicle/High Occupancy Toll
HRA	Health Risk Assessment
HRI	California Historical Resources Inventory
HUD	United States Department of Housing and Urban Development
HVAC	heating, ventilation, and air conditioning
HVIP	Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project
HWCL	Hazardous Waste Control Law
ICC	International Code Council
IOU	investor-owned utility
I-P	Industrial Park
iPaC	Information for Planning and Consultation
ISO	Independent System Operator
kWh	kilowatt-hour
LBP	lead-based paint
LBPPA	Lead-Based Paint Poisoning Prevention Act
LCFS	low carbon fuel standard
L_{dn}	day/night average sound level
LED	light-emitting diode
L_{eq}	equivalent sound level
LEUSD	Lake Elsinore Unified School District
LEV	Low Emission Vehicle
LID	Low Impact Development
L_{max}	maximum noise level

LOS	Level of Service
LRA	Local Responsibility Area
LSE	load-serving entities
LUST	Leaking Underground Storage Tank
M-SC	Manufacturing-Service Commercial
MARB/IPA	March Air Reserve Base/Inland Port Airport
MBTA	Migratory Bird Treaty Act
mgd	million gallons per day
MLD	Most Likely Descendant
MMI	Modified Mercalli Intensity
Mpg	miles per gallon
mph	miles per hour
MPO	Metropolitan Planning Organization
MRZ	Mineral Resources Zone
MS4	Municipal Separate Storm Sewer System
MSHCP	Multiple Species Habitat Conservation Plan
MTBE	methyl tert-butyl ether
MTS	Metropolitan Transportation System
MU	Mixed Use
MUA	Mixed Use Area
MVAP	Mead Valley Area Plan
MWh	megawatt-hour
MXD	mixed-use development
N_2O	nitrous oxide
NAAQS	National Ambient Air Quality Standards
NEHRP	National Earthquake Hazards Reduction Program
NAHC	Native American Heritage Commission
NAL	Numeric Action Level
NDC	nationally determined contributions
NEL	Numeric Effluent Limit
NESHAP	National Emissions Standards for Hazardous Air Pollutants
NFPA	National Fire Protection Association
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic Safety Administration
N_2O	nitrous oxide
NO_2	nitrogen dioxide
NOAA	National Marine Fisheries Service
NOC	Notice of Completion

NOP	Notice of Preparation
NO_x	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
NRCS	Natural Resources Conservation Service
NRHP	National Register of Historic Places
NTR	National Toxics Rule
O_3	ozone
OA	Operational Area
OEHHA	California Office of Environmental Health Hazard Assessment
ONAC	Office of Noise Abatement and Control
OPR	Governor's Office of Planning and Research
OSHA	Occupational Safety and Health Administration
OS-MIN	Open Space-Mineral Resource
PCB	polychlorinated biphenyl
pCi/L	picocuries per liter
PFC	perfluorocarbon
PG&E	Pacific Gas and Electric Company
PM	particulate matter
$PM_{2.5}$	particulate matter less than 2.5 microns in diameter
PM_{10}	particulate matter less than 10 microns in diameter
ppb	parts per billion
pph	person per household
ppm	parts per million
PPV	peak particle velocity
PRPA	Paleontological Resources Preservation Act
PVC	polyvinyl chloride
R-A	Residential Agriculture
RCA	Riverside Conservation Authority
RCDWR	Riverside County Department of Waste Resources
RCFD	Riverside County Fire Department
RCIP	Riverside County Integrated Project
RCP	Regional Comprehensive Plan
RCRA	Resource Conservation and Recovery Act
RCTC	Riverside County Transportation Commission
RHNA	Regional Housing Needs Assessment
RivCoParks	Riverside County Regional Park and Open-Space District
RIVTAM	Riverside County Traffic Analysis
RMP	Risk Management Plan

ROG	reactive organic gases
RPS	Renewable Portfolio Standard
PRPA	Paleontological Resources Preservation Act
R-R	Rural Residential
RTA	Riverside Transit Agency
RTP	Regional Transportation Plan
RVLUO	Rural Village Land Use Overlay
RWQCB	Regional Water Quality Control Board
RWRF	Regional Water Reclamation Facility
SARA	Superfund Amendments and Reauthorization Act
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCE	Southern California Edison
SCHWMA	Southern California Hazardous Waste Management Authority
SCS	Sustainable Communities Strategy
SF_6	sulfur hexafluoride
SFHA	Special Flood Hazard Area
SKR HCP	Stephens' Kangaroo Rat Habitat Conservation Plan
SMARA	Surface Mining and Reclamation Act
SMGB	State Mining and Geology Board
SMVAP	Sun City/Menifee Valley Area Plan
SO_2	sulfur dioxide
SoCAB	South Coast Air Basin
SoCalGas	Southern California Gas Company
SOON	Surplus Off-Road Opt-In for No_X
South Coast AQMD	South Coast Air Quality Management District
SQG	Small Quantity Generator
SR	State Route
SRA	State Responsibility Area
SRRRA	Santa Rosa Regional Resources Authority
State Water Board	California State Water Resources Control Board
SWFP	Solid Water Facility Permit
SWPPP	Storm Water Pollution Prevention Plan
TAC	toxic air contaminants
TAZ	Traffic Analysis Zone
TCM	Transportation Control Measure
TDM	Transportation Demand Management
TDR	Transfer of Development Rights

TDS	total dissolved solids
Tg	teragram
therms/y	therms per year
TIA	Transportation Impact Analysis
TMA	Transportation Management Association
TMDL	Total Maximum Daily Load
TOD	Transit Oriented Development
TSCA	Toxic Substances Control Act
UBC	Uniform Building Code
UMTA	Urban Mass Transit Administration
UNFCCC	United Nations Framework Convention on Climate Change
USACE	United States Army Corps of Engineers
USDA	United States Department of Agriculture
USDOT	United States Department of Transportation
USFWS	United States Fish and Wildlife Service
USGS	United States Geological Survey
UST	underground storage tank
UWMP	Urban Water Management Plan
V/C	volume to capacity ratio
VdB	Velocity in Decibels
VIP	Voucher Incentive Program
VMT	Vehicle Miles Traveled
VOC	volatile organic compound
W-1	Watercourse, Watershed, and Conservation Areas
W-2-M	Controlled Development Area with Mobile Homes
WATERS	Watershed Assessment, Tracking, and Environmental Results System
WDR	Waste Discharge Requirement
WIMP	Wind Implementation Monitoring Program
WQMP	Water Quality Management Plan
WRF	Water Reclamation Facility
WRI	World Resources Institute

EXECUTIVE SUMMARY

Purpose

This Draft Program Environmental Impact Report (Draft Program EIR) is prepared in accordance with the California Environmental Quality Act (CEQA) to evaluate the potential environmental impacts associated with the implementation of the Highway 74 Community Plan Project (State Clearinghouse [SCH] No. 2019059042). This document is prepared in conformance with CEQA (California Public Resources Code [PRC] § 21000, *et seq*.) and the CEQA Guidelines (California Code of Regulations [CCR] Title 14, § 15000, *et seq*.).

The purpose of this Draft Program EIR is to inform decision-makers, representatives of affected and responsible agencies, the public, and other interested parties of the potential environmental effects that may result from implementation of the proposed project. This Draft Program EIR describes potential impacts relating to a wide variety of environmental issues and methods by which these impacts can be mitigated or avoided.

Project Summary

Project Location

The Highway 74 Community Plan (proposed project) is located on a 6.8-mile long noncontiguous corridor of Highway 74 in the unincorporated area between Interstates 15 and 215 (I-15, and I-215), between the cities of Lake Elsinore and Perris, in western Riverside County. The proposed project encompasses approximately 2,220 acres of unincorporated lands. Portions of the unincorporated communities of Good Hope, Meadowbrook, and Warm Springs are within the proposed project boundary.

Existing land uses along the Highway 74 corridor consist primarily of large parcels and rural residential uses, scattered commercial and industrial uses. The primary land use in the planning area is very low density residential, rural residential, and mixed use. Additional land uses that exist include medium-density residential, medium-high density residential, very high density residential, highest density residential, business park, commercial retail, community center, light industrial, rural mountainous, conservation habitat, and recreation. The planning area is relatively rural, with existing single-family residential neighborhoods scattered throughout the corridor surrounded by low hilly terrain and large boulders. The planning area has existing local businesses such as auto/tire repair shops, nursery, landscape and fencing supply, trailer supply, home businesses, towing services, truck repair/rental, neighborhood markets, storage facilities, and warehouses. In addition, there are churches and a Caltrans maintenance facility. Overall, many of the properties along Highway 74 are undeveloped or underutilized. Additionally, much of the infrastructure within the planning area (e.g., County roads, storm drainage facilities, bicycle/pedestrian facilities) is limited in terms of extent and size.

Project Description

The County has prepared the proposed project to support planned future development within the planning area. The proposed project includes a General Plan Amendment (GPA No. 1205) to guide the development of residential neighborhoods of varying densities, commercial retail, mixed use, light industrial, business park, public facilities, rural, open space, and recreation areas. Existing land use designations would be updated as part of the proposed project, which would alter the General Plan Foundations primarily from the Rural and Rural Community Foundations to Community Development and corresponding land use designations. The proposed project would also alter other land use designations within their current Foundation Component and provide guiding policies that support the modification of the planning area's structure.

In summary, GPA No. 1205 would involve the following amendments:

- Modify the existing General Plan Land Use Designations, Policy Areas, and policies within the Highway 74 Community Plan planning area.
- Removal the Rural Village Land Use Overlay (RVLUO) for all sites within the planning area.
- Either update both the foundational components and land use designations, or only land use designation of sites.
- Remove the Perris Policy Area, Good Hope Policy Area, and the Good Hope and Meadowbrook RVLUO's.
- Remove the Warm Springs Policy Area that overlaps Neighborhood 3.

General Plan Amendment No. 1205

GPA No. 1205 involves amendments to the existing Foundation Components and land use designations in support of the proposed Highway 74 Community Plan. GPA No. 1205 would modify the existing General Plan Land Use Designations, RVLUO, Policy Areas, and policies to progress opportunities for residential, commercial, public facility, mixed-use areas, light industrial, and business park developments. GPA No. 1205 would update the foundational components and land use designations of certain sites and only land use designation of other sites and completely remove the RVLUO. Table 2-3 summarizes the proposed land use designations compared to the existing land use designations currently in effect.

The proposed planning area is composed of three neighborhoods that are part of the Mead Valley Area Plan (MVAP) and Elsinore Area Plan (ELAP). Within the MVAP, approximately 184 acres of the planning area are within the Highway 74 Perris and Good Hope Policy Areas, which allow relocation of businesses due to the planned expansion of Highway 74. The Perris Policy Area, Good Hope Policy Area, along with the Good Hope and Meadowbrook RVLUO's, would be removed as part of the proposed project. Within the ELAP, approximately 192 acres of the planning area is within the Warm Springs Policy Area, which includes policies protecting the visual and biological assets of the Warm Springs area. The Warm Springs Policy Area overlapping Neighborhood 3 will be removed.

The proposed project would support the General Plan criteria of clustered development in order to create appropriate built environments that promote economic development. Additionally, the

proposed project would promote more Community Development land uses and fewer Rural, Rural Community, and Open Space land uses, and would include policies addressing character, design, and environmental impacts.

In summary, the proposed project would lead to an increase of the following uses:

- Approximately 3,970 multi-family residential dwelling units[1].
- Approximately 2,081,150 square feet of commercial retail uses.
- Approximately 1,506,217 square feet of business park uses.
- Approximately 740,903 square feet of light industrial uses.
- Approximately 21.6 acres of public facility uses.
- Approximately 4.28 acres of open space uses.

Project Objectives

The underlying purpose of the proposed project is to stimulate economic development, provide housing opportunities, facilitate the development of infrastructure, and address environmental justice.

To advance the underlying purpose, the project objectives are as follows:

1. Accommodate the development of a balance of land uses that maintain and enhance Riverside County's fiscal viability, economic diversity, and environmental integrity.
2. Update policies to be consistent with current legal requirements and legislation.
3. Encourage consolidation of parcels to promote better land use development and project design and maximize density of residential, commercial, and industrial uses.
4. Facilitate access from Highway 74 to residential, commercial, and industrial sites where feasible the development of frontage/service roads should be encouraged to increase.
5. Support economic vitality by maximizing the availability of a wide variety of employment opportunities within the planning area.
6. Provide live-work spaces within the MUAs where appropriate.
7. Promote livable and resilient neighborhoods that provide housing, goods and services, open space, and multi-model transportation options within proximity to each other and that reduce reliance on the automobile.
8. Promote healthy neighborhoods that incorporate best practices related to land use, mobility, air quality, housing, affordability, safety, environmental justice, community services, and design. Encourage complete streets, which include sidewalks, greenbelts, and trails to facilitate use by pedestrians and bicyclists where such facilities are well separated from parallel or cross through traffic to ensure pedestrian and cyclist safety.

[1] The proposed project would lead to a decrease of approximately 383 single-family detached residential units (<5 dwelling units per acre [DU/acre]). However, given the potential increase of 3,970 multi-family dwelling units listed above, the proposed project would lead to a net increase of 3,587 residential units.

9. Preserve outstanding scenic vistas and features and encourage underground placement of electric or communication distribution lines.
10. Encourage trees, signage, landscaping, street furniture, public art, and other aesthetic elements in development.
11. Incorporate policies that promote the health and welfare of the community by encouraging development to include convenient pedestrian and bicycle connections, bus, or shuttle connections, that increase connections to adjacent and nearby communities and cities, businesses, parks and open space areas, and new transit access opportunities into the planning process.
12. Maintain the rural and open space character of Riverside County by implementing policies that concentrate growth near or within existing urban and suburban areas to the greatest extent possible. Preserve and maintain the environment by developing policies to reduce illegal dumping, including hazardous waste, and increase access to affordable composting and recycling facilities; encourage the appropriate permitting of waste sites and reclamation of cleanup sites.
13. Encourage the connection of municipal water and wastewater services to community residents and facilities to reduce reliance on septic systems in order to limit groundwater contamination.

Significant Unavoidable Adverse Impacts

The proposed project would result in the following significant unavoidable impacts:

Conflict with the applicable Air Quality Plan

The proposed project would conflict with implementation of the applicable Air Quality Plan (2022 AQMP for the South Coast Air Basin [SoCAB]). The proposed project would generate regional or localized construction or operational emissions that would exceed the South Coast Air Quality Management District (SCAQMD) thresholds of significance. Additionally, the proposed project has the potential to significantly alter the demographic projections beyond what is accounted for in the current AQMP. Since the proposed project would include a General Plan Amendment, the proposed project would not be consistent with the growth assumptions within the current AQMP. Components of and improvements proposed under the proposed project would contribute to minimize criteria air pollutant emissions from transportation and energy use. However, given the potential increase in growth and associated increase in criteria air pollutant emissions, the project would continue to be potentially inconsistent with the assumptions in the AQMP. Implementation of Mitigation Measures (MM) AIR-6a-1 through MM AIR-6a-15 would be required to reduce regional and localized emissions to the extent feasible. However, the estimated construction emissions and long-term emissions generated under full buildout of the proposed project are estimated to continue to exceed the SCAQMD's regional significance thresholds after the implementation of mitigation, and would cumulatively contribute to the nonattainment designations in the SoCAB. In addition, implementation of the proposed project would contribute to exceedances of the current population and employment estimates for the planning area. Therefore, the proposed project would be

considered inconsistent with the AQMP, resulting in a significant impact in this regard. Therefore, Impact AIR-6a would remain significant and unavoidable.

Cumulative Air Quality

The proposed project would result in a cumulatively considerable net increase of a criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard. Operation of the proposed project at buildout would generate air pollutant emissions that exceed SCAQMD's regional significance thresholds for volatile organic compound (VOC), nitrogen oxide (NO_X), CO, PM_{10}, and $PM_{2.5}$ at full buildout. Emissions of VOC and NO_X that exceed the SCAQMD regional threshold would cumulatively contribute to the O_3 nonattainment designation of the SoCAB. Emissions of NO_X that exceed SCAQMD's regional significance thresholds would cumulatively contribute to the O_3 and particulate matter nonattainment designations of the SoCAB. Emissions of direct PM_{10} and $PM_{2.5}$ would contribute to the $PM_{2.5}$ nonattainment designations. Therefore, the project would result in a potentially significant impact because it would significantly contribute to the nonattainment designations of the SoCAB.

Combined with the Riverside County General Plan policies and the implementation of existing mitigation measures developed as part of the Final EIR for the General Plan, the implementation of MM AIR-6a-1 through MM AIR-6a-7 would reduce criteria air pollutant emissions from construction-related activities to the extent feasible. However, specific construction time frames and equipment for individual site-specific projects are not available and there is a potential for multiple developments to be constructed at any one time, resulting in potentially significant cumulative construction-related emissions.

Buildout in accordance with the proposed project would generate long-term emissions that would exceed SCAQMD's regional significance thresholds and cumulatively contribute to the nonattainment designations of the SoCAB. To reduce emissions from the operation of future projects envisioned in the proposed project, MM AIR-6a-8 through MM AIR-6a-15 are required to reduce emissions to the extent feasible, in combination with the existing General Plan policies and associated mitigation. However, due to the magnitude of emissions generated by residential, office, commercial, and light industrial land uses proposed as part of the project, no mitigation measures are available that would reduce cumulative impacts below SCAQMD's thresholds. Therefore, despite adherence to the applicable mitigation measures, Impact AIR-6b would remain significant and unavoidable.

Expose sensitive receptors to substantial pollutant concentrations

The proposed project would expose sensitive receptors, which are located within 1 mile of the project site, to substantial pollutant concentrations. Known sensitive receptors located within 1 mile of the planning area include numerous residences, childcare centers, parks, and nine public schools. Construction equipment exhaust combined with fugitive particulate matter emissions have the potential to expose sensitive receptors to substantial concentrations of criteria air pollutant emissions and result in a significant impact. Furthermore, the proposed project would permit commercial and light industrial land uses, which could potentially generate substantial quantities of criteria air pollutants and toxic air contaminants (TACs) from land uses such as stationary sources and warehouses once the proposed project is operational. These emissions could potentially impact nearby sensitive receptors. to accurately analyze the potential impacts of potential future

development projects, MM AIR-1 is required. Compliance with this mitigation measure will ensure that specific project-level construction impacts are analyzed, and further mitigation measures are considered, as appropriate. Even after complying with regulations, existing policies, and mitigation measures, as well as new mitigation measures, the impacts cannot be guaranteed to be reduced to below applicable agency thresholds, resulting in a potentially significant impact from construction toxic air pollutants to sensitive receptors. Additionally, development of the commercial land uses that are allowed under the proposed project may result in stationary sources of TAC emissions. Mitigation measures included as part of EIR No. 521 would further serve to reduce the impacts of operational emissions on sensitive receptors within the General Plan area. Required General Plan mitigation includes EIR No. 441 MM 2.51A, MM 4.51B, and MM 4.5.1C, and EIR No. 521 MM 4.6.B-N1, MM 4.6.B-N2, MM 4.6.B-N3, MM 4.6.D-N1, and MM 4.6.D-N2. To accurately analyze the potential impacts of potential future development projects that include trucking emissions, MM AIR-6a-8 and MM AIR-6a-9 are required. Compliance with MM AIR-6a-8 and MM AIR-6a-9 will ensure that localized and regional project-level emissions are analyzed, and further mitigation measures are considered, as appropriate. Additionally, the proposed project would locate new sensitive receptors (residents) that could be subject to existing sources of TACs within the project boundary. Therefore, MM AIR-6a-16 has been included to relay information to the residents in order for them to make their own informed decisions. Because the construction and operation of future developments envisioned under the proposed project could expose sensitive receptors to significant quantities of criteria and toxic air contaminants even with the implementation of mitigation, the impacts of the proposed project remain significant and unavoidable.

Conflict with circulation system program, plan, ordinance, or policy

The proposed project would result in an increase in project-generated VMT from No Project baseline conditions, which is considered a significant impact. Projects that exceed VMT threshold(s) are required to mitigate transportation impacts to the extent feasible. VMT reduction strategies for large projects and community plans/specific plans may include altering a project's density, land use mix, site design, and availability of transit, bicycle, and pedestrian facilities. Mitigation measures MM TRANS-37b-1 through MM TRANS-37b-5, would be required for future implementing projects to reduce impacts related to increase in VMT. Given the uncertainty in some components of the measure that influence VMT (such as the cost of fuel) combined with the County's inability to influence other measures that would have the largest effect on VMT (such as implementation of a VMT tax or an increase in the fuel tax), the effectiveness of these Transportation Demand Management (TDM) measures cannot be guaranteed to reduce impacts and the impact is considered significant and unavoidable. Implementation of mitigation measures would reduce this impact, but not to less than significant levels.

Summary of Project Alternatives

Below is a summary of the alternatives to the proposed project considered in Section 5, Alternatives to the proposed project.

Alternative 1: No Project Alternative

Under this alternative, land use changes as per the proposed project would not occur. The Highway 74 Community Plan would not be implemented, and the existing land use activities within the

planning area would continue for the foreseeable future until they are developed or redeveloped according to their General Plan Land Use Designations. This alternative assumes the breakdown of land use acreages listed in the Existing General Plan Land Use Designation table (Table 2-1). No changes in buildout potential would occur.

Alternative 2: Reduced Density Alternative

The purpose of this alternative is to reduce impacts from the proposed project related to the number of residential units and the intensity of commercial and industrial development. Under this alternative, the total number of residential dwelling units anticipated is assumed to be reduced from 3,587 to 2,691, representing a reduction of 896 units, or approximately 25 percent. The amount of commercial and industrial development would also be reduced by 25 percent, from 4,328,270 to 3,246,203 (a reduction of 1,082,067 square feet).

Alternative 3: Increased Industrial Use Alternative

In addition to the land use changes proposed by the proposed project, this alternative would also change the existing residential, mixed-use, and community center designations within the Colinas del Oro Specific Plan area to light industrial (LI). This would represent an increase of 72.0 acres of LI use and reduction of residential, mixed-use, and community center uses compared to the proposed project. The proposed land use changes in the Colinas del Oro Specific Plan area as part of Alternative 3 is shown in Exhibit 05-01.

Areas of Controversy

Pursuant to CEQA Guidelines Section 15123(b), a summary section must address areas of controversy known to the lead agency, including issues raised by agencies and the public, and it must also address issues to be resolved, including the choice among alternatives and whether or how to mitigate the significant effects.

A Notice of Preparation (NOP) for the proposed project was issued on May 3,2019. The NOP describing the original concept for the proposed project and issues to be addressed in the Program EIR was distributed to the State Clearinghouse, responsible agencies, and other interested parties for a 30-day public review period extending from May 9, 2019, and June 10, 2019. The NOP identified the potential for significant impacts on the environment related to the following topical areas:

- Aesthetics
- Agriculture and Forest Resources
- Air Quality
- Biological Resources
- Cultural Resources and Tribal Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Energy
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Paleontological Resources
- Population and Housing
- Public Services
- Recreation
- Transportation
- Utilities and Service Systems
- Wildfire

Disagreement Among Experts

This Draft Program EIR contains substantial evidence to support all the conclusions presented herein. It is possible that there will be disagreement among various parties regarding these conclusions, although the County of Riverside is not aware of any disputed conclusions at the time of this writing. Both the CEQA Guidelines and case law clearly provide the standards for treating disagreement among experts. Where evidence and opinions conflict on an issue concerning the environment, and the lead agency knows of these controversies in advance, the Program EIR must acknowledge the controversies, summarize the conflicting opinions of the experts, and include sufficient information to allow the public and decision-makers to make an informed judgment about the environmental consequences of the proposed project.

Potentially Controversial Issues

Below is a list of potentially controversial issues that may be raised during the public review and hearing process of this Draft Program EIR:

- Cumulative air quality impacts
- Emissions from heavy-duty fueled vehicles
- Population growth
- Land use compatibility
- Cumulative transportation impacts
- Water and wastewater facility capacities
- Tribal cultural resources potentially affected by the proposed project
- Project Distance from Riverside County Habitat Conservation Agency -owned conservation lands

It is also possible that evidence will be presented during the 45-day, statutory Draft Program EIR public review period that may create disagreement. Decision-makers would consider this evidence during the public hearing process.

In rendering a decision on a project where there is disagreement among experts, the decision-makers are not obligated to select the most environmentally preferable viewpoint. Decision-makers are vested with the ability to choose whatever viewpoint is preferable and need not resolve a dispute among experts. In their proceedings, decision-makers must consider comments received concerning the adequacy of the Draft Program EIR and address any objections raised in these comments. However, decision-makers are not obligated to follow any directives, recommendations, or suggestions presented in comments on the Draft Program EIR, and can certify the Final Program EIR without needing to resolve disagreements among experts.

Public Review of the Draft Program EIR

Upon completion of the Draft Program EIR, the County of Riverside filed a Notice of Completion (NOC) with the State Office of Planning and Research to begin the public review period (Public Resources Code, Section 21161). Concurrent with the NOC, this Draft Program EIR has been distributed to responsible and trustee agencies, other affected agencies, surrounding cities, and interested parties, as well as all parties requesting a copy of the Draft Program EIR in accordance with Public Resources Code 21092(b)(3). During the public review period, the Draft Program EIR, including the technical appendices, is available for review at the Riverside County Planning Department offices. The address is provided below:

Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92502-1409
Hours:
Monday–Friday: 8:00 a.m. to 5:00 p.m.

Agencies, organizations, and interested parties have the opportunity to comment on the Draft Program EIR during the 45-day public review period. Written comments on this Draft Program EIR should be addressed to:

Andrew Svitek, Project Planner
County of Riverside
4080 Lemon Street 12th Floor
Riverside, CA 92501
Phone: 951.955.8514
Email: asvitek@rivco.org

Submittal of electronic comments in Microsoft Word or Adobe PDF format is encouraged. Upon completion of the public review period, written responses to all significant environmental issues raised will be prepared and made available for review by the commenting agencies at least 10 days prior to the public hearing before the County of Riverside on the proposed project, at which the certification of the Final Program EIR will be considered. Comments received and the responses to comments will be included as part of the record for consideration by decision-makers for the proposed project.

Executive Summary Matrix

Table ES-1 below summarizes the impacts, mitigation measures, and resulting level of significance after mitigation for the relevant environmental issue areas evaluated for the proposed project. The table is intended to provide an overview; narrative discussions for the issue areas are included in the corresponding section of this EIR. Table ES-1 is included in the Program EIR as required by CEQA Guidelines Section 15123(b)(1).

Table ES-1: Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation	Monitoring
Section 3.1—Aesthetics, Light, and Glare			
Impact AES-1(a): The project would not have a substantial adverse effect upon a scenic highway corridor within which it is located.	No mitigation measures are required.	Less than significant impact.	None.
Impact AES-1(b): The project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and unique or landmark features; obstruct any prominent scenic visa or view open to the public; or result in the creation of an aesthetically offensive site open to public view.	No mitigation measures are required.	Less than significant impact.	None.
Impact AES-1(c): In non-urbanized areas, the project would not 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). In an urbanized area, the project would not conflict with applicable zoning and other regulations governing scenic quality.	No mitigation measures are required.	Less than significant impact.	None.
Impact AES-2(a): The project would not interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655.	No mitigation measures are required.	Less than significant impact.	None.
Impact AES-3(a): The project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	No mitigation measures are required.	Less than significant impact.	None.
Impact AES-3(b): The project would not expose residential property to unacceptable light levels.	No mitigation measures are required.	Less than significant impact.	None.
Section 3.2—Agriculture Resources and Forest Resources			

Impacts	Mitigation Measures	Level of Significance After Mitigation	Monitoring
Impact AG-4(a): The project would not 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 nonagricultural use.	No mitigation measures are required.	No impact.	None.
Impact AG-4(b): The project would not conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve.	No mitigation measures are required.	No impact.	None.
Impact AG-4(c): The project would not cause development of nonagricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 “Right-to-Farm”)	No mitigation measures are required.	No impact.	None.
Impact AG-4(d): The project would not involve other changes in the existing environment, which due to their location or nature, could result in conversion of Farmland, to nonagricultural use.	No mitigation measures are required.	No impact.	None.
Impact FOR-5(a): The project would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g)).	No mitigation measures are required.	No impact.	None.
Impact FOR-5(b): The project would not result in the loss of forest land or conversion of forest land to non-forest use.	No mitigation measures are required.	No impact.	None.
Impact FOR-5(s): The project would not involve other changes in the existing environment, which due to their location or nature, could result in conversion of forest land to non-forest use.	No mitigation measures are required.	No impact.	None.

Impacts	Mitigation Measures	Level of Significance After Mitigation	Monitoring
Section 3.3—Air Quality			
Impact AIR-6(a): The project would not conflict with or obstruct implementation of the applicable air quality plan with implementation of mitigation.	Measures required to reduce the impact of construction-related emissions from future development projects included in the planning area include MM AIR-6a-1–MM AIR-6a-7. **MM AIR-6a-1**: To identify potential implementing development project-specific impacts resulting from construction activities, proposed development projects that are subject to CEQA shall have construction-related air quality impacts analyzed using the latest available CalEEMod model, or other analytical method determined in conjunction with the SCAQMD. The results of the construction-related air quality impacts analysis shall be included in the development project's CEQA documentation. To address potential localized impacts, the air quality analysis may incorporate SCAQMD's Localized Significance Threshold analysis or other appropriate analyses as determined in conjunction with SCAQMD. If such analyses identify potentially significant regional or local air quality impacts, the City shall require the incorporation of appropriate mitigation to reduce such impacts. **MM AIR-6a-2:** As part of a standard building permit submittal, prior to the issuance of building or grading permits, the project applicant shall provide the County of Riverside with documentation demonstrating that project construction	Significant and unavoidable.	County review.

Impacts	Mitigation Measures	Level of Significance After Mitigation	Monitoring
	will use "super-compliant" low-volatile organic compound (VOC) Architectural Coatings, as defined by SCAQMD, with VOC content of 10 grams per liter (g/L) or less. **MM AIR-6a-3**: Each individual implementing development project shall apply paints using either high volume low pressure (HVLP) spray equipment with a minimum transfer efficiency of at least 65 percent or other application techniques with equivalent or higher transfer efficiency. **MM AIR-6a-4:** As part of a standard grading permit submittal, the project applicant shall submit documentation to the County of Riverside that demonstrates that all off-road construction equipment in excess of 50 horsepower is equipped with engines meeting the United States Environmental Protection Agency (EPA) Tier IV Final off-road engine emission standards or cleaner. The construction contractor shall maintain records concerning its efforts to comply with this requirement during construction, including equipment lists. Off-road equipment descriptions and information may include but are not limited to equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, and engine serial number. The project applicant and/or construction contractor shall submit the construction operations plan and records of compliance to the County of Riverside.		

Impacts	Mitigation Measures	Level of Significance After Mitigation	Monitoring
	If engines that comply with Tier IV Final off-road emission standards are not commercially available, then the construction contractor shall use the next cleanest piece of off-road equipment (e.g., Tier IV Interim) available. For purposes of this mitigation measure, "commercially available" shall mean the availability of Tier IV Final engines taking into consideration factors such as (i) critical-path timing of construction; and (ii) geographic proximity to the project site of equipment. The contractor can maintain records for equipment that is not commercially available by providing letters from at least two rental companies for each piece of off-road equipment where the Tier IV Final engine is not available. **MM AIR-6a-5**: Building and grading permits shall include a restriction that limits idling of construction equipment on-site to no more than five minutes. **MM AIR-6a-6**: Electricity from power poles shall be used instead of temporary diesel or gasoline-powered generators to reduce associated emissions. Approval will be required by the County of Riverside prior to issuance of grading permits. **MM AIR-6a-7**: Prior to issuance of any grading permits, the developer shall provide a traffic control plan to the County of Riverside that describes in detail the location of equipment staging areas, stockpiling/storage areas, construction		

Impacts	Mitigation Measures	Level of Significance After Mitigation	Monitoring
	parking areas, safe detours around the project construction site, as well as provide temporary traffic control (e.g., flag person) during construction-related truck hauling activities. The traffic control plan is intended to minimize traffic congestion and delays that increase idling and acceleration emissions. The applicant shall maintain one copy on-site in the construction trailer to the satisfaction of the County of Riverside. Measures designed to reduce the impact of operational emissions from future projects included in the planning area, especially from light industrial uses including stationary sources and warehouses, include MM AIR-6a-8–MM AIR-6a-15. **MM AIR-6a-8**: To identify potential implementing development project-specific impacts resulting from operational activities, proposed development projects that are subject to CEQA shall have long-term operational-related air quality impacts analyzed using the latest available California Emissions Estimator Model (CalEEMod) model, or other analytical method determined by the County of Riverside as lead agency in conjunction with the SCAQMD. The results of the operational-related air quality impacts analysis shall be included in the development project's CEQA documentation. To address potential localized impacts, the air quality analysis may incorporate SCAQMD's Localized Significance Threshold analysis, CO Hot Spot analysis, or other appropriate analyses as		

Impacts	Mitigation Measures	Level of Significance After Mitigation	Monitoring
	determined by the County of Riverside in conjunction with SCAQMD. If such analyses identify potentially significant regional or local air quality impacts, the County shall require the incorporation of appropriate mitigation to reduce such impacts. **MM AIR-6a-9**: To identify potential implementing development project-specific impacts resulting from the use of diesel trucks, proposed implementing development projects that include an excess of 10 dock doors for a single building, a minimum of 100 truck trips per day, 40 truck trips with Transport Refrigeration Units (TRUs) per day, or TRU operations exceeding 300 hours per week, and that are subject to CEQA and are located adjacent to sensitive land uses; shall have a facility-specific Health Risk Assessment performed to assess the diesel particulate matter impacts from mobile source traffic generated by that implementing development project. The results of the Health Risk Assessment shall be included in the CEQA documentation for each implementing development project. **MM AIR-6a-10**: In order to promote alternative fuels, and help support "clean" truck fleets, the developer/successor-in-interest shall provide building occupants and businesses with information related to SCAQMD's Carl Moyer Program, or other state programs that restrict operations to "clean" trucks, such as 2007 or newer model year or 2010 compliant vehicles and information including, but not limited to, the		

Impacts	Mitigation Measures	Level of Significance After Mitigation	Monitoring
	health effect of diesel particulates, benefits of reduced idling time, California Air Resource Board (ARB) regulations, and importance of not parking in residential areas. If trucks older than 2007 model year will be used at a facility with three or more dock-high doors, the developer/ successor-in-interest shall require, within one year of signing a lease, future tenants to apply in good-faith for funding for diesel truck replacement/retrofit through grant programs such as the Carl Moyer, Prop 1B, Voucher Incentive Program (VIP), Hybrid and Zero-Emission Truck And Bus Voucher Incentive Project (HVIP), and Surplus Off-Road Opt-In for NO_X (SOON) funding programs, as identified on SCAQMD's website (http://www.aqmd.gov). Tenants will be required to use those funds, if awarded. **MM AIR-6a-11**: Prior to the approval of each implementing development project, the Riverside Transit Agency (RTA) shall be contacted to determine whether the RTA has plans for the future provision of bus routing within any street that is adjacent to the implementing development project that would require bus stops at the project access points. If the RTA has future plans for the establishment of a bus route that will serve the implementing development project, road improvements adjacent to the project site shall be designed to accommodate future bus turnouts at locations established through consultation		

Impacts	Mitigation Measures	Level of Significance After Mitigation	Monitoring
	with the RTA. RTA shall be responsible for the construction and maintenance of the bus stop facilities. The area set aside for bus turnouts shall conform to RTA design standards, including the design of the contact between sidewalks and curb and gutter at bus stops and the use of Americans with Disabilities Act (ADA)-compliant paths to the major building entrances in the project. **MM AIR-6a-12**: In order to reduce energy consumption from the individual implementing development projects, applicable plans (e.g., electrical plans, improvement maps) submitted to the County shall include the installation of energy-efficient street lighting throughout the project site. These plans shall be reviewed and approved by the applicable County Department prior to conveyance of applicable streets. **MM AIR-6a-13**: Each implementing development project shall be encouraged to implement, at a minimum, an increase in each building's energy efficiency 15 percent beyond Title 24, and reduce indoor water use by 25 percent. All requirements will be documented through a checklist to be submitted to the County of Riverside prior to issuance of building permits for the implementing development project with building plans and calculations. **MM AIR-6a-14**: Prior to issuance of building permits for non-single-family residential and		

Impacts	Mitigation Measures	Level of Significance After Mitigation	Monitoring
	mixed-use residential development projects in the planning area, the project applicant shall indicate on the building plans that the following features have been incorporated into the design of the building(s). Proper installation of these features shall be verified by the County of Riverside prior to the issuance of a Certificate of Occupancy. • Electric vehicle charging shall be provided as specified in Section A4.106.8.2 (Residential Voluntary Measures) of the California Green Building Standards Code (CALGreen). • Bicycle parking shall be provided as specified in Section A4.106.9 (Residential Voluntary Measures) of the CALGreen Code. **MM AIR-6a-15**: Prior to the issuance of building permits for nonresidential development projects in the planning area, project applicants shall indicate on the building plans that the following features have been incorporated into the design of the building(s). Proper installation of these features shall be verified by the County of Riverside prior to the issuance of a Certificate of Occupancy. • For buildings with more than 10 tenant-occupants, changing/shower facilities shall be provided as specified in Section A5.106.4.3 (Nonresidential Voluntary Measures) of the California Green Building Standards Code (CALGreen). • Preferential parking for low-emitting, fuel-efficient, and carpool/van vehicles shall be		

Impacts	Mitigation Measures	Level of Significance After Mitigation	Monitoring
	provided as specified in Section A5.106.5.1 (Nonresidential Voluntary Measures) of the CALGreen Code. • Facilities shall be installed to support future electric vehicle charging at each nonresidential building with 30 or more parking spaces. Installation shall be consistent with Section A5.106.5.3 (Nonresidential Voluntary Measures) of the CALGreen Code.		
Impact AIR-6(b): The project would not result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors) with implementation of mitigation.	Implementation of MM AIR-6a-1 through MM AIR-6a-15.	Significant and unavoidable.	County review.
Impact AIR-6(c): The project would not expose sensitive receptors, which are located within one (1) mile of the project site, to substantial pollutant concentrations with implementation of mitigation.	Compliance with MM AIR-6a-1 through MM AIR-6a-16. **MM AIR-6a-16**: All future residents of the planning area shall be provided with information that describes the potential risk from living near a freeway and that the incorporation of an advanced air filtration system has been provided to reduce that risk. The information shall also indicate that the residents have the option to open windows for circulation, however that by opening windows, they reduce or eliminate the effectiveness of the air filtration system within their unit for as long as the unit is open to unfiltered air.	Significant and unavoidable.	County review.
Impact AIR-6(d): The project would not result in	No mitigation measures are required.	Less than significant impact.	None.

Impacts	Mitigation Measures	Level of Significance After Mitigation	Monitoring
other emissions (such as those leading to odors) adversely affecting a substantial number of people.			
Section 3.4—Biological Resources			
Impact BIO-7(a): The project would not conflict with the provisions of an adopted Habitat Conversation Plan, Natural Conservation Community Plan, or other approved local, regional, or State conservation plan.	Compliance with MM BIO-7(a) **MM BIO-7(a): MSHCP and SKR HCP Compliance** All future implementing projects within the planning area would include payment the Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP) Mitigation Fee and preparation of a Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis report that would be submitted to the County to document each individual future implementing project's consistency with the goals, objectives, and requirements of the MSHCP. Additional surveys, studies, permitting, agency coordination, and/or reporting measures may be required for the project to maintain consistency with the MSHCP. Any such additional measures would be identified in the MSHCP Consistency Analysis report prepared for each project. The project applicant for all development projects proposed within the planning area would coordinate with the County and the Western Riverside County Regional Conservation Authority (RCA) to submit all applicable forms, fees, and/or technical reports detailing any desktop analyses and/or biological field studies or surveys. Conditions that may apply to future development within the planning area include the	Less than significant impact.	County and RCA review.

Impacts	Mitigation Measures	Level of Significance After Mitigation	Monitoring
	following: • The completion of any required MSHCP wildlife and plant protocol surveys, including riparian birds and burrowing owl. • Evaluation of project impacts to Conservation Areas, Covered Roads, Covered Public Access Activities, Public Quasi-Public Lands, and Riparian/Riverine Areas. • The preparation of Determination of Biologically Equivalent or Superior Preservation (DBESP), a mitigation plan required for any impacts to MSHCP resources such as Riparian/Riverine habitat, etc., if triggered by the proposed project. • Participation in the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process to determine conservation requirements if the development project occurs within a Criteria Cell. • Implementation of Guidelines Pertaining to the Urban/Wildlands Interface for projects located in or adjacent to Conservation Areas. • The completion of any required mitigation and Best Management Practice (BMPs) to offset impacts to any MSHCP-protected resources.		
Impact BIO-7(b): The project could have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or	**MM BIO-7(b): Completion of a Biological Study** For all future development plans within the planning area that could contain species that are listed but not covered by the Multiple	Less than significant impact.	County review of biological study

Impacts	Mitigation Measures	Level of Significance After Mitigation	Monitoring
670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12) with implementation of mitigation.	Species Habitat Conservation Plan (MSHCP) or Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP), or habitat conducive to hosting such species, the project applicant shall employ a qualified Biologist approved by the County to prepare a Biological Study to evaluate potential impacts to sensitive biological resources regulated by the United States Wildlife Service (USFWS), the California Department of Fish and Wildlife (CDFW), or other local, regional plans or policies that may result from the development of the specific project. The qualified Biologist shall conduct, at a minimum, a site-specific literature review, which shall consider the future development project, site location, Geographic Information System (GIS) information and known sensitive biological resources. The review shall assess the site for State or federally listed plants and/or wildlife, aquatic resources, sensitive natural communities, wildlife corridors or nurseries, or other regulated biological resources covered by the Endangered Species Act, or California Endangered Species Act (CESA) that could be affected by the proposed project. In some cases, such as a project site that is previously completely developed, a literature review would be sufficient for the Biologist to make a no impact and/or a less than significant impact determination for all six of the thresholds of significance for biological resources. In other cases, such as project sites that are all or partially undeveloped, a site survey may be needed		

Impacts	Mitigation Measures	Level of Significance After Mitigation	Monitoring
	to assess the biological conditions on-site. The qualified Biologist employed by each project applicant shall assess potential project impacts to non-listed, non-covered species, identify threshold of significance with a significance conclusion, and document the findings in a report. Additionally, future implementing projects may be required to incorporate additional mitigation depending on results of such future biological studies.		
Impact BIO-7(c): The project could have a substantial adverse effect, either directly or through habitat modifications, or 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 United States Fish and Wildlife Service with implementation of mitigation.	Implement **MM BIO-7(b)**	Less than significant impact.	County review of biological study
Impact BIO-7(d): The project could 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.	Implement **MM BIO-7(b)** and **MM BIO-7(c)** **MM BIO-7(c): Protection of Nesting Birds** For all future development plans within the planning area that contain habitats or features that could provide nesting habitat for bird species protected under the Migratory Bird Treaty Act (MBTA) and Fish and Game Code, the following measures shall apply: 1. Removal of native vegetation shall be limited to only those necessary to construct a proposed future project as reflected in the relevant project approval documents. 2. If a proposed future project requires	Less than significant impact.	**MM BIO-7(b):** County review of biological study **MM BIO-7(c):** County review of project documents

Impacts	Mitigation Measures	Level of Significance After Mitigation	Monitoring
	vegetation to be removed during the nesting season, pre-construction surveys shall be conducted 7 days prior to tree removal to determine whether or not active nests are present. 3. If an active nest is located during a pre-construction survey, a qualified Biologist shall determine an appropriately sized avoidance buffer based on the species and anticipated disturbance level. A qualified Biologist shall delineate the avoidance buffer using Environmentally Sensitive Area (ESA) fencing, pin flags, and or yellow caution tape. The buffer zone shall be maintained around the active nest site(s) until the young have fledged and are foraging independently. No construction activities or construction foot traffic is allowed to occur within the avoidance buffer(s). 4. The qualified Biologist shall monitor the active nest during construction activities to prevent any potential impacts that may result from the construction of the proposed project until the young have fledged.		
Impact BIO-7(e): The project could have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service.	Implement **MM BIO-7(a)** and **MM BIO-7(b)**	Less than significant impact.	**MM BIO-7(a):** County and RCA review. **MM BIO-7(b):** County review of biological study
Impact BIO-7(f): The project would not have a substantial adverse effect on State or federally protected wetlands (including, but not limited to,	Implement **MM BIO-7(d) and MM BIO-7(e)** **MM BIO-7(d): Determination of the Extent**	Less than significant impact.	**MM BIO-7(d):** Prior to project approval, County review of

Impacts	Mitigation Measures	Level of Significance After Mitigation	Monitoring
marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.	**of Impacts to Jurisdictional Waters and Wetlands** Any proposed development within the planning area that could impact any potentially jurisdictional waters or wetlands shall prepare a separate jurisdictional delineation report to establish the jurisdictional limits of any potentially regulated waters/wetlands. **MM BIO-7(e): Apply for Permits from Regulatory Agencies** Any project proponent that proposes impacts to jurisdictional waters or wetlands within the planning area shall consult with the California Department of Fish and Wildlife (CDFW) regarding a Section 1602 Streambed Alteration Agreement Permit, the United States Army Corps of Engineers (USACE) regarding a Clean Water Act (CWA) Section 404 Permit, and the Regional Water Quality Control Board (RWQCB) regarding a CWA Section 401 Certification. The project applicant shall be required to obtain these permits as a condition of approval and prior to the issuance of any grading, construction or building permits from the County and prior to the commencement of any grading or construction activities. The project applicant shall implement the mitigation measures as prescribed in the permits.		jurisdictional delineation report **MM BIO-7(e):** Prior to project construction, County verification that all permits have been obtained
Impact BIO-7(g): The project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	Implement **MM BIO-7(b)**	Less than significant impact.	**MM BIO-7(b):** County review of biological study

Impacts	Mitigation Measures	Level of Significance After Mitigation	Monitoring
Section 3.5—Cultural and Tribal Cultural Resources			
Impact CUL-8(a): The project could alter or destroy a historic site.	No mitigation measures are required.	Less than significant impact.	None.
Impact CUL-8(b): The project could cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5.	No mitigation measures are required.	Less than significant impact.	None.
Impact CUL-9(a): The project could alter or destroy an archaeological site.	No mitigation measures are required.	Less than significant impact.	None.
Impact CUL-9(b): The project could cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.	No mitigation measures are required.	Less than significant impact.	None.
Impact CUL-9(c): The project could disturb any human remains, including those interred outside of formal cemeteries.	No mitigation measures are required.	Less than significant impact.	None.
Section 3.6—Energy			
Impact ENER-10a: The project would not result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.	No mitigation measures are required.	Less than significant impact.	None.
Impact ENER-10b: The project would not conflict with or obstruct a State or Local plan for renewable energy or energy efficiency.	No mitigation measures are required.	Less than significant impact.	None.
Section 3.7—Geology and Soils			
Impact GEO-11a: The project would not be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault with implementation of mitigation.	No mitigation measures are required.	Less than significant impact.	None.

Impacts	Mitigation Measures	Level of Significance After Mitigation	Monitoring
Impact GEO-12a: The project could be subject to seismic-related ground failure, including liquefaction.	**MM GEO-12a:** Prior to issuance of the first building permit for each development within the Community Plan area, the project applicant shall submit a design-level geotechnical report to the County of Riverside Building and Safety Department for review and approval. The design-level investigation shall be prepared in accordance with California Building Standards Code (CBC) and County of Riverside Code of Ordinance Standards and address the potential for seismic, soils, or other geological hazards to occur on-site and identify abatement measures to reduce the potential for such an event to acceptable levels. The recommendations of the approved design-level geotechnical report shall be incorporated into the project plans.	Less than significant impact.	**MM GEO-12a:** Prior to issuance of the first building permit for each development pursuant to the Community Plan, County to review and approve the project's design level geotechnical investigation
Impact GEO-13a: The project could be subject to strong seismic ground shaking.	Implementation of **GEO-12a.**	Less than significant impact.	**MM GEO-12a:** Prior to issuance of the first building permit for each development pursuant to the Community Plan, County to review and approve the project's design level geotechnical investigation
Impact GEO-14a: The project could be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, collapse, or rockfall hazards.	Implementation of **GEO-12a.**	Less than significant impact.	**MM GEO-12a:** Prior to issuance of the first building permit for each development pursuant to the Community Plan, County to review and approve the project's design level geotechnical investigation

Impacts	Mitigation Measures	Level of Significance After Mitigation	Monitoring
Impact GEO-15a: The project could be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in ground subsidence.	Implementation of **GEO-12a**.	Less than significant impact.	**MM GEO-12a:** Prior to issuance of the first building permit for each development pursuant to the Community Plan, County to review and approve the project's design level geotechnical investigation
Impact GEO-16a: The project could be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard.	Implementation of **GEO-12a**.	Less than significant impact.	**MM GEO-12a:** Prior to issuance of the first building permit for each development pursuant to the Community Plan, County to review and approve the project's design level geotechnical investigation
Impact GEO-17a: The project could change topography or ground surface relief features.	Implementation of **GEO-12a**.	Less than significant impact.	**MM GEO-12a:** Prior to issuance of the first building permit for each development pursuant to the Community Plan, County to review and approve the project's design level geotechnical investigation
Impact GEO-17b: The project could create cut or fill slopes greater than 2:1 or higher than 10 feet.	Implementation of **GEO-12a**.	Less than significant impact.	**MM GEO-12a:** Prior to issuance of the first building permit for each development pursuant to the Community Plan, County to review and approve the project's design level geotechnical investigation
Impact GEO-17c: The project could result in grading that affects or negates subsurface sewage disposal systems.	Implementation of **GEO-12a**.	Less than significant impact.	**MM GEO-12a:** Prior to issuance of the first building permit for each development

Impacts	Mitigation Measures	Level of Significance After Mitigation	Monitoring
			pursuant to the Community Plan, County to review and approve the project's design level geotechnical investigation
Impact GEO-18a: The project would not result in substantial soil erosion or loss of topsoil with implementation of mitigation.	No mitigation measures are required.	Less than significant impact.	None.
Impact GEO-18b: The project would not be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial direct or indirect risks to life or property with implementation of mitigation.	Implementation of **GEO-12a**.	Less than significant impact.	**MM GEO-12a:** Prior to issuance of the first building permit for each development pursuant to the Community Plan, County to review and approve the project's design level geotechnical investigation
Impact GEO-18c: The project would not have soils incapable of adequately supporting use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater.	Implementation of **GEO-12a**.	Less than significant impact.	**MM GEO-12a:** Prior to issuance of the first building permit for each development pursuant to the Community Plan, County to review and approve the project's design level geotechnical investigation
Impact GEO-19a: The project would not be impacted by or result in an increase in wind erosion and blowsand, either on or off-site.	Implementation of **GEO-12a**.	Less than significant impact.	**MM GEO-12a**: Prior to issuance of the first building permit for each development pursuant to the Community Plan, County to review and approve the project's design level geotechnical investigation

Impacts	Mitigation Measures	Level of Significance After Mitigation	Monitoring
Section 3.8—Greenhouse Gas Emissions			
Impact GHG-20a: The project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment.	No mitigation measures are required.	Less than significant impact.	None.
Impact GHG-20b: The project would not conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.	No mitigation measures are required.	Less than significant impact.	None.
Section 3.9—Hazards and Hazardous Materials			
Impact HAZ-21a: The project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials with implementation of mitigation.	No mitigation measures are required.	Less than significant impact.	None.
Impact HAZ-21b: The project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	No mitigation measures are required.	Less than significant impact.	None.
Impact HAZ-21c: The project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan.	No mitigation measures are required.	Less than significant impact.	None.
Impact HAZ-21d: The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter (1/4) mile of an existing or proposed school.	No mitigation measures are required.	Less than significant impact.	None.

Impacts	Mitigation Measures	Level of Significance After Mitigation	Monitoring
Impact HAZ-21e: The project would not 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 not create a significant hazard to the public or the environment.	No mitigation measures are required.	Less than significant impact.	None.
Impact HAZ-22a: The project would not result in an inconsistency with an Airport Master Plan.	No mitigation measures are required.	No impact.	None.
Impact HAZ-22b: The project would require review by the Airport Land Use Commission.	No mitigation measures are required.	Less than significant impact.	None.
Impact HAZ-22c: For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, the project would not result in a safety hazard for people residing or working in the project area.	No mitigation measures are required.	Less than significant impact.	None.
Impact HAZ-22d: For a project within the vicinity of a private airstrip, or heliport, the project would not result in a safety hazard for people residing or working in the project area.	No mitigation measures are required.	Less than significant impact.	None.
Section 3.10—Hydrology and Water Quality			
Impact HYD-23a: The project would not violate water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality.	No mitigation measures are required.	Less than significant impact.	None.
Impact HYD-23b: The project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of this basin.	No mitigation measures are required.	Less than significant impact.	None.
Impact HYD-23c: The project would not substantially alter the existing drainage pattern of	No mitigation measures are required.	Less than significant impact.	None.

Impacts	Mitigation Measures	Level of Significance After Mitigation	Monitoring
the site or area, including the alteration of the course of a stream or river or through the addition of impervious surfaces.			
Impact HYD-23d: The project would not result in substantial erosion or siltation on-site or off-site.	No mitigation measures are required.	Less than significant impact.	None.
Impact HYD-23e: The project would not substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site.	No mitigation measures are required.	Less than significant impact.	None.
Impact HYD-23f: The project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.	No mitigation measures are required.	Less than significant impact.	None.
Impact HYD-23g: The project would not impede or redirect flood flow.	No mitigation measures are required.	Less than significant impact.	None.
Impact HYD-23h: In flood hazard tsunami, or seiche zones, the project would not risk the release of pollutants due to project inundation.	No mitigation measures are required.	Less than significant impact.	None.
Impact HYD-23i: The project would not conflict with a water quality control plan or sustainable groundwater management plan.	No mitigation measures are required.	Less than significant impact.	None.
Section 3.11—Land Use and Planning			
Impact LUP-24a: The proposed project would not physically divide an established community.	No mitigation measures are required.	Less than significant impact.	None.
Impact LUP-24b: The proposed project would not 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.	No mitigation measures are required.	Less than significant impact.	None.

Impacts	Mitigation Measures	Level of Significance After Mitigation	Monitoring
Section 3.12—Mineral Resources			
Impact MIN-25a: The project would not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State.	No mitigation measures are required.	Less than significant impact.	None.
Impact MIN-25b: The project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan.	No mitigation measures are required.	No impact.	None.
Impact MIN-25c: The project would not potentially expose people or property to hazards from proposed, existing, or abandoned quarries or mines.	No mitigation measures are required.	No impact.	None.
Section 3.13—Noise			
Impact NOI-26a: 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, the project would not expose people residing or working in the project area to excessive noise levels.	No mitigation measures are required.	No impact.	None.
Impact NOI-26b: For a project located within the vicinity of a private airstrip, the project would not expose people residing or working in the project area to excessive noise levels	No mitigation measures are required.	No impact.	None.
Impact NOI-27a: The project could generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies.	**MM NOI-27a: Construction Noise Mitigation Plan** Prior to issuance of grading and/or building permits, a note shall be provided on grading and building plans indicating that during grading and construction, the property owner/developer shall be responsible for requiring contractors to implement the following measures to limit construction-	Less than significant impact.	**MM NOI-27a:** Prior to issuance of grading and/or building permits, County to review and approve construction noise mitigation plan **MM NOI-27b:** Prior to issuance of building permits,

Impacts	Mitigation Measures	Level of Significance After Mitigation	Monitoring
	related noise: • The construction contractor shall limit construction activities to the daytime hours of 7:00 a.m. to 10:00 p.m., Monday through Saturday. • The construction contractor shall ensure that all internal combustion engine-driven equipment is equipped with mufflers that are in good condition and appropriate for the equipment. • The construction contractor shall locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project area. In addition, the project contractor shall place such stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the project site. • The construction contractor shall prohibit unnecessary idling (no more than 5-minutes) of internal combustion engines. • The construction contractor shall, to the maximum extent practical, locate on-site equipment staging areas to maximize the distance between construction-related noise sources and noise-sensitive receptors nearest the project site during all project construction. • For construction activity within 50 feet of any noise-sensitive receptors, a temporary noise barrier shall be installed by the applicant/developer. This temporary noise barrier shall be installed prior to the onset of construction activities that would require the use of heavy construction equipment. The barrier shall be located		County to review and approve operational noise reduction plan

Impacts	Mitigation Measures	Level of Significance After Mitigation	Monitoring
	between the construction zone and all adjacent sensitive receptor land uses. The temporary sound barrier shall provide a reduction in noise that shall meet the County's construction noise threshold of 55 dBA Lmax as measured at the façade of the sensitive receptor land uses. The noise barrier shall be a minimum height of 8 feet and be free of gaps and holes and must achieve a Sound Transmission Class (STC) of 35 or greater. The barrier can be either (a) a 0.75-inch-thick plywood wall OR (b) a hanging blanket/curtain with a surface density or at least 2 pounds per square foot. For either configuration, the construction side of the barrier shall have an exterior lining of sound absorption material with a Noise Reduction Coefficient (NRC) rating of 0.7 or higher. • The construction contractor shall designate a "disturbance coordinator" who would be responsible for responding to any complaints about construction noise. The disturbance coordinator shall determine the cause of the noise complaint (e.g., bad muffler, etc.) and shall require that reasonable measures be implemented to correct the problem. • These measures may only be granted an exception if an application for construction-related exception is made to and considered by the Building and Safety Department in accordance with Section 9.52.070 of the Municipal Code. **MM NOI-27a: Operational Noise Reduction Plan** Prior to issuance of building permits, the		

Impacts	Mitigation Measures	Level of Significance After Mitigation	Monitoring
	property owner/developer shall be responsible to implement the following measures to limit on-site operational stationary noise source impacts: • Any proposed development project that would include noise-sensitive land use development along noise impacted roadway segments identified in Table 3.13-7 shall demonstrate compliance with Noise Policies N 1.3, N 1.7, and N 2.2 of the County's Noise Element by submitting a final acoustical report prepared to the satisfaction of the Planning Director that identifies any necessary design features that would address potential traffic noise impacts to proposed noise-sensitive land uses. • Any proposed development projects that include parking structures, terminals, or loading docks of commercial or industrial land uses shall demonstrate compliance with Noise Policy N 4.8 of the County's Noise Element by submitting a final acoustical report prepared to the satisfaction of the Planning Director that identifies design measures to adequately minimize the potential noise impacts of vehicles on the site to adjacent land uses. • For any future development project that would include stationary noise sources, such as parking areas within 300 feet or mechanical systems within 50 feet of a residential receptor, the property owner/developer shall submit a final acoustical report prepared to the satisfaction of the Planning Director to address potential stationary source noise impacts to nearby residences. Noise		

Impacts	Mitigation Measures	Level of Significance After Mitigation	Monitoring
	reduction design features may include, but are not limited to, locating stationary noise sources on the site to be shielded by structures (buildings, enclosures, or sound walls) or by using equipment that has a quieter rating. These reports shall demonstrate that the proposed project incorporates sufficient noise attenuation features if needed to meet the County's exterior and interior noise standards. The individual project owner/developer shall submit the noise mitigation report to the Planning Director for review and approval. Upon approval by the County, the proposed acoustical design features shall be incorporated into the future development.		
Impact NOI-27b: The proposed project could generate excessive groundborne vibration or Groundborne Vibration Impacts during construction. The proposed project would not generate excessive groundborne vibration or Groundborne Vibration Impacts during operation.	**MM NOI-27b: Construction Vibration Reduction Plan** Prior to issuance of grading and/or building permits, a note shall be provided on grading and building plans indicating that during grading and construction, the property owner/developer shall be responsible for requiring contractors to implement the following measures to limit construction-related vibration impacts: • For any future development projects that would necessitate the use of pile driving within 200 feet of an off-site structure, shall submit a Construction Vibration Reduction Plan that identifies specific techniques, such as the depth and location of temporary trenching, that would reduce potential vibration impacts	Less than significant impact.	Prior to issuance of grading and/or building permits, County to review construction vibration reduction plan.

Impacts	Mitigation Measures	Level of Significance After Mitigation	Monitoring
	to less than significant for the impacted structure. • For any future development projects that would necessitate the use of large vibratory rollers within 30-feet of an off-site structure, or the use of other heavy construction equipment within 15-feet of an off-site structure, shall submit a Construction Vibration Reduction Plan that identifies specific techniques, such as the depth and location of temporary trenching, that would reduce potential vibration impacts to less than significant for the impacted structure. • The individual project owner/developer shall submit the Construction Vibration Reduction Plan to the Planning Director for review and approval. Upon approval by the County, the construction vibration reduction measures shall be incorporated into the construction documents.		
Section 3.14—Paleontological Resources			
Impact PALEO-28(a): The proposed project would/would not directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature.	No mitigation measures are required.	Less than significant impact.	None.
Section 3.15—Population and Housing			
Impact POP-29a: The project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere	No mitigation measures are required.	Less than significant impact.	None.
Impact POP-29b: The project would not create a demand for additional housing, particularly housing	No mitigation measures are required.	Less than significant impact.	None.

Impacts	Mitigation Measures	Level of Significance After Mitigation	Monitoring
affordable to households earning 80 percent or less of the County's median income.			
Impact POP-29c: The project would not 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).	No mitigation measures are required.	Less than significant impact.	None.
Section 3.16—Public Services			
Impact PS-30: The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection.	No mitigation measures are required.	Less than significant impact.	None.
Impact PS-31: The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for Sheriff services.	No mitigation measures are required.	Less than significant impact.	None.
Impact PS-32: The proposed project would not result insubstantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant	No mitigation measures are required.	Less than significant impact.	None.

Impacts	Mitigation Measures	Level of Significance After Mitigation	Monitoring
environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools.			
Impact PS-33: The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for libraries.	No mitigation measures are required.	Less than significant impact.	None.
Impact PS-34: The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for health services.	No mitigation measures required.	Less than significant impact.	None.
Section 3.17—Recreation			
Impact REC-35a: The project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	No mitigation measures required.	Less than significant impact.	None.
Impact REC-35b: The project would not Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.	No mitigation measures are required.	Less than significant impact.	None.

Impacts	Mitigation Measures	Level of Significance After Mitigation	Monitoring
Impact REC-35c: The project would not be located within a Community Service Area or recreation and park district with a Community Parks and Recreation Plan (Quimby fees).	No mitigation measures are required.	No Impact.	None.
Impact REC-36a: The project would include the construction or expansion of a trail system.	No mitigation measures are required.	Less than significant impact.	None.
Section 3.18—Transportation and Traffic			
Impact TRANS-37a: The project would not conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.	No mitigation measures are required.	Less than significant impact.	None.
Impact TRANS-37b: The project would conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b).	**MM TRANS-1:** Future implementing projects shall provide more options for shorter trips by locating residential uses within walking distance to retail, office, and service-oriented uses. **MM TRANS-2:** Future implementing projects shall provide pedestrian and bicycle network improvements within the development connecting complementary uses (i.e., residential, employment and retail) internally and to existing off-site facilities. **MM TRANS-3:** Where applicable, future implementing projects shall ensure that design of key intersections and roadways encourage the use of walking, biking and transit. **MM TRANS-4:** Future implementing projects shall collaborate with the Riverside Transit Authority (RTA) to determine the feasibility of providing new or re-route existing transit services to the Project.	Significant and unavoidable.	**MM TRANS-1 through -5:** County to review applicable trip reduction options on a project by project basis

Impacts	Mitigation Measures	Level of Significance After Mitigation	Monitoring
	MM TRANS-5: In addition, the following TDM strategies may be applicable at the implementing project-level: • Reduce Parking Supply for Retail Uses • Transit Rerouting and Transit Stops • Implementation of Local Shuttle Service • Mandatory Travel Behavior Change Program, Promotions and Marketing • Promotions and Marketing • Emergency Ride Home (ERH) Program • School Carpool Program • Bike Share • Implement/Improve On-street Bicycle Facility • Traffic Calming Improvements • Pedestrian Network Improvements		
Impact TRANS-37c: The project would not substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment) with implementation of mitigation.	No mitigation measures are required.	Less than significant impact.	None.
Impact TRANS-37d: The project would not cause an effect upon, or a need for new or altered maintenance of roads.	No mitigation measures are required.	Less than significant impact.	None.
Impact TRANS-37e: The project would not cause an effect upon circulation during the project's construction with implementation of mitigation.	**MM TRANS-6:** Prior to commencement of construction, the project applicant of future implementing projects shall prepare a traffic management plan that will specify traffic controls required to maintain adequate circulation and access along Highway 74. At least one lane shall remain open in each direction during construction and access to all existing businesses shall be maintained.	Less than significant impact.	**MM TRANS-6:** Prior to commencement of construction, County to review and approve construction management plan.

Impacts	Mitigation Measures	Level of Significance After Mitigation	Monitoring
Impact TRANS-37f: The project would not result in inadequate emergency access or access to nearby uses.	Implement **MM TRANS-6**	Less than significant impact.	**MM TRANS-6:** At the time of planning application submittal, County to review and approve construction management plan
Impact TRANS-38(a): The proposed project would not include the construction or expansion of a bike system or bike lanes.	No mitigation measures are required.	No impact.	None.
Section 3.19—Tribal Cultural Resources			
Impact TCR-39(a): The proposed project would cause a substantial adverse change in the significance of a tribal cultural resource listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).	No mitigation measures are required.	Less than significant impact.	None.
Impact TCR-39(b): The proposed project would cause a substantial adverse change in the significance of a tribal cultural 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.	No mitigation measures are required.	Less than significant impact.	None.
Section 3.20—Utilities and Service Systems			
Impact USS-40a: The proposed project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, or stormwater drainage systems, whereby the construction or relocation would cause significant environmental effects.	No mitigation measures are required.	Less than significant impact.	None.

Impacts	Mitigation Measures	Level of Significance After Mitigation	Monitoring
Impact USS-40b: The proposed project would have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years.	No mitigation measures are required.	Less than significant impact.	None.
Impact USS-41a: The proposed project would not require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects.	No mitigation measures are required.	Less than significant impact.	None.
Impact USS-41b: The project would result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.	No mitigations measures are required.	Less than significant impact.	None.
Impact USS-42a: The project would not 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.	No mitigation measures are required.	Less than significant impact.	None.
Impact USS-42b: The project would comply with federal, state, and local management and reduction statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan).	No mitigation measures are required.	Less than significant impact.	None.
Impact USS-43: The project would not impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects:	No mitigation measures are required.	Less than significant impact.	None.

Impacts	Mitigation Measures	Level of Significance After Mitigation	Monitoring
A. Electricity B. Natural Gas C. Communication Systems D. Street Lighting E. Maintenance of public facilities, including roads F. Other governmental services			
Section 3.21—Wildfire If located in or near a state responsibility areas or lands classified as very high fire hazard severity zone:			
Impact WILD-44a: The project would not substantially impair an adopted emergency response plan or emergency evacuation plan.	No mitigation measures are required.	Less than significant impact.	None.
Impact WILD-44b: Due to slope, prevailing winds, and other factors, the project would not exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire.	No mitigation measures are required.	Less than significant impact.	None.
Impact WILD-44c: The project would not 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.	No mitigation measures are required.	Less than significant impact.	None.
Impact WILD-44d: The project would not 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.	No mitigation measures are required.	Less than significant impact.	None.
Impact WILD-44e: The project would not expose people or structures to significant risk of loss, injury, or death involving wildland fires.	No mitigation measures are required.	Less than significant impact.	None.

CHAPTER 1: INTRODUCTION

1.1 - Overview of the CEQA Process

This Draft Program Environmental Impact Report (Draft Program EIR) is prepared in accordance with the California Environmental Quality Act (CEQA) to evaluate the potential environmental impacts associated with the implementation of the Highway 74 Community Plan (State Clearinghouse No. 2019059042). This document is prepared in conformance with CEQA (California Public Resources Code, Section 21000, *et seq*.) and the State CEQA Guidelines (California Code of Regulations, Title 14, Section 15000, *et seq*.). This Draft Program EIR is intended to inform public agency decision-makers and the public about the potential environmental effects of the Highway 74 Community Plan (proposed project).

1.1.1 - Overview

The proposed project consists of the approval of the Highway 74 Community Plan (Community Plan), which encompasses a 6.8-mile-long corridor of Highway 74 between the City of Lake Elsinore and the City of Perris in western Riverside County.

The Community Plan would provide a framework for a broad master plan to guide future policy and land uses along the Highway 74 corridor, including the potential future development of residential neighborhoods of varying densities, commercial retail, mixed use, light industrial, business park, public facilities, rural, open space, and recreation areas within the proposed planning area. The Highway 74 Community Plan also contemplates infrastructure upgrades and improved bicycle, pedestrian, and transit mobility along the Highway 74 corridor. The proposed project also includes General Plan Amendment (GPA) No. 1205. Section 2, Project Description provides a complete description of the proposed project.

1.1.2 - Purpose and Authority

This Draft Program EIR provides a program-level analysis of the environmental effects associated with the proposed project. This Draft Program EIR analyzes the potential environmental impacts resulting from the approval of the Community Plan, in accordance with State CEQA Guidelines Section 15146. This document addresses the potentially significant adverse environmental impacts that may be associated with the broad spectrum of land use and policy changes contemplated in the proposed project. It also identifies appropriate and feasible program-wide mitigation measures and broad policy alternatives that may be adopted to significantly reduce or avoid significant impacts.

CEQA requires that an EIR contain, at a minimum, certain specific elements. These elements are contained in this Draft Program EIR and include:

- Table of Contents
- Introduction
- Executive Summary
- Project Description
- Environmental Setting, Significant Environmental Impacts, and Mitigation Measures

- Cumulative Impacts
- Significant Unavoidable Adverse Impacts
- Alternatives to the Proposed Project
- Growth-Inducing Impacts
- Areas of Known Controversy

All resource areas are fully analyzed in this Draft Program EIR, therefore an Effects Found not to be Significant section is not included.

1.1.3 - Lead Agency Determination

The County of Riverside is designated as the lead agency for the proposed project. State CEQA Guidelines Section 15367 defines the lead agency as ". . . the public agency, which has the principal responsibility for carrying out or approving a project." Other public agencies may use this Draft Program EIR in the decision-making or permit process and consider the information in this Draft Program EIR along with other information that may be presented during the CEQA process.

This Draft Program EIR was prepared by FirstCarbon Solutions, an environmental consultant. Prior to public review, it was extensively reviewed and evaluated by the County of Riverside. This document reflects the independent judgment and analysis of the County of Riverside as required by CEQA. Lists of organizations and persons consulted and the report preparation personnel is provided in Section 8 of this Draft Program EIR.

1.2 - Scope of the Program EIR

This Draft Program EIR addresses the potential environmental effects of the proposed project. The County of Riverside (County) issued a Notice of Preparation (NOP) for the proposed project on May 3, 2019, which circulated between May 9, 2019, and June 10, 2019, for the statutory 30-day public review period. The scope of this Draft Program EIR includes the potential environmental impacts identified in the NOP as well as issues raised by agencies and the public in response to the NOP. The NOP is contained in Appendix A of this Draft Program EIR.

Fourteen comment letters were received in response to the NOP. They are listed in Table 1-1 and provided in Appendix B of this Draft Program EIR.

Subsequent to June 10, 2019, the County received letters, phone calls, or verbal requests from 15 property owners affected by the proposed Community Plan, requesting that the proposed land use designation for their properties be changed. After careful consideration, the County determined that the Highway 74 Community Plan could accommodate the requested land use designations. Accordingly, the proposed project, as described in Chapter 2, Project Description, and as analyzed throughout this Draft Program EIR, reflects the land use designations proposed by these property owners. The parcel numbers, existing land uses, and requested/proposed land uses are summarized in Table 1-2.

Table 1-1: IS-NOP Comment Letters

Agency/Organization	Author	Date
Public Agencies		
Riverside County Airport Land Use Commission	Paul Rull, ALUC Principal Planner	May 9, 2019
City of Lake Elsinore	Grant Taylor, Community Development Director	June 5, 2019
Eastern Municipal Water District	Maroun El-Hage, Senior Civil Engineer	June 10, 2019
Federal Emergency Management Agency (FEMA) Region IX	Gregor Blackburn, Branch Chief	June 10, 2019
March Joint Powers Authority	Jeffrey M. Smith, Senior Planner	May 10, 2019
Pechanga Cultural Resources, Temecula Band of Luiseño Mission Indians	Tuba Ebru Ozdil, Cultural Analyst	June 10, 2020
Riverside County Habitat Conservation Agency	Princess L. Hester, Director of Administration	May 22, 2019
Southern California Association of Governments	Ping Chang, Manager	June 10, 2019
South Coast Air Quality Management District	Lijin Sun, Program Supervisor	June 4, 2020
Individuals		
Anders, Lana S.		May 17, 2019
James Jr., Raymond P.		June 7, 2020
Rodriguez, Tracy		May 9, 2020
Sheth, Dilip		June 10, 2019
Smith, Roy		June 3, 2020
Source: County of Riverside Planning Department. 2019.		

Table 1-2: Requested Land Uses

Parcel Number(s)	Existing Land Use	Requested Land Use
349-040-035	VLDR	PF
349-090-024	VLDR	CR
345-080-039	RC-VLDR	RC-VLDR
345-220-045	VLDR	MU
345-220-023	VLDR	MU
345-150-032, 345-150-008, 345-150-042, 345-150-036	VLDR	MU
345-060-061	VLDR	CR
342-092-030, 342-092-033	RD-VLDR	MU

Parcel Number(s)	Existing Land Use	Requested Land Use
349-150-082	VLDR	MU
349-150-041	VLDR	MU
345-160-063, 345-160-047	VLDR	LI
345-190-016, 345-200-013	SP–Various	LI
345-070-021, 345-070-039	RR	CR
345-060-060	RR	CR
377-372-038	BP	CR

1.2.1 - Potentially Significant Environmental Issues

The NOP anticipated that the Draft Program EIR would analyze the following topical areas to evaluate potentially significant environmental issues that may result from the proposed project. The NOP also anticipated that the Draft Program EIR would evaluate the proposed project's potential to cause direct and indirect growth-inducing impact as well as cumulative impacts. The topical areas are as follows:

- Aesthetics
- Agriculture and Forest Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Geology, Soils
- Greenhouse Gas Emissions
- Energy
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Paleontological Resources
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

1.3 - Organization of the Program EIR

This Draft Program EIR is organized into the following main sections:

- **Chapter ES: Executive Summary.** This section includes a summary of the proposed project and alternatives to be addressed in the Draft Program EIR. A brief description of the areas of controversy and issues to be resolved, and overview of the Mitigation Monitoring and Reporting Program, in addition to a table that summarizes the impacts, mitigation measures, and level of significance after mitigation, are also included in this section.
- **Chapter 1: Introduction.** This section provides an introduction and overview describing the purpose of this Draft Program EIR, its scope and components, and its review and certification process.

- **Chapter 2: Project Description.** This section includes a detailed description of the proposed project, including its location, site, and project characteristics. A discussion of the project objectives, intended uses of the Draft Program EIR, responsible agencies, and approvals that are needed for the proposed project are also provided.
- **Chapter 3: Environmental Impact Analysis.** This section analyzes the environmental impacts of the proposed project. Impacts are organized into major topic areas. Each topic area includes a description of the environmental setting, methodology, significance criteria, impacts, mitigation measures, and significance after mitigation. The specific environmental topics that are addressed within Section 3 are as follows:
  - **Section 3.1—Aesthetics, Light, and Glare:** Addresses the potential visual impacts of development intensification and the overall increase in illumination produced by the proposed project.
  - **Section 3.2—Agriculture and Forestry Resources:** Addresses agricultural and forestry resources, impacts on Farmland, agricultural uses, forests, and timberlands in relation to the project site and discusses the potential impacts to these resources that would occur with implementation of the proposed project.
  - **Section 3.3—Air Quality** Addresses the potential air quality impacts associated with project implementation, as well as consistency with the applicable Air Quality Management District's significance criteria. In addition, the section evaluates project emissions of greenhouse gases.
  - **Section 3.4—Biological Resources:** Addresses the project's potential impacts on habitat, vegetation, and wildlife; the potential degradation or elimination of important habitat; and impacts on listed, proposed, and candidate threatened and endangered species.
  - **Section 3.5—Cultural Resources:** Addresses potential impacts on historical resources, archaeological resources, tribal cultural resources, and burial sites.
  - **Section 3.6—Energy:** Addresses potential project impacts related to energy usage.
  - **Section 3.7—Geology, Soils, and Paleontological Resources:** Addresses the potential impacts the project may have on soils and assesses the effects of project development in relation to geologic and seismic conditions; addresses potential impacts on paleontological resources.
  - **Section 3.8—Greenhouse Gas Emissions:** Addresses the existing greenhouse gas emissions setting and potential effects from project implementation on the project site and its surrounding area.
  - **Section 3.9—Hazards and Hazardous Materials:** Addresses the potential for the presence of hazardous materials or conditions in the planning area that may have the potential to impact human health.
  - **Section 3.10—Hydrology and Water Quality:** Addresses the potential impacts of the proposed project on local hydrological conditions, including drainage areas, and changes in the flow rates.
  - **Section 3.11—Land Use and Planning:** Addresses the potential land use impacts associated with division of an established community and consistency with the applicable General Plan, area plans, and zoning ordinance.
  - **Section 3.12—Mineral Resources:** Addresses mineral resources in relation to the planning area, and discusses the potential impacts to mineral resources, mineral resource recovery

sites, and impacts related to abandoned quarries or mines that would occur with implementation of the proposed project.

- **Section 3.13—Noise:** Addresses the potential noise impacts during construction and at project buildout from mobile and stationary sources. The section also addresses the impact of noise generation on neighboring uses.
- **Section 3.14—Paleontological Resources:** Addresses potential impacts related to paleontological resources.
- **Section 3.15—Population and Housing:** Addresses population and housing and potential effects from project implementation on the site and its surrounding area in terms of displacement of people or housing, a change in demand for housing and affordable housing, and unplanned population growth.
- **Section 3.16—Public Services:** Addresses the potential impacts upon public services, including fire protection, law enforcement, schools, parks, and recreational facilities.
- **Section 3.17—Recreation:** Addresses potential impacts associated with recreational facilities, the construction or expansion of recreational facilities, use of neighborhood or regional parks and recreational facilities, and impacts associated with a Community Service Area or a Community Parks and Recreation Plan.
- **Section 3.18—Transportation and Traffic:** Addresses the impacts on the local and regional roadway system, public transportation, bicycle, and pedestrian access.
- **Section 3.19—Tribal Cultural Resources:** Addresses potential impacts on tribal cultural resources.
- **Section 3.20—Utilities and Services Systems:** Addresses the potential impacts upon service providers, including fire protection, law enforcement, water supply, wastewater, solid waste, and energy providers.
- **Section 3.21—Wildfire:** Addresses potential impacts related to wildfire including lands within State responsibility areas and lands classified as very high fire hazard severity zones.

- **Chapter 4: Cumulative Effects.** This section discusses the cumulative impacts associated with the proposed project, including the impacts of past, present, and probable future projects.
- **Chapter 5: Alternatives to the Proposed Project.** This section compares the impacts of the proposed project with three land-use project alternatives: the No Project Alternative, the Reduced Density Alternative, and Increased Industrial Use Alternative. An environmentally superior alternative is identified. In addition, an alternative initially considered but rejected from further consideration are discussed.
- **Chapter 6: Other CEQA Considerations.** This section provides a summary of significant environmental impacts, including unavoidable and growth-inducing impacts. This section discusses the cumulative impacts associated with the proposed project, including the impacts of past, present, and probable future projects.
- **Chapter 7: Persons and Organizations Consulted/List of Preparers.** This section also contains a full list of persons and organizations that were consulted during the preparation of this Draft Program EIR. This section also contains a full list of the authors who assisted in the preparation of the Draft Program EIR, by name and affiliation.

- **Appendices.** This section includes all notices and other procedural documents pertinent to the Draft Program EIR, as well as all technical material prepared to support the analysis.

1.4 - Documents Incorporated by Reference

As permitted by State CEQA Guidelines Section 15150, this Draft Program EIR has referenced several technical studies, analyses, and previously certified environmental documentation. Information from the documents, which have been incorporated by reference, has been briefly summarized in the appropriate section(s). The relationship between the incorporated part of the referenced document and the Draft Program EIR has also been described. The documents and other sources that have been used in the preparation of this Draft Program EIR include but are not limited to:

- County of Riverside General Plan EIR No. 521, as amended
- Elsinore Area Plan
- Mead Valley Area Plan

These documents are specifically identified in Section 9, References, of this Draft Program EIR. In accordance with State CEQA Guidelines Section 15150(b), the General Plan, and the referenced documents and other sources used in the preparation of the Draft Program EIR are available for review at the County of Riverside, at the address shown in Section 1.6 below.

1.5 - Documents Prepared for the Project

The following technical studies and analyses were prepared for the proposed project:

- Air Quality, Greenhouse Gas Analysis, and Energy Supporting Information
- Biological Resource Supporting Information
- Cultural Resources Supporting Information
- Hazards and Hazardous Materials Supporting Information
- Noise Analysis Supporting Information
- Vehicle Miles Traveled Memorandum

1.6 - Review of the Draft Program EIR

Upon completion of the Draft Program EIR, the County of Riverside filed a Notice of Completion (NOC) with the State Office of Planning and Research to begin the public review period (Public Resources Code, Section 21161). Concurrent with the NOC, this Draft Program EIR has been distributed to responsible and trustee agencies, other affected agencies, surrounding cities, and interested parties, as well as all parties requesting a copy of the Draft Program EIR in accordance with Public Resources Code 21092(b)(3). During the public review period, the Draft Program EIR, including the technical appendices, is available for review at the Riverside County Planning Department offices. The address is provided below:

Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92502-1409
Hours:
Monday–Friday: 8:00 a.m. to 5:00 p.m.

Agencies, organizations, and interested parties have the opportunity to comment on the Draft Program EIR during the 45-day public review period. Written comments on this Draft Program EIR should be addressed to:

Andrew Svitek, Project Planner
County of Riverside
4080 Lemon Street 12th Floor
Riverside, CA 92501
Phone: 951.955.8514
Email: asvitek@rivco.org

Submittal of electronic comments in Microsoft Word or Adobe PDF format is encouraged. Upon completion of the public review period, written responses to all significant environmental issues raised will be prepared and made available for review by the commenting agencies at least 10 days prior to the public hearing before the County Planning Commission and Board of Supervisors on the proposed project, at which the certification of the Final Program EIR will be considered. Comments received and the responses to comments will be included as part of the record for consideration by decision makers for the proposed project.

CHAPTER 2: PROJECT DESCRIPTION

This Draft Program Environmental Impact Report (Draft Program EIR) analyzes the potential environmental effects of implementing the proposed Highway 74 Community Plan (proposed project) in Riverside County (County), California.

2.1 - Project Location and Setting

2.1.1 - Location

The proposed project encompasses a 6.8-mile corridor of Highway 74 between the City of Lake Elsinore and the City of Perris in western Riverside County (planning area) (Exhibit 2-1). The planning area encompasses 1,026 parcels on approximately 2,220 acres of unincorporated land and includes portions of the communities of Warm Springs, Meadowbrook, and Good Hope that are located within 1,000 feet of the centerline of Highway 74 following parcel lines (Exhibit 2-2). The proposed project is located in the *Lake Elsinore, California,* United States Geological Survey (USGS) 7.5-minute Topographic Quadrangle Map, Township 5 South, Range 4 West, Section 10 (Latitude 33° 44’ 33” North; Longitude 117° 16’ 50” West).

Neighborhood Areas

The planning area is subdivided into three neighborhoods, summarized as follows (Exhibit 2-2a through 2-2b):

- Neighborhood 1: the northern portion from 7th Street to Ethanac Road.
- Neighborhood 2: the central portion from Ethanac Road to Mauricio Street.
- Neighborhood 3: the southern portion of the corridor that is separated by the City of Elsinore. Starting from Conard Avenue to north of Crater Drive.

2.1.2 - Existing Conditions

Highway 74

Highway 74 is a four-lane divided County Highway between the City of Lake Elsinore and City of Perris. Highway 74 provides a paved shoulder, a paved median stripe, and a two-way left turn lane in various locations. Pedestrian facilities consisting of short, non-contiguous segments of sidewalks or paths are located near intersections and provide access to bus turnouts. The California Department of Transportation (Caltrans) indicates that Highway 74 carried 28,914 average daily trips at Ethanac Road in 2019, the most recent for which year counts are available.[1]

Development and Land Use Activities

Existing development and land use activities along the Highway 74 corridor consist primarily of large parcel, rural residential uses, as well as scattered commercial and industrial uses such as auto/tire

[1] California Department of Transportation (Caltrans). 2019. Traffic Volumes: Annual Average Daily Traffic (AADT) 2019. Website: Traffic Census Program | Caltrans. Website: https://dot.ca.gov/-/media/dot-media/programs/traffic-operations/documents/census/aadt/2019-traffic-volumes.xlsx. Accessed August 13, 2021.

repair shops, nursery, landscape and fencing supply, trailer supply, home businesses, towing services, truck repair/rental, neighborhood markets, storage facilities, warehouses, and a Caltrans maintenance facility. The planning area is relatively rural, with existing single-family residential neighborhoods scattered throughout the corridor surrounded by low hilly terrain with large boulders. The planning area also contains significant stretches of undeveloped land.

Known sensitive receptors located within 1 mile of the planning area include residential uses, childcare centers, parks, cemeteries, schools, and churches. Specifically, the following public schools are located within 1 mile of the planning area:

- Good Hope Elementary (24050 Theda Street, Perris)
- Keith McCarthy Academy (1405 Education Way, Lake Elsinore)
- Perris Elementary School (500 South A Street, Perris)
- Pinacate Middle School (1990 South A Street, Perris)
- Railway Elementary School (555 Alpine Drive, Perris)
- Earl Warren Elementary School (41221 Rosetta Canyon Drive, Lake Elsinore)
- Ortega High School (520 Chaney Street, Lake Elsinore)
- Perris Lake High School (418 West Ellis Avenue, Perris)
- Temescal Valley High School (28755 El Toro Road, Lake Elsinore)

Overall, many of the properties along Highway 74 are undeveloped or underutilized. Additionally, much of the infrastructure within the planning area (e.g., County roads, storm drainage facilities, bicycle/pedestrian facilities, etc.) is limited in terms of extent and size. Land uses within each of the neighborhoods are as follows.

Neighborhood 1

As shown in Exhibit 2-2a, Neighborhood 1 is located between Ethanac Road on the south and 7th Street on the north. Neighborhood 1 is within the Mead Valley Area Plan (MVAP). Land uses within Neighborhood 1 are primarily single-story homes on large lots with adjacent establishments such as vehicle and tire service repair shops. This neighborhood has land use designations of Commercial Retail, Business Park, and Mixed-Use Areas, and include Light Industrial and Very Low Density Residential on the outskirts of its boundary.

Neighborhood 2

As shown in Exhibit 2-2b, Neighborhood 2 is located between Mauricio Avenue on the south and Ethanac Road on the north. Neighborhood 2 is within the Elsinore Area Plan (ELAP). Land uses within Neighborhood 2 primarily has single-story homes on large lots and establishments such as markets and vehicle repair shops. This neighborhood has land use designations of Commercial Retail, Business Park, and Mixed-Use Areas, and has Very Low Density Residential on the outskirts of its boundary. There are also scenic boulders along this portion of Highway 74, as well as rural and undeveloped land and open space.

Neighborhood 3

As shown in Exhibit 2-2b, Neighborhood 3 is located on the southwestern portion of the planning area and is separated from Neighborhoods 1 and 2. Neighborhood 3 is located between Conard

Avenue and north of Crater Drive. Neighborhood 3 is within the ELAP. Land uses within Neighborhood 3 has industrial and commercial establishments and is mostly surrounded by the City of Lake Elsinore. This neighborhood has land use designations of Commercial Retail, Business Park, Light Industrial and some Very Low Density Residential on the outskirts of its boundary.

2.1.3 - General Plan Designations and Zoning

The County of Riverside General Plan (General Plan)[2] is the master land use plan for the planning area. The General Plan uses Area Plans to provide specific guidance for development and land use activities within smaller geographical units. The proposed project boundaries overlap with both the ELAP[3] and the MVAP.[4,5]

The existing General Plan land use designations for the planning area are summarized in Table 2-1. The General Plan includes a Rural Village Land Use Overlay (RVLUO) that permits alternate land uses within 933 acres of the planning area within the communities of Good Hope and Meadowbrook. Table 2-1 shows both the existing land use and alternate land use designations present within the planning area. Exhibit 2-4 depicts the existing General Plan land use designations and RVLUO within the planning area. Table 2-2 shows the existing zoning designations within the planning area.

Table 2-1: Existing General Plan Land Use Designations

Foundation Component	Category	Acres	
		Existing Land Use Designation OR	Rural Village Land Use Overlay Alternate Land Use
Rural Community	Very Low Density Residential (1 acre minimum)	713.50	250.54
Rural Community	Low Density Residential (0.5 acre minimum)	0	0
Community Development	Medium Density Residential (2-5 dwelling units/acre)	111.39	380.38
Community Development	Medium High Density Residential (5-8 dwelling units/acre)	29.02	172.39
Community Development	High Density Residential (14-20 dwelling units/acre)	0	0
Community Development	Very High Density Residential (14-20 dwelling units/acre)	12.82	0
Community Development	Highest Density Residential (20+ dwelling units/acre)	17.09	16.93

[2] Riverside County Transportation and Land Management Agency. County of Riverside General Plan. December 8, 2015. Website: https://planning.rctlma.org/Zoning-Information/General-Plan. Accessed August 26, 2019.
[3] County of Riverside. 2019. Elsinore Area Plan. Website: https://planning.rctlma.org/Portals/14/genplan/2019/ap/ELAP_041619.pdf. Accessed March 4, 2020.
[4] Within the planning area, Ethanac Road is the boundary between the Elsinore Area Plan and Mead Valley Area Plan.
[5] County of Riverside. 2019. Mead Valley Area Plan. Website: https://planning.rctlma.org/Portals/14/genplan/2019/ap/MVAP_062618.pdf. Accessed March 4, 2020.

Foundation Component	Category	Acres	
		Existing Land Use Designation OR	Rural Village Land Use Overlay Alternate Land Use
Community Development	Commercial Retail (0.2-0.35 FAR)	14.23	265.17
Community Development	Business Park (0.25-0.60 FAR)	33.74	33.79
Community Development	Light Industrial (0.25-0.60 FAR)	112.00	311.62
Community Development	Public Facilities (≤0.60 FAR)	0	0
Community Development	Mixed-Use Area (varies)	193.08	112.98
Community Development	Community Center (5-40 dwelling unit/acre; 0.1-0.3 FAR)	6.71	0
Rural	Rural Residential (5 acre minimum)	305.31	302.95
Rural	Rural Mountains (10 acre minimum)	99.34	57.64
Rural	Rural Community–Very Low Density Residential (1 acre minimum)	527.59	309.61
Open Space	Open Space–Recreation	30.80	0
Open Space	Open Space–Conservation	0	0
Open Space	Open Space–Conservation Habitat	8.72	5.46
	Grand Total	**2,215.34**	**2,219.46**

Notes:
FAR = floor area ratio
Source: Riverside County Transportation and Land Management Agency. County of Riverside General Plan. December 8, 2015. Website: https://planning.rctlma.org/Zoning-Information/General-Plan. Accessed August 26, 2019.

Existing zoning classifications in the planning area consist of C-1/C-P (General Commercial), C-P-S (Scenic Highway Commercial), I-P (Industrial Park), M-SC (Manufacturing-Service Commercial), MU (Mixed-Use), SP (Specific Plan), R-1 (One-Family Dwelling), R-3 (General Residential), R-7 (High Density Residential), R-A-1/R-A-10/R-A-2/R-A-20000 (Residential Agriculture), R-R (Rural Residential), W-1(Watercourse, Watershed, and Conservation Areas), and W-2-M-1 (Controlled Development Area with Mobile Homes).

Table 2-2: Existing Zoning Classifications

Zone	Acres Existing
R-1 (One-Family Dwelling)	0
R-3 (General Residential)	0

Zone	Acres Existing
R-7 (Highest Density Residential)	16.93
R-A (Residential Agricultural)	0
R-A-1 (Residential Agricultural–1 acre minimum)	8.30
R-A-10 (Residential Agricultural–10 acre minimum)	15.43
R-A-2 (Residential Agricultural–2 acre minimum)	62.05
R-A-20000 (Residential Agricultural–20,000-square-foot minimum)	32.87
R-R (Rural Residential)	1,174.05
SP (Specific Plan)	125.09
W-1 (Watercourse, Watershed, and Conservation Areas)	12.89
W-2-M-1 (Controlled Development Area with Mobile Homes)	165.12
MU (Mixed-Use)	146.05
M-SC (Manufacturing–Service Commercial)	166.87
I-P (Industrial Park)	10.08
C-P-S (Scenic Highway Commercial)	31.84
C-1/C-P (General Commercial)	17.61
Total	**1,985.18**
Notes: Of the 2,219.46 acres of land within the planning area, 0.17 acre does not have a zone classification and 234.25 acres are road rights of way. Source: County of Riverside 2021.	

2.2 - Project Background

Highway 74 extends 101.5 miles from Interstate 5 (I-5) in San Juan Capistrano to Interstate 10 (I-10) in Palm Desert. It crosses rugged terrain (the Santa Ana Mountains and San Jacinto Mountains) and functions more as a local road than a regional corridor. The State encourages relinquishment of State highways that function like city streets to local governments.[6] Consequently, Caltrans has relinquished control of Highway 74 segments to local jurisdictions in the cities of Palm Desert, Lake Elsinore and Perris, allowing these local governments to make improvements, such as adding turn lanes or curb cuts to the portion of Highway 74 within their jurisdiction, without requiring Caltrans approval.

In 2014, the County began discussions with Caltrans to relinquish control of Highway 74 in the unincorporated County between the City of Lake Elsinore and the City of Perris. In 2016, the County

[6] Land, Richard D. 2005. Memorandum: Relinquishment of State Highways by Legislative Enactment. State of California Department of Transportation. October. Website: https://dot.ca.gov/-/media/dot-media/programs/design/documents/f0007860-state-highway-relinquishmentwattach-a11y.pdf. Accessed August 10, 2021.

commissioned the Highway 74 Business Corridor Land Use Study[7] to identify opportunities to guide the orderly transition of development within the unincorporated County along the Highway 74 corridor between the City of Lake Elsinore and City of Perris.

On January 31, 2017, the County Board of Supervisors adopted Resolution Number 2017-017, Minute Order No. 322, and provided its notice of intent to consent to the relinquishment of Highway 74 by the California Transportation Commission from Mauricio Avenue to 7th Street to the County, thereby allowing greater local control over development and land use activities along the corridor.

2.3 - Project Characteristics

2.3.1 - Project Summary

The County has prepared the proposed project to guide future growth and development within the planning area. The proposed project includes a General Plan Amendment (GPA No. 1205) to guide the development of residential neighborhoods of varying densities, commercial retail, mixed-use, light industrial, business park, public facilities, rural, open space, and recreation areas. Existing land use designations would be updated as part of the proposed project, which would alter the General Plan Foundations primarily from the Rural and Rural Community Foundations to Community Development and corresponding land use designations. The proposed project would also alter other land use designations within their current Foundation Component and provide guiding policies that support the modification of the planning area's structure.

General Plan Amendment No. 1205

GPA No. 1205 involves amendments to the existing Foundation Components and land use designations in support of the proposed Highway 74 Community Plan. GPA No. 1205 would modify the existing General Plan Land Use Designations, Policy Areas, and policies to provide opportunities for residential, commercial, public facility, mixed-use areas, light industrial, and business park developments. The RVLUO for sites within the planning area would be removed. In some instances, GPA No. 1205 would update both the foundational components and land use designations of a site, or only land use designation. Table 2-3 summarizes the proposed land use designations compared to the existing land use designations currently in effect.

The proposed planning area is composed of three neighborhoods that are part of the MVAP and ELAP. Within the MVAP, approximately 184 acres of the planning area are within the Highway 74 Perris and Good Hope Policy Areas, which allow relocation of businesses due to the planned expansion of Highway 74. The Perris Policy Area, Good Hope Policy Area, along with the Good Hope and Meadowbrook RVLUO's, would be removed as part of the proposed project. Within the ELAP, approximately 192 acres of the planning area is within the Warm Springs Policy Area, which includes policies protecting the visual and biological assets of the Warm Springs area. The Warm Springs Policy Area overlapping Neighborhood 3 will be removed.

In summary, GPA No. 1205 would involve the following amendments:

[7] Riverside County Planning Department. 2022. Highway 74 Community Plan. Highway 74 Business Corridor Land Use Study. Website: https://planning.rctlma.org/Advanced-Planning/Highway-74-Community-Plan. Accessed January 3, 2022.

- Modify the existing General Plan Land Use Designations, Policy Areas, and policies within the Highway 74 Community Plan planning area;
- Removal the RVLUO for all sites within the planning area;
- Either update both the foundational components and land use designations, or only land use designation of sites;
- Remove the Perris Policy Area, Good Hope Policy Area, and the Good Hope and Meadowbrook RVLUO's;
- Remove the Warm Springs Policy Area that overlaps Neighborhood 3

The proposed project would support the General Plan criteria of clustered development in order to create appropriate built environments that promote economic development. Additionally, the proposed project would promote more Community Development land uses and fewer Rural, Rural Community, and Open Space land uses, and would include policies addressing character, design, and environmental impacts.

Exhibit 2-5 shows the proposed General Plan land use designation changes for the entire planning area. Exhibit 2-6a shows the proposed General Plan land use designations for Neighborhood 1, while Exhibit 2-5b shows the proposed General Plan land use designations for Neighborhoods 2 and 3. The parcels that would be re-designated as part of the proposed project are shaded; parcels that are not proposed to be re-designated are shown in white.

Table 2-3: Comparison of Existing and Proposed General Plan Land Use Designations Within the Highway 74 Planning Area

Category	Acres	
	Existing Land Use Designation	Proposed Use (Highway 74 Community Plan)
Community Development Foundation Component		
Very Low Density Residential (1 acre minimum)	713.50	430.09
Low Density Residential (0.5 acre minimum)	0	112.43
Medium Density Residential (2-5 dwelling units/acre)	111.39	58.05
Medium High Density Residential (5-8 dwelling units/acre)	29.02	29.02
High Density Residential (14-20 dwelling units/acre)	0	3.95
Very High Density Residential (14-20 dwelling units/acre)	12.82	13.02
Highest Density Residential (20+ dwelling units/acre)	17.09	17.09
Commercial Retail (0.2-0.35 FAR)	14.23	177.47
Business Park (0.25-0.60 FAR)	33.74	187.42
Light Industrial (0.25-0.60 FAR)	112.00	167.95
Public Facilities (≤0.60 FAR)	0	21.60

Category	Acres	
	Existing Land Use Designation	Proposed Use (Highway 74 Community Plan)
Mixed-Use Area (varies)	193.08	455.92
Community Center (5-40 dwelling unit/acre; 0.1-0.3 FAR)	6.71	6.71
Community Development Foundation Component Total	1,243.58	1,680.69
Rural Foundation Component		
Rural Residential (5 acre minimum)	305.31	57.23
Rural Mountainous (10 acre minimum)	99.34	58.76
Rural Foundation Component Total	404.65	115.99
Rural Community Foundation Component		
Rural Community–Very Low Density Residential (1 acre minimum)	527.59	376.07
Rural Community Foundation Component Total	527.59	376.07
Open Space Foundation Component		
Open Space–Recreation	30.80	29.10
Open Space–Conservation	0	14.70
Open Space–Conservation Habitat	8.72	0
Open Space Foundation Component Total	39.52	43.80
Grand Total	**2,215.34**	**2,216.55**

Notes:
FAR = floor area ratio
Source: County of Riverside 2019.

Subsequent proposed development may require applicant-initiated zone changes to conform to the General Plan Land Use designations proposed by the Highway 74 Community Plan. The specific features of any potential future zone change are not currently known or reasonably foreseeable; therefore, any potential environmental impacts associated with unknown future zone changes are too speculative for evaluation at this time.

2.3.2 - Potential Build Out Under the Highway 74 Community Plan

This section describes the implications of the proposed project buildout in terms of future new housing units, nonresidential uses, civic, and open space uses based on the proposed land use categories. To determine the amount of new residential uses and nonresidential uses, this Draft Program EIR estimates the density and intensity of the estimated buildouts of the existing General Plan within the Highway 74 planning area and the proposed project using General Plan Appendix E: Socioeconomic Build-out Assumptions and Methodology.

Table 2-4 illustrates the differences in buildout potential between the existing General Plan land use designations and the proposed project within the planning area. In summary, the proposed project would lead to an increase of the following uses:

- Approximately 3,970 multi-family residential dwelling units[8].
- Approximately 2,081,150 square feet of commercial retail uses.
- Approximately 1,506,217 square feet of business park uses.
- Approximately 740,903 square feet of light industrial uses.
- Approximately 21.6 acres of public facility uses.
- Approximately 4.28 acres of open space uses.

2.3.3 - Community Plan Policies

The planning area policies and related land use plan were developed as a result of extensive community input and are designed to support the development of residential neighborhoods of varying densities, neighborhood servicing commercial uses, and local employment center areas clustered along the planning area. According to Figure LU-4.1 of the General Plan Land Use Element, several areas between I-15 and I-215 are identified as an Environmental Justice Community (EJC) within the planning area. These areas identified as EJCs include the communities of Good Hope, Meadowbrook, and Warm Springs. The community of Good Hope encompasses approximately 1,073 acres and is located north of Ethanac Road and south of 7th Street in the City of Perris. The communities of Meadowbrook and Warm Springs encompasses approximately 1,143 acres and is located north of Cambern Avenue in the City of Elsinore and south of Ethanac Road. Therefore, these areas within the planning area are subject to all relevant EJC policies of the Healthy Communities Element, which addresses civic engagement, reduction to health risks, and prioritization of infrastructure improvements. The General Plan contains policies that support and address environmental justice concerns that are specific to this area. These policies from the General Plan include:

HC 2.1 Encourage a built environment that promotes physical activity and access to healthy foods while reducing driving and pollution by:

a.) Promoting the use of survey tools such as Health Impact Assessments, Development Application Health Checklist, or other tools the County of Riverside deems effective to evaluate the impacts of development on public health.
b.) Directing new growth to existing, urbanized areas while reducing new growth in undeveloped areas of Riverside County.

HC 11.1 Improve access to fresh fruits, vegetables, and other healthy food by encouraging a mix of food establishments that offer healthy food choices.

[8] The proposed project would lead to a decrease of approximately 383 single-family detached residential units (<5 dwelling units per acre [DU/acre]). However, given the potential increase of 3,970 multi-family dwelling units listed above, the proposed project would lead to a net increase of 3,587 residential units.

HC 11.2 Promote the production and distribution of locally grown food by reducing barriers to farmers markets, food cooperatives, neighborhood or community gardens, ethnobotanical gardens, etc.

Highway 74 Planning Area General Policies

These are intended to be viewed as proposed policy examples. As a result, these policies may be modified, amended, or corrected. In addition, new policies may be added to further support the intent of the project.

1. Encourage consolidation of parcels to promote better land use development and project design.
2. Where feasible the development of frontage/service roads should be encouraged to increase and facilitate access from Highway 74 to residential, commercial, and industrial sites.
3. The Mixed-Use Area (MUA) Land Use Designation may be found consistent with any nonresidential zoning classification that implements the intent of the land use designation or provides for a community serving use(s).
4. Development should be coordinated with Riverside Transit Agency (RTA) to ensure bus routes are identified and bus stops are provided to adequately serve community residents.
5. Development may include live-work spaces within the MUAs where appropriate.
6. Development should promote a reduction of Vehicle Miles Traveled (VMT) and livable and resilient neighborhoods that provide housing, goods and services, open space, and multi-model transportation options within proximity to each other.
7. Encourage the use of trees, signage, landscaping, street furniture, public art, and other aesthetic elements to enhance appearance and provide neighborhood uniqueness.
8. Commercial Parking should be screened/buffered from any public right-of-way with incorporation of landscaping, walls, berms with trees in support of the streetscape.
9. Developments should be encouraged to design and locate convenient pedestrian and bicycle connections, bus, or shuttle connections, that increase connections to adjacent and nearby communities and cities, businesses, parks and open space areas, and n1ew transit access opportunities.
10. Work on reducing illegal dumping, including hazardous waste, and increase access to affordable composting and recycling facilities; encourage the appropriate permitting of waste sites and reclamation of cleanup sites.
11. Encourage the connection of municipal water and wastewater services to community residents and facilities to reduce reliance on septic systems in order to limit groundwater contamination.

In addition to the policies discussed above, each neighborhood also has neighborhood-specific policies.

Neighborhood 1

This neighborhood presents an opportunity to serve as an entry point from the City of Perris to the planning area. It provides a sense of uniqueness and contains commercial and clean industry establishments that support residential components that facilitate a "live, work, and play" environment.

Neighborhood 1 Policies

N 1.1 New developments within the neighborhood should support the neighborhood's emerging identity.

N 1.2 Encourage complete streets, which include sidewalks, greenbelts, and trails to facilitate use by pedestrians and bicyclists where such facilities are well separated from parallel or cross through traffic to ensure pedestrian and cyclist safety.

N 1.3 The County should work with RTA to address any deficiencies or disconnection of transit routes through the neighborhood.

Neighborhood 2

This neighborhood presents an opportunity to serve as an entry point from the City of Elsinore to the planning area. It provides a sense of uniqueness and contains commercial and clean industry establishments that support residential components that facilitate a "live, work, and play" environment.

Neighborhood 2 Policies

N 2.1 Developments should support the neighborhood's emerging identity.

N 2.2 Encourage complete streets, which include sidewalks, greenbelts, and trails to facilitate use by pedestrians and bicyclists where such facilities are well separated from parallel or cross through traffic to ensure pedestrian and cyclist safety.

N 2.3 Work on preserving outstanding scenic vistas and features and encourage underground placement of electric or communication distribution lines.

Neighborhood 3

This neighborhood presents the opportunity to provide local employment to residents.

Neighborhood 3 Policy

N 3.1 Encourage effective and comprehensive coordination efforts with the City of Lake Elsinore regarding planning, including circulation policies that affect commercial and industrial development/entitlement activity.

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Table 2-4: Highway 74 Community Plan Build Out Assumptions

Land Use Designations	Land Use Code	Existing General Plan Build Out within the Highway 74 Planning Area			Highway 74 Community Plan Buildout (GPA 1205)			Delta	
		Acres	Rate[1,2]	Quantity[2]	Acres	Rate[1,2]	Quantity[2]	Acres	Quantity[2]
Community Development Foundation Component									
Very Low Density Residential	VLDR	713.50	0.75 DU/AC	535 DU	430.09	0.75 DU/AC	323 DU	-283.41	-212 DU
Low Density Residential	LDR	0.00	1.50 DU/AC	0 DU	112.43	1.50 DU/AC	169 DU	112.43	169 DU
Medium Density Residential	MDR	111.39	3.50 DU/AC	390 DU	58.05	3.50 DU/AC	203 DU	-53.34	-187 DU
Medium High Density Residential	MHDR	29.02	6.50 DU/AC	189 DU	29.02	6.50 DU/AC	189 DU	0.00	0 DU
High Density Residential	HDR	0.00	11.00 DU/AC	0 DU	3.95	11.00 DU/AC	43 DU	3.95	43 DU
Very High Density Residential	VHDR	12.82	17.00 DU/AC	218 DU	13.02	17.00 DU/AC	221 DU	0.20	3 DU
Highest Density Residential	HHDR	17.09	30.00 DU/AC	513 DU	17.09	30.00 DU/AC	513 DU	0.00	0 DU
Commercial Retail	CR	14.23	0.23 FAR	106.926 TSF	177.47	0.23 FAR	1,333.527 TSF	163.24	1,222.601 TSF
Business Park	BP	33.74	0.30 FAR	330.686 TSF	187.42	0.30 FAR	1,836.903 TSF	153.68	1,506.217 TSF
Light Industrial	LI	112.00	0.38 FAR	1,483.131 TSF	167.95	0.38 FAR	2,224.034 TSF	55.95	740.903 TSF
Public Facilities	PF	0.00	–	0 AC	21.60	–	21.6 AC	21.60	21.6 acre
Mixed-Use Area	MUA	194.35	0.40 FAR 30.00 DU/AC	1,269.883 TSF 2,915 DU	455.92	0.40 FAR 30.00 DU/AC	2,978.981 TSF 6,839 DU	261.57	1,709.098 TSF 3,924 DU
Community Center	CC	6.71	0.40 FAR 17.00 DU/AC	43.843 TSF 57 DU	6.71	0.40 FAR 17.00 DU/AC	43.843 TSF 57 SU	0.00	0.000 TSF 0 DU
Community Development Foundation Component Total		**1,244.85 acres**			**1,680.72 acres**			**435.87 acres**	
Rural Foundation Component									
Rural Residential	RR	305.31	0.15 DU/AC	46 DU	57.23	0.15 DU/AC	9 DU	-248.08	-37 Du
Rural Mountainous	RM	99.34	0.05 DU/AC	5 DU	58.76	0.05 DU/AC	3 DU	-40.58	-2 DU
Rural Foundation Component Total		**404.65 acres**			**115.99 acres**			**-288.66 acres**	

Land Use Designations	Land Use Code	Existing General Plan Build Out within the Highway 74 Planning Area			Highway 74 Community Plan Buildout (GPA 1205)			Delta	
		Acres	Rate[1,2]	Quantity[2]	Acres	Rate[1,2]	Quantity[2]	Acres	Quantity[2]
Rural Community Foundation Component									
Rural Community–Very Low Density Residential	RC-VLDR	527.59	0.75 DU/AC	396 DU	376.07	0.75 DU/AC	282 DU	-151.52	-114 DU
Rural Community Foundation Component Total		**527.59 acres**			**376.07 acres**			**-151.52 acres**	
Open Space Foundation Component									
Open Space–Recreation	OS-R	30.80	–	30.8 acres	29.10	–	29.1	-1.70	-1.7 acres
Open Space–Conservation	OS-C	0.00	–	0 acres	14.70	–	14.70	14.70	14.7 acres
Open Space–Conservation Habitat	OS-CH	8.72	–	8.72 acres	0.00	–	0.00	-8.72	-8.71 acres
Open Space Foundation Component Total		**39.52 acres**			**43.80 acres**			**4.28 acres**	
Land Use Summary									
Single-family Detached Residential (< 5 DU/Acre)	–	1,757.13	–	1,372 DU	1,092.63	–	989 DU	-664.50	-383 SU
Multi-family Residential (> = 5 DU/Acre + 50% MUA/CC)	–	159.46	–	3,892 DU	294.40	–	7,862 DU	134.94	3,970 DU
Commercial Retail (CR + 50% MUA/CC	–	114.76	–	763.789 TSF	408.79	–	2,844.939 TSF	294.03	2,081.150 TSF
Business Park	–	33.74	–	330.686 TSF	187.42	–	1,836.903 TSF	153.68	1,506.217 TSF
Light Industrial	–	112.00	–	1,483.131 TSF	167.95	–	2,224.034 TSF	55.95	740.903 TSF
Other	–	39.52	–	39.52 acres	65.40	–	65.40 acres	25.88	25.88 acres
Grand Total		**2,216.61 acres**			**2,216.58 acres**			**-0.03 acre**	

Notes:
AC = acres; DU = dwelling unit; DU/AC = dwelling unit per acre; TSF = thousand square feet; FAR = floor area ratio
[1] Rates based on the County of Riverside General Plan Appendix E: Socioeconomic Build-out Assumptions and Methodology (2017).
[2] To determine the actual amount of land available for development, gross acres must be converted to net acres, as shown below:–0.75 for Commercial Retail (CR), Commercial Tourist (CT), Commercial Office (CO), Heavy Industrial (HI), and Business Park (BP)–0.80 for Light Industrial (LI)

2.4 - Project Objectives

The underlying purpose of the proposed project is to stimulate economic development, provide housing opportunities, facilitate the development of infrastructure, and address environmental justice.

To advance the underlying purpose, the project objectives are as follows:

1. Accommodate the development of a balance of land uses that maintain and enhance Riverside County's fiscal viability, economic diversity, and environmental integrity.
2. Update policies to be consistent with current legal requirements and legislation.
3. Encourage consolidation of parcels to promote better land use development and project design and maximize density of residential, commercial, and industrial uses.
4. Facilitate access from Highway 74 to residential, commercial, and industrial sites where feasible the development of frontage/service roads should be encouraged to increase.
5. Support economic vitality by maximizing the availability of a wide variety of employment opportunities within the planning area.
6. Provide live-work spaces within the MUAs where appropriate.
7. Promote livable and resilient neighborhoods that provide housing, goods and services, open space, and multi-model transportation options within proximity to each other and that reduce reliance on the automobile.
8. Promote healthy neighborhoods that incorporate best practices related to land use, mobility, air quality, housing, affordability, safety, environmental justice, community services, and design. Encourage complete streets, which include sidewalks, greenbelts, and trails to facilitate use by pedestrians and bicyclists where such facilities are well separated from parallel or cross through traffic to ensure pedestrian and cyclist safety.
9. Preserve outstanding scenic vistas and features and encourage underground placement of electric or communication distribution lines.
10. Encourage trees, signage, landscaping, street furniture, public art, and other aesthetic elements in development.
11. Incorporate policies that promote the health and welfare of the community by encouraging development to include convenient pedestrian and bicycle connections, bus, or shuttle connections, that increase connections to adjacent and nearby communities and cities, businesses, parks and open space areas, and new transit access opportunities into the planning process.
12. Maintain the rural and open space character of Riverside County by implementing policies that concentrate growth near or within existing urban and suburban areas to the greatest extent possible. Preserve and maintain the environment by developing policies to reduce illegal dumping, including hazardous waste, and increase access to affordable composting and recycling facilities; encourage the appropriate permitting of waste sites and reclamation of cleanup sites.

Encourage the connection of municipal water and wastewater services to community residents and facilities to reduce reliance on septic systems in order to limit groundwater contamination.

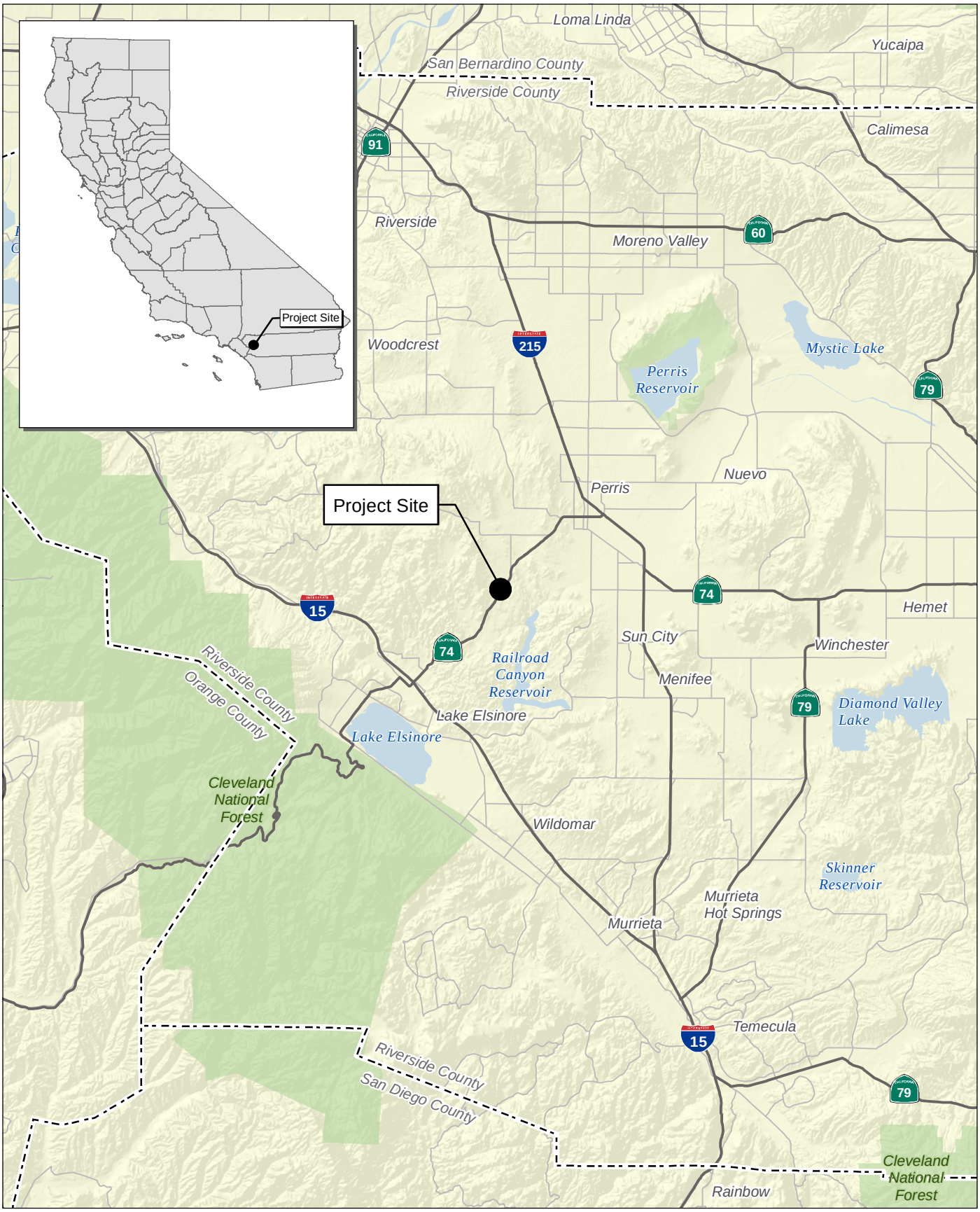
2.5 - Intended Uses of this Draft Program EIR

This Draft Program EIR is being prepared by the County to assess the potential environmental impacts that may arise in connection with actions related to implementation of the proposed project. Pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15367, the County is the lead agency for the proposed project and has discretionary authority over the proposed project and project approvals. The Draft Program EIR is intended to discuss and disclose the potential project impacts to the greatest extent feasible at this time in order to avoid or minimize the need for future environmental documentation of the project by using current plans, technical studies, and relevant information available. However, as a programmatic EIR, given the size and scale of the project area, detailed site-specific analysis would be infeasible at this time. Therefore, future implementing projects may require site-specific environmental review pursuant to State CEQA Guidelines section 15168, or other CEQA tiering or streamlining procedures, and will be evaluated on a case-by-case basis to determine whether additional CEQA compliance is required. The Draft Program EIR will be used by the County of Riverside, interested parties, the general public, and responsible agencies to evaluate the potential environmental impacts of the proposed project.

2.5.1 - Discretionary and Ministerial Actions

Discretionary approvals and permits are required by the County for implementation of the proposed project. The proposed project would require the following discretionary approvals and actions, including:

- Certification of the Draft Program EIR
- Adoption of GPA No. 1205
  - Highway 74 Community Plan



Source: Census 2000 Data, The CaSIL

5 2.5 0 5 Miles

Exhibit 2-1
Regional Location Map

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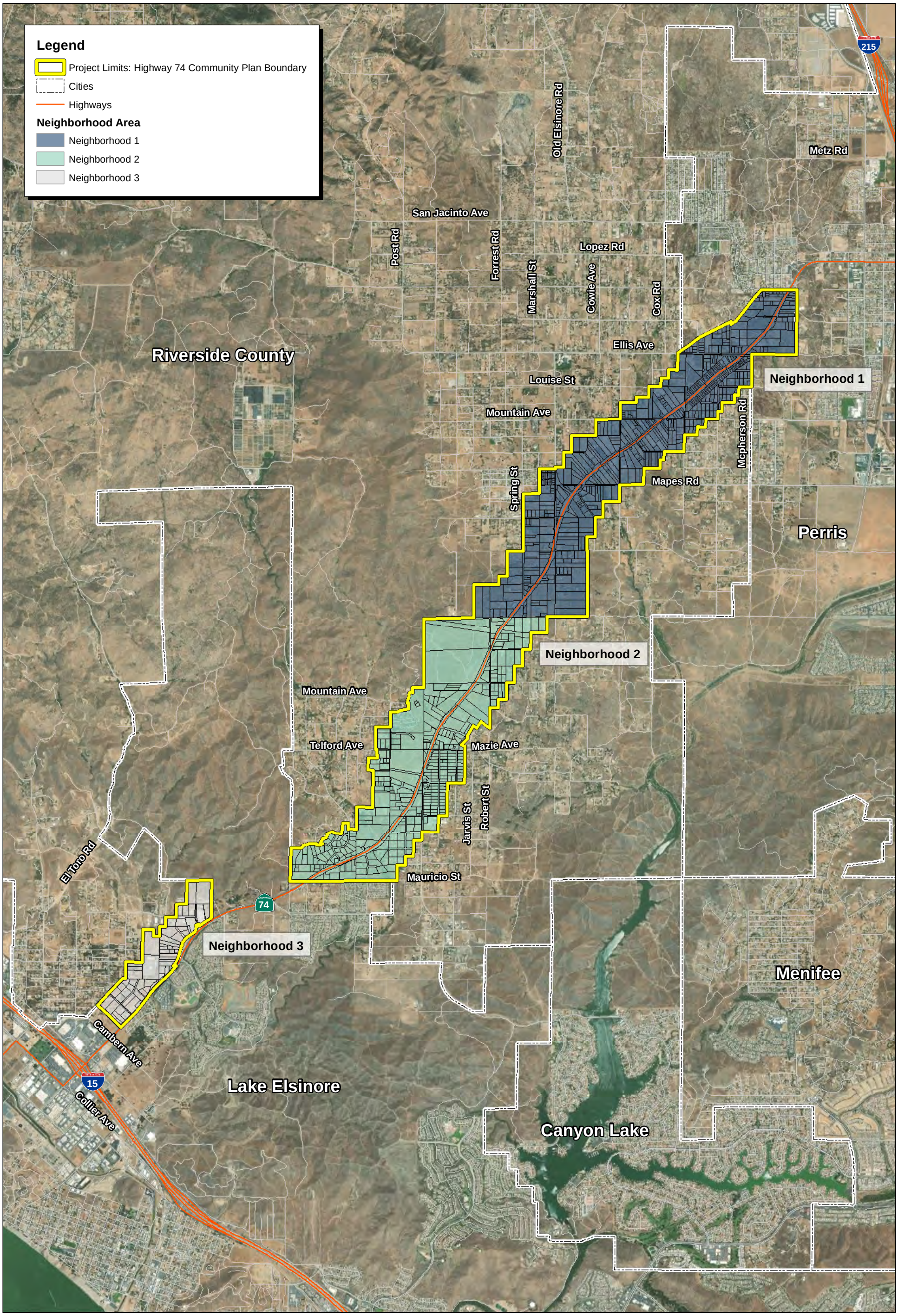

Source: ESRI Aerial Imagery. Riverside County GIS Data. CASC Engineering & Consulting, 09/2021.

3,600 1,800 0 3,600 Feet

Exhibit 2-2
Project Location

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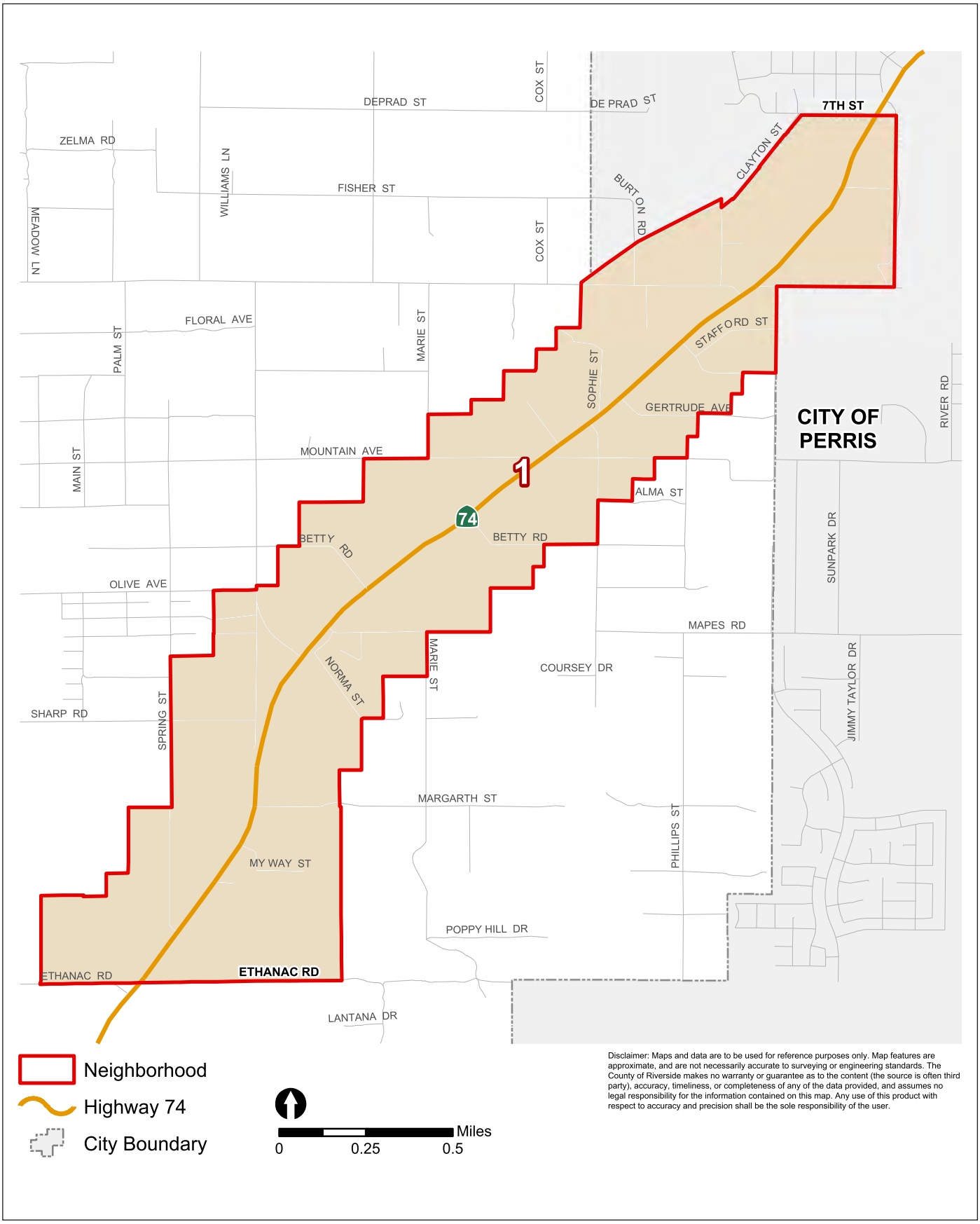

Disclaimer: Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, 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.

Source: County of Riverside Planning Department, 12/21/2021.

Exhibit 2-2a
Project Location - Neighborhood 1

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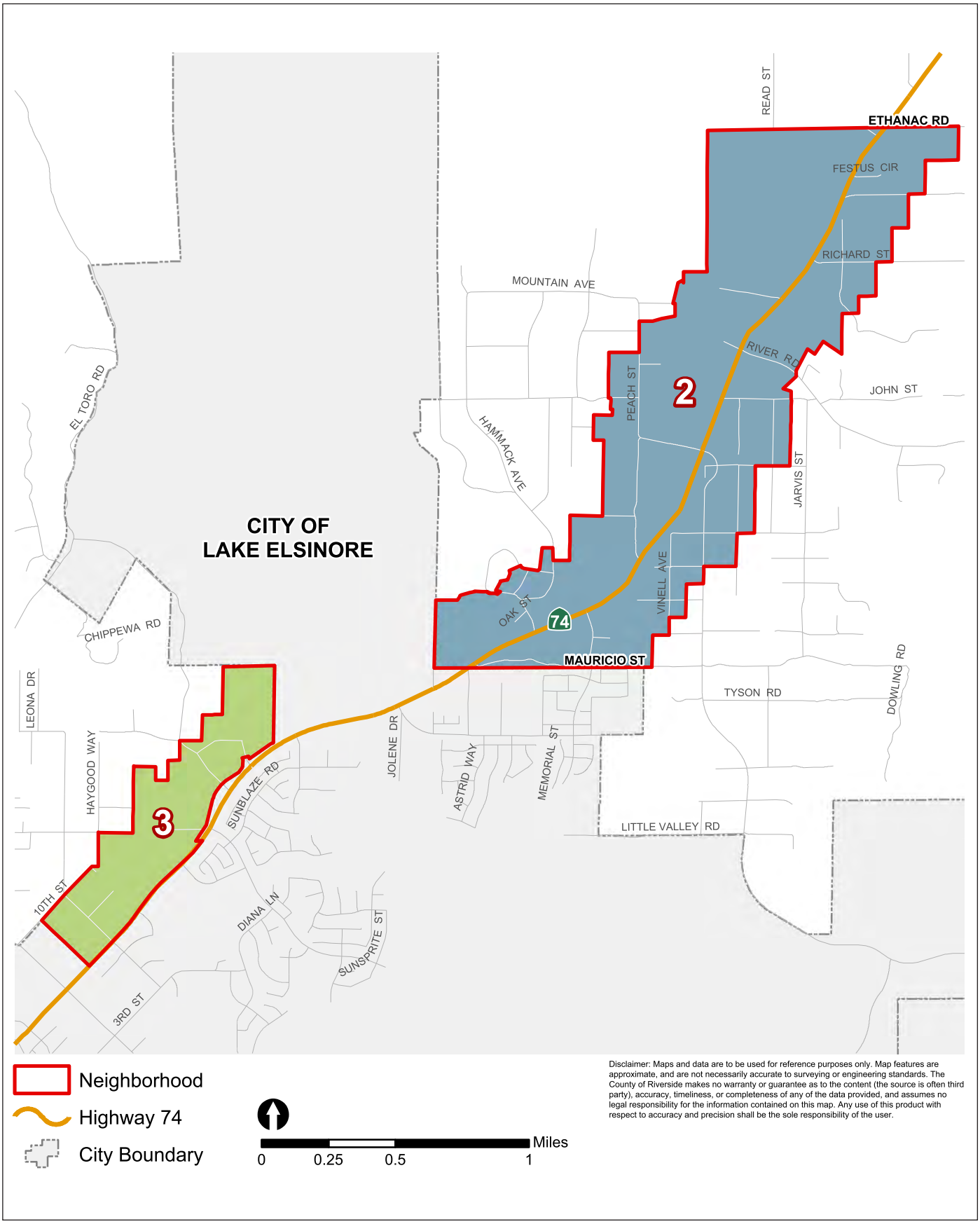

Disclaimer: Maps and data are to be used for reference purposes only. Map features are approximate, and are not necessarily accurate to surveying or engineering standards. The County of Riverside makes no warranty or guarantee as to the content (the source is often third party), accuracy, timeliness, 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.

Source: County of Riverside Planning Department, 12/21/2021.

Exhibit 2-2b
Project Location - Neighborhoods 2 and 3

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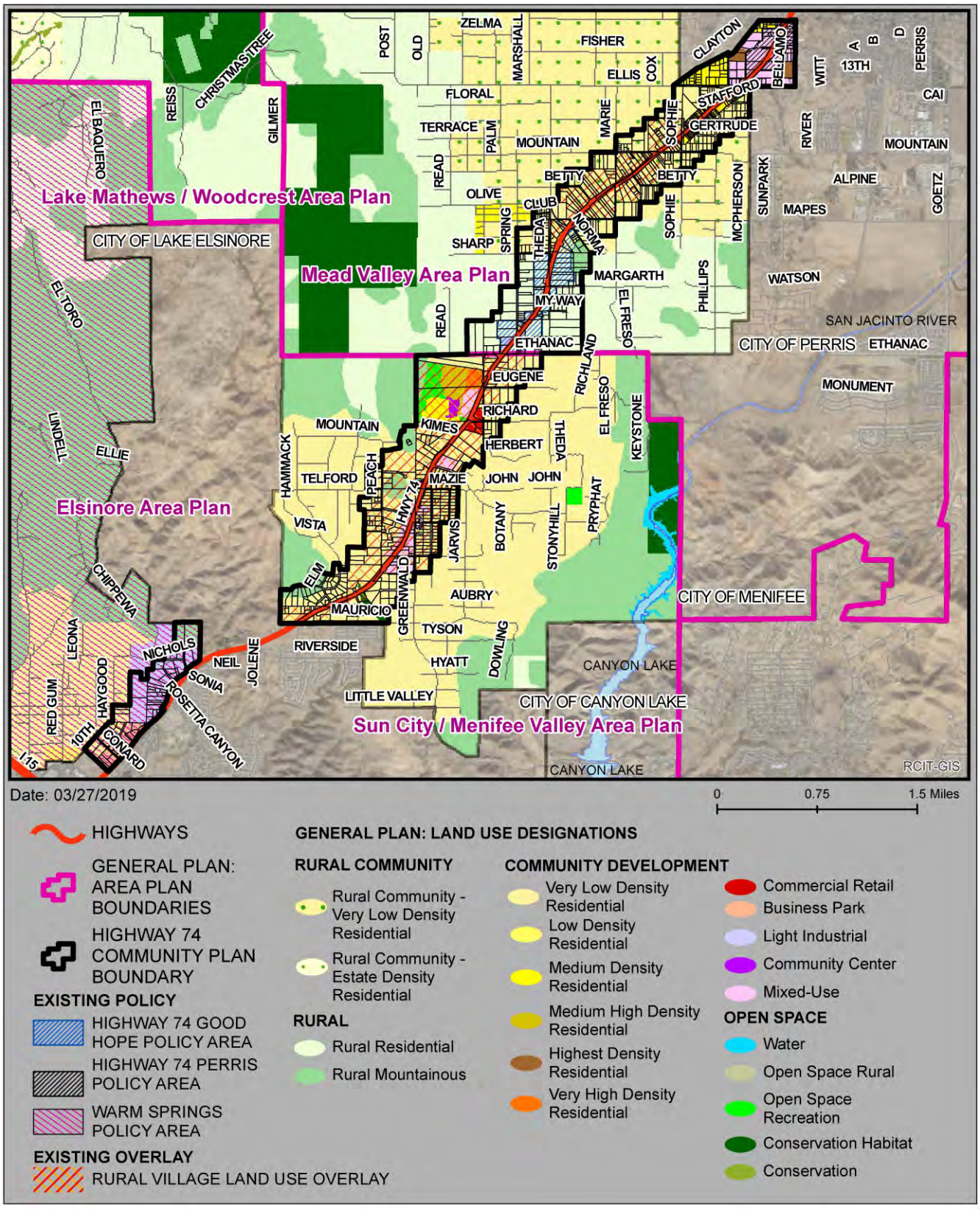

Source: County of Riverside Planning Department, May 3, 2019.

Exhibit 2-3
Existing General Plan Land Use Designation Map

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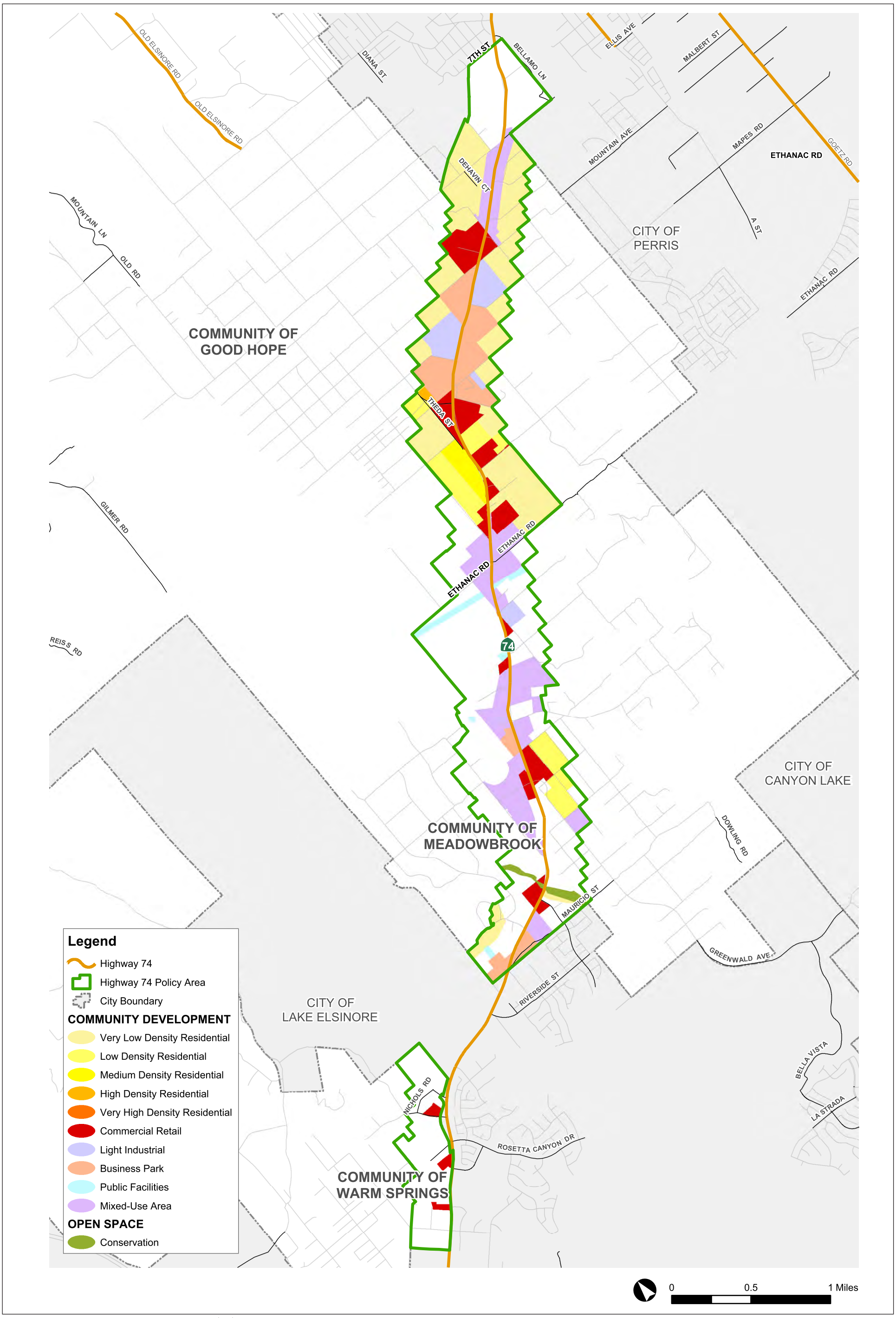

Source: County of Riverside Planning Department, 12/21/2021.

Exhibit 2-4
Proposed General Plan Land Use Designation Map

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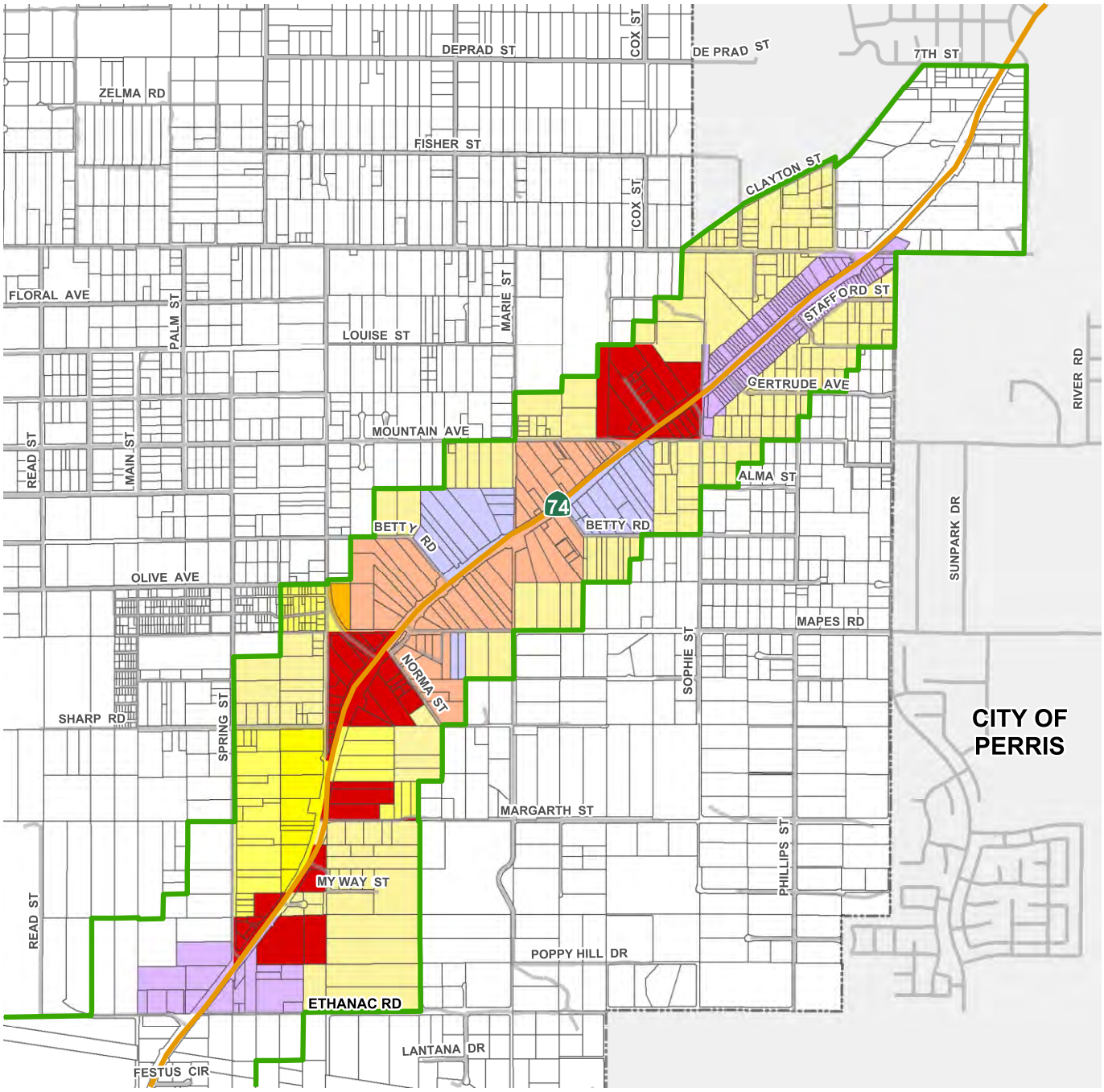

Source: County of Riverside Planning Department, 12/21/2021.

Exhibit 2-5a
Proposed General Plan Land Use Designations for Neighborhood 1

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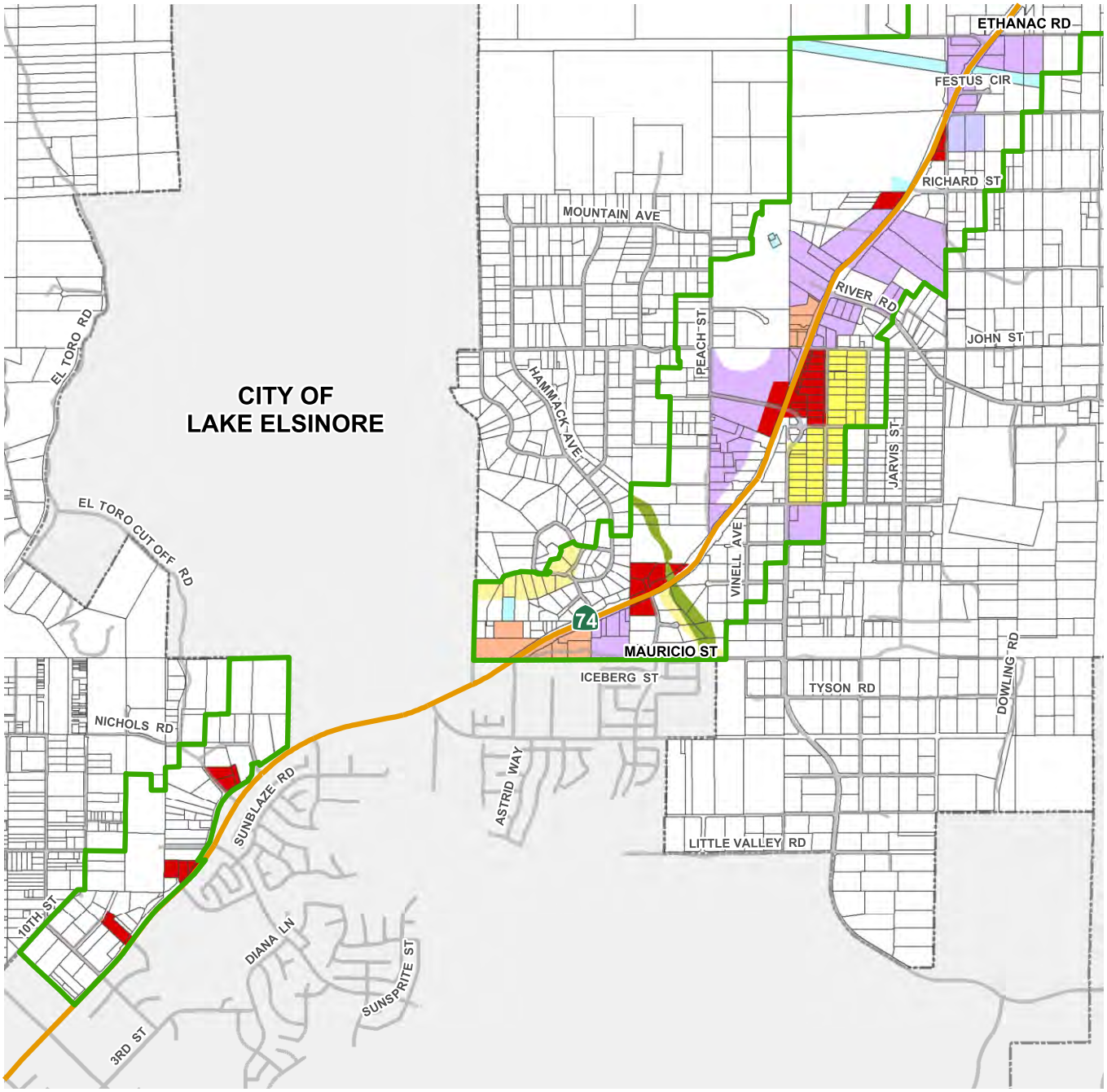

Source: County of Riverside Planning Department, 12/21/2021.

Exhibit 2-5b
Proposed General Plan Land Use Designations for Neighborhoods 2 and 3

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CHAPTER 3: ENVIRONMENTAL IMPACT ANALYSIS

Organization of Issue Areas

This Draft Program Environmental Impact Report (Draft Program EIR) provides analysis of impacts for those environmental topics where it was determined in the Notice of Preparation (NOP), or through subsequent analysis that the proposed project would result in "potentially significant impacts." Sections 3.1 through 3.21 discuss the environmental impacts that may result with approval and implementation of the proposed project.

Issues Addressed in this Program EIR

The following environmental issues are addressed in Section 3:

- Aesthetics, Light, and Glare
- Agriculture and Forest Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology, Soils, and Paleontological Resources
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Paleontological Resources
- Population and Housing
- Public Services
- Recreation
- Transportation and Traffic
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

Level of Significance

Determining the severity of project impacts is fundamental to achieving the objectives of the California Environmental Quality Act (CEQA). State CEQA Guidelines section 15091 requires that decision makers mitigate, as completely as is feasible, the significant impacts identified in the Final Program EIR. If the Draft Program EIR identifies any significant unmitigated impacts, State CEQA Guidelines section 15093 requires decision makers in approving a project to adopt a statement of

overriding considerations that explains why the benefits of the project outweigh the adverse environmental consequences identified in the Draft Program EIR.

The level of significance for each impact examined in this Draft Program EIR was determined by considering the predicted magnitude of the impact against the applicable threshold. Thresholds were developed using criteria from the State CEQA Guidelines and checklist; State, federal, and local regulatory schemes; local/regional plans and ordinances; accepted practice; consultation with recognized experts; and other professional opinions.

Impact Analysis and Mitigation Measure Format

The format adopted in this Draft Program EIR to present the evaluation of impacts is described and illustrated below.

Summary Heading of Impact

Impact AES-1:	**An impact summary heading appears immediately preceding the impact description (Summary Heading of Impact in this example). The impact number identifies the section of the report (AES for Aesthetics, Light, and Glare in this example) and the sequential order of the impact (1 in this example) within that section. To the right of the impact number is the impact statement, which identifies the potential impact.**

Impact Analysis

A narrative analysis follows the impact statement.

Level of Significance Before Mitigation

This section identifies the level of significance of the impact before any mitigation is proposed.

Mitigation Measures

In some cases, following the impact discussion, reference is made to state and federal regulations and agency policies that would fully or partially mitigate the impact. In addition, policies and programs from applicable local land use plans that partially or fully mitigate the impact may be cited.

Project-specific mitigation measures, beyond those contained in other documents, are set off with a summary heading and described using the format presented below:

MM AES-1 Project-specific mitigation is identified that would reduce the impact to the lowest degree feasible. The mitigation number links the particular mitigation to the impact it is associated with (AES-1 in this example); mitigation measures are numbered sequentially.

Level of Significance After Mitigation

This section identifies the resulting level of significance of the impact following mitigation.

Abbreviations used in the mitigation measure numbering are:

Code	Environmental Issue
AES	Aesthetics, Light, and Glare
AG	Agriculture and Forest Resources
AIR	Air Quality
BIO	Biological Resources
CUL	Cultural Resources
ENER	Energy
GEO	Geology and Soils
GHG	Greenhouse Gas Emissions
HAZ	Hazards and Hazardous Materials
HYD	Hydrology and Water Quality
LUP	Land Use and Planning
MIN	Mineral Resources
NOI	Noise
PALEO	Paleontological Resources
POP	Population and Housing
PS	Public Services
REC	Recreation
TRANS	Transportation and Traffic
TCR	Tribal Cultural Resources
USS	Utilities and Service Systems
WILD	Wildfire

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3.1 - Aesthetics, Light, and Glare

3.1.1 - Introduction

This section describes the existing aesthetics, light, and glare setting and potential effects from project implementation on visual resources and the planning area and its surroundings. Descriptions and analysis in this section are based, in part, on-site reconnaissance, as well as review of applicable policy documents such as the County of Riverside General Plan (General Plan) and its associated Program Environmental Impact Report (Program EIR), as well as the Mead Valley Area Plan (MVAP) and the Elsinore Area Plan (ELAP). No public comments were received in response to the Notice of Preparation (NOP) regarding aesthetics, light, or glare.

3.1.2 - Environmental Setting

Regional Setting

The Highway 74 Community Plan (proposed project) extends 6.8 miles between the City of Lake Elsinore and the City of Perris, between Interstate 15 (I-15) and Interstate 215 (I-215), in western Riverside County (County). The planning area includes portions of the Good Hope, Meadowbrook, and Warm Springs communities. The Santa Ana Mountains are the primary backdrop to the southwestern portion of the planning area. Notable peaks in the Santa Ana Mountains include Santiago Peak (5,689 feet) and Modjeska Peak (5,496 feet), which together form the Saddleback Mountain formation. The City of Lake Elsinore is characterized as a small city that encompasses a large geographical area across 11 districts. The City of Lake Elsinore is adjacent to Lake Elsinore, a 3,000-acre freshwater lake, while the City of Perris is a small city located near Lake Perris, an artificial lake within a State Recreation Area. The most prominent existing land use within the area is rural, low- and medium-density residential uses as well as scattered commercial and industrial uses. Much of the planning area is characterized by low hilly terrain.

The Highway 74 corridor contains a wide variety of land uses. Most of the land uses are residential, with undeveloped parcels along the corridor. Business and industrial uses also occur within the urbanized portions of the corridor in Perris and Lake Elsinore. Major roadways that provide access to the planning area include I-215 on the northeast side and I-15 on the southeast side.

Scenic Resources

According to the General Plan, scenic resources include areas that are visible to the general public and considered visually attractive. Scenic resources include scenic corridors, natural landmarks, and prominent or unusual features of the landscape. For example, the Santa Rosa and San Jacinto National Monument includes mountains or other natural features with high scenic value. Scenic backdrops include hillsides and ridges that rise above urban or rural areas or highways. Scenic vistas are points accessible to the general public that provide a view of the countryside.[1]

[1] County of Riverside. 2015. Riverside County General Plan, Chapter 5: Multipurpose Open Space Element. Website: https://planning.rctlma.org/Portals/14/genplan/general_Plan_2017/elements/OCT17/Ch05_MOSE_120815.pdf?ver=2017-10-11-102103-833. Accessed October 12, 2021.

Furthermore, the General Plan states that natural slopes are one of the County's primary aesthetic resources. Foothill and mountain areas, which are visible throughout the County, create a dramatic backdrop for local communities and help define the character of the County. Other visual resources include low-lying valleys, mountain ranges, rock formations, rivers, and lakes. These features are often enjoyed via the County's many roadways. Due to the visual significance of many of these areas, several roadways have been officially recognized as either Eligible or Designated State or County Scenic Highways.[2] The planning area is characterized by hilly terrain and boulder clusters that can be considered scenic resources.

State Scenic Highways

The California Scenic Highway Mapping System indicates that the section of Highway 74 between the City of Perris and the City of Lake Elsinore is "State-Eligible," which means that this portion of the highway is eligible for designation as a State Scenic Highway. On January 1, 2020, the California Streets and Highway Code was amended to include all of Highway 74 in the State Scenic Highway System. The segment within the planning area remains "Eligible" for designation as a State Scenic Highway.

Light and Glare

The City of Lake Perris and the City of Elsinore, adjacent to the planning area, are urbanized and experience a moderate level of ambient light. Except for downtown areas, the land uses in these cities are primarily suburban residential and subject to relatively low levels of nighttime lighting and glare, with some security and nighttime lighting in commercial areas. The planning area is characterized by existing commercial and light industrial uses, which are not sources of substantial nighttime lighting. Similarly, the planning area consists of single-family homes or rural residential on large lots, which would not be a source of substantial nighttime lighting and glare. Glare from headlights of vehicles traveling on Highway 74 is intermittent and not a substantial source of nighttime lighting and glare.

3.1.3 - Regulatory Framework

State

California Scenic Highway Program

The California Scenic Highway Program is intended to preserve and protect scenic highway corridors from change that would diminish the aesthetic value of lands adjacent to highways. A highway may be designated scenic depending upon how much of the natural landscape can be seen by travelers, the scenic quality of the landscape, and the extent to which development intrudes upon the traveler's enjoyment of the view. A scenic corridor is the land generally adjacent to and visible from the highway and is identified using a motorist's line of vision. The corridor protection program seeks to encourage quality development that does not degrade the scenic value of the corridor. Minimum requirements for scenic corridor protection include:

- Regulation of land use and density of development.

[2] County of Riverside. 2015. Riverside County General Plan, Chapter 3: Land Use Element. Website: https://planning.rctlma.org/Portals/14/genplan/2021/Ch03_Land%20Use_06.29.21.pdf. Accessed October 12, 2021.

- Detailed land and site planning.
- Control of outdoor advertising (including a ban on billboards).
- Careful attention to and control of earthmoving and landscaping.
- Careful attention to design and appearance of structures and equipment.

Local

County of Riverside

General Plan

Scenic resources in the County include areas that are visible to the general public and considered visually attractive, including scenic corridors, natural landmarks, and prominent or unusual features of the landscape. Scenic resources include the Santa Rosa and San Jacinto National Monument and hillsides and ridges that rise above urban or rural areas or highways, as well as scenic vistas that provide a view of the countryside.[3] The General Plan sets forth the following policies in the Healthy Communities Element related to aesthetics, light, and glare:[4]

Policy HC 2.1 Encourage a built environment that promotes physical activity and access to healthy foods while reducing driving and pollution by:

(b) Directing new growth to existing, urbanized areas while reducing new growth in undeveloped areas of Riverside County.

Policy HC 3.1 Where appropriate, require high-density, mixed-use development near existing and proposed high-use transit centers.

Policy HC 4.1 Promote healthy land use patterns by doing each of the following to the extent feasible**:**

(a) Preserving rural open space areas, and scenic resources.
(b) Preventing inappropriate development in areas that are environmentally sensitive or subject to severe natural hazards.
(c) Developing incentives, such as transfer of development rights, clustered development, development easements, and other mechanisms, to preserve the economic value of agricultural and open space lands.

Policy HC 8.1 Promote development patterns and policies that:

(a) Reduce commute times.
(b) Encourage the improvement of vacant properties and the reinvestment in neighborhoods.
(c) Provide public space for people to congregate and interact socially.

[3] County of Riverside. 2015. Riverside County General Plan, Chapter 5: Multipurpose Open Space Element. Website: https://planning.rctlma.org/Portals/14/genplan/general_Plan_2017/elements/OCT17/Ch05_MOSE_120815.pdf?ver=2017-10-11-102103-833. Accessed October 12, 2021.

[4] County of Riverside. 2015. Riverside County General Plan, Chapter 10: Healthy Communities Element. Website: https://planning.rctlma.org/Portals/14/genplan/general_Plan_2017/elements/OCT17/Ch10_HCE_120815.pdf?ver=2017-10-11-102105-050. Accessed October 21, 2021.

(d) Foster safe and attractive environments.
(e) Encourage civic participation.

Policy HC 9.4 Improve safety and the perception of safety by requiring adequate lighting, street visibility, and defensible space.

Additionally, the following policies are set forth in the Multipurpose Open Space Element related to aesthetics, light, and glare:[5]

Policy OS 21.1 Identify and conserve the skylines, view corridors, and outstanding scenic vistas within Riverside County.

Policy OS 22.1 Design developments within designated scenic highway corridors to balance the objectives of maintaining scenic resources with accommodating compatible land uses.

Policy OS 22.2 Study potential scenic highway corridors for possible inclusion in the Caltrans Scenic Highways Plan.

Policy OS 22.3 Encourage joint efforts among federal, State, and County agencies, and citizen groups to ensure compatible development within scenic corridors.

Policy OS 22.4 Impose conditions on development within scenic highway corridors requiring dedication of scenic easements consistent with the Scenic Highways Plan, when it is necessary to preserve unique or special visual features.

Policy OS 22.5 Utilize contour grading and slope rounding to gradually transition graded road slopes into a natural configuration consistent with the topography of the areas within scenic highway corridors.

Furthermore, the Land Use Element sets forth the following policies related to aesthetics, light, and glare:[6]

Policy LU 9.1 Provide for permanent preservation of open space lands that contain important natural resources, cultural resources, hazards, water features, watercourses including arroyos and canyons, and scenic and recreational values.

Policy LU 9.2 Require that development protect environmental resources by compliance with the Multipurpose Open Space Element of the General Plan and federal and state regulations such as CEQA, NEPA, the Clean Air Act, and the Clean Water Act.

[5] County of Riverside. 2015. Riverside County General Plan, Chapter 5: Multipurpose Open Space Element. Website: https://planning.rctlma.org/Portals/14/genplan/general_Plan_2017/elements/OCT17/Ch05_MOSE_120815.pdf?ver=2017-10-11-102103-833. Accessed October 12, 2021.

[6] County of Riverside. 2015. Riverside County General Plan, Chapter 3: Land Use Element. Website: https://planning.rctlma.org/Portals/14/genplan/2021/Ch03_Land%20Use_06.29.21.pdf. Accessed October 12, 2021.

Policy LU 9.3 Incorporate open space, community greenbelt separators, and recreational amenities into Community Development areas in order to enhance recreational opportunities and community aesthetics and improve the quality of life.

Policy LU 9.4 Allow development clustering and/or density transfers in order to preserve open space, natural resources, cultural resources, and biologically sensitive resources. Wherever possible, development on parcels containing 100-year floodplains, blueline streams and other higher-order watercourses, and areas of steep slopes adjacent to them shall be clustered to keep development out of watercourse and adjacent steep slope areas, and to be compatible with other nearby land uses.

Policy LU 9.5 In conjunction with the CEQA review process, evaluate the potential for residential projects not located within existing parks and recreation districts or County Service Areas (CSAs) that provide for neighborhood and community park development and maintenance to be annexed to such districts or CSAs, and require such annexation where appropriate and feasible.

Policy LU 12.1 Apply the following policies to areas where development is allowed and that contain natural slopes, canyons, or other significant elevation changes, regardless of land use designation:

(a) Require that hillside development minimize alteration of the natural landforms and natural vegetation.
(b) Allow development clustering to retain slopes in natural open space whenever possible.
(c) Require that areas with slope be developed in a manner to minimize the hazards from erosion and slope failures.
(d) Restrict development on visually significant ridgelines, canyon edges and hilltops through sensitive siting and appropriate landscaping to ensure development is visually unobtrusive.
(e) Require hillside adaptive construction techniques, such as post and beam construction, and special foundations for development when the need is identified in a soils and geology report which has been accepted by the County of Riverside.
(f) In areas at risk of flooding, limit grading, cut, and fill to the amount necessary to provide stable areas for structural foundations, street rights-of-way, parking facilities, and other intended uses.

Policy LU 14.1 Preserve and protect outstanding scenic vistas and visual features for the enjoyment of the traveling public.

Policy LU 14.2 Incorporate riding, hiking, and bicycle trails and other compatible public recreational facilities within scenic corridors.

Policy LU 14.3 Ensure that the design and appearance of new landscaping, structures, equipment, signs, or grading within Designated and Eligible State and County scenic highway corridors are compatible with the surrounding scenic setting or environment.

Policy LU 14.4 Maintain an appropriate setback from the edge of the right-of-way for new development adjacent to Designated and Eligible State and County Scenic Highways based on local surrounding development, topography, and other conditions.

Policy LU 14.5 Require new or relocated electric or communication distribution lines, which would be visible from Designated and Eligible State and County Scenic Highways, to be placed underground.

Policy LU 14.6 Prohibit off-site outdoor advertising displays that are visible from Designated and Eligible State and County Scenic Highways.

Policy LU 14.7 Require that the size, height, and type of on-premises signs visible from Designated and Eligible State and County Scenic Highways be the minimum necessary for identification. The design, materials, color, and location of the signs shall blend with the environment, utilizing natural materials where possible.

Policy LU 14.8 Avoid the blocking of public views by solid walls.

Riverside County Ordinance No. 655

The intent of Ordinance No. 655 is to restrict the permitted use of certain light fixtures emitting into the night sky undesirable light rays that have a detrimental effect on astronomical observation and research. The project corridor is within Zone B, which is within a 15- to 45-mile radius of the Mount Palomar Observatory per County Ordinance No. 655. Certain restrictions apply to lighting and lighting fixtures within Zone B. For example, in Zone B, Class I lighting—defined as lighting used for outdoor sales or eating areas, assembly or repair areas, outdoor advertising displays and other signs, recreational facilities, and other similar applications when color rendition is important—must be turned off after 11:00 p.m. Additionally, Class I lighting must have low-pressure sodium lamps, or must be fully shielded if above 4,050 lumens. Additional restrictions apply for Class II lighting—defined as outdoor lighting used for illumination for walkways, private roadways and streets, equipment yards, parking lot and outdoor security—and Class III lighting, which is defined as decorative lighting.[7]

Elsinore Area Plan

The ELAP includes the communities of Warm Springs and Meadowbrook, which are within the planning area, as well as the City of Lake Elsinore. Visual resources within the ELAP include the ridgelines and slopes of the Santa Ana Mountains, Gavilan Hills, and Sedco Hills, as well as views from I-15 from Corona south to the San Diego County line, and the western segment of Highway 74.

[7] County of Riverside. 2020. Ordinance No. 655 – An Ordinance of the County of Riverside Regulating Light Pollution. Website: https://www.rivcocob.org/ords/600/655.htm. Accessed October 12, 2021.

The ELAP sets forth the following policies related to aesthetics, light, and glare:[8]

Policy ELAP 5.7 Street trees, signage, landscaping, street furniture, public art, and other aesthetic elements should be used to enhance the appearance and identity of the Neighborhoods.

Policy ELAP 5.8 Commercial Parking: should be screened/buffered from any public right-of-way with incorporation of landscaping, walls, berms with trees in support of the streetscape.

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

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

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

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

Additionally, the following ELAP policy applies specifically to Neighborhood 2 of the Highway 74 planning area:

ELAP 5.14 Work on preserving outstanding scenic vistas and features and encouraging underground placement of electric or communication distribution lines.

Mead Valley Area Plan

According to the MVAP, scenic resources include Highway 74 where it connects with I-215 in the southern portion of the MVAP, and the Motte-Rimrock Reserve and Steele Peak. The MVAP sets forth the following policies related to aesthetics, light, and glare:[9]

MVAP 3.7 Trees, signage, landscaping, street furniture, public art, and other aesthetic elements should be used to enhance appearance and provide neighborhood uniqueness.

[8] County of Riverside. 2021. Elsinore Area Plan. Website: https://planning.rctlma.org/Portals/14/genplan/2021/ELAP_6.29.21.pdf. Accessed October 12, 2021.

[9] County of Riverside. 2019. Mead Valley Area Plan. Website: https://planning.rctlma.org/Portals/14/genplan/2019/ap/MVAP_062618.pdf. Accessed October 12, 2021.

MVAP 3.8 Commercial Parking: should be screened/buffered from any public right-of-way with incorporation of landscaping, walls, berms with trees in support of the streetscape.

Policy MVAP 4.3 Assign high priority to the development of a Specific plan or Master Plan of Development (or Redevelopment) for this area with the objective of increasing the attractiveness of this area as a site for the location of new business establishments, relocation of existing business establishments, and provision of employment opportunities.

Policy MVAP 6.2 A minimum 50-foot setback shall be required for any new industrial project on properties zoned I-P, if that property abuts a property that is zoned for residential, agricultural, or commercial uses. A minimum of 20 feet of the setback shall be landscaped, unless a tree screen is approved, in which case the setback area may be used for automobile parking, driveways or landscaping. Block walls or other fencing may be required.

Policy MVAP 8.1 Adhere to the lighting requirements specified in Riverside County Ordinance No. 655 for standards that are intended to limit light leakage and spillage that may interfere with the operations of the Mount Palomar Observatory.

Policy MVAP 12.1 Protect the scenic highways in the Mead Valley planning area from change that would diminish the aesthetic value of adjacent properties in accordance with the Scenic Corridors sections of the General Plan Land Use, Multipurpose Open Space, and Circulation Elements.

Policy MVAP 21.1 Identify ridgelines that provide a significant visual resource for the Mead Valley planning area through adherence to the policies within the Hillside Development and Slope section of the General Plan Land Use Element.

Additionally, the following MVAP policy applies specifically to Neighborhood 2 of the Highway 74 planning area:

MVAP 3.12 New developments within the neighborhood should support the neighborhood's emerging identity.

Highway 74 Community Plan

The proposed project sets forth the following policies related to aesthetics, light, and glare:

- Trees, signage, landscaping, street furniture, public art, and other aesthetic elements should be used to enhance appearance and provide neighborhood uniqueness.
- Commercial Parking: should be screened/buffered from any public right-of-way with incorporation of landscaping, walls, berms with trees in support of the streetscape.

Policy N 2.3 Work on preserving outstanding scenic vistas and features and encourage underground placement of electric or communication distribution lines.

3.1.4 - Methodology

Potential project impacts on aesthetics, light, and glare were evaluated, in part, through site reconnaissance and review of applicable plans and policies The planning area was visited in early 2018 and again in August 2021, and site conditions and relationships to surrounding land uses were documented. Aerial photographs, topographical maps, street maps, and project plans were also reviewed to identify surrounding land uses and evaluate potential impacts from future development that would occur pursuant to the proposed project. The General Plan and zoning ordinance, as well as the MVAP and the ELAP, were reviewed to determine applicable policies and design requirements for the proposed project.

3.1.5 - Thresholds of Significance

Section XIV of Appendix G to the California Environmental Quality Act (CEQA) Guidelines addresses typical adverse effects to biological resources and includes the following threshold questions to evaluate the project's impacts on aesthetics, light, and glare. Would the project:

a) Have a substantial adverse effect on a scenic vista?

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State Scenic Highway?

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 a 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?

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

Significance thresholds are set forth in Riverside County's Environmental Assessment Checklist, are derived from Section XIV of Appendix G to the State CEQA Guidelines (listed above), and state that the proposed project would have a significant impact to aesthetics, light, and glare if construction and/or operation of the project would:

1. Scenic Resources

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

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view.

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

2. Mount Palomar Observatory

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

3. Other Lighting Issues

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

b) Expose residential property to unacceptable light levels.

3.1.6 - Project Impacts and Mitigation Measures

This section discusses potential impacts associated with the development of the project and provides mitigation measures where appropriate.

Scenic Resources

Impact AES-1(a): The proposed project would not have a substantial effect upon a scenic highway corridor within which it is located.

Impact Analysis

The California Scenic Highway Mapping System indicates that the section of Highway 74 between the City of Perris and the City of Lake Elsinore is "State-Eligible," which means that this portion of the highway is eligible for designation as a State Scenic Highway (Exhibit 3.1-1). The proposed project does not include any specific development. Rather, it would guide the development and redevelopment of residential neighborhoods of varying densities, commercial retail, mixed use, light industrial, business park, public facilities, rural, open space, recreation areas, and infrastructure improvements.

Generally, the proposed project includes a General Plan Amendment (GPA) No. 1205 that would establish consistency with the existing development within the planning area and surroundings and, therefore, would not significantly alter the viewshed from the planning area. The proposed project provides a framework for development that would enhance the aesthetic value of the Highway 74 corridor, in compliance with ELAP Policy 5.14 and 11.1 and MVAP Policy 3.7, 4.3, and 12.1, all of which stress the importance of enhancing the attractiveness of the corridor and protecting scenic qualities and viewsheds. The proposed project would emphasize cohesive development designs that would connect the existing scattered commercial and industrial uses along Highway 74 while promoting safe and effective circulation. Policy ELAP 5.7 and MVAP 3.7 require that trees, signage, landscaping, street furniture, public art, and other aesthetic elements are used to enhance appearance.

Furthermore, implementation of the proposed project would ensure that future development complies with setbacks and height limits such that buildout would not result in the alteration of the viewshed or scenic vistas. Finally, the proposed project does not propose any billboards or other freeway-oriented displays that are recognized as incompatible with a designated State Scenic Highway. Impacts would be less than significant.

Level of Significance

Less than significant impact.

Mitigation Measures

No mitigation required.

Impact AES-1(b):	**The proposed project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view.**

Impact Analysis

The proposed project contemplates the development of residential neighborhoods of varying densities, commercial retail, mixed use, light industrial, business park, public facilities, rural, open space, and recreation areas. The planning area includes a variety of scenic resources, including scenic vistas of the Santa Ana Mountain range and unique landmarks. The communities of Warm Springs, Good Hope, and Meadowbrook are known to have numerous rock outcroppings.

Buildout of the proposed project has the potential to result in an alteration of the visual character within the plan boundaries. However, this change in and of itself is not considered significant unless the quality of scenic resources would be substantially diminished. The proposed Community Plan is a policy document that supplements the local General Plan with goals, policies, and programs that are specific and unique to the community or area that it covers. The proposed project is designed to guide development that would enhance the aesthetic value of the Highway 74 corridor.

As discussed in Impact AES-2(a), below, future buildout of the proposed project would be required to comply with Riverside County Ordinance No. 655 to restrict the permitted use of certain light fixtures emitting into the night sky undesirable light rays and would not, therefore, interfere with the nighttime use of the Mount Palomar Observatory or with Riverside County Ordinance No. 655.

Future buildout of the proposed project would also comply with applicable ELAP and MVAP policies. For example, future development would adhere to the Hillside Development and Slope section of the General Plan Land Use Element and the Scenic Resources section of the Multipurpose Open Space Element to preserve ridgelines as a visual resource (Policy ELAP 21.1).

The proposed project would implement Policy MVAP 4.3, which assigns a high priority to the development that increases the attractiveness of this area as a site for the location of new business establishments, relocation of existing business establishments, and provision of employment opportunities. The proposed land use designations complement the surrounding land uses by clustering commercial and industrial development around the Highway 74 corridor while supporting the development of residential neighborhoods of varying densities. Furthermore, Policy MVAP 12.1 requires scenic highways to be protected from change that would diminish the aesthetic value of adjacent properties. Additionally, the proposed project does not propose specific development standards or projects; any future project design that is proposed within the planning area boundaries would be subject to applicable environmental analysis, review, and approval, including

review related to design standards and guidelines,[10] thereby ensuring that future development would be visually compatible with surrounding land uses. Impacts would be less than significant.

Level of Significance

Less than significant impact.

Mitigation Measures

No mitigation required.

Impact AES-1(c):	**In non-urbanized areas, the proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings. (Public views are those that are experienced from publicly accessible vantage points.) If the proposed project is in an urbanized area, the proposed project would not conflict with applicable zoning and other regulations governing scenic quality.**

Impact Analysis

The proposed project contemplates the development of residential neighborhoods of varying densities, commercial retail, mixed use, light industrial, business park, public facilities, rural, open space, and recreation areas in a non-urbanized area. Buildout of the proposed project would alter the visual character within the plan boundaries and has the potential to affect public views of the site. However, this change in and of itself is not considered a significant adverse effect unless the visual character or quality of the site are substantially diminished. Although buildout of the proposed project has the potential to result in the fundamental and irreversible change in the visual character of the planning area, the development and land use activities contemplated would achieve a high-quality design that would be visually compatible with surrounding land uses. As already noted, the proposed project is designed to encourage cohesive development that would enhance the aesthetic value of the Highway 74 corridor. Moreover, the approval of GPA No. 1205 would amend the General Plan and resolve any land use and policy inconsistencies between the proposed project and the General Plan that could result in environmental impacts. Furthermore, as applications for development are submitted, they would be subject to review and approval, including design review of individual projects subject to discretionary review, thereby ensuring that future development would be compatible with the specific plan and General Plan and visually compatible with surrounding land uses. Impacts would be less than significant.

Level of Significance

Less than significant impact.

Mitigation Measures

No mitigation required.

[10] County of Riverside. 2014. Countywide Design Standards and Guidelines. August 20. Website: https://planning.rctlma.org/Portals/14/devproc/guidelines/Countywide/Countywide%20Design%20Standards%20and%20Guidelines%20-%20Final%20max.pdf?ver=2017-04-17-154322-140. Accessed August 19, 2021.

Mount Palomar Observatory

Impact AES-2(a): The proposed project would not interfere with the nighttime use of the Mount Palomar Observatory, as protected through Riverside County Ordinance No. 655.

Impact Analysis

The entire planning area is within Zone B per Riverside County Ordinance No. 655, which extends to all property within 45 miles of the Mount Palomar Observatory.[11] The planning area ranges between 34 miles and 37 miles from Mount Palomar Observatory and any new development or redevelopment of existing uses would be required to comply with the lighting restrictions that apply to Zone B. The ordinance would not apply to light fixtures that are already installed and operational. Additionally, the ordinance does not apply to low-pressure sodium lighting being used by single-family dwellings for security purposes. The proposed project does not include specific development standards or a proposal for specific construction projects; however, buildout of the proposed project could potentially create new sources of light. Future buildout of the proposed project would be required to comply with Riverside County Ordinance No. 655 and would not, therefore, interfere with the nighttime use of the Mount Palomar Observatory or with Riverside County Ordinance No. 655. Furthermore, Policy ELAP 8.1 and Policy MVAP 8.1 specify adherence to Riverside County Ordinance No. 655. Impacts would be less than significant.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation required.

Level of Significance After Mitigation

Less than significant impact.

Other Lighting Issues

Impact AES-3(a): The proposed project would not create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

The planning area and its surrounding areas currently contain several sources of light and glare, including street lighting, illuminated signage, and headlights from traffic on Highway 74, as well as from building-mounted lighting, freestanding exterior lighting, and facilities that are illuminated along the highway corridor and in the communities of Perris, Lake Elsinore, Meadowbrook, Good Hope, and Warm Springs.

Although the proposed project would not approve any specific development projects, it would identify opportunities for new development and land use activities, including residential neighborhoods of varying densities, commercial retail, mixed use, light industrial, business park, and public facilities. These new uses would provide the same types of light and glare as the existing uses

[11] County of Riverside Board of Supervisors. No date. Ordinance No. 655: An Ordinance of the County of Riverside Regulating Light Pollution, Section 4(I) Zone B. Website: https://www.rivcocob.org/ords/600/655.htm. Accessed January 11, 2022.

within the planning area, including street lighting, illuminated signage, building-mounted lighting, and freestanding exterior lighting. Many of these uses would be illuminated during the nighttime and early morning hours for safety and security purposes.

Development consistent with the proposed project would not substantially alter existing conditions and present substantial new sources of light and glare. Furthermore, the proposed project, the General Plan, and the applicable zoning restrictions have established standards for new sources of light and glare that are intended to prevent adverse impacts to daytime or nighttime views. Land use activities within the planning area would be subject to these zoning development standards for light and glare. As such, impacts would be less than significant.

Level of Significance

Less than significant impact.

Mitigation Measures

No mitigation required.

Impact AES-3(b): The proposed project would not expose residential property to unacceptable light levels.

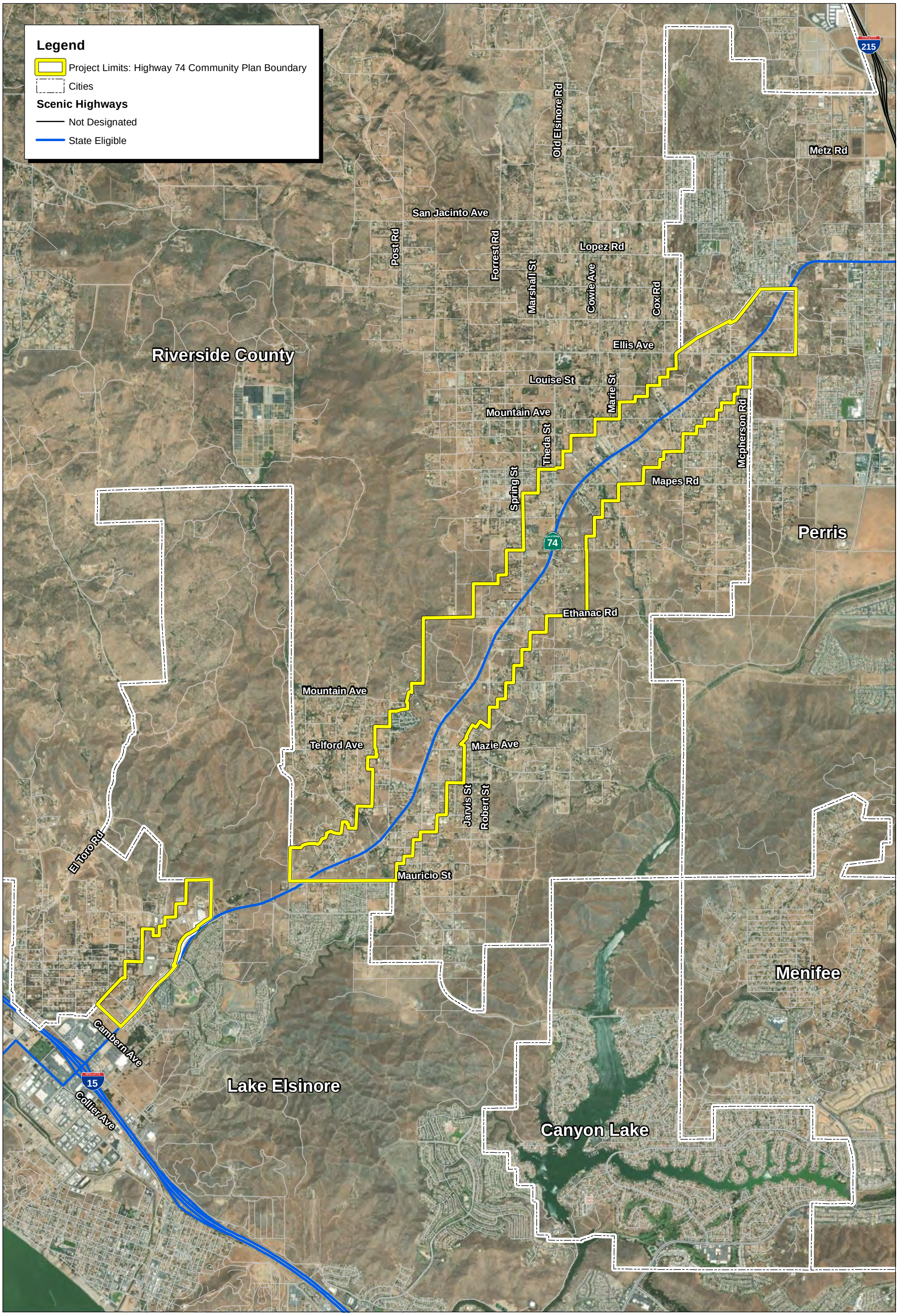
As discussed in Impact AES-3(a), the planning area is partially developed with scattered residential, commercial, and industrial uses and, as such, currently has numerous existing sources of light and glare (including during nighttime and early morning hours). The development contemplated by the proposed project would not substantially alter this existing condition. Furthermore, the General Plan and the applicable zoning restrictions have established standards for new sources of light and glare that are intended to prevent adverse impacts to daytime or nighttime views. Compliance with all applicable regulations would ensure residential property would not be exposed to unacceptable light levels. As such, impacts associated with light levels would be less than significant.

Level of Significance

Less than significant impact.

Mitigation Measures

No mitigation required.



Source: ESRI Aerial Imagery. Riverside County GIS Data.

3,600 1,800 0 3,600 Feet

Exhibit 3.1-1
Designated California Scenic Highways and Entry Corridors

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3.2 - Agriculture and Forestry Resources

3.2.1 - Introduction

This section of the Draft Program Environmental Impact Report (Draft Program EIR) describes agricultural and forestry resources in relation to the planning area and discusses the potential impacts to these resources that would occur with implementation of the proposed project. Descriptions and analysis in this section are based, in part, upon existing site conditions, plans/exhibits of the planning area, the County of Riverside General Plan (General Plan), and the County of Riverside General Plan EIR (General Plan EIR) and the California Department of Conservation website.

3.2.2 - Environmental Setting

According to the Land Use Element of the General Plan, in terms of historic character and economic strength, one of Riverside County's (County's) most important land uses is its widespread and diverse agricultural lands. Within the County, one of the largest industries (in terms of dollar value) is agriculture production. According to Table LU-1 in the Land Use Element of the General Plan, Unincorporated Western Riverside County—where the project is located—contains 28,552 acres of agricultural land.[1]

A wide variety of residential uses, as well as scattered commercial and industrial land uses, currently exist along the Highway 74 corridor; however, no areas within the Highway 74 corridor are currently used for traditional agriculture, such as row crops. Based upon site visits conducted in 2018 and again in August 2021, none of the acreage within the planning area is currently in agricultural production or forestry. Land uses to the east, south, and west contain Medium Density Residential households and institutional uses. Land uses to the north include the State Route (SR) 91 freeway and commercial uses.

The lack of agricultural uses is supported by the project area's General Plan Land Use designations, which consist of Medium Density Residential, Rural Residential, Mixed-Use Area, Very Low Density Residential, Light Industrial, and Business Park. The majority of the project area is zoned R-R (Rural Residential), W-2-M (Controlled Development Area with Mobile Homes), MU (Mixed-Use), and M-SC (Manufacturing-Service Commercial).

Zoning designations for R-A (Residential Agriculture) currently exist in several areas along the Highway 74 corridor,[2] including four parcels west of Highway 74 along the north side of Sharp Road in southern Perris; one parcel east of Highway 74 in Meadowbrook along the south side of River Road; an area in Meadowbrook along Highway 74 consisting of several parcels north of Mauricio Avenue; and several parcels north of Highway 74 in Lake Elsinore.[3] However, none of these parcels currently support agricultural production.

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1 County of Riverside. 2015. Riverside County General Plan, Chapter 3: Land Use Element. Website: https://planning.rctlma.org/Portals/14/genplan/2019/elements/Ch03_Land%20Use_041619.pdf. Accessed January 11, 2022.

2 County of Riverside. 2020. Highway 74 Community Plan with Web AppBuilder for ArcGIS. Website: https://casceng.maps.arcgis.com/apps/webappviewer/index.html?id=3c117eab97444ca89187a9882a72fd0b. Accessed January 11, 2022.

3 County of Riverside. 2020. Highway 74 Community Plan with Web AppBuilder for ArcGIS. Website: https://casceng.maps.arcgis.com/apps/webappviewer/index.html?id=3c117eab97444ca89187a9882a72fd0b. Accessed January 11, 2022.

3.2.3 - Regulatory Framework

State

Farmland Mapping and Monitoring Program

The California Department of Conservation established the Farmland Mapping and Monitoring Program (FMMP) in 1982. The FMMP is a non-regulatory program that provides a consistent and impartial analysis of agricultural land use and land use changes throughout California. The FMMP produces maps and statistical data used for analyzing impacts on California's agricultural resources. The maps are updated every two years with the use of aerial photographs, a computer mapping system, public review, and field reconnaissance. The program rates agricultural lands according to physical characteristics and other factors such as irrigation status. The best-quality farmland is land that contains a combination of physical and chemical features able to sustain long-term agricultural production and is classified as Prime Farmland. Additional classifications include Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance (Table 3.2-1).

The FMMP also inventories and maps a variety of other land use categories. For purposes of determining a project's significance under the California Environmental Quality Act (CEQA), only Prime Farmland, Unique Farmland, and Farmland of Statewide Importance are used to determine impacts. Conversion to non-agricultural uses of lands falling under any of these classifications is considered a potentially significant impact under CEQA.

Table 3.2-1 provides a description of the various farmland classifications from the United States Department of Agriculture.

Table 3.2-1: Description of Farmland Classifications

Farmland Category	Description
Prime (P)	Farmland with the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
Statewide Importance (S)	Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time during the four years prior to the mapping date.
Unique (U)	Farmland of lesser quality soils used for the production of the State's leading agricultural crops. This land is usually irrigated, but may include non-irrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date.
Local (L)	Land of importance to the local agricultural economy as determined by each county's board of supervisors and a local advisory committee. In some counties, Confined Animal Agriculture facilities are part of Farmland of Local Importance, but they are shown separately.
Grazing (G)	Land on which the existing vegetation is suited to the grazing of livestock. This category was developed in cooperation with the California Cattlemen's Association, University of California Cooperative Extension, and other groups interested in the extent of grazing activities.

Farmland Category	Description
Urban and Built Up Land (U)	Land occupied by structures with a building density of at least one unit to 1.5 acres, or approximately six structures to a 10-acre parcel. This land is used for residential, industrial, commercial, construction, institutional, public administration, railroad and other transportation yards, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, water control structures, and other developed purposes.
Other (X)	Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry, or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than 40 acres. Vacant and non-agricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as "Other Land."
Water (W)	Perennial water bodies with an extent of at least 40 acres.

California Land Conservation Act

The California Land Conservation Act, better known as the Williamson Act, was enacted by the State Legislature in 1965 to encourage the preservation of agricultural lands. Under the provisions of the act, landowners agreeing to keep their lands under agricultural production for a minimum of 10 years receive property tax adjustments. Williamson Act contracts limit the use of the properties to agricultural, open space, and other compatible uses. Williamson Act lands are assessed based on their agricultural value rather than their potential market value under non-agricultural uses.

Local

County of Riverside Ordinance No. 509

This ordinance establishes uniform rules that apply to agricultural preserves.

County of Riverside Ordinance No. 625

This ordinance (cited as the Riverside County Right-To-Farm Ordinance) intends to reduce the County's loss of its agricultural resources by limiting the circumstances under which agricultural operations may be deemed to constitute a nuisance.

Elsinore Area Plan and Mead Valley Area Plan

Agriculture is an important land use and is considered a major foundation of the economy and culture for both the Elsinore Area Plan (ELAP) and the Mead Valley Area Plan (MVAP) areas. These Plan areas are an extension of the County of Riverside General Plan and Vision. The MVAP and ELAP guide the evolving physical development and land uses for the Mead Valley area and Elsinore area, respectively.[4] According to the MVAP and ELAP statistical summary tables, the MVAP and ELAP areas do not contain any land that is designated solely for agricultural purposes (AG). However, limited agricultural use is allowed in Rural, Rural Community, and most Residential land use designations.

The proposed project would not interfere with agricultural resources within the ELAP or the MVAP as the planning area is not designated for agricultural use.

[4] Riverside County. 2021. Elsinore Area Plan. Website: https://rctlma.org/Portals/14/genplan/2019/ap/ELAP_041619.pdf. Accessed August 17, 2021.

Highway 74 Community Plan

The Highway 74 Community Plan does not set forth any additional goals and policies related to agricultural uses.

3.2.4 - Methodology

The project was evaluated for potential impacts on agriculture resources resulting from implementation of the proposed project through a review of applicable plans and policies. The planning area was visited in early 2018 and again in August 2021 to document existing land uses. The California Department of Conservation was researched for potential agricultural and forestry resource issues. Aerial photographs, topographical maps, and street maps were also researched to identify surrounding land uses and evaluate potential impacts from future development that may occur pursuant to the Highway 74 Community Plan. The General Plan was reviewed to confirm applicable land use, zoning, and policies related to agricultural land uses.

3.2.5 - Thresholds of Significance

Section II of Appendix G to the State CEQA Guidelines addresses typical adverse effects to forestry and agricultural resources and includes the following threshold questions to evaluate a project's impacts on forest and agricultural resources. Would the project:

a) Convert Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Farmland of Local 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?

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

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))?

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

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?

Significance thresholds are set forth in Riverside County's Environmental Assessment Checklist, are derived from Section II of Appendix G to the State CEQA Guidelines (listed above), and state that the proposed project would have a significant impact on forestry or agricultural resources if construction and/or operation if the project would:

4. Agriculture

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

b) Conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve?

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

d) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to nonagricultural use?

5. Forest

a) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

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

c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?

3.2.6 - Project Impacts and Mitigation Measures

This section discusses potential impacts associated with the proposed project and provides mitigation measures where necessary.

Agriculture

Impact AG-4(a):	**The proposed project would not 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.**

Impact Analysis

According to the Department of Conservation FMMP, the planning area is not located within an area designated as Prime Farmland, or Unique Farmland, or Farmland of Statewide Importance. The FMMP designates much of the planning area as Urban and Built Up Land. According to the California Department of Conservation, the farmland map category Urban and Built Up Land is considered land which is occupied by structures with a building density of at least one unit to 1.5 acres, or approximately six structures to a 10-acre parcel. Common examples include residential, industrial, commercial, institutional facilities, cemeteries, airports, golf courses, sanitary landfills, sewage treatment, and water control structures.[5] Therefore, the proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use.[6]

As shown in Exhibit 3.2-1, several areas are designated as Farmland of Local Importance; however, these lands do not meet the CEQA definition of Farmland as defined above. The southern side of

[5] California Department of Conservation. 2019. Important Farmland Categories. Website: https://www.conservation.ca.gov/dlrp/fmmp/Pages/Important-Farmland-Categories.aspx. Accessed January 11, 2022.

[6] California Department of Conservation. 2016. California Important Farmland Finder. Website: https://maps.conservation.ca.gov/DLRP/CIFF/. Accessed January 11, 2022.

Perris, north of Margarth Street, consists of 22.6 acres of Farmland of Local Importance that would intersect with a small portion of the Highway 74 Community Plan. Additionally, there are 14.3 acres of Farmland of Local Importance adjacent to the west side of Highway 74 at Meadowbrook Avenue, and an additional 7.7 acres of Farmland of Local Importance adjacent to the west side of Highway 74 near Trellis Lane; most of this land is not located within the planning area. A small portion of a 39-acre area designated as Farmland of Local Importance is located within the planning area near the intersection of Mauricio Street and Wasson Canyon Road in Lake Elsinore.

The proposed project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the FMMP of the California Resources Agency, to non-agricultural use. There would be no impact.

Level of Significance

No impact.

Mitigation Measures

No mitigation required.

Impact AG-4(b):	**The proposed project would not conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve.**

Impact Analysis

The planning area currently has several land use designations and extends along Highway 74 from City of Perris to City of Lake Elsinore. As shown in Chapter 2, Project Description, Exhibit 2-4, the land uses designated for the planning area are: Business Park, Community Center, Commercial Retail, Highest Density Residential, Light Industrial, Medium Density Residential, Medium High Density Residential, Mixed-Use Area, Conservation Habitat, Recreation, Rural Mountainous, Rural Residential, Very High Density Residential, and Very Low Density Residential. The majority of the land uses within the area are residential.

Additionally, Chapter 2, Project Description, Table 2-2, shows the current zoning as a mix of: C-1/C-P (General Commercial), C-P-S (Scenic Highway Commercial), I-P (Industrial Park), M-SC (Manufacturing-Service Commercial), R-A (Residential Agriculture), R-R (Rural Residential), W-1 (Watercourse, Watershed, and Conservation Areas), and W-2-M (Controlled Development Area with Mobile Homes). The R-A zones allow for some agricultural uses and are typically single-family dwellings. As part of the entitlement process, the proposed project would require a General Plan Amendment (GPA). The proposed GPA is found in Chapter 2, Project Description, Table 2-3. The amendment necessitates a legislative policy decision by the County and does not signify a potential environmental effect. As such, the proposed GPA, if approved, constitutes a self-mitigating aspect of the proposed project that would serve to correct what would otherwise be a conflict.

Future projects within the Community Plan area would require environmental review to analyze potential project impacts related to conflict with agricultural zoning. Furthermore, the proponents of

future projects may initiate zone changes to ensure project consistency with the General Plan designation and zoning. Therefore, no impacts related to agricultural zoning would occur.

Williamson Act

Impacts to existing agricultural use or a Williamson Act contract are anticipated to be less than significant. The project's proposed GPA would not affect existing agricultural use and the planning area is not subject to a Williamson Act contract or on land within a County Agricultural Preserve or within County agricultural designations.

Riverside County Agricultural Preserve

A County Agricultural Preserve is established through a Land Conservation Contract founded upon the provisions of the California Government Code sections known as the California Land Conservation Act of 1965 or the Williamson Act (§ 51200, *et seq*.).[7]

Because the planning area is not subject to a Williamson Act contract and does not contain a County Agricultural Preserve, and because the proposed project would not conflict with the General Plan Land Use Designation or zoning for agricultural use, there would be no impact.

Level of Significance

No impact.

Mitigation Measures

No mitigation required.

Impact AG-4(c): The proposed project would not cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm").

Impact Analysis

Ordinance No. 625 (cited as the Riverside County Right-To-Farm Ordinance) intends to reduce the County's loss of its agricultural resources by limiting the circumstances under which agricultural operations may be deemed to constitute a nuisance. The intent of Ordinance No. 625 is to conserve, protect, and encourage the development, improvement, and continued viability of its agricultural land and industries for the long-term production of food and other agricultural products and for the economic well-being of the County's residents. Ordinance No. 625 prohibits agricultural activity from being deemed a nuisance after three years of operation if it was not a nuisance at the time it began. Any final land division proposed for recordation that is within 300 feet of agricultural land will be notified of subsection (a) of the ordinance.[8]

[7] County of Riverside. 2020. Assessor–County Clerk–Recorder. Agricultural Preserve Information. Website: https://www.asrclkrec.com/agricultural-preserve-information. Accessed January 11, 2022.

[8] Riverside County. 1994. Ordinance No. 625. Website: https://www.rivcocob.org/ords/600/625.1.pdf. Accessed December 30, 2021.

Additionally, the Highway 74 Community Plan does not propose specific development projects; any future projects would be subject to environmental analysis, review, and approval to ensure consistency with Ordinance No. 625. As such, there would be no impact.

Level of Significance

No impact.

Mitigation Measures

No mitigation required.

Impact AG-4(c): The proposed project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use.

Impact Analysis

The proposed project would not involve the conversion of Farmland because the planning area does not contain any Farmland as discussed in Impact AG-4(a). Additionally, the use of the planning area for residential/mixed-use purposes would not cause any conversion of Farmland to a non-agricultural use in another location. The planning area would be used for residential/mixed-use purposes that would not have any direct or indirect impacts on Farmlands. The planning area is not used for agriculture and is not zoned for Farmland uses. Therefore, the proposed project would have no impact on agricultural or Farmland resources.

Level of Significance

No impact.

Mitigation Measures

No mitigation required.

Forest

Impact FOR-5(a): The proposed project would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?

Impact Analysis

According to Figure 4.5.2 of the General Plan EIR, Forestry Resources, the planning area and surrounding area is not zoned for forest land or timberland. Therefore, the proposed project would not conflict with existing zoning for forest land uses or timberland zoned Timberland Production and would not conflict with any existing zoning for forest land or timberland. No impacts are anticipated to occur. Therefore, the proposed project would have no impact on existing zoning of forest land. The proposed project would not involve the conversion of forest land because the planning area does not contain any forest land as the planning area is primarily Urban and Built Up Land. The planning area would be part of a Community Plan that proposes to re-designate General Plan land uses along Highway 74 from City of Perris to City of Lake Elsinore. The planning area is not used for

forest use and is not zoned for forest uses. Therefore, the proposed project would have no impact on forestry resources.

Level of Significance

No impact.

Mitigation Measures

No mitigation required.

Impact FOR-5(b):	**The proposed project would not result in the loss of forest land or conversion of forest land to non-forest use.**

Impact Analysis

The proposed project would not involve the conversion of forest land because the planning area does not contain any forest land. Additionally, the use of the planning area for residential/mixed-use purposes would not cause any conversion of forest land to a non-forest use in another location. The planning area would be used for residential/mixed-use purposes that would not have any direct or indirect impacts on forest lands. The planning area is not used for forest use and is not zoned for forest uses. Therefore, the proposed project would have no impact on forestry resources.

Level of Significance

No impact.

Mitigation Measures

No mitigation required.

Impact FOR-5(c):	**The proposed project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use.**

Impact Analysis

As discussed in Impact FOR-5(a) and Impact FOR-5(b), the proposed project would not involve the conversion of forest land to non-forest use because the planning area does not contain any forest land. Additionally, the proposed project would not result in other changes that would cause conversion of forest land to a non-forest use. The planning area would be used for residential/mixed-use purposes that would not have any direct or indirect impacts on forest lands. The planning area is not used for forest use and is not zoned for forest uses. Therefore, the proposed project would have no impact on forestry resources.

Level of Significance

No impact.

Mitigation Measures

No mitigation required.

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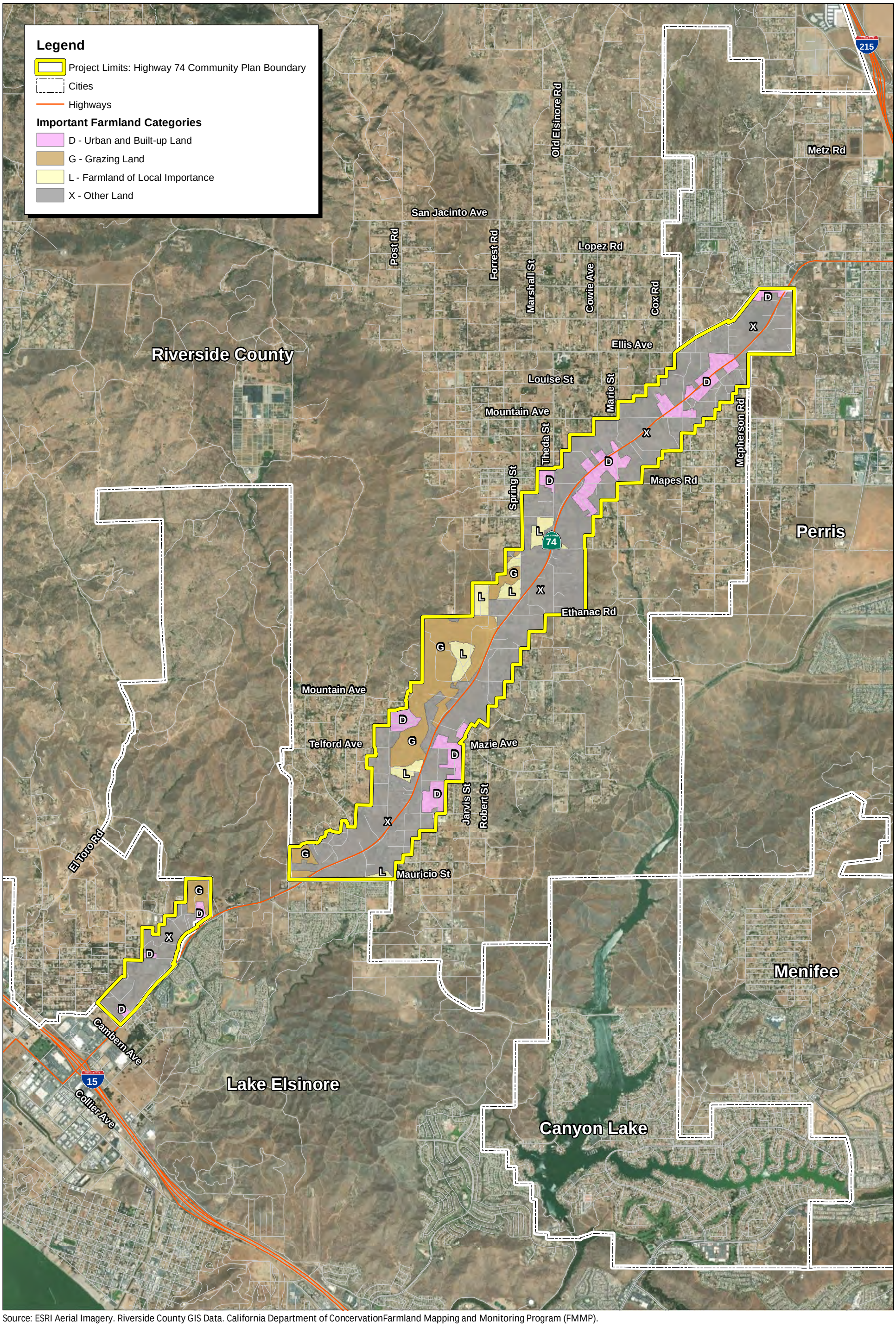

Source: ESRI Aerial Imagery. Riverside County GIS Data. California Department of ConcervationFarmland Mapping and Monitoring Program (FMMP).

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Exhibit 3.2-1
Important Farmland Map

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3.3 - Air Quality

3.3.1 - Introduction

This section describes existing air quality conditions regionally and locally as well as the relevant regulatory framework. This section also evaluates the possible impacts related to air quality that could result from the implementation of the proposed project. The information included in this section is based on project-specific air quality modeling results utilizing California Emissions Estimator Model (CalEEMod) Version 2020.4.0. Complete modeling output is provided in Appendix C.

The following comments related to Air Quality Resources were received in response to the Notice of Preparation (NOP):

- Comments were received from the South Coast Air Quality Management District (SCAQMD), which requested that all technical documentation, calculation files, and modeling files be provided to the SCAQMD for proper review of the air quality analysis during the comment period.
- The SCAQMD recommends that the SCAQMD's Air Quality Handbook and website be used to guide the methodologies utilized in the air quality analysis and that CalEEMod be utilized for the air quality modeling used to support the air quality analysis.
- The SCAQMD recommends that the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and the California Air Resources Board's (ARB) Air Quality and Land Use Handbook be used to guide strategies to reduce potential air pollution exposure.
- The SCAQMD requests that project emissions from construction and operation be quantified compared against the applicable regional significance thresholds and localized significance thresholds presented by the SCAQMD.
- The SCAQMD recommends the preparation of a mobile source Health Risk Assessment (HRA) if the project generates or attracts vehicle trips, especially heavy-duty diesel-fueled vehicles.
- The SCAQMD states that the California Environmental Quality Act (CEQA) Guidelines requires that all feasible mitigation be utilized to eliminate or minimize potential impacts and provides various resources to help inform potential mitigation to be used, including Chapter 11 of the SCAQMD's Air Quality Handbook, resources on the SCAQMD's website, the SCAQMD's Rule 403 on fugitive dust and Rule 1403 on asbestos emissions, and the California Air Pollution Control Officers Association's (CAPCOA) Quantifying Greenhouse Gas Mitigation Measures.
- The SCAQMD states that the SCAQMD should be identified as a Responsible Agency for the proposed project if it would require a permit from the SCAQMD.

3.3.2 - Environmental Setting

South Coast Air Basin

The planning area encompasses a 6.8-mile corridor of Highway 74 between the City of Lake Elsinore and the City of Perris in western Riverside County. The planning area encompasses approximately

2,220 acres of unincorporated land located within the South Coast Air Basin (SoCAB). The San Gabriel, San Bernardino, and San Jacinto Mountains bound the SoCAB on the north and east while the Pacific Ocean lies to the west of the SoCAB. The southern limit of the SoCAB is the San Diego County line. The SoCAB consists of Orange County, Los Angeles County (except for the Antelope Valley), the non-desert portion of western San Bernardino County, and the western and Coachella Valley portions of Riverside County.

Regional Climate

Regional climate factors such as the temperature, wind, humidity, precipitation, and amount of sunshine have a substantial influence on air quality in the SoCAB. The annual average temperatures throughout the SoCAB vary from the low to middle 60s (degrees Fahrenheit [°F]). Because of a decreased marine influence, the eastern portion of the SoCAB shows greater variability in average annual minimum and maximum temperatures. January is the coldest month throughout the SoCAB, with average minimum temperatures of 47°F in downtown Los Angeles and 36°F in San Bernardino. All portions of the SoCAB have recorded maximum temperatures above 100°F.

Although the climate of the SoCAB can be characterized as semi-arid, the air near the land surface is relatively humid on most days because of the presence of a marine layer from the Pacific Ocean. This shallow layer of sea air is an important modifier of SoCAB climate. Humidity restricts visibility in the SoCAB, and the conversion of sulfur dioxide to sulfates is heightened in air with high relative humidity. The marine layer provides an environment for that conversion process, especially during the spring and summer months. The annual average relative humidity within the SoCAB is 71 percent along the coast and 59 percent inland. Since the ocean effect is dominant, periods of heavy early morning fog are frequent and low stratus clouds are a characteristic feature of the coastal areas. These effects decrease with distance from the coast.

More than 90 percent of the SoCAB's rainfall occurs from November through April. The annual average rainfall varies from approximately 9 inches in Riverside to 14 inches in downtown Los Angeles. Monthly and yearly rainfall totals are extremely variable. Summer rainfall usually consists of widely scattered thunderstorms near the coast and slightly heavier shower activity in the eastern portion of the SoCAB with frequency being higher near the coast.

Because of its generally clear weather, about three-quarters of available sunshine is received in the SoCAB. The remaining one-quarter is absorbed by clouds. The ultraviolet portion of this abundant radiation is a key factor in photochemical reactions. On the shortest day of the year there are approximately 10 hours of possible sunshine, and on the longest day of the year there are approximately 14.5 hours of possible sunshine.

The importance of wind to air pollution is considerable. The direction and speed of the wind determines the horizontal dispersion and transport of the air pollutants. During the late autumn to early spring rainy season, the SoCAB is subjected to wind flows associated with the traveling storms moving through the region from the northwest. This period also brings five to 10 periods of strong, dry offshore winds, locally termed "Santa Anas" each year. During the dry season, which coincides with the months of maximum photochemical smog concentrations, the wind flow is bimodal, typified by a daytime onshore sea breeze and a nighttime offshore drainage wind. Summer wind

flows are created by the pressure differences between the relatively cold ocean and the unevenly heated and cooled land surfaces that modify the general northwesterly wind circulation over Southern California. Nighttime drainage begins with the radiational cooling of the mountain slopes. Heavy, cool air descends the slopes and flows through the mountain passes and canyons as it follows the lowering terrain toward the ocean. Another characteristic wind regime in the SoCAB is the "Catalina Eddy," a low level cyclonic (counterclockwise) flow centered over Santa Catalina Island, which results in an offshore flow to the southwest. On most spring and summer days, some indication of an eddy is apparent in coastal sections.

In the SoCAB, there are two distinct temperature inversion structures that control vertical mixing of air pollution. During the summer, warm high-pressure descending (subsiding) air is undercut by a shallow layer of cool marine air. The boundary between these two layers of air is a persistent marine subsidence/inversion. This boundary prevents vertical mixing which effectively acts as an impervious lid to pollutants over the entire SoCAB. The mixing height for the inversion structure is normally situated 1,000 to 1,500 feet above mean sea level.

A second inversion-type forms in conjunction with the drainage of cool air off the surrounding mountains at night followed by the seaward drift of this pool of cool air. The top of this layer forms a sharp boundary with the warmer air aloft and creates nocturnal radiation inversions. These inversions occur primarily in the winter when nights are longer and onshore flow is weakest. They are typically only a few hundred feet above mean sea level. These inversions effectively trap pollutants, such as oxides of nitrogen (NO_X) and carbon monoxide (CO) from vehicles, as the pool of cool air drifts seaward. Winter is therefore a period of high levels of primary pollutants along the coastline.

3.3.3 - Regulatory Setting

Air pollutants are regulated to protect human health and for secondary effects such as visibility and building soiling. The Clean Air Act of 1970 tasks the United States Environmental Protection Agency (EPA) with setting air quality standards. The State of California also sets air quality standards that are in some cases more stringent than federal standards and address additional pollutants. The following section describes these federal and State standards and the health effects of the regulated pollutants.

Clean Air Act

Congress established much of the basic structure of the Clean Air Act (CAA) in 1970 and made major revisions in 1977 and 1990. Six common air pollutants (also known as criteria pollutants) are addressed in the CAA. The EPA calls these pollutants criteria air pollutants because it regulates them by developing human health-based and environmentally based criteria (science-based guidelines) for setting permissible levels. The criteria pollutants are:

- Ozone
- Nitrogen dioxide (NO_2)
- Lead
- Particulate matter (PM_{10} and $PM_{2.5}$)
- Carbon monoxide (CO)
- Sulfur dioxide (SO_2)

Primary federal standards are the levels of air quality necessary, with an adequate margin of safety, to protect the public health. Another set of limits intended to prevent environmental and property

damage are called secondary standards.[1] The federal standards are called National Ambient Air Quality Standards (NAAQS). The air quality standards provide benchmarks for determining whether air quality is healthy at specific locations and whether development activities will cause or contribute to a violation of the standards. The federal standards were set to protect public health, including that of sensitive individuals; thus, the EPA is tasked with updating the standards as more medical research is available regarding the health effects of the criteria pollutants.

California Clean Air Act

The California Legislature enacted the CCAA in 1988 to address air quality issues of concern not adequately addressed by the federal CAA at the time. California's air quality problems were and continue to be some of the most severe in the nation and required additional actions beyond the federal mandates. The ARB administers California Ambient Air Quality Standards (CAAQS) for the 10 air pollutants designated in the CCAA. The 10 State air pollutants are the six federal standards listed above as well visibility-reducing particulates, hydrogen sulfide, sulfates, and vinyl chloride. The EPA authorized California to adopt its own regulations for motor vehicles and other sources that are more stringent than similar federal regulations implementing the CAA. Generally, the planning requirements of the CCAA are less stringent than the federal CAA; therefore, consistency with the CAA will also demonstrate consistency with the CCAA.

Toxic Air Contaminants

A toxic air contaminant (TAC) is defined as an air pollutant that may cause or contribute to an increase in mortality or serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations. There are no ambient air quality standards for TAC emissions. TACs are regulated in terms of health risks to individuals and populations exposed to the pollutants. The 1990 CAA amendments significantly expanded the EPA's authority to regulate Hazardous Air Pollutants (HAP). Section 112 of the CAA lists 187 HAPs to be regulated by source category. Authority to regulate these pollutants was delegated to individual states. ARB and local air districts regulate TACs and HAPs in California.

Air Pollutant Description and Health Effects

The NAAQS and CAAQS, relevant effects, properties, and sources of the air pollutants are summarized in Table 3.3-1.

[1] United States Environmental Protection Agency (EPA). 2021. NAAQS Table. Website: https://www.epa.gov/criteria-air-pollutants/naaqs-table. Accessed February 22, 2022.

Table 3.3-1: Description of Criteria Pollutants of National and California Concern

Criteria Pollutant	Physical Description and Properties	Sources	Most Relevant Effects from Pollutant Exposure
Ozone	Ozone is a photochemical pollutant as it is not emitted directly into the atmosphere but is formed by a complex series of chemical reactions between volatile organic compounds (VOC), nitrous oxides (NO_X), and sunlight. Ozone is a regional pollutant that is generated over a large area and is transported and spread by the wind.	Ozone is a secondary pollutant; thus, it is not emitted directly into the lower level of the atmosphere. The primary sources of ozone precursors (VOC and NO_X) are mobile sources (on-road and off-road vehicle exhaust).	Irritate respiratory system; reduce lung function; change breathing pattern; reduce breathing capacity; inflame and damage cells that line the lungs; make lungs more susceptible to infection; aggravate asthma; aggravate other chronic lung diseases; cause permanent lung damage; induce some immunological changes; increase mortality risk; damage to vegetation and property.
Particulate matter (PM_{10}) Particulate matter ($PM_{2.5}$)	Suspended particulate matter is a mixture of small particles that consist of dry solid fragments, droplets of water, or solid cores with liquid coatings. The particles vary in shape, size, and composition. PM_{10} refers to particulate matter that is between 2.5 and 10 microns in diameter, (one micron is one-millionth of a meter). $PM_{2.5}$ refers to particulate matter that is 2.5 microns or less in diameter, about one-thirtieth the size of the average human hair.	Suspended particulate matter sources include fuel or wood combustion for electrical utilities, residential space heating, and industrial processes; construction and demolition; the use of metals, minerals, and petrochemicals; wood products processing; mills and elevators used in agriculture; erosion from tilled lands; waste disposal and recycling. Mobile or transportation-related sources are from vehicle exhaust and road dust. Secondary particles form from reactions in the atmosphere.	• Short-term exposure (hours/days): irritation of the eyes, nose, throat; coughing; phlegm; chest tightness; shortness of breath; aggravate existing lung disease, causing asthma attacks and acute bronchitis; those with heart disease can suffer heart attacks and arrhythmias. • Long-term exposure: reduced lung function; chronic bronchitis; changes in lung morphology; death.
Nitrogen dioxide (NO_2)	During combustion of fossil fuels, oxygen reacts with nitrogen to produce nitrogen oxides—NO_X (NO, NO_2, NO_3, N_2O, N_2O_3, N_2O_4, and N_2O_5). NO_X is a precursor to ozone, PM_{10}, and $PM_{2.5}$ formation. NO_X can react with compounds to form nitric acid and related small particles and can result in PM-related health effects.	NO_X is produced in motor vehicle internal combustion engines and fossil fuel-fired electric utility and industrial boilers. Nitrogen dioxide forms quickly from NO_X emissions. NO_2 concentrations near major roads can be 30 to 100 percent higher than those at monitoring stations.	Potential to aggravate chronic respiratory disease and respiratory symptoms in sensitive groups; risk to public health implied by pulmonary and extra-pulmonary biochemical and cellular changes and pulmonary structural changes; contributions to atmospheric discoloration; increased visits to hospital for respiratory illnesses.

Criteria Pollutant	Physical Description and Properties	Sources	Most Relevant Effects from Pollutant Exposure
Carbon monoxide (CO)	CO is a colorless, odorless, toxic gas. CO is somewhat soluble in water; therefore, rainfall and fog can suppress CO conditions. CO enters the body through the lungs, dissolves in the blood, replaces oxygen as an attachment to hemoglobin, and reduces available oxygen in the blood.	CO is produced by incomplete combustion of carbon-containing fuels (e.g., gasoline, diesel fuel, and biomass). Sources include motor vehicle exhaust, industrial processes (metals processing and chemical manufacturing), residential woodburning, and natural sources.	Ranges depending on exposure: slight headaches; nausea; aggravation of angina pectoris (chest pain) and other aspects of coronary heart disease; decreased exercise tolerance in persons with peripheral vascular disease and lung disease; impairment of central nervous system functions; possible increased risk to fetuses; death.
Sulfur dioxide (SO_2)	Sulfur dioxide is a colorless, pungent gas. At levels greater than 0.5 parts per million (ppm), the gas has a strong odor similar to rotten eggs. Sulfur oxides (SO_X) include sulfur dioxide and sulfur trioxide. Sulfuric acid is formed from sulfur dioxide, which can lead to acid deposition and can harm natural resources and materials. Although sulfur dioxide concentrations have been reduced to levels well below State and federal standards, further reductions are desirable because sulfur dioxide is a precursor to sulfate and PM_{10}.	Human-caused sources include fossil fuel combustion, mineral ore processing, and chemical manufacturing. Volcanic emissions are a natural source of sulfur dioxide. The gas can also be produced in the air by dimethyl sulfide and hydrogen sulfide. Sulfur dioxide is removed from the air by dissolution in water, chemical reactions, and transfer to soils and ice caps. The sulfur dioxide levels in the State are well below the maximum standards.	Bronchoconstriction accompanied by symptoms which may include wheezing, shortness of breath, and chest tightness during exercise or physical activity in persons with asthma. Some population-based studies indicate that the mortality and morbidity effects associated with fine particles show a similar association with ambient sulfur dioxide levels. It is not clear whether the two pollutants act synergistically or one pollutant alone is the predominant factor.
Lead (Pb)	Lead is a solid heavy metal that can exist in air pollution as an aerosol particle component. Leaded gasoline was used in motor vehicles until around 1970. Lead concentrations have not exceeded State or federal standards at any monitoring station since 1982.	Lead ore crushing, lead ore smelting, and battery manufacturing are currently the largest sources of lead in the atmosphere in the United States. Other sources include dust from soils contaminated with lead-based paint, solid waste disposal, and crustal physical weathering.	Lead accumulates in bones, soft tissue, and blood and can affect the kidneys, liver, and nervous system. It can cause impairment of blood formation and nerve conduction, behavior disorders, mental retardation, neurological impairment, learning deficiencies, and low IQs.

Criteria Pollutant	Physical Description and Properties	Sources	Most Relevant Effects from Pollutant Exposure

Sources:
California Air Resources Board (ARB). 2021. Vinyl Chloride and Health. Website: https://ww2.arb.ca.gov/resources/vinyl-chloride-and-health. Accessed February 22, 2022.

California Office of Environmental Health Hazard Assessment (OEHHA). 2001. Health Effects of Diesel Exhaust. Website: https://oehha.ca.gov/media/downloads/calenviroscreen/indicators/diesel4-02.pdf. Accessed February 22, 2022.

National Archives and Records Administration. 2009. Part II, Environmental Protection Agency. 40 Code of Federal Regulations Parts 50 and 58, Primary National Ambient Air Quality Standard for Nitrogen Dioxide; Proposed Rule. July 15. Website: https://www.gpo.gov/fdsys/pkg/FR-2009-07-15/pdf/E9-15944.pdf. Accessed February 22, 2022.

National Toxicology Program. 2016. Report on Carcinogens, 14th Edition; U.S. Department of Health and Human Services, Public Health Service. Benzene. November 3. Website: http://ntp.niehs.nih.gov/ntp/roc/twelfth/profiles/Benzene.pdf. Accessed February 22, 2022.

National Toxicology Program. 2016. Report on Carcinogens, 14th Edition; U.S. Department of Health and Human Services, Public Health Service. Diesel Exhaust Particles. November 3. Website: https://ntp.niehs.nih.gov/ntp/roc/content/profiles/dieselexhaustparticulates.pdf. Accessed February 22, 2022.

South Coast Air Quality Management District (SCAQMD). 2007. Final 2007 Air Quality Management Plan. June. Website: https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2007-air-quality-management-plan/2007-aqmp-final-document.pdf?sfvrsn=2. Accessed February 22, 2022.

United States Environmental Protection Agency (EPA). 2016. Nitrogen Dioxide (NO_2) Pollution. Basic Information about NO_2. Website: https://www.epa.gov/no2-pollution/basic-information-about-no2#What%20is%20NO2. Accessed February 22, 2022.

United States Environmental Protection Agency (EPA). 2020. Particulate Matter (PM) Pollution. Health and Environmental Effects of Particulate Matter. Website: https://www.epa.gov/pm-pollution/health-and-environmental-effects-particulate-matter-pm. Accessed February 22, 2022.

United States Environmental Protection Agency (EPA). 2021. Health Effects Notebook for Hazardous Air Pollutants. Website: https://www.epa.gov/haps/health-effects-notebook-hazardous-air-pollutants. Accessed February 22, 2022.

United States Environmental Protection Agency (EPA). 2021. Indoor Air Quality (IAQ). Volatile Organic Compounds' Impact on Indoor Air Quality. Website: https://www.epa.gov/indoor-air-quality-iaq/volatile-organic-compounds-impact-indoor-air-quality. Accessed February 22, 2022.

United States Environmental Protection Agency (EPA). 2021. Health Effects of Ozone Pollution. Website: https://www.epa.gov/ground-level-ozone-pollution/health-effects-ozone-pollution. Accessed February 22, 2022.

Several pollutants listed in Table 3.3-1 are not addressed in this analysis, such as lead, visibility-reducing particles, and vinyl chloride. Analysis of lead is not included in this report because no new sources of lead emissions are anticipated with the proposed project. Visibility-reducing particles are not explicitly addressed in this analysis because particulate matter is addressed as PM_{10} and $PM_{2.5}$. No components of the proposed project would result in emissions of vinyl chloride or hydrogen sulfide.

Toxic Air Contaminants Health Effects

A TAC is defined as an air pollutant that may cause or contribute to an increase in mortality or serious illness, or that may pose a hazard to human health. TACs are usually present in minute quantities in the ambient air; however, their high toxicity or health risk may pose a threat to public health even at low concentrations. The California Almanac of Emissions and Air Quality—2013

Edition[2] presents the relevant concentration and cancer risk data for the 10 TACs that pose the most substantial health risk in California based on available data. The 10 TACs are acetaldehyde, benzene, 1.3-butadiene, carbon tetrachloride, hexavalent chromium, para-dichlorobenzene, formaldehyde, methylene chloride, perchloroethylene, and diesel particulate matter (DPM).

Some studies indicate that DPM poses the greatest health risk among the TACs listed above. A 10-year research program[3] demonstrated that DPM from diesel-fueled engines is a human carcinogen and that chronic (long-term) inhalation exposure to DPM poses a chronic health risk. In addition to increasing the risk of lung cancer, exposure to diesel exhaust can have other health effects. Diesel exhaust can irritate the eyes, nose, throat, and lungs, and it can cause coughs, headaches, lightheadedness, and nausea. Diesel exhaust is a major source of fine particulate pollution as well, and studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems.

DPM differs from other TACs in that it is not a single substance, but a complex mixture of hundreds of substances. Although DPM is emitted by diesel-fueled, internal combustion engines, the composition of the emissions varies, depending on the engine type, operating conditions, fuel composition, lubricating oil, and whether an emission control system is present. Unlike the other TACs, however, no ambient monitoring data are available for DPM because no routine measurement method currently exists. The ARB has made preliminary concentration estimates based on a DPM exposure method. This method uses the ARB emissions inventory's PM_{10} database, ambient PM_{10} monitoring data, and the results from several studies to estimate concentrations of DPM.

Table 3.3-2 provides a summary of the types, sources, and effects of TACs.

Table 3.3-2: Description of Toxic Air Contaminants of National and California Concern

Toxic Air Contaminant	Physical Description and Properties	Sources	Most Relevant Effects from Pollutant Exposure
Diesel particulate matter (DPM)	DPM is a source of $PM_{2.5}$—diesel particles are typically 2.5 microns and smaller. Diesel exhaust is a complex mixture of thousands of particles and gases that is produced when an engine burns diesel fuel. Organic compounds account for 80 percent of the total PM mass, which consists of compounds such as hydrocarbons and their derivatives and polycyclic	Diesel exhaust is a major source of ambient PM pollution in urban environments. Typically, the main source of DPM is from combustion of diesel fuel in diesel-powered engines. Such engines are in on-road vehicles such as diesel	Some short-term (acute) effects of DPM exposure include eye, nose, throat, and lung irritation, coughs, headaches, light-headedness, and nausea. Studies have linked elevated particle levels in the air to increased hospital admissions, emergency room visits, asthma attacks, and premature deaths among those suffering from respiratory problems. Human studies on the carcinogenicity of DPM demonstrate an increased risk of lung cancer, although the

[2] California Air Resource Board (ARB). 2013. California Almanac of Emissions and Air Quality – 2013 Edition. Website: https://ww2.arb.ca.gov/our-work/programs/resource-center/technical-assistance/air-quality-and-emissions-data/almanac. Accessed February 22, 2022.

[3] California Air Resource Board (ARB). 2022. Overview: Diesel Exhaust & Health. Website: https://ww2.arb.ca.gov/resources/overview-diesel-exhaust-and-health. February 22, 2022.

Toxic Air Contaminant	Physical Description and Properties	Sources	Most Relevant Effects from Pollutant Exposure
	aromatic hydrocarbons and their derivatives. Fifteen polycyclic aromatic hydrocarbons are confirmed carcinogens, a number of which are found in diesel exhaust.	trucks, off-road construction vehicles, diesel electrical generators, and various pieces of stationary construction equipment.	increased risk cannot be clearly attributed to diesel exhaust exposure.
VOCs	Reactive organic gases (ROGs), or VOCs, are defined as any compound of carbon—excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate—that participates in atmospheric photochemical reactions. Although there are slight differences in the definition of ROGs and VOCs, the two terms are often used interchangeably.	Indoor sources of VOCs include paints, solvents, aerosol sprays, cleansers, tobacco smoke, etc. Outdoor sources of VOCs are from combustion and fuel evaporation. A reduction in VOC emissions reduces certain chemical reactions that contribute to the formulation of ozone. VOCs are transformed into organic aerosols in the atmosphere, which contribute to higher PM_{10} and lower visibility.	Although health-based standards have not been established for VOCs, health effects can occur from exposures to high concentrations because of interference with oxygen uptake. In general, concentrations of VOCs are suspected to cause eye, nose, and throat irritation; headaches; loss of coordination; nausea; and damage to the liver, the kidneys, and the central nervous system. Many VOCs have been classified as TACs.
Benzene	Benzene is a VOC. It is a clear or colorless light-yellow, volatile, highly flammable liquid with a gasoline-like odor. The EPA has classified benzene as a "Group A" carcinogen.	Benzene is emitted into the air from fuel evaporation, motor vehicle exhaust, tobacco smoke, and from burning oil and coal. Benzene is used as a solvent for paints, inks, oils, waxes, plastic, and rubber. Benzene occurs naturally in gasoline at one to 2 percent by volume. The primary route of human exposure is through inhalation.	Short-term (acute) exposure of high doses from inhalation of benzene may cause dizziness, drowsiness, headaches, eye irritation, skin irritation, and respiratory tract irritation, and at higher levels, loss of consciousness can occur. Long-term (chronic) occupational exposure of high doses has caused blood disorders, leukemia, and lymphatic cancer.

Toxic Air Contaminant	Physical Description and Properties	Sources	Most Relevant Effects from Pollutant Exposure
Asbestos	Asbestos is the name given to a number of naturally occurring fibrous silicate minerals that have been mined for their useful properties, such as thermal insulation, chemical and thermal stability, and high tensile strength. The three most common types of asbestos are chrysotile, amosite, and crocidolite.	Chrysotile, also known as white asbestos, is the most common type of asbestos found in buildings. Chrysotile makes up approximately 90 to 95 percent of all asbestos contained in buildings in the United States.	Exposure to asbestos is a health threat; exposure to asbestos fibers may result in health issues such as lung cancer, mesothelioma (a rare cancer of the thin membranes lining the lungs, chest, and abdominal cavity), and asbestosis (a non-cancerous lung disease that causes scarring of the lungs). Exposure to asbestos can occur during demolition or remodeling of buildings that were constructed prior to the 1977 ban on asbestos for use in buildings. Exposure to naturally occurring asbestos can occur during soil-disturbing activities in areas with deposits present.
Hydrogen Sulfide	Hydrogen sulfide (H_2S) is a flammable, colorless, poisonous gas that smells like rotten eggs.	Manure, storage tanks, ponds, anaerobic lagoons, and land application sites are the primary sources of hydrogen sulfide. Anthropogenic sources include the combustion of sulfur containing fuels (oil and coal).	High levels of hydrogen sulfide can cause immediate respiratory arrest. It can irritate the eyes and respiratory tract and cause headache, nausea, vomiting, and cough. Long exposure can cause pulmonary edema.
Sulfates	Sulfates occur in combination with metal and/or hydrogen ions. Many sulfates are soluble in water.	Sulfates are particulates formed through the photochemical oxidation of sulfur dioxide. In California, the main source of sulfur compounds is combustion of gasoline and diesel fuel.	Sulfates can cause a decrease in ventilatory function, aggravation of asthmatic symptoms; and aggravation of cardio-pulmonary disease, as well as vegetation damage, degradation of visibility, property damage.
Visibility-Reducing Particles	Suspended PM is a mixture of small particles that consist of dry solid fragments, droplets of water, or solid cores with liquid coatings. The particles vary in shape, size, and composition. PM_{10} refers to particulate	Stationary sources include fuel or wood combustion for electrical utilities, residential space heating, and industrial processes;	• Short-term exposure (hours/days): irritation of the eyes, nose, throat; coughing; phlegm; chest tightness; shortness of breath; aggravates existing lung disease, causing asthma attacks and acute

Toxic Air Contaminant	Physical Description and Properties	Sources	Most Relevant Effects from Pollutant Exposure
	matter that is between 2.5 and 10 microns in diameter (1 micron is one-millionth of a meter). $PM_{2.5}$ refers to particulate matter that is 2.5 microns or less in diameter, about one-thirtieth the size of the average human hair.	construction and demolition; the use of metals, minerals, and petrochemicals; wood products processing; mills and elevators used in agriculture; erosion from tilled lands; waste disposal; and recycling. Mobile or transportation-related sources are from vehicle exhaust and road dust. Secondary particles form from reactions in the atmosphere.	bronchitis; those with heart disease can suffer heart attacks and arrhythmias. • Long-term exposure can result in reduced lung function, chronic bronchitis, changes in lung morphology, and death.
Vinyl Chloride	Vinyl chloride, or chloroethene, is a chlorinated hydrocarbon and a colorless gas with a mild, sweet odor. In 1990, the ARB identified vinyl chloride as a toxic air contaminant and estimated a cancer unit risk factor.	Most vinyl chloride is used to make polyvinyl chloride plastic and vinyl products, including pipes, wire and cable coatings, and packaging materials. It can be formed when plastics containing these substances are left to decompose in solid waste landfills. Vinyl chloride has been detected near landfills, sewage plants, and hazardous waste sites.	Short-term exposure to high levels of vinyl chloride in the air causes central nervous system effects, such as dizziness, drowsiness, and headaches. Epidemiological studies of occupationally exposed workers have linked vinyl chloride exposure to development of a rare cancer, liver angiosarcoma, and have suggested a relationship between exposure and lung and brain cancers.
Lead (Pb)	Lead is a solid heavy metal that can exist in air pollution as an aerosol particle component. Leaded gasoline was used in motor vehicles until around 1970. Lead concentrations have not exceeded State or federal standards at any monitoring station since 1982.	Lead ore crushing, lead ore smelting, and battery manufacturing are currently the largest sources of lead in the atmosphere in the United States. Other sources include dust from soils contaminated with lead-based	Lead accumulates in bones, soft tissue, and blood and can affect the kidneys, liver, and nervous system. It can cause impairment of blood formation and nerve conduction, behavior disorders, mental retardation, neurological impairment, learning deficiencies, and low IQs.

Toxic Air Contaminant	Physical Description and Properties	Sources	Most Relevant Effects from Pollutant Exposure
		paint, solid waste disposal, and crustal physical weathering.	

Sources:
California Air Resources Board (ARB). 2021. Vinyl Chloride and Health. Website: https://ww2.arb.ca.gov/resources/vinyl-chloride-and-health. Accessed February 22, 2022.

California Office of Environmental Health Hazard Assessment (OEHHA). 2001. Health Effects of Diesel Exhaust. Website: https://oehha.ca.gov/media/downloads/calenviroscreen/indicators/diesel4-02.pdf. Accessed February 22, 2022.

National Archives and Records Administration. 2009. Part II, Environmental Protection Agency. 40 Code of Federal Regulations Parts 50 and 58, Primary National Ambient Air Quality Standard for Nitrogen Dioxide; Proposed Rule. July 15. Website: https://www.gpo.gov/fdsys/pkg/FR-2009-07-15/pdf/E9-15944.pdf. Accessed February 22, 2022.

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National Toxicology Program. 2016. Report on Carcinogens, 14th Edition; U.S. Department of Health and Human Services, Public Health Service. Diesel Exhaust Particles. November 3. Website: https://ntp.niehs.nih.gov/ntp/roc/content/profiles/dieselexhaustparticulates.pdf. Accessed February 22, 2022.

South Coast Air Quality Management District (SCAQMD). 2007. Final 2007 Air Quality Management Plan. June. Website: https://www.aqmd.gov/docs/default-source/clean-air-plans/air-quality-management-plans/2007-air-quality-management-plan/2007-aqmp-final-document.pdf?sfvrsn=2. Accessed February 22, 2022.

United States Environmental Protection Agency (EPA). 2016. Nitrogen Dioxide (NO_2) Pollution. Basic Information about NO_2. Website: https://www.epa.gov/no2-pollution/basic-information-about-no2#What%20is%20NO2. Accessed February 22, 2022.

Asbestos

Asbestos is the name given to a number of naturally occurring fibrous silicate minerals that have been mined for their useful properties such as thermal insulation, chemical and thermal stability, and high tensile strength. The three most common types of asbestos are chrysotile, amosite, and crocidolite. Chrysotile, also known as white asbestos, is the most common type of asbestos found in buildings. Chrysotile makes up approximately 90 to 95 percent of all asbestos contained in buildings in the United States. Exposure to asbestos is a health threat; exposure to asbestos fibers may result in health issues such as lung cancer, mesothelioma (a rare cancer of the thin membranes lining the lungs, chest, and abdominal cavity), and asbestosis (a non-cancerous lung disease that causes scarring of the lungs). Exposure to asbestos can occur during demolition or remodeling of buildings that were constructed prior to the 1977 ban on asbestos for use in buildings. Exposure to naturally occurring asbestos can occur during soil-disturbing activities in areas with deposits present. According to the United States Geological Survey (USGS), one recorded occurrence of naturally occurring asbestos is located near the intersection of Betty Road and Sophie Street, within the planning area.[4]

3.3.4 - Existing Air Quality Conditions

The local air quality can be evaluated by reviewing relevant air pollution concentrations near the project area. Table 3.3-3 summarizes 2018 through 2020 published monitoring data, which is the

[4] United States Geological Survey (USGS). N.d. Asbestos mines, prospects, and occurrences in the US. Website: https://mrdata.usgs.gov/asbestos/. Accessed February 22, 2022.

most recent 3-year period available. Where available, data from the Perris station located approximately 1 mile northeast of the planning area was retrieved. For air quality monitoring data that was not available at the Perris station, data from the next closest air quality station, the Lake Elsinore-W Flint Street station located approximately 1.1 miles south of the planning area, was retrieved. The data shows that during the past few years, the project area has exceeded the standards for at least ozone (State and national) and PM_{10} (State). The data in the table reflects the concentration of the pollutants in the air, measured using air monitoring equipment. This differs from emissions, which are calculations of a pollutant being emitted over a certain period. No recent monitoring data for the Perris or Lake Elsinore stations was available for CO or SO_2. Generally, no monitoring is conducted for pollutants that are no longer likely to exceed ambient air quality standards.

Table 3.3-3: Air Quality Monitoring Summary

Air Pollutant	Averaging Time	Item	2018	2019	2020
Ozone[1]	1 Hour	Max 1 Hour (ppm)	0.117	0.118	0.125
		Days > State Standard (0.09 ppm)	31	28	34
	8 Hour	Max 8 Hour (ppm)	0.103	0.096	0.106
		Days > State Standard (0.07 ppm)	68	66	77
		Days > National Standard (0.07 ppm)	67	64	74
Carbon monoxide (CO)	8 Hour	Max 8 Hour (ppm)	ND	ND	ND
		Days > State Standard (9.0 ppm)	ND	ND	ND
		Days > National Standard (9 ppm)	ND	ND	ND
Nitrogen dioxide (NO_2)[2]	Annual	Annual Average (ppm)	0.008	0.006	0.007
	1 Hour	Max 1 Hour (ppm)	0.041	0.038	0.044
		Days > National Standard (0.1 ppm)	0	0	0
Sulfur dioxide (SO_2)	Annual	Annual Average (ppm)	ND	ND	ND
	24 Hour	Max 24 Hour (ppm)	ND	ND	ND
		Days > State Standard (0.04 ppm)	ND	ND	ND
Inhalable coarse particles (PM_{10})[1]	Annual	State Annual Average (µg/m^3)	28.9	24.4	ID
	24 Hour	24 Hour (µg/m^3)	64.4	92.1	87.6
		Days > State Standard (50 µg/m^3)	12.1	24.5	ID
		Days > National Standard (150 µg/m^3)	0	0	ID
Fine particulate matter ($PM_{2.5}$)[2]	Annual	State Annual Average (µg/m^3)	ID	ID	ID
	24 Hour	24 Hour (µg/m^3)	ID	ID	ID
		Days > National Standard (35 µg/m^3)	ID	ID	ID

Air Pollutant	Averaging Time	Item	2018	2019	2020
Notes: > = exceed ppm = parts per million µg/m^3 = micrograms per cubic meter ND = no data max = maximum ppb = parts per billion ID = insufficient data **Bold** = exceedance State Standard = California Ambient Air Quality Standard National Standard = National Ambient Air Quality Standard [1] Perris Air Quality Monitoring Station [2] Lake Elsinore-W Flint Street Air Quality Monitoring Station Source: California Air Sources Board (ARB). Air Quality Data Statistics. https://www.arb.ca.gov/adam. Accessed February 22, 2022.					

The health impacts of the various air pollutants of concern can be presented in a number of ways. The clearest comparison is to the state and federal ozone standards. Air concentration below standards indicate that health risks are sufficiently low enough to have a minimal impact on public health, as there is no such thing as a zero-risk level. When concentrations exceed the standards, impacts will vary based on the amount by which the standard is exceeded. The EPA developed the Air Quality Index (AQI) as an easy-to-understand measure of health impacts compared with concentrations in the air. Table 3.3-4 provides a description of the health impacts of ozone at different concentrations.

Table 3.3-4: Air Quality Index and Health Effects from Ozone

Air Quality Index/ 8-hour Ozone Concentration	Health Effects Description
AQI (1-50)—Good	**Sensitive Groups**: Children and people with asthma are the groups most at risk.
Concentration 1-54 ppb	**Health Effects Statements**: None.
	Cautionary Statements: None.
AQI (51 -100)—Moderate	**Sensitive Groups**: Children and people with asthma are the groups most at risk.
Concentration 55-70 ppb	**Health Effects Statements**: Increasing likelihood of respiratory symptoms and breathing discomfort in active children and adults, and people with respiratory disease, such as asthma.
	Cautionary Statements: Active children and adults, and people with respiratory disease, such as asthma, should limit prolonged outdoor exertion.
AQI (101-150)—Unhealthy for Sensitive Groups	**Sensitive Groups**: Children and people with asthma are the groups most at risk.
Concentration 71-85 ppb	**Health Effects Statements**: Increasing likelihood of respiratory symptoms and breathing discomfort in active children and adults, and people with respiratory disease, such as asthma.

Air Quality Index/ 8-hour Ozone Concentration	Health Effects Description
	Cautionary Statements: Active children and adults, and people with respiratory disease, such as asthma, should limit prolonged outdoor exertion.
AQI (151-200)—Unhealthy	**Sensitive Groups**: Children and people with asthma are the groups most at risk.
Concentration 86-105 ppb	**Health Effects Statements**: Greater likelihood of respiratory symptoms and breathing difficulty in active children and adults and people with respiratory disease, such as asthma; possible respiratory effects in general population.
	Cautionary Statements: Active children and adults, and people with respiratory disease, such as asthma, should avoid prolonged outdoor exertion; everyone else, especially children, should limit prolonged outdoor exertion.
AQI (201-300)—Very Unhealthy	**Sensitive Groups**: Children and people with asthma are the groups most at risk.
Concentration 106-200 ppb	**Health Effects Statements**: Increasingly severe symptoms and impaired breathing likely in active children and adults and people with respiratory disease, such as asthma; increasing likelihood of respiratory effects in general population.
	Cautionary Statements: Active children and adults, and people with respiratory disease, such as asthma, should avoid all outdoor exertion; everyone else, especially children, should limit outdoor exertion.
Source: AirNow. AQI Calculator. https://www.airnow.gov/aqi/aqi-calculator/. Accessed February 3, 2022.	

Based on the AQI scale for the 8-hour ozone standard, the Perris monitoring station identified at least one day in the category of "Very Unhealthy," with a maximum reading of 106 parts per billion (ppb) in 2020.

Attainment Status

The EPA and the ARB designate air basins where ambient air quality standards are exceeded as "nonattainment" areas. If standards are met, the area is designated as an "attainment" area. If there is inadequate or inconclusive data to make a definitive attainment designation, they are considered "unclassified." National nonattainment areas are further designated as marginal, moderate, serious, severe, or extreme as a function of deviation from standards.

Each standard has a different definition, or "form" of what constitutes attainment, based on specific air quality statistics. For example, the federal 8-hour CO standard is not to be exceeded more than once per year; therefore, an area is in attainment of the CO standard if no more than one 8-hour ambient air monitoring values exceeds the threshold per year. In contrast, the federal annual $PM_{2.5}$ standard is met if the 3-year average of the annual average $PM_{2.5}$ concentration is less than or equal to the standard.

The current attainment designations for the SoCAB are shown in Table 3.3-5. With respect to the CAAQS, the Riverside County portion of the SoCAB is nonattainment for ozone, PM_{10}, and $PM_{2.5}$, and attainment or unclassified for all other pollutants. With respect to the NAAQS, the Riverside County portion of the SoCAB is nonattainment for ozone, $PM_{2.5}$, and attainment or unclassified for all other pollutants.

Table 3.3-5: South Coast Air Basin Attainment Status

Pollutant	State Status[1]	National Status[2]
Ozone (1-hour) [a]	Nonattainment	Nonattainment (Extreme)
Ozone (8-hour)	Nonattainment	Nonattainment (Extreme)
Carbon monoxide	Attainment	Attainment (Maintenance)
Nitrogen dioxide (annual)	Attainment	Attainment (Maintenance)
Nitrogen dioxide (1-hour)	Attainment	Unclassifiable/Attainment
Sulfur dioxide	Attainment	Unclassified/Attainment
PM_{10}	Nonattainment	Attainment (Maintenance)
$PM_{2.5}$	Nonattainment	Nonattainment (Serious)
Lead (Riverside County)	—	Attainment
Hydrogen Sulfide (H_2S)	Attainment	—
Sulfates	Attainment	—
Vinyl Chloride	Attainment	—

Notes:
[a] On June 15, 2005, the 1-Hour Ozone NAAQS was revoked for all areas except the 8-Hour Ozone nonattainment Early Action Compact areas. however, the SoCAB has not attained this standard based on 2008-2010 data and is still subject to anti-backsliding requirements
Source: South Coast Air Quality Management District (SCAQMD). 2022. Clean Air Plans. http://www.aqmd.gov/home/air-quality/clean-air-plans. Accessed February 22, 2022.

3.3.5 - Air Quality Plans and Regulations

Air pollutants are regulated at the national, State, and air basin or county level; each agency has a different level of regulatory responsibility. The EPA regulates at the national level, and the ARB regulates at the State level. The SCAQMD regulates at the air basin level.

The EPA is responsible for national and interstate air pollution issues and policies. The EPA sets national vehicle and stationary source emission standards, oversees approval of all State Implementation Plans (SIPs), provides research and guidance for air pollution programs, and sets the NAAQS, as described earlier.

A SIP is a document prepared by each state describing existing air quality conditions and measures that will be followed to attain and maintain federal air standards. The SIP for the State of California is administered by the ARB, which has overall responsibility for Statewide air quality maintenance and air pollution prevention. California's SIP incorporates individual federal attainment plans for regional

air districts—an air district prepares their federal attainment plan, which is sent to the ARB to be approved and incorporated into the California SIP. Federal attainment plans include the technical foundation for understanding air quality (e.g., emission inventories and air quality monitoring), control measures and strategies, and enforcement mechanisms.

Areas designated nonattainment must develop air quality plans and regulations to achieve standards by specified dates, depending on the severity of the exceedances. For much of the country, implementation of federal motor vehicle standards and compliance with federal permitting requirements for industrial sources are adequate to attain air quality standards on schedule. For many areas of California, however, additional State and local regulation is required to achieve the standards. Regulations adopted by California are described below.

California Regulations

Low-Emission Vehicle Program

The ARB first adopted Low-Emission Vehicle (LEV) program standards in 1990. These first LEV standards ran from 1994 through 2003. LEV II regulations, running from 2004 through 2010, represent continuing progress in emission reductions. As the State's passenger vehicle fleet continues to grow and more sport utility vehicles and pickup trucks are used as passenger cars rather than work vehicles, the more stringent LEV II standards were adopted to provide reductions necessary for California to meet federally mandated clean air goals outlined in the 1994 State Implementation Plan. In 2012, ARB adopted the LEV III amendments to California's LEV regulations. These amendments, also known as the Advanced Clean Car Program, include more stringent emission standards for model years 2017 through 2025 for both criteria pollutants and greenhouse gas (GHG) emissions for new passenger vehicles.[5]

On-Road Heavy-Duty Vehicle Program

The ARB has adopted standards for emissions from various types of new on-road heavy-duty vehicles. Section 1956.8, Title 13, California Code of Regulations contains California's emission standards for on-road heavy-duty engines and vehicles, and test procedures. The ARB has also adopted programs to reduce emissions from in-use heavy-duty vehicles including the Heavy-Duty Diesel Vehicle Idling Reduction Program, the Heavy-Duty Diesel In-Use Compliance Program, the Public Bus Fleet Rule and Engine Standards, and the School Bus Program and others.[6]

ARB Regulation for In-Use Off-Road Diesel Vehicles

On July 26, 2007, the ARB adopted a regulation to reduce DPM and NO_X emissions from in-use (existing) off-road heavy-duty diesel vehicles in California. Such vehicles are used in construction, mining, and industrial operations. The regulation limits idling to no more than 5 consecutive minutes, requires reporting and labeling, and requires disclosure of the regulation upon vehicle sale. Performance requirements of the rule are based on a fleet's average NO_X emissions, which can be met by replacing older vehicles with newer, cleaner vehicles or by applying exhaust retrofits. The regulation was amended in 2010 to delay the original timeline of the performance requirements,

[5] California Legislative Information. 2002. Clean Car Standards—Pavley, Assembly Bill 1493. Website: https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200120020AB1493. Accessed February 22, 2022.

[6] California Air Resource Board (ARB). On-Road Heavy-Duty Vehicle Programs. https://ww2.arb.ca.gov/road-heavy-duty-regulations-certification-programs. Accessed February 22, 2022.

making the first compliance deadline January 1, 2014, for large fleets (over 5,000 horsepower), 2017 for medium fleets (2,501-5,000 horsepower), and 2019 for small fleets (2,500 horsepower or less).

The latest amendments to the Truck and Bus regulation became effective on December 31, 2014. The amended regulation requires diesel trucks and buses that operate in California to be upgraded to reduce emissions. Newer heavier trucks and buses must meet PM filter requirements beginning January 1, 2012. Lighter and older heavier trucks must be replaced starting January 1, 2015. By January 1, 2023, nearly all trucks and buses will need to have 2010 model year engines or equivalent.

The regulation applies to nearly all privately and federally owned diesel-fueled trucks and buses and to privately and publicly owned school buses with a gross vehicle weight rating greater than 14,000 pounds. The regulation provides a variety of flexibility options tailored to fleets operating low use vehicles, fleets operating in selected vocations like agricultural and construction, and small fleets of three or fewer trucks.[7]

ARB Airborne Toxic Control Measure for Asbestos

In July 2001, the ARB approved an Air Toxic Control Measure for construction, grading, quarrying and surface mining operations to minimize emissions of naturally occurring asbestos. The regulation requires application of Best Management Practices (BMPs) to control fugitive dust in areas known to have naturally occurring asbestos and requires notification to the local air district prior to commencement of ground-disturbing activities. The measure establishes specific testing, notification and engineering controls prior to grading, quarrying, or surface mining in construction zones where naturally occurring asbestos is located on projects of any size. There are additional notification and engineering controls at work sites larger than 1 acre in size. These projects require the submittal of a "Dust Mitigation Plan" and approval by the air district prior to the start of a project.

Construction sometimes requires the demolition of existing buildings where construction occurs. Buildings often include materials containing asbestos, such as demolition of the existing commercial/residential building associated with the proposed project. In addition, asbestos is also found in a natural state, known as naturally occurring asbestos. Exposure and disturbance of rock and soil that naturally contain asbestos can result in the release of fibers into the air and consequent exposure to the public. Asbestos most commonly occurs in ultramafic rock that has undergone partial or complete alteration to serpentine rock (serpentinite) and often contains chrysotile asbestos. In addition, another form of asbestos, tremolite, can be found associated with ultramafic rock, particularly near faults. Sources of asbestos emissions include unpaved roads or driveways surfaced with ultramafic rock, construction activities in ultramafic rock deposits, or rock quarrying activities where ultramafic rock is present.

The ARB has an Air Toxics Control Measure for construction, grading, quarrying, and surface mining operations, requiring the implementation of mitigation measures to minimize emissions of asbestos-laden dust. The measure applies to road construction and maintenance, construction and grading operations, and quarries and surface mines when the activity occurs in an area where naturally occurring asbestos is likely to be found. Areas are subject to the regulation if they are identified on

[7] California Air Resources Board (ARB). 2015. On-Road Heavy-Duty Diesel Vehicles (In-Use) Regulation. Website: https://ww2.arb.ca.gov/our-work/programs/truck-and-bus-regulation/about. Accessed February 3, 2022.

maps published by the Department of Conservation as ultramafic rock units or if the Air Pollution Control Officer or owner/operator has knowledge of the presence of ultramafic rock, serpentine, or naturally occurring asbestos on the site. The measure also applies if ultramafic rock, serpentine, or asbestos is discovered during any operation or activity. Review of the Department of Conservation maps indicates that no ultramafic rock has been found near the planning area.

Diesel Risk Reduction Plan

The ARB's Diesel Risk Reduction Plan has led to the adoption of new California regulatory standards for all new on-road, off-road, and stationary diesel-fueled engines and vehicles to reduce DPM emissions by about 90 percent overall from year 2000 levels. The projected emission benefits associated with the full implementation of this plan, including federal measures, have been reductions in DPM emissions and associated cancer risks of 75 percent by 2010, and 85 percent by 2020.[8]

The ARB Air Quality Land Use Handbook lists the following ARB advisory recommendations that address the issue of siting "sensitive land uses" near specific sources of air pollution:[9]

- Chrome plating facilities
- Distribution centers
- Dry cleaners
- High traffic freeways and roads
- Large gas dispensing facilities
- Ports
- Rail yards
- Refineries

The ARB recommended screening distances are shown in Table 3.3-6 below.

Table 3.3-6: Recommendations on Siting New Sensitive Land Uses

Source Category	Advisory Recommendations
Freeways and High Traffic Roads	Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day.
Distribution Centers	Avoid siting new sensitive land uses within 1,000 feet of a distribution center (that accommodates more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units (TRUs) per day, or where TRU unit operations exceed 300 hours per week). Take into account the configuration of existing distribution centers and avoid locating residences and other new sensitive land uses near entry and exit points.
Rail Yards	Avoid siting new sensitive land uses within 1,000 feet of a major service and maintenance rail yard. Within one mile of a rail yard, consider possible siting limitations and mitigation approaches.

[8] California Air Resources Board (ARB). 2000. Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-fueled Engines and Vehicles. Website: http://www.arb.ca.gov/diesel/documents/rrpfinal.pdf. Accessed February 23, 2022.

[9] California Air Resources Board (ARB). 2005. Air Quality and Land Use Handbook. Website: https://www.arb.ca.gov/ch/handbook.pdf. Accessed February 23, 2022.

Source Category	Advisory Recommendations
Ports	Avoid siting of new sensitive land uses immediately downwind of ports in the most heavily impacted zones. Consult local air districts or the ARB on the status of pending analyses of health risks.
Refineries	Avoid siting new sensitive land uses immediately downwind of petroleum refineries. Consult with local air districts and other local agencies to determine an appropriate separation.
Chrome Platers	Avoid siting new sensitive land uses within 1,000 feet of a chrome plater.
Dry Cleaners Using Perchloroethylene	Avoid siting new sensitive land uses within 300 feet of any dry cleaning operation. For operations with two or more machines, provide 500 feet. For operations with three or more machines, consult with the local air district. Do not site new sensitive land uses in the same building with perchloroethylene dry cleaning operations.
Gasoline Dispensing Facilities	Avoid siting new sensitive land uses within 300 feet of a large gas station (defined as a facility with a throughput of 3.6 million gallons per year or greater). A 50-foot separation is recommended for typical gas dispensing facilities.
Note: These recommendations are advisory. Land use agencies have to balance other considerations, including housing and transportation needs, economic development priorities, and other quality of life issues.	

South Coast Air Quality Management District

Standard Conditions

During construction and operation, the proposed project must comply with applicable rules and regulations. The following are rules and regulations the proposed project may be required to comply with, either directly or indirectly.

SCAQMD Rule 402 prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause injury or damage to business or property.

SCAQMD Rule 403 governs emissions of fugitive dust during construction and operation activities. Compliance with this rule is achieved through the application of standard Best Management Practices, such as the application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour (mph), sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.

Rule 403 requires that fugitive dust be controlled with the best available control measures, so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the

emission source. In addition, SCAQMD Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Applicable dust suppression techniques from Rule 403 are summarized below. Implementation of these dust suppression techniques can reduce the fugitive dust generation (and thus the PM_{10} component). Compliance with these rules would reduce impacts on nearby sensitive receptors.

Rule 403 measures may include but are not limited to the following:

- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
- Water active sites at least three times daily. (Locations where grading is to occur will be thoroughly watered prior to earthmoving.)
- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 0.6 meters (2 feet) of freeboard (vertical space between the top of the load and top of the trailer) in accordance with the requirements of California Vehicle Code Section 23114.
- Reduce traffic speeds on all unpaved roads to 15 mph or less.
- Suspension of all grading activities when wind speeds (including instantaneous wind gusts) exceed 25 mph.
- Bumper strips or similar BMPs shall be provided where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip.
- Replanting disturbed areas as soon as practical.
- During all construction activities, construction contractors shall sweep on-site and off-site streets if silt is carried to adjacent public thoroughfares, to reduce the amount of particulate matter on public streets. All sweepers shall be compliant with SCAQMD Rule 1186.1, Less Polluting Sweepers.

SCAQMD Rule 481 applies to all spray painting and spray coating operations and equipment. This rule would apply to the application of architectural coatings to the exterior and interior or of the building walls.

SCAQMD Rule 1108 governs the sale, use, and manufacturing of asphalt and limits the VOC content in asphalt used in the SoCAB. This rule would regulate the VOC content of asphalt used during construction. Therefore, all asphalt used during construction of the proposed project must comply with SCAQMD Rule 1108.

SCAQMD Rule 1113 governs the sale, use, and manufacturing of architectural coating and limits the VOC content in paints and paint solvents. This rule regulates the VOC content of paints available during construction. Therefore, all paints and solvents used during construction and operation of the proposed project must comply with SCAQMD Rule 1113.

SCAQMD Rule 1143 governs the manufacture, sale, and use of paint thinners and solvents used in thinning of coating materials, cleaning of coating application equipment and other solvent cleaning operations by limiting their VOC content. This rule regulates the VOC content of solvents used during construction. Solvents used during the construction phase must comply with this rule.

SCAQMD Rule 1186 limits the presence of fugitive dust on paved and unpaved roads and sets certification protocols and requirements for street sweepers that are under contract to provide sweeping services to any federal, state, county, agency or special district such as water, air, sanitation, transit, or school district.

SCAQMD Rule 1403 specifies the work practice requirements to limit asbestos emissions and exposure from building demolition and renovation activities. Requirements include asbestos surveying; notification; asbestos-containing material (ACM) removal procedures and time schedules; ACM handling and clean-up procedures; and storage, disposal, and landfilling requirements for asbestos-containing waste material (ACWM).

Air Quality Management Plans

The agency for air pollution control for the Riverside County portion of the SoCAB is the SCAQMD. The SCAQMD is responsible for controlling emissions primarily from stationary sources. The SCAQMD maintains air quality monitoring stations throughout the SoCAB and a portion of the Salton Sea Air Basin. The SCAQMD is also responsible for developing, updating, and implementing the Air Quality Management Plan (AQMP) for the region, in coordination with the Southern California Association of Governments (SCAG).

An AQMP is a plan prepared and implemented by an air pollution district for a county or region designated as nonattainment of the NAAQS and/or CAAQS. The term nonattainment area is used to refer to an air basin where one or more ambient air quality standards are exceeded.

2022 AQMP

The control strategy for the 2022 AQMP includes new regulations and the development of incentive programs to support early deployment of advanced technologies. These incentive programs are focused on two key areas: (1) promoting widespread deployment of available zero emissions (ZE) and low NO_X technologies and (2) developing new ZE and ultra-low NO_X technologies for use in cases where the technology is not currently available. The SCAQMD will prioritize distribution of incentive funding in Environmental Justice areas and seek opportunities to focus benefits on the most disadvantaged communities.

To meet the federal ozone standards in the SoCAB, the SCAQMD estimates that NO_X emissions need to be reduced approximately 83 percent below 2018 levels. The achievement of such significant reductions requires the widespread adoption of ZE technologies across mobile sectors and stationary sources. Where these technologies are not ready or commercially available, low NO_X

[11] South Coast Air Quality Management District (SCAQMD). 2022. Draft 2022 Air Quality Management Plan. Website: http://www.aqmd.gov/home/air-quality/clean-air-plans/air-quality-mgt-plan. Accessed December 1, 2022.
[12] South Coast Air Quality Management District (SCAQMD). 2022. Final 2022 Air Quality Management Plan.

technologies will need to play a significant role. According to the SCAQMD, this strategy will also assist with attainment of other air quality standards, such as federal $PM_{2.5}$ standards.

The control measures targeting stationary sources in the 2022 AQMP are categorized into four major groups: (1) NO_X control measures, (2) co-benefits from climate and energy programs, (3) limited strategic VOC measures, and (4) other measures. The NO_X measures are further grouped by residential, commercial, and large industrial combustion. These measures rely on a combination of regulatory approaches and incentives and will require technology assessments to better understand where and when ZE and low NO_X technologies can be implemented. Emission reductions from State and federal mobile source emission reduction programs are key to the strategy to improve air quality throughout the region.

SCAQMD CEQA Guidance

The SCAQMD has two roles under CEQA:

1. **Lead Agency:** responsible for preparing environmental analyses for its own projects (adoption of rules, regulations, or plans) or permit projects filed with the SCAQMD where the SCAQMD has primary approval authority over the project.
2. **Commenting Agency:** the SCAQMD reviews and comments on air quality analyses prepared by other public agencies (such as the project).

The SCAQMD also provides guidance and thresholds for CEQA air quality and GHG analyses.

Local

County of Riverside General Plan

The County of Riverside adopted its General Plan in December of 2015, and the most recent General Plan Amendments were adopted in 2021. The County of Riverside General Plan Air Quality Element sets forth the following goals, objectives, and policies relevant to air quality:[13]

Multijurisdictional Cooperation

AQ 1.1 Promote and participate with regional and local agencies, both public and private, to protect and improve air quality.

AQ 1.2 Support Southern California Association of Government's (SCAG) Regional Growth Management Plan by developing intergovernmental agreements with appropriate governmental entities such as the Western Riverside Council of Governments (WRCOG), the Coachella Valley Association of Governments (CVAG), sanitation districts, water districts, and those subregional entities identified in the Regional Growth Management Plan.

[13] Riverside County Planning Department. 2018. Riverside County General Plan, Air Quality Element. Website: https://planning.rctlma.org/Portals/14/genplan/general_plan_2018/elements/Ch09_AQE_071718.pdf. Accessed February 23, 2022.

AQ 1.3 Participate in the development and update of those regional air quality management plans required under federal and state law, and meet all standards established for clean air in these plans.

AQ 1.4 Coordinate with the SCAQMD and Mojave Desert Air Quality Management District (MDAQMD) to ensure that all elements of air quality plans regarding reduction of air pollutant emissions are being enforced.

AQ 1.5 Establish and implement air quality, land use and circulation measures that improve not only the County's environment but the entire region.

AQ 1.6 Establish a level playing field by working with local jurisdictions to simultaneously adopt policies similar to those in this Air Quality Element.

AQ 1.7 Support legislation which promotes cleaner industry, clean fuel vehicles and more efficient burning engines and fuels.

AQ 1.8 Support the introduction of federal, state or regional enabling legislation to permit the County to promote inventive air quality programs, which otherwise could not be implemented.

AQ 1.9 Encourage, publicly recognize and reward innovative approaches that improve air quality.

AQ 1.10 Work with regional and local agencies to evaluate the feasibility of implementing a system of charges (e.g., pollution charges, user fees, congestion pricing and toll roads) that requires individuals who undertake polluting activities to bear the economic cost of their actions where possible.

AQ 1.11 Involve environmental groups, the business community, special interests, and the general public in the formulation and implementation of programs that effectively reduce airborne pollutants.

Sensitive Receptors

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

AQ 2.2 Require site plan designs to protect people and land uses sensitive to air pollution through the use of barriers and/or distance from emissions sources when possible.

AQ 2.3 Encourage the use of pollution control measures such as landscaping, vegetation and other materials, which trap particulate matter or control pollution.

AQ 2.4 Consider creating a program to plant urban trees on an Area Plan basis that removes pollutants from the air, provides shade and decreases the negative impacts of heat on the air.

Mobile Pollution Source

AQ 3.2 Seek new cooperative relationships between employers and employees to reduce vehicle miles traveled.

AQ 3.3 Encourage large employers and commercial/industrial complexes to create Transportation Management Associations.

AQ 3.4 Encourage employee rideshares and transit incentives for employers with more than 25 employees at a single location.

Stationary Pollution Sources

AQ 4.1 Require the use of all feasible building materials/methods which reduce emissions.

AQ 4.2 Require the use of all feasible efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces and boiler units.

AQ 4.3 Require the use of all feasible efficient heating equipment and other appliances, such as water heaters, swimming pool heaters, cooking equipment, refrigerators, furnaces and boiler units.

AQ 4.4 Require residential building construction to comply with energy use guidelines detailed in Part 6 (California Energy Code) and/or Part 11 (California Green Building Standards Code) of Title 24 of the California Code of Regulations.

AQ 4.5 Require stationary pollution sources to minimize the release of toxic pollutants through: Design features; Operating procedures; Preventive maintenance; Operator training; and Emergency response planning.

AQ 4.6 Require stationary air pollution sources to comply with applicable air district rules and control measures.

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

AQ 4.9 Require compliance with SCAQMD Rules 403 and 403.1, and support appropriate future measures to reduce fugitive dust emanating from construction sites.

AQ 4.10 Coordinate with the SCAQMD and MDAQMD to create a communications plan to alert those conducting grading operations in the County of first, second, and third stage smog alerts, and when wind speeds exceed 25 miles per hour. During these instances all grading operations should be suspended.

Trip Reduction

AQ 10.1 Encourage trip reduction plans to promote alternative work schedules, ridesharing, telecommuting and work-at-home programs, employee education and preferential parking.

AQ 10.2 Use incentives, regulations and Transportation Demand Management in cooperation with surrounding jurisdictions when possible to eliminate vehicle trips, which would otherwise be made.

Transportation-Related Objectives

AQ 20.1 Reduce VMT by requiring expanded multi-modal facilities and services that provide transportation alternatives, such as transit, bicycle and pedestrian modes. Improve connectivity of the multi-modal facilities by providing linkages between various uses in the developments.

AQ 20.2 Reduce VMT by facilitating an increase in transit options. In particular, coordinate with adjacent municipalities, transit providers and regional transportation planning agencies to develop mutual policies and funding mechanisms to increase the use of alternative transportation.

AQ 20.3 Reduce VMT and GHG emissions by improving circulation network efficiency.

AQ 20.4 Reduce VMT and traffic through programs that increase carpooling and public transit use, decrease trips and commute times, and increase use of alternative-fuel vehicles.

AQ 20.5 Reduce emissions from standard gasoline vehicles, through VMT, by requiring all new residential units to install circuits and provide capacity for electric vehicle charging stations.

AQ 20.6 Reduce emissions from commercial vehicles, through VMT, by requiring all new commercial buildings, in excess of 162,000 square feet, to install circuits and provide capacity for electric vehicle charging stations.

Land Use-Related Objectives

AQ 20.7 Reduce VMT through increased densities in urban centers and encouraging emphasis on mixed use to provide residential, commercial and employment opportunities in closer proximity to each other. Such measures will also support achieving the appropriate jobs-housing balance within the communities.

AQ 20.8 Reduce VMT by increasing options for non-vehicular access through urban design principles that promote higher residential densities with easily accessible parks and recreation opportunities nearby.

Specific land use policies included in the General Plan would further serve to reduce potential air quality impacts. Additionally, the Air Quality Element of the General Plan includes education,

coordination, and outreach policies to reduce GHG emissions through voluntary efforts by the public and through programs developed in coordination with other agencies. The General Plan also includes Riverside County's Climate Action Plan (CAP), which contains further guidance on Riverside County's GHG inventory reduction goals, thresholds, policies, guidelines, and implementation programs, many of which have air quality benefits. As part of the General Plan development, CEQA analysis was provided to analyze the potential impacts of the construction and operation of future developments envisioned under the General Plan.

As included in the County of Riverside Environmental Impact Report (EIR) No. 521 for General Plan Amendment No. 960, several additional mitigation measures are required for projects in the General Plan area, beyond the land use and air quality policies included in the General Plan document. Mitigation measures required to reduce the potential air quality impacts of the General Plan include requiring future development projects to reduce dust emissions from construction sites through watering or the application of soil stabilizers, requiring the use of Tier 3 engines or better for construction equipment, and minimizing the use of portable generators during construction. Architectural coatings are required to be low in reactive organic gases, and hearths in new residential requirements are required to be energy-efficient natural gas appliances, rather than woodburning devices. Mitigation Measure 4.6.D-N1 requires the reduction of TACs in new developments through providing electrical outlets in the building design of loading docks, and on the outside of new structures for use with electrical landscaping equipment (minimum 20 percent of equipment used). Mitigation Measure 4.6.D-N2 requires minimum siting distances between potentially incompatible land uses, based on the recommendations of ARB and SCAQMD.[14]

Highway 74 Community Plan

The Highway 74 Community Plan proposes the following goals and policies related to air quality:

1. Encourage consolidation of parcels to promote better land use development and project design.

4. Development should be coordinated with Riverside Transit Agency (RTA) to ensure bus routes are identified and bus stops are provided to adequately serve community residents.

6. Development should promote a reduction of Vehicle Miles Traveled (VMT) and livable and resilient neighborhoods that provide housing, goods and services, open space, and multi-model transportation options within proximity to each other.

9. Developments should be encouraged to design and locate convenient pedestrian and bicycle connections, bus, or shuttle connections, that increase connections to adjacent and nearby communities and cities, businesses, parks and open space areas, and new transit access opportunities.

In addition to the policies discussed above, each neighborhood also has neighborhood-specific policies. Policies which may have air quality benefits are outlined below.

[14] County of Riverside. 2015.Final Environmental Impact Report No. 521 for General Plan Update No. 960. Website: https://planning.rctlma.org/General-Plan-Zoning/General-Plan/Riverside-County-General-Plan-2015/General-Plan-Amendment-No960-EIR-No521-CAP-February-2015. Accessed February 23, 2022.

Neighborhood 1

This neighborhood presents opportunity to serve as an entry point from the City of Perris to the Highway 74 planning area, that provides a sense of uniqueness, and contains commercial and clean industry establishments, that support residential components that facilitate a "live, work, and play" environment.

Neighborhood 1 Policies

N 1.2 Encourage complete streets, which include sidewalks, greenbelts, and trails to facilitate use by pedestrians and bicyclists where such facilities are well separated from parallel or cross through traffic to ensure pedestrian and cyclist safety.

N 1.3 The County should work with RTA to address any deficiencies or disconnection of transit routes through the neighborhood.

Neighborhood 2

This neighborhood presents opportunity to serve as an entry point from the City of Elsinore to the Highway 74 planning area, that provides a sense of uniqueness, and contains commercial and clean industry establishments, that support residential components that facilitate a "live, work, and play" environment.

Neighborhood 2 Policies

N 2.2 Encourage complete streets, which include sidewalks, greenbelts, and trails to facilitate use by pedestrians and bicyclists where such facilities are well separated from parallel or cross through traffic to ensure pedestrian and cyclist safety.

Neighborhood 3

This neighborhood presents the opportunity to provide local employment to residents. No Neighborhood 3 policies relate to air quality.

3.3.6 - Methodology

Model Selection and Guidance

The California Emissions Estimator Model (CalEEMod) version 2020.4.0 was used to estimate the proposed project's construction and operation-related air pollutant emissions. The CalEEMod model was developed in cooperation with air districts throughout the State and is designated as a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant emissions associated with construction and operation from a variety of land uses.

Construction

Construction emissions can vary substantially from day to day, depending on the level of activity, the specific type of operation, and prevailing weather conditions. Construction emissions result from both on-site and off-site activities. On-site emissions consist of exhaust emissions from the activity levels of heavy-duty construction equipment, motor vehicle operation, and fugitive dust (mainly PM_{10}) from disturbed soil. Additionally, paving operations and application of architectural coatings

would release VOC emissions. Off-site emissions result from motor vehicle exhaust from delivery vehicles, worker traffic and road dust (PM_{10} and $PM_{2.5}$).

Construction emissions are generally calculated as the product of an activity factor and an emission factor. The activity factor for construction equipment is a measure of how active a piece of equipment is and can be represented as the amount of material processed, elapsed time that a piece of equipment is in operation, horsepower of a piece of equipment used, or the amount of fuel consumed in a given amount of time. The emission factor relates the process activity to the amount of pollutant emitted. Examples of emission factors include grams of emissions per miles traveled and grams of emissions per horsepower-hour. The operation of a piece of equipment is tempered by its load factor which is the average power of a given piece of equipment while in operation compared with its maximum rated horsepower. A load factor of 1.0 indicates that a piece of equipment continually operates at its maximum operating capacity.

Construction Schedule and Activities

Development of the proposed project would generally commence beginning 2023. The construction phasing utilizes the CalEEMod default schedule based on the anticipated new land uses. Because the proposed project would consist of the development of approximately 17,299,049 square feet of building space, or approximately 397 acres (considering CalEEMod default square footage for residential land uses), the construction schedule for the proposed project utilized CalEEMod default activities and durations for a 400-acre project site. The start date for each construction activity was then assumed to be January 1, 2023, to identify concurrent emission generation from the potential overlapping of activities. Demolition was assumed to span the duration of Building Construction as it represents the demolition of all existing land uses through 2040. Refer to Appendix C for more information. Construction assumptions are based on CalEEMod defaults such as the construction equipment utilized for each construction activity and worker, vendor, and hauling trips. Table 3.3-7 presents the assumed construction schedule utilized in CalEEMod, and Table 3.3-8 presents the construction equipment list utilized in CalEEMod.

Table 3.3-7: Construction Schedule

Phase Name	Start Date	End Date	Days/Week	Total Days
Demolition	1/1/2023	12/22/2039	7	6,200
Site Preparation	1/1/2023	8/28/2023	7	240
Grading	1/1/2023	9/11/2024	7	620
Building Construction	1/1/2023	12/22/2039	7	6,200
Paving	1/1/2023	3/15/2024	7	440
Architectural Coating	1/1/2023	3/15/2024	7	440

Table 3.3-8: Construction Equipment

Phase Name	Off-Road Equipment Type	Equipment Amount	Usage Hours	Horsepower	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Excavators	3	8.00	158	0.38

Phase Name	Off-Road Equipment Type	Equipment Amount	Usage Hours	Horsepower	Load Factor
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Grading	Excavators	2	8.00	158	0.38
Grading	Graders	1	8.00	187	0.41
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Architectural Coating	Air Compressors	1	6.00	78	0.48

Operation

Operational emissions are generated by area, energy, and mobile sources once a project commences operation. While the different land uses and land use patterns envisioned by the proposed project will incrementally become operational each year through 2040, this analysis assesses the operational emissions generated by the full buildout of the proposed project as compared to the full buildout of the existing land uses and land use patterns as allowed by current land use designations and density allowances under the existing General Plan. As such, the proposed project and the "no project" scenarios were analyzed at full operation in 2040, the buildout horizon year for the proposed project. The major emission sources associated with project operation are summarized below.

Area Source Emissions

Area source emissions are generated principally from use of consumer products, cleaning supplies, architectural coatings (paints), landscape equipment, and hearths (fireplaces). Consumer products are various solvents used in non-industrial applications, which emit VOCs during their product use. "Consumer Product" means a chemically formulated product used by household and institutional consumers, including, but not limited, to detergents; cleaning compounds; polishes; floor finishes; cosmetics; personal care products; home, lawn, and garden products; disinfectants; sanitizers; aerosol paints; and automotive specialty products; but does not include other paint products, furniture coatings, or architectural coatings. The default emission factor developed for the CalEEMod

model was used. Paints release VOC emissions during application and drying. The buildings in the proposed project would be periodically repainted as warranted for maintenance needs. VOC emission estimation was based on CalEEMod. SCAQMD Rule 1113 was applied, which requires the VOC coating concentration of architectural coatings used for building envelopes to be no greater than 50 grams per liter of product (g/L). All other architectural coating VOC content values were left as CalEEMod defaults. Consistent with SCAQMD Rule 445, all fireplaces associated with residential uses were assumed to be natural gas hearths. The CalEEMod model estimates the landscaping equipment (e.g., leaf blowers, chainsaws, mowers) and emissions using the default assumptions in the model.

Energy Source Emissions

Energy source emissions result from on-site natural gas combustion for water and space heating purposes. Natural gas combustion associated with natural gas fueled fireplaces are categorized as area source emissions. Emissions generated from the off-site combustion of fuels for electricity generation are considered indirect emissions and are reported and regulated under different programs associated with that generation facility, such as the EPA's Acid Rain Program, Clean Air Interstate Rule, or Cross-State Air Pollution Rule. Indirect emissions resulting from off-site electricity generation are therefore not included in the direct emissions analysis contained herein.

Mobile Source Emissions

Urban Crossroads prepared a VMT Analysis for the proposed project, dated January 7, 2022Appendix H). [15] As discussed in the VMT Analysis, reflecting projected 2040 data, buildout of the existing General Plan in 2040 would result in a daily VMT per resident of 22.71, and buildout of the proposed Specific Plan in 2040 would result in a daily VMT per resident of 20.88. The VMT study also provided daily VMT per employee; however, the number of employees that would be projected in 2040 is unknown. To provide a conservative estimate, the CalEEMod default trip lengths and trip generation rates were retained in the model for both the construction modeling, and for the modeling of estimated operational emissions at full project buildout in 2040.

3.3.7 - Thresholds of Significance

According to Appendix G, Environmental Checklist of the State CEQA Guidelines, as well as Riverside County's environmental checklist, air quality impacts resulting from the implementation of the proposed project would be considered significant if the project would:

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

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);

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

[15] Urban Crossroads. 2022. Riverside County Highway 74 Business Corridor Vehicle Miles Traveled (VMT) Analysis. January 7.

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

Regional Air Quality Significance Thresholds

The SCAQMD has established regional significance thresholds for VOC, NO_X, SO_X, CO, PM_{10}, and $PM_{2.5}$. Projects located within the SoCAB with construction and operational emissions in excess of any of the thresholds presented in Table 3.3-9 would be considered significant.

Table 3.3-9: SCAQMD Regional Thresholds

Pollutant	Criteria Pollutant Mass Daily Thresholds (lbs/day)	
	Construction	Operation
NO_X	100	55
VOC	75	55
PM_{10}	150	150
$PM_{2.5}$	55	55
SO_X	150	150
CO	550	550

Notes:
CO = carbon monoxide
lbs = pounds
NO_X = nitrogen oxides
PM_{10} = particulate matter with an aerodynamic resistance diameter of 10 micrometers or less;
$PM_{2.5}$ = particulate matter with an aerodynamic resistance diameter of 2.5 micrometers
SO_X = Sulfur oxides
VOC = Volatile Organic Compounds
Source of regional thresholds: South Coast Air Quality Management District (SCAQMD). 2019. South Coast AQMD Air Quality Significance Thresholds. April. Website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf?sfvrsn=2. Accessed February 23, 2021.

Localized Significance Thresholds

The SCAQMD recommends that all air quality analyses include a localized assessment of both construction and operational emissions on nearby sensitive receptors. The SCAQMD has developed Localized Significance Thresholds (LST) to be implemented at the discretion of local public agencies acting as a lead agency pursuant to CEQA. LSTs represent maximum mass emissions from a project site that would not result in pollutant concentrations that exceed NAAQS or CAAQS. LSTs are based on ambient concentrations of that pollutant within the Source Receptor Area (SRA)[16] where a project is located, distance to the nearest sensitive receptor, and size of the project site, all of which are the primary factors that influence pollutant concentrations.

[16] A source area is that area in which contaminants are discharged and a receptor area is that area in which the contaminants accumulate and are measured. Any of the areas can be a source area, a receptor area, or both a source and receptor area.

The SCAQMD provides the Final Localized Significance Threshold Methodology (dated June 2003, revised 2009) for guidance.[17] The LST Methodology assists lead agencies in analyzing localized air quality impacts, particularly CO, NO_X, PM_{10}, and $PM_{2.5}$. The SCAQMD provides LST mass rate lookup tables for projects with active construction areas that are less than or equal to 5 acres, providing specific thresholds for 1-acre, 2-acre, and 5-acre project sites. These LST lookup values are provided to be used as a screening tool for identifying whether a more detailed analysis is needed for identifying localized impacts.

Table 3.3-10 shows the LSTs for NO_2, CO, PM_{10}, and $PM_{2.5}$ for both construction and operational activities for with sensitive receptors 25 meters away. The planning area is partially within SRA 24, Perris Valley, and partially within SRA 25, Lake Elsinore. As such, LSTs for both SRAs are displayed in the table below. If a project exceeds an applicable LST, then the SCAQMD recommends that project-specific air quality modeling be performed.

Table 3.3-10: SCAQMD Localized Significance Thresholds

Pollutant	Criteria Pollutant Mass Daily Thresholds (lbs/day)	
	Construction	Operation
Source Receptor Area 24—Perris Valley		
NO_2/NO_X	270	270
PM_{10}	13	4
$PM_{2.5}$	8	2
CO	1,577	1,700
Source Receptor Area 25—Lake Elsinore		
NO_2/NO_X	371	270
PM_{10}	13	4
$PM_{2.5}$	8	2
CO	1,965	1,577

Notes:
CO = carbon monoxide
lbs = pounds
LST = localized significance threshold
NO_X = nitrogen oxides
PM_{10} = particulate matter with an aerodynamic resistance diameter of 10 micrometers or less;
$PM_{2.5}$ = particulate matter with an aerodynamic resistance diameter of 2.5 micrometers
SO_X = Sulfur oxides
VOC = Volatile Organic Compounds
Source: South Coast Air Quality Management District (SCAQMD). 2009. South Coast AQMD Air Quality Significance Thresholds. October 21. Website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/localized-significance-thresholds/appendix-c-mass-rate-lst-look-up-tables.pdf?sfvrsn=2. Accessed February 23, 2021.

[17] South Coast Air Quality Management District (SCAQMD). 2009. Localized Significance Thresholds. Website: http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/localized-significance-thresholds. Accessed February 23, 2022.

In developing the above regional and localized significance thresholds, the SCAQMD considers the emission levels for which a project's emissions would be significant, resulting in adverse air quality impacts to the region's existing air quality conditions. Known health effects related to ozone include worsening of bronchitis, asthma, and emphysema and a decrease in lung function. Health effects associated with PM include premature death of people with heart or lung disease, nonfatal heart attacks, irregular heartbeat, decreased lung function, and increased respiratory symptoms. Reducing emissions would further contribute to reducing possible health effects related to criteria air pollutants. However, for projects that exceed the emissions thresholds shown in Table 3.3-9 and Table 3.3-10, it is speculative to determine how exceeding regional thresholds would affect the number of days the region is in nonattainment—as mass emissions are not linearly correlated with concentrations of emissions—or how many additional individuals in the air basin would be affected by the health effects cited above.

In *Sierra Club v. County of Fresno (Friant Ranch, LP)* (2018) 6 Cal.5th 502, 510, 517-522*,* the California Supreme Court held generally that an EIR should "make a reasonable effort to substantively connect a project's air quality impacts to likely health consequences." A possible example of such a connection would be to calculate a project's "impact on the days of nonattainment per year" (*Id*. at pp. 521). But the court recognized that there might be scientific limitations on an agency's ability to make the connection between air pollutant emissions and public health consequences in a credible fashion, given limitations in technical methodologies (*Id*. at pp. 520-521). Thus, the court acknowledged that another option for an agency preparing an EIR might be "to explain why it was not feasible to provide an analysis that connected the air quality effects to human health consequences" (*Id*. at p. 522).

At present, the SCAQMD has not provided methodology to assist local governments in reasonably and accurately assessing the specific connection between mass emissions of ozone precursors (e.g., ROG and NO_X) and other pollutants of concern on a regional basis and any specific effects on public health or regional air quality concentrations that might result from such mass emissions. The County has therefore concluded that it is not feasible to predict how mass emissions of pollutants of regional concern from the proposed project could lead to specific public health consequences, changes in pollutant concentrations, or changes in the number of days for which the SoCAB will be in nonattainment for regional pollutants.

On the other hand, it is technically feasible to predict with reasonable accuracy the potential localized health consequences of localized pollutants such as TACs and PM. Note that construction and operational health risk assessments can only be conducted at a project level; therefore, quantification of health risk is not applicable for this program-level environmental analysis. Meanwhile, as discussed in the following Section 3.3.8, Impact AIR-6c, construction of the proposed project would be implemented over a period of 17 years, and a range of measures would be required to ensure that individual development accommodated under the proposed project would limit the construction and operational health risks to nearby sensitive receptors under thresholds determined by SCAQMD.

Carbon Monoxide Hotspot Thresholds

The largest contributor of carbon monoxide (CO) emissions during long-term operations of a residential development project is typically from motor vehicles. A CO hotspot represents a condition wherein high concentrations of CO may be produced by motor vehicles accessing a congested traffic intersection under heavy traffic volume conditions.

Since the first regulation of CO emissions from vehicles (model year 1966) in California, vehicle emissions standards for CO applicable to light duty vehicles have decreased tailpipe CO emissions by 96 percent for automobiles, and cold weather CO standards have been implemented, effective for the 1996 model year. With the turnover of older vehicles, introduction of cleaner fuels and implementation of control technology on industrial facilities, CO concentrations in the SoCAB have steadily declined.

The analysis prepared for CO attainment in the SoCAB by the SCAQMD can help evaluate the potential for CO exceedances in the region. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan). As discussed in the 1992 CO Plan and subsequent plan updates, peak carbon monoxide concentrations in the SoCAB are due to unusual meteorological and topographical conditions, and not of congestion at a particular intersection.[18] Considering the region's unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of 1992 CO Plan and subsequent plan updates and air quality management plans. In the 1992 CO Plan, a CO hot spot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods. The intersections evaluated included Long Beach Boulevard and Imperial Highway (Lynwood); Wilshire Boulevard and Veteran Avenue (Westwood); Sunset Boulevard and Highland Avenue (Hollywood); and La Cienega Boulevard and Century Boulevard (Inglewood). These analyses did not predict a violation of CO standards. The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vehicles per day. These modeling results and the determinations of this CO hot spot analysis is utilized in this analysis as the basis for determining whether the proposed project would result in a CO hot spot at impacted intersections and roadway segments.

Health Risk Significance Thresholds

In addition to the LSTs established for criteria pollutants, the SCAQMD has also defined health risk significance thresholds. For TACs, a project would result in a potentially significant impact if it were to result in the exposure of sensitive receptors within 1 mile of a project site to substantial pollutant concentrations. "Substantial" is taken to mean that the individual cancer risk exceeds a threshold considered to be a prudent risk management level.

The SCAQMD has defined several health risk significance thresholds that it recommends Lead Agencies use in assessing a project's health risk impacts. In general, risk depends on the following factors:

[18] South Coast Air Quality Management District (SCAQMD). 2005. Carbon Monoxide Redesignation Request and Maintenance Plan. Website: https://ww3.arb.ca.gov/planning/sip/sccosip05/sccosip_redesig_mplan.pdf. Accessed February 23, 2022.

- Identification of the TACs that may be present in the air;
- Estimation of the amount of TACs released from all sources, or the source of particular concern, using air samples or emission models;
- Estimation of concentrations of TACs in air in the geographic area of concern by using dispersion models with information about emissions, source locations, weather, and other factors; and
- Estimation of the number of people exposed to different concentrations of the TAC at different geographic locations.

TACs can also cause chronic (long-term) and acute (short-term) related non-cancer illnesses such as reproductive effects, respiratory effects, eye sensitivity, immune effects, kidney effects, blood effects, central nervous system effects, birth defects, or other adverse environmental effects. Risk characterization for non-cancer health hazards from TACs is expressed as a hazard index (HI). The HI is a ratio of the predicted concentration of the proposed project's emissions to a concentration considered acceptable to public health professionals, termed the Reference Exposure Level (REL).

The SCAQMD has established the following project-specific health risk significance thresholds:

- Maximum Incremental Cancer Risk > = 10 in 1 million
- Hazard Index (project increment) > = 1.0

A significant impact would occur if a project's impacts exceeded any of these thresholds. When the proposed project, in combination with one or more other projects exceeds the project-specific significance thresholds, the project is considered by the SCAQMD to be cumulatively considerable. This is the reason project-specific and cumulative significance thresholds are the same. Conversely, projects that do not exceed the project-specific thresholds are generally not considered to be cumulatively significant.

Odors

Nuisance odors from land uses in the SoCAB are regulated under SCAQMD Rule 402, Nuisance, which states:

> A person shall not discharge from any source whatsoever such quantifies of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause injury or damage to business or property. The provisions of this rule shall not apply to odors emanating from agricultural operations necessary for the growing of crops or the raising of fowl or animals.

The SCAQMD does not provide a suggested screening distance for odor-generating land uses or operations; however, the San Joaquin Valley Air Pollution Control District has screening distances for common odor sources, which are used herein as a guide to assess whether the proposed facilities

could generate odors which could affect a substantial number of people. Projects that would site one of the listed land uses farther than the applicable screening distances from an existing receptor would not likely have a significant impact. These screening distances by type of odor source are listed in Table 3.3-11.

Table 3.3-11: Screening Levels for Potential Odor Sources

Odor Source	Screening Distance
Wastewater Treatment Facilities	2 miles
Sanitary Landfill	1 mile
Transfer Station	1 mile
Composting Facility	1 mile
Petroleum Refinery	2 miles
Asphalt Batch Plant	1 mile
Chemical Manufacturing	1 mile
Fiberglass Manufacturing	1 mile
Painting/Coating Operations (e.g., auto body shop)	1 mile
Food Processing Facility	1 mile
Feed Lot/Dairy	1 mile
Rendering Plant	1 mile
Source: San Joaquin Valley Air Pollution Control District (Valley Air District). 2015. Guidance for Assessing and Mitigated Air Quality Impacts.	

3.3.8 - Project Impacts and Mitigation Measures

This section discusses potential impacts associated with the development of the proposed project and provides mitigation measures where appropriate.

Consistency with Air Quality Management Plan

Impact AIR-6a: **The project would conflict with or obstruct implementation of the applicable air quality plan.**

Impact Analysis

To evaluate whether or not a project conflicts with or obstructs the implementation of the applicable air quality plan (2022 AQMP for the SoCAB), the SCAQMD CEQA Air Quality Handbook states that there are two key indicators. These indicators are identified by the criteria discussed below.

1. **Indicator:** Whether the project will not result in an increase in the frequency or severity of existing air quality violations or cause or contribute to new violations or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP.

2. **Indicator:** According to Chapter 12 of the SCAQMD CEQA Air Quality Handbook, the purpose of the General Plan consistency findings is to determine whether a project is inconsistent with the growth assumptions incorporated into the air quality plan, and thus, whether it would interfere with the region's ability to comply with the NAAQS and CAAQS.

Considering the recommended criteria in the SCAQMD's 1993 Handbook, this analysis uses the following criteria to address this potential impact:

- **Step 1:** Project's contribution to air quality violations (SCAQMD's first indictor)
- **Step 2:** Assumptions in the AQMP (SCAQMD's second indictor)
- **Step 3:** Compliance with applicable emission control measures in the AQMPs

Step 1: Project's Contribution to Air Quality Violations

Step 1 represents an assessment of the overall impacts associated with the proposed project. As shown in Impacts AIR-2 through AIR-4, the proposed project would generate regional or localized construction or operational emissions that would exceed SCAQMD's thresholds of significance. The proposed project would be potentially significant under Criteria 1.

Step 2: Assumptions in AQMP

Step 2 examines the proposed project's consistency with assumptions made in the AQMP. The AQMP is based on land use patterns and forecasts contained in local general plans and other land use planning documents. Therefore, it is reasonable to conclude that if a project is consistent with the applicable general plan land use designation, and if the general plan was adopted prior to the applicable AQMP, then the growth of VMT and/or population generated by proposed project would be consistent with the growth in VMT and population assumed within the AQMP.

The proposed project includes a General Plan Amendment (GPA No. 1205) and Zone Consistency Program to guide the development of residential neighborhoods of varying densities, commercial retail, mixed use, light industrial, business park, public facilities, rural, open space, and recreation areas. Existing land use designations would be updated as part of the proposed project, which would alter the General Plan Foundations primarily from the Rural and Rural Community Foundations to Community Development and corresponding land use designations. The proposed project would also alter other land use designations within their current Foundation Component and provide guiding policies that support the modification of the planning area's structure. As compared to the existing General Plan, the proposed project would lead to an increase of the following uses:

- Approximately 3,970 multi-family residential dwelling units[19].
- Approximately 2,081,150 square feet of commercial retail uses.
- Approximately 1,506,217 square feet of business park uses.
- Approximately 740,903 square feet of light industrial uses.
- Approximately 21.6 acres of public facility uses.
- Approximately 4.28 acres of open space uses.

[19] The proposed project would lead to a decrease of approximately 383 single-family detached residential units (<5 dwelling units per acre [DU/acre]). However, given the potential increase of 3,970 multi-family dwelling units listed above, the proposed project would lead to a net increase of 3,587 residential units.

CEQA Guidelines Section 15206(b) states that a proposed project is of statewide, regional, or area-wide significance if the project is a residential development or more than 500 dwelling units or a commercial office building of 250,000 square feet or more or that employs 1,000 or more employees. Based on this criteria, the proposed project is of statewide, regional, or area-wide significance. Additionally, the proposed project has the potential to significantly alter the demographic projections beyond what is accounted for in the current AQMP. Since the proposed project would include a General Plan Amendment, the proposed project would not be consistent with the growth assumptions within the current AQMP. The proposed project would be potentially significant under Criteria 2.

Step 3: Control Measures

Step 3 is an analysis of the proposed project's compliance with applicable emission control measures included in the AQMP. A detailed description of rules and regulations that apply to this project is provided in Section 3.3.5, South Coast Air Quality Management District. The General Plan Policy AQ 4.6 also requires compliance with applicable air district rules and control measures.

As discussed in the Regulatory Framework section of this document, additional policies included as part of the General Plan, and mitigation measures required as part of the EIR for the most recent General Plan Update, would also reduce the impacts of both construction and operational emissions from the proposed project.

General Plan Policy AQ 4.9 requires compliance with SCAQMD Rules 403 and 403.1, and the support of appropriate future measures to reduce fugitive dust emanating from construction sites, and Policy AQ 4.7 states that the County shall, "to the greatest extent possible, require every project to mitigate any of its anticipated emissions which exceed allowable emissions as established by the SCAQMD, MDAQMD, SCAB, the Environmental Protection Agency and the California Air Resources Board."

The proposed project would comply with all applicable SCAQMD rules and regulations. Therefore, the proposed project complies with this criterion.

Summary

In summary, the proposed project would comply with all applicable SCAQMD rules and regulations. As discussed above, the proposed land uses would allow for more emissions-intense land uses relative to the existing land use designations. The proposed project includes objectives that emphasizes development of mixed-use areas and increased development intensity along Highway 74. The neighborhoods envisioned under the proposed project would permit daily services and amenities in addition to residences and businesses to be in proximity of each other. In addition to creating and emphasizing mixed-use areas, the proposed project also outlines improvements to active and public transit facilities, such as encouraging convenient pedestrian and bicycle connections, bus, or shuttle connections in the planning area. Development of mixed-use areas and improvement of active and public transit infrastructure would contribute to reducing vehicle trips and vehicle miles traveled.

However, the proposed project would represent a substantial increase in emissions compared to existing conditions. As discussed in Impact AIR-6b, implementation of Mitigation Measures (MM) AIR-6a-1 through MM AIR-6a-15 would be required to reduce regional and localized emissions to the extent feasible. However, the estimated construction emissions and long-term emissions generated under full buildout of the proposed project would exceed the SCAQMD's regional significance thresholds (see Table 3.3-9) and would cumulatively contribute to the nonattainment designations in the SoCAB. In addition, implementation of the proposed project would contribute to exceedances of the current population and employment estimates for the planning area. Therefore, the proposed project would be considered inconsistent with the AQMP, resulting in a significant impact in this regard.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

Measures required to reduce the impact of construction-related emissions from future development projects included in the planning area include MM AIR-6a -1 – MM AIR-6a-7.

MM AIR-6a-1 To identify potential implementing development project-specific impacts resulting from construction activities, proposed development projects that are subject to CEQA shall have construction-related air quality impacts analyzed using the latest available California Emissions Estimator Model (CalEEMod), or other analytical method determined in conjunction with the SCAQMD. The results of the construction-related air quality impacts analysis shall be included in the development project's CEQA documentation. To address potential localized impacts, the air quality analysis may incorporate SCAQMD's Localized Significance Threshold analysis or other appropriate analyses as determined in conjunction with SCAQMD. If such analyses identify potentially significant regional or local air quality impacts, the City shall require the incorporation of appropriate mitigation to reduce such impacts.

MM AIR-6a-2 As part of a standard building permit submittal, prior to the issuance of building or grading permits, the project applicant shall provide the County of Riverside with documentation demonstrating that project construction will use "super-compliant" low-volatile organic compound (VOC) Architectural Coatings, as defined by SCAQMD, with VOC content of 10 grams per liter (g/L) or less.

MM AIR-6a-3 Each individual implementing development project shall apply paints using either high volume low pressure (HVLP) spray equipment with a minimum transfer efficiency of at least 65 percent or other application techniques with equivalent or higher transfer efficiency.

MM AIR-6a-4 As part of a standard grading permit submittal, the project applicant shall submit documentation to the County of Riverside that demonstrates that all off-road construction equipment in excess of 50 horsepower is equipped with engines

meeting the United States Environmental Protection Agency (EPA) Tier IV Final off-road engine emission standards or cleaner. The construction contractor shall maintain records concerning its efforts to comply with this requirement during construction, including equipment lists. Off-road equipment descriptions and information may include but are not limited to equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, and engine serial number. The project applicant and/or construction contractor shall submit the construction operations plan and records of compliance to the County of Riverside.

If engines that comply with Tier IV Final off-road emission standards are not commercially available, then the construction contractor shall use the next cleanest piece of off-road equipment (e.g., Tier IV Interim) available. For purposes of this mitigation measure, "commercially available" shall mean the availability of Tier IV Final engines taking into consideration factors such as (i) critical-path timing of construction; and (ii) geographic proximity to the project site of equipment. The contractor can maintain records for equipment that is not commercially available by providing letters from at least two rental companies for each piece of off-road equipment where the Tier IV Final engine is not available.

MM AIR-6a-5 Building and grading permits shall include a restriction that limits idling of construction equipment on-site to no more than 5 minutes.

MM AIR-6a-6 Electricity from power poles shall be used instead of temporary diesel or gasoline-powered generators to reduce associated emissions. Approval will be required by the County of Riverside prior to issuance of grading permits.

MM AIR-6a-7 Prior to issuance of any grading permits, the developer shall provide a traffic control plan to the County of Riverside that describes in detail the location of equipment staging areas, stockpiling/storage areas, construction parking areas, safe detours around the project construction site, as well as provide temporary traffic control (e.g., flagperson) during construction-related truck hauling activities. The traffic control plan is intended to minimize traffic congestion and delays that increase idling and acceleration emissions. The applicant shall maintain one copy on-site in the construction trailer to the satisfaction of the County of Riverside.

Measures designed to reduce the impact of operational emissions from future projects included in the planning area, especially from light industrial uses including stationary sources and warehouses, include MM AIR-6a-8 – MM AIR-6a-15.

MM AIR-6a-8 To identify potential implementing development project-specific impacts resulting from operational activities, proposed development projects that are subject to CEQA shall have long-term operational-related air quality impacts analyzed using the latest available California Emissions Estimator Model (CalEEMod), or other analytical method determined by the County of Riverside as lead agency in conjunction with

the SCAQMD. The results of the operational-related air quality impacts analysis shall be included in the development project's CEQA documentation. To address potential localized impacts, the air quality analysis may incorporate SCAQMD's Localized Significance Threshold analysis, CO Hot Spot analysis, or other appropriate analyses as determined by the County of Riverside in conjunction with SCAQMD. If such analyses identify potentially significant regional or local air quality impacts, the County shall require the incorporation of appropriate mitigation to reduce such impacts.

MM AIR-6a-9 To identify potential implementing development project-specific impacts resulting from the use of diesel trucks, proposed implementing development projects that include an excess of 10 dock doors for a single building, a minimum of 100 truck trips per day, 40 truck trips with Transport Refrigeration Units (TRUs) per day, or TRU operations exceeding 300 hours per week, and that are subject to CEQA and are located adjacent to sensitive land uses; shall have a facility-specific Health Risk Assessment performed to assess the diesel particulate matter impacts from mobile source traffic generated by that implementing development project. The results of the Health Risk Assessment shall be included in the CEQA documentation for each implementing development project.

MM AIR-6a-10 In order to promote alternative fuels, and help support "clean" truck fleets, the developer/successor-in-interest shall provide building occupants and businesses with information related to SCAQMD's Carl Moyer Program, or other state programs that restrict operations to "clean" trucks, such as 2007 or newer model year or 2010 compliant vehicles and information including, but not limited to, the health effect of diesel particulates, benefits of reduced idling time, California Air Resource Board (ARB) regulations, and importance of not parking in residential areas. If trucks older than 2007 model year will be used at a facility with three or more dock-high doors, the developer/ successor-in-interest shall require, within one year of signing a lease, future tenants to apply in good-faith for funding for diesel truck replacement/retrofit through grant programs such as the Carl Moyer, Prop 1B, Voucher Incentive Program (VIP), Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), and Surplus Off-Road Opt-In for NO_X (SOON) funding programs, as identified on SCAQMD's website (http://www.aqmd.gov). Tenants will be required to use those funds, if awarded.

MM AIR-6a-11 Prior to the approval of each implementing development project, the Riverside Transit Agency (RTA) shall be contacted to determine whether the RTA has plans for the future provision of bus routing within any street that is adjacent to the implementing development project that would require bus stops at the project access points. If the RTA has future plans for the establishment of a bus route that will serve the implementing development project, road improvements adjacent to the project site shall be designed to accommodate future bus turnouts at locations established through consultation with the RTA. RTA shall be responsible for the construction and maintenance of the bus stop facilities. The area set aside for bus

turnouts shall conform to RTA design standards, including the design of the contact between sidewalks and curb and gutter at bus stops and the use of Americans with Disabilities Act (ADA)-compliant paths to the major building entrances in the project.

MM AIR-6a-12 In order to reduce energy consumption from the individual implementing development projects, applicable plans (e.g., electrical plans, improvement maps) submitted to the County shall include the installation of energy-efficient street lighting throughout the project site. These plans shall be reviewed and approved by the applicable County Department prior to conveyance of applicable streets.

MM AIR-6a-13 Each implementing development project shall be encouraged to implement, at a minimum, an increase in each building's energy efficiency 15 percent beyond Title 24, and reduce indoor water use by 25 percent. All requirements will be documented through a checklist to be submitted to the County of Riverside prior to issuance of building permits for the implementing development project with building plans and calculations.

MM AIR-6a-14 Prior to issuance of building permits for non-single-family residential and mixed-use residential development projects in the planning area, the project applicant shall indicate on the building plans that the following features have been incorporated into the design of the building(s). Proper installation of these features shall be verified by the County of Riverside prior to the issuance of a Certificate of Occupancy.

- Electric vehicle charging shall be provided as specified in Section A4.106.8.2 (Residential Voluntary Measures) of the California Green Building Standards Code (CALGreen).
- Bicycle parking shall be provided as specified in Section A4.106.9 (Residential Voluntary Measures) of the CALGreen Code.

MM AIR-6a-15 Prior to the issuance of building permits for nonresidential development projects in the planning area, project applicants shall indicate on the building plans that the following features have been incorporated into the design of the building(s). Proper installation of these features shall be verified by the County of Riverside prior to the issuance of a Certificate of Occupancy.

- For buildings with more than 10 tenant-occupants, changing/shower facilities shall be provided as specified in Section A5.106.4.3 (Nonresidential Voluntary Measures) of the California Green Building Standards Code (CALGreen).
- Preferential parking for low-emitting, fuel-efficient, and carpool/van vehicles shall be provided as specified in Section A5.106.5.1 (Nonresidential Voluntary Measures) of the CALGreen Code.
- Facilities shall be installed to support future electric vehicle charging at each nonresidential building with 30 or more parking spaces. Installation shall be

consistent with Section A5.106.5.3 (Nonresidential Voluntary Measures) of the CALGreen Code.

Level of Significance After Mitigation

Components of and improvements proposed under the proposed project would contribute to minimize criteria air pollutant emissions from transportation and energy use. However, given the potential increase in growth and associated increase in criteria air pollutant emissions, the project would continue to be potentially inconsistent with the assumptions in the AQMP. Therefore, Impact AIR-1 would remain significant and unavoidable.

Cumulative Impacts

Impact AIR-6b:	**The project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard.**

Impact Analysis

This impact is related to the cumulative effect of a project's regional criteria pollutant emissions.

By its nature, air pollution is largely a cumulative impact resulting from emissions generated over a large geographic region. The nonattainment status of regional pollutants is a result of past and present development within the air basin, and this regional impact is a cumulative impact. In other words, new development projects (such as the proposed project) within the air basin would contribute to this impact only on a cumulative basis. No single project would be sufficient in size, by itself, to result in nonattainment of regional air quality standards. Instead, a project's emissions may be individually limited, but cumulatively considerable when taken in combination with past, present, and future development projects. All new development that would result in an increase in air pollutant emissions above those assumed in regional air quality plans would contribute to cumulative air quality impacts.

The cumulative analysis focuses on whether a specific project would result in cumulatively considerable emissions. According to Section 15064(h)(4) of the State CEQA Guidelines, the existence of significant cumulative impacts caused by other projects alone does not constitute substantial evidence that the project's incremental effects would be cumulatively considerable.

Rather, the determination of cumulative air quality impacts for construction and operational emissions is based on whether the project would result in regional emissions that exceed the SCAQMD regional thresholds of significance for construction and operations on a project level. Projects that generate emissions below the SCAQMD significance thresholds would be considered consistent with regional air quality planning efforts would not generate cumulatively considerable emissions.

The nonattainment regional pollutants of concern are ozone, PM_{10} and $PM_{2.5}$. Ozone is a regional pollutant formed by a photochemical reaction in the atmosphere and not directly emitted into the air. Ozone precursors, such as VOC and NO_X, react in the atmosphere in the presence of sunlight to form ozone. Therefore, the SCAQMD ozone threshold is based on the emissions of the ozone precursors VOC and NO_X. This impact section includes analysis of, and significance determinations for, those pollutants.

The project's regional construction and operational emissions, which include both on- and off-site emissions, are evaluated separately below. The concentration and operational emissions from the proposed project were estimated using the CalEEMod Version 2020.4.0.

Construction Emissions

Construction emissions result from on-site and off-site activities. On-site emissions principally consist of exhaust emissions from the heavy-duty off-road construction equipment, on-site motor vehicle operation, and fugitive dust from disturbed soil. Off-site emissions are caused by motor vehicle exhaust from deliver and haul truck vehicles, work traffic, and road dust (mainly $PM_{2.5}$ and PM_{10}). The majority of this fugitive dust will remain localized and will limited to the atmosphere around the project site. However, the potential for off-site impacts from fugitive dust exists unless control measures are implemented to reduce the particulate emissions from this source prior to leaving the project site.

Construction activities associated with buildout of the proposed project are anticipated to occur sporadically over approximately 17 years. Buildout would consist of multiple smaller projects, each having its own construction timeline and activities. Development of multiple properties could occur at the same time. However, there is no defined development schedule for these future projects at this time. For this analysis, the estimate of maximum daily emissions is based on a conservative scenario, where several construction projects occur at one time, and all construction phases overlap. Table 3.3-12 shows the unmitigated daily construction emissions for future development projects envisioned under the proposed project. The table shows the highest daily emissions that would be generated over the anticipated development period.

Table 3.3-12: Construction Maximum Daily Regional Emissions—Unmitigated

Construction Activity		Mass Daily Emissions (pounds per day)					
		VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Construction Year 2023	Total	267.76	210.98	513.19	1.61	168.22	54.96
Construction Year 2024	Total	262.10	176.29	468.59	1.54	146.80	43.36
Construction Year 2025	Total	33.62	124.29	342.07	1.24	115.57	32.44
Construction Year 2026	Total	31.89	121.98	324.26	1.21	115.54	32.41
Construction Year 2027	Total	30.32	119.90	309.00	1.18	115.51	32.39
Construction Year 2028	Total	28.92	118.20	296.30	1.15	115.49	32.36
Construction Year 2029	Total	27.58	116.70	285.26	1.13	115.46	32.34
Construction Year 2030	Total	26.26	101.42	275.41	1.12	114.55	31.53
Construction Year 2031	Total	25.07	100.75	269.51	1.10	114.52	31.49
Construction Year 2032	Total	23.99	99.74	262.33	1.08	114.50	31.47
Construction Year 2033	Total	23.02	98.89	256.17	1.07	114.48	31.46
Construction Year 2034	Total	22.14	98.11	250.63	1.06	114.46	31.44
Construction Year 2035	Total	21.02	93.81	245.66	1.05	114.26	31.24

Construction Activity		Mass Daily Emissions (pounds per day)					
		VOC	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Construction Year 2036	Total	21.02	93.81	245.66	1.05	114.26	31.24
Construction Year 2037	Total	21.02	93.81	245.66	1.05	114.26	31.24
Construction Year 2038	Total	21.02	93.81	245.66	1.05	114.26	31.24
Construction Year 2039	Total	21.02	93.81	245.66	1.05	114.26	31.24
Maximum Daily Emissions		**267.76**	**210.98**	**513.19**	**1.61**	**151.56**	**47.27**
SCAQMD Air Quality Significance Thresholds		75	100	550	150	150	55
Exceed Threshold?		**Yes**	**Yes**	**No**	**No**	**Yes**	**No**

Notes:
CO = carbon monoxide
NO_X = oxides of nitrogen
PM_{10} = particulate matter with an aerodynamic resistance diameter of 10 micrometers or less.
$PM_{2.5}$ = particulate matter with an aerodynamic resistance diameter of 2.5 micrometers
VOC = Volatile Organic Compounds
The PM_{10} and $PM_{2.5}$ emissions reflect the exhaust and "mitigated" fugitive dust emissions in accordance with SCAQMD Rule 403. All emissions are drawn from the greatest amount between the summer and winter modeling output files.
Source of emissions: Appendix C.

As shown in Table 3.3-12, construction activities associated with development of the project could potentially exceed the SCAQMD regional threshold for VOC, NO_X, and PM_{10}. The primary source of NO_X emissions is vehicle and construction equipment exhaust. NO_X is a precursor to the formation of both O_3 and particulate matter (PM_{10} and $PM_{2.5}$). VOC is a precursor to the formation of O_3. PM_{10} emissions primarily occur as fugitive dust due to disturbed soil, and road dust. Project-related emissions would contribute to the O_3, NO_2, PM_{10}, and $PM_{2.5}$ nonattainment designations of the SoCAB. As previously discussed, existing Riverside County General Plan policies and mitigation measures required as a part of the most recent General Plan Update EIR would help minimize construction emissions from projects in the planning area. To further reduce the impacts of future development projects envisioned under the proposed project, MM AIR-6a-1 through MM AIR-6a-7 are required. These mitigation measures will reduce emissions of VOCs, NO_X, PM_{10}, and $PM_{2.5}$ to the extent feasible, however, due to the size of the proposed project and the potential for overlapping construction activities, future development projects could still potentially exceed the SCAQMD regional thresholds, even with the implementation of mitigation. Therefore, project-related construction activities would result in significant regional air quality impacts.

Operational Emissions

Buildout of the proposed project would result in direct and indirect criteria air pollutant emissions from area, energy, and mobile sources. Area sources would include activities such as landscape maintenance and occasional architectural coatings. Energy sources would include electricity and natural gas combustion for space and water heating. Mobile sources would include vehicle trips associated with passenger cars. As previously discussed, the SCAQMD regional emission significance thresholds were used to determine the project's impact significance. The proposed Highway 74 Community Plan policies emphasize development of mixed-use areas and improvements to active

and public transit facilities that would contribute to reducing vehicle trips and VMT. As an example, the proposed project would create mixed use areas, and would integrate three distinct neighborhood commercial development areas that would provide daily services and amenities for the nearby residences and businesses.

Overall, the general proposed guiding principles and objectives for land use planning and the proposed land use changes and transportation improvements would contribute to reducing vehicle trips and VMT per service population to the extent feasible. Furthermore, existing General Plan policies and required mitigation measures would further reduce emissions from the operation of future projects in the planning area. However, when compared to the existing land uses, due to the magnitude of planned growth in the planning area, implementation of the proposed project would generate a net increase of approximately 558,065 in total regional VMT, and a slight increase in Average Daily Traffic (ADT) (see Appendix H). As the proposed project would become fully operational in 2040, Table 3.3-13 shows the net daily operational emissions for full buildout of the proposed project in 2040.

Table 3.3-13: Project Net Daily Operational Emissions (2040)

Emissions Source	Pounds per Day					
	VOC	NO_X	CO	SO_X	PM_{10} (Total)	$PM_{2.5}$ (Total)
Area	402.39	140.57	787.37	0.88	14.73	14.73
Energy	4.96	42.77	20.55	0.27	3.43	3.43
Mobile	752.33	976.06	6,734.30	14.91	1,474.88	401.26
Daily Total Emissions	**1,159.69**	**1,159.39**	**7,542.22**	**16.06**	**1,493.04**	**419.42**
Existing Emissions	*354.52*	*247.72*	*1,598.44*	*3.14*	*342.58*	*100.20*
Net Daily Emissions	**805.17**	**911.67**	**5,943.78**	**12.93**	**1,150.46**	**319.22**
Significance Thresholds	55	55	550	150	150	55
Exceed Threshold?	**Yes**	**Yes**	**Yes**	**No**	**Yes**	**Yes**

Notes:
CO = carbon monoxide
NO_X = oxides of nitrogen
PM_{10} = particulate matter with an aerodynamic resistance diameter of 10 micrometers or less.
$PM_{2.5}$ = particulate matter with an aerodynamic resistance diameter of 2.5 micrometers
VOC = Volatile Organic Compounds
As all mobile trips are assumed to be generated within the Specific Plan area, all emission sources included above are considered to be "on-site" and are therefore analyzed against the SCAQMD's applicable operational Localized Significance Thresholds (LST) in addition to the SCAQMD's regional significance thresholds.

As shown in this table, due to the magnitude of the proposed growth, operation of the land uses accommodated under the proposed project at buildout would generate air pollutant emissions that exceed SCAQMD's regional significance thresholds for VOC, NO_X, CO, PM_{10}, and $PM_{2.5}$ at full buildout. Emissions of VOC and NO_X that exceed the SCAQMD regional threshold would cumulatively contribute to the O_3 nonattainment designation of the SoCAB. Emissions of NO_X that exceed SCAQMD's regional significance thresholds would cumulatively contribute to the O_3 and particulate matter nonattainment designations of the SoCAB. Emissions of direct PM_{10} and $PM_{2.5}$ would

contribute to the $PM_{2.5}$ nonattainment designations. Therefore, the project would result in a potentially significant impact because it would significantly contribute to the nonattainment designations of the SoCAB.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

Implementation of MM AIR-6a-1 through MM AIR-6a-15.

Level of Significance After Mitigation

Buildout of the proposed project would occur over approximately 17 years. Construction activities associated with buildout of the proposed project could generate short-term emissions that exceed the SCAQMD'S significance thresholds during this time and cumulatively contribute to the nonattainment designations of the SoCAB. Combined with the Riverside County General Plan policies and the implementation of existing mitigation measures developed as part of the Final EIR for the General Plan, the implementation of MM AIR-6a-1 through MM AIR-6a-7 would reduce criteria air pollutant emissions from construction-related activities to the extent feasible. However, specific construction time frames and equipment for individual site-specific projects are not available and there is a potential for multiple developments to be constructed at any one time, resulting in potentially significant cumulative construction-related emissions.

Buildout in accordance with the proposed project would generate long-term emissions that would exceed SCAQMD's regional significance thresholds and cumulatively contribute to the nonattainment designations of the SoCAB. To reduce emissions from the operation of future projects envisioned in the proposed project, MM AIR-6a-8 through MM AIR-6a-15 are required to reduce emissions to the extent feasible, in combination with the existing General Plan policies and associated mitigation. However, due to the magnitude of emissions generated by residential, office, commercial, and light industrial land uses proposed as part of the project, no mitigation measures are available that would reduce cumulative impacts below SCAQMD's thresholds. Therefore, despite adherence to the applicable mitigation measures, Impact AIR-6b would remain significant and unavoidable.

Impacts on Sensitive Receptors

Impact AIR-6c:	**The project would expose sensitive receptors, which are located within one (1) mile of the project site, to substantial pollutant concentrations.**

Impact Analysis

To result in a less than significant impact, the following criteria must be true:

- **Criterion 1:** Localized significance threshold assessment: emissions and air quality impacts during project construction must be below the local significance thresholds.
- **Criterion 2:** CO hot spot assessment must demonstrate that the project would not result in the development of a CO hot spot that would result in an exceedance of the CO ambient air quality standards.

- **Criterion 3:** TAC analysis must demonstrate that the project would not result in significant health risk impacts to sensitive receptors during construction.
- **Criterion 4:** TAC analysis must demonstrate that TAC emissions from sources external to the project would not result in significant health risk impacts to the new on-site sensitive receptors.

Criterion 1: Localized Significance Threshold

LSTs are the amount of project-related emissions at which localized concentrations (ppm or $\mu g/m^3$) would exceed the ambient air quality standards for criteria air pollutants for which the SoCAB is designated a nonattainment area. Construction of the proposed project would occur over approximately 17 years and would consist of several smaller projects with their own construction time frames and equipment.

Per the LST methodology, information regarding specific development projects and the locations of receptors would be needed in order to quantify the levels of localized operation and construction-related impacts associated with future development projects. Because the proposed project is a broad-based policy plan, it is not possible to calculate individual, project-related, operation emissions at this time. The LST analysis can only be conducted at a project level; per SCAQMD methodology, quantification of LSTs is not applicable for this program-level environmental analysis. However, because potential development and redevelopment could occur close to existing sensitive receptors, the proposed project has the potential to expose sensitive receptors to substantial pollutant concentrations. Construction equipment exhaust combined with fugitive particulate matter emissions have the potential to expose sensitive receptors to substantial concentrations of criteria air pollutant emissions and result in a significant impact.

Because of the long-term nature of the buildout of the proposed project, potential development and redevelopment could occur close to existing or new sensitive receptors within the planning area, potentially exposing sensitive receptors to substantial pollutant concentrations. Construction equipment exhaust combined with fugitive particulate matter emissions have the potential to expose sensitive receptors to substantial concentrations of criteria air pollutant emissions and result in a significant impact. Furthermore, the proposed project would permit commercial and light industrial land uses, which could potentially generate substantial quantities of criteria air pollutants and TACs from land uses such as stationary sources and warehouses once the proposed project is operational. These emissions could potentially impact nearby sensitive receptors.

Criterion 2: Carbon Monoxide Hot Spot Analysis

The SoCAB is currently designated an attainment/maintenance area for the federal CO standard and an attainment area for the state CO standard. An adverse CO concentration, known as a “hot spot,” would occur if an exceedance of the State one-hour standard of 20 ppm or the eight-hour standard of 9 ppm were to occur. This localized CO pollution may be caused by severe vehicle congestion on major roadways, typically near intersections.

It has long been recognized that CO hotspots are caused by vehicular emissions, primarily when idling at congested intersections. In response, vehicle emissions standards have become increasingly stringent in the last twenty years. Currently, the allowable CO emissions standard in California is a maximum of 3.4 grams/mile for passenger cars (there are requirements for certain vehicles that are

more stringent). With the turnover of older vehicles, introduction of cleaner fuels, and implementation of increasingly sophisticated and efficient emissions control technologies, CO concentrations in the SoCAB have steadily declined since the 1990s.

To establish a more accurate record of baseline CO concentrations affecting the SoCAB, a CO "hot spot" analysis was conducted in 2003 for four busy intersections in Los Angeles at the peak morning and afternoon time periods. The analysis prepared for CO attainment in the SoCAB by the SCAQMD can be used to assist in evaluating the potential for CO exceedances in the SoCAB. CO attainment was thoroughly analyzed as part of the SCAQMD's 2003 AQMP and the 1992 Federal Attainment Plan for Carbon Monoxide (1992 CO Plan). As discussed in the 1992 CO Plan, peak carbon monoxide concentrations in the SoCAB are due to unusual meteorological and topographical conditions, and not due to the impact of particular intersections. Considering the region's unique meteorological conditions and the increasingly stringent CO emissions standards, CO modeling was performed as part of 1992 CO Plan and subsequent plan updates and air quality management plans.

In the 1992 CO Plan, a CO hot spot analysis was conducted for four busy intersections in Los Angeles at the peak morning and afternoon time periods. The intersections evaluated included: Long Beach Boulevard and Imperial Highway (Lynwood); Wilshire Boulevard and Veteran Avenue (Westwood); Sunset Boulevard and Highland Avenue (Hollywood); and La Cienega Boulevard and Century Boulevard (Inglewood). These analyses did not predict a violation of CO standards. The busiest intersection evaluated was that at Wilshire Boulevard and Veteran Avenue, which has a daily traffic volume of approximately 100,000 vehicles per day. The Los Angeles County Metropolitan Transportation Authority evaluated the Level of Service (LOS) in the vicinity of the Wilshire Boulevard/Veteran Avenue intersection and found it to be LOS E at peak AM traffic and LOS F at peak PM traffic.

As identified in the traffic data provided by the County for the proposed project, the intersection which would experience the greatest traffic volumes during the 2050 Cumulative Plus Project Scenario would be the intersection of State Route (SR) 74 to Nichols Road. The County provided traffic data on expected traffic volumes for roadway segments included in the planning area. The highest volume of traffic in 2050 is expected to be on the roadway segment of SR-74 from Nichols Road. to Riverside Street, which would see an estimated 113,550 ADT. As compared to the "No Project" 2050 scenario, there would only be a slight (less than 100 trips during peak hours) increase in traffic volumes associated with the proposed project along SR-74. Per the County traffic data, the addition of Project traffic is not anticipated to result in any new deficient roadway segments or LOS issues, as compared to analysis of LOS in 2050 with no project conditions.

As stated earlier, emissions have also been decreasing over time due to improved technologies and continued implementation of air quality regulations, including the use of progressively cleaner vehicles. Therefore, these future developments would not result in CO concentrations of such magnitude to exceed the State and federal ambient air quality standards. (This approach is consistent with the California Department of Transportation's [Caltrans'] CO Project-Level Protocol that is utilized in Caltrans Environmental Assessment Reports.) Improvements to roadway segments as part of the proposed project would serve to reduce delays and increase level of service capacities, further reducing the potential CO emissions associated with the potential increase in VMT

associated with the proposed project activities. Consequently, at buildout of the proposed project, according to traffic data provided by the County of Riverside, none of the intersections in the vicinity of the proposed project would have daily traffic volumes exceeding those at the intersections modeled in the 2003 AQMP,[20] nor would there be any reason unique to SoCAB meteorology to conclude that this intersection would yield higher CO concentrations if modeled in detail. Therefore, the operation of the proposed project would not be expected to generate CO concentrations that would exceed the CO ambient air quality standards or cause a CO hotspot.

Criterion 3: Construction Toxic Air Pollutants

SCAQMD currently does not require HRAs to be conducted for short-term emissions from construction equipment. Health risks associated with emissions from construction equipment primarily are due to DPM. OEHHA adopted new guidance for the preparation of HRAs that was issued in March 2015. OEHHA has developed a cancer risk factor and non-cancer chronic reference exposure level for DPM, but these factors are based on continuous exposure over a 30-year time frame. No short-term acute exposure levels have been developed for DPM.

Known sensitive receptors located within 1 mile of the planning area include numerous residences, childcare centers, parks, and nine public schools. Construction of the proposed project would be implemented over a period of 17 years. It is anticipated that construction of individual developments accommodated under the plans would likely be spread out incrementally over this period of time, which would limit the exposure of on- and off-site receptors to elevated concentrations of DPM. However, similar to the LST analysis, construction health risk can only be conducted at a project level; therefore, quantification of construction-related health risk is not applicable for this program-level environmental analysis.

General Plan policies and mitigation measures would assist in reducing potential impacts of construction emissions to sensitive receptors. These measures remain applicable to this project and would lessen impacts to air quality by minimizing fugitive dust during construction and reducing pollution resulting from construction equipment, as detailed below:[21]

- **General Plan Policy AQ 4.9:** Requires compliance with SCAQMD Rules 403 and 403.1 (including submittal of a construction dust control plan to the SCAQMD) and supports appropriate future measures to reduce fugitive dust emanating from construction sites.
- **EIR No. 521 Mitigation Measure 4.6.B-N**: Requires that the construction contractor shall ensure that all disturbed areas and stockpiles are watered at least three times per day or soil stabilizers are applied as necessary to prevent visible dust plumes from these areas. Stockpiles not in use may be covered with a tarp to eliminate the need for watering or other stabilizers.

Additionally, in EIR No. 441, prepared for the 2003 Riverside County Integrated Project General Plan, Mitigation Measures 4.5.1A, 4.5.1B and 4.5.1C were imposed to reduce impacts to air quality, and

[20] California Air Resources Board (ARB). 2021. 2005 South Coast Carbon Monoxide Plan. Website: https://ww2.arb.ca.gov/resources/documents/2005-south-coast-carbon-monoxide-plan. Accessed October 25, 2021.

[21] County of Riverside. 2015.Final Environmental Impact Report No. 521 for General Plan Update No. 960. Website: https://planning.rctlma.org/General-Plan-Zoning/General-Plan/Riverside-County-General-Plan-2015/General-Plan-Amendment-No960-EIR-No521-CAP-February-2015. Accessed February 23, 2022.

were also applied as mitigation measures as part of EIR No. 521 for the 2015 General Plan Update.[22] These measures would also apply to the proposed project, and read as follows:

EIR No. 441 Mitigation Measure 4.5.1A Applicable [SCAQMD] Rule 403 Measures:

- Apply nontoxic chemical soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
- Water active sites at least twice daily. (Locations where grading is to occur will be thoroughly watered prior to earthmoving.)
- All trucks hauling dirt, sand, soil, or other loose materials are to be covered, or should maintain at least two feet of freeboard in accordance with the requirements of California Vehicle Code (CVC) Section 23114 (freeboard means vertical space between the top of the load and top of the trailer).
- Pave construction access roads at least 100 feet onto the site from main road.
- Traffic speeds on all unpaved roads shall be reduced to 15 mph or less.

EIR No. 441 Mitigation Measure 4.5.1B [Implement the following] additional SCAQMD CEQA Air Quality Handbook dust measures:

- Revegetate disturbed areas as quickly as possible.
- All excavating and grading operations shall be suspended when wind speeds (as instantaneous gusts) exceed 25 mph.
- All streets shall be swept once a day if visible soil materials are carried to adjacent streets (recommend water sweepers with reclaimed water).
- Install wheel washers where vehicles enter and exit unpaved roads onto paved roads, or wash trucks and any equipment leaving the site each trip.

EIR No. 441 Mitigation Measure 4.5.1C: [Implement the following] mitigation measures for construction equipment and vehicles exhaust emissions:

- The construction contractor shall select the construction equipment used on-site based on low emission factors and high energy efficiency.
- The construction contractor shall ensure that construction grading plans include a statement that all construction equipment will be tuned and maintained in accordance with the manufacturer's specifications.
- The construction contractor shall utilize electric- or diesel-powered equipment, in lieu of gasoline-powered engines, where feasible.

[22] County of Riverside. 2015.Final Environmental Impact Report No. 521 for General Plan Update No. 960. Website: https://planning.rctlma.org/General-Plan-Zoning/General-Plan/Riverside-County-General-Plan-2015/General-Plan-Amendment-No960-EIR-No521-CAP-February-2015. Accessed February 23, 2022.

- The construction contractor shall ensure that construction grading plans include a statement that work crews will shut off equipment when not in use. During smog season (May through October), the overall length of the construction period will be extended, thereby decreasing the size of the area prepared each day, to minimize vehicles and equipment operating at the same time.
- The construction contractor shall time the construction activities so as to not interfere with peak-hour traffic and minimize obstruction of through traffic lanes adjacent to the site; if necessary, a flagperson shall be retained to maintain safety adjacent to existing roadways.
- The construction contractor shall support and encourage ridesharing and transit incentives for the construction crew.
- Dust generated by the development activities shall be retained on-site and kept to a minimum by following the dust control measures listed below.
  a. During clearing, grading, earthmoving, excavation, or transportation of cut or fill materials, water trucks or sprinkler systems shall be used to prevent dust from leaving the site and to create a crust after each day's activities cease.
  b. During construction, water trucks or sprinkler systems shall be used to keep all areas of vehicle movement damp enough to prevent dust from leaving the site. At a minimum, this would include wetting down such areas in the late morning, after work is completed for the day and whenever wind exceeds 15 miles per hour.
  c. Immediately after clearing, grading, earthmoving, or excavation is completed, the entire area of disturbed soil shall be treated until the area is paved or otherwise developed so that dust generation will not occur.
  d. Soil stockpiled for more than two days shall be covered, kept moist, or treated with soil binders to prevent dust generation.
  e. Trucks transporting soil, sand, cut or fill materials and/or construction debris to or from the site shall be tarped from the point of origin.

While the above mitigation measures apply to the proposed project and will help to reduce the impacts of future construction activities, because potential development and redevelopment could occur close to existing sensitive receptors, the proposed project has the potential to expose sensitive receptors to substantial pollutant concentrations. Construction equipment exhaust has the potential to expose sensitive receptors to substantial concentrations of TACs and result in a significant impact. As the exact location, timing, and level of future development activities arising from the proposed project is unforeseeable, specific impacts to sensitive receptors cannot be quantified. Therefore, to accurately analyze the potential impacts of potential future development projects, MM AIR-1 is required. Compliance with this mitigation measure will ensure that specific project-level construction impacts are analyzed and further mitigation measures are considered, as appropriate. Even after complying with regulations, existing policies and mitigation measures, as well as new mitigation measures, the impacts cannot be guaranteed to be reduced to below applicable agency thresholds, resulting in a potentially significant impact from construction toxic air pollutants to sensitive receptors.

Criterion 4: Operation Toxic Air Pollutants

Types of land uses that typically generate substantial quantities of criteria air pollutants and TACs include industrial (stationary sources) and warehousing (truck idling) land uses. Development of the commercial land uses that are allowed under the proposed project may result in stationary sources of TAC emissions, including light industrial facilities, warehouses, dry cleaners, restaurants with charbroilers, or buildings with emergency generators and boilers. These types of stationary sources are subject to SCAQMD's new source review through their permitting requirements and would be subject to further study and HRAs prior to the issuance of any necessary air quality permits under SCAQMD Rule 1401. The permitting process ensures that stationary source emissions would be below the SCAQMD significance thresholds of 10 in a million cancer risk and 1 for acute risk at the maximally exposed individual.

The General Plan Air Quality Element sets forth the policies that will further assist in reducing the impact of operational project-related emissions to sensitive receptors, including AQ 2.1, 2.2, 2.3, 2.4, 4.5, 4.6, and 4.7.[23] A large portion of emissions from project operation would originate from mobile sources. The General Plan also includes the following policies to reduce emissions from mobile sources and to promote trip reduction: AQ 3.2, 3.3, 3.4, 10.1, and 10.2.[24] Mitigation measures included as part of EIR No. 521[25] would further serve to reduce the impacts of operational emissions on sensitive receptors within the General Plan area. As discussed in the Regulatory Framework section of this section, required General Plan mitigation includes EIR No. 441 Mitigation Measures 2.51A, 4.51B, and 4.5.1C, and EIR No. 521 Mitigation Measures 4.6.B-N1, 4.6.B-N2, 4.6.B-N3, 4.6.D-N1, and 4.6.D-N2.

To reduce the impact of TACs from project operations to sensitive receptors, Mitigation Measure 4.6.D-N1 establishes that:

- New developments are required to provide electrical outlets in the building design of loading docks to allow use by refrigerated delivery trucks.
- Signage shall also be installed, instructing commercial vehicles to limit idling times to five minutes or less.
- If loading and/or unloading of perishable goods would occur for more than five minutes and continual refrigeration is required, all refrigerated delivery trucks shall use the electrical outlets to continue powering the truck refrigeration units when the delivery truck engine is turned off.
- Electrical outlets are also required to be installed on the exterior of new structures for use with electrical landscaping equipment, which is required to be a minimum 20 percent of the equipment used.

Furthermore, as included in EIR No. 521, Mitigation Measure 4.6.D-N2 states that, "The County of Riverside shall require minimum distances between potentially incompatible land uses, as described

[23] Riverside County Planning Department. 2018. Riverside County General Plan, Air Quality Element. Website: https://planning.rctlma.org/Portals/14/genplan/general_plan_2018/elements/Ch09_AQE_071718.pdf. Accessed February 23, 2022.
[24] Ibid.
[25] County of Riverside. 2015.Final Environmental Impact Report No. 521 for General Plan Update No. 960. Website: https://planning.rctlma.org/General-Plan-Zoning/General-Plan/Riverside-County-General-Plan-2015/General-Plan-Amendment-No960-EIR-No521-CAP-February-2015. Accessed February 23, 2022.

below, unless a project-specific evaluation of human health risks defines, quantifies and reduces the potential incremental health risks through site design or the implementation of additional reduction measures to levels below applicable standards (e.g., standards recommended or required by CARB, SCAQMD or MDAQMD)." For projects under SCAQMD jurisdiction, the siting distances included in the mitigation measure are as follows:

a) Proposed dry cleaners and film processing services that use perchloroethylene must be sited at least 500 feet from existing sensitive land uses including residential, schools, day care facilities, congregate care facilities, hospitals or other places of long-term residency for people.

b) Proposed auto body repair services shall be sited at least 500 feet from existing sensitive land uses.

c) Proposed gasoline dispensing stations with an annual throughput of less than 3.6 million gallons shall be sited at least 50 feet from existing sensitive land uses. Proposed gasoline dispensing stations with an annual throughput at or above 3.6 million gallons shall be sited at least 300 feet from existing sensitive land uses.

d) Other proposed sources of TACs including furniture manufacturing and repair services that use methylene chloride or other solvents identified as a TAC shall be sited at least 300 feet from existing sensitive land uses.

e) Avoid siting distribution centers that accommodate more than 100 truck trips per day (or more than 40 truck trips operating transport refrigeration units per day, or where transportation refrigeration units operate more than 300 hours per week) within 1,000 feet of existing sensitive land uses.

f) Proposed sensitive land uses shall be sited at least 500 feet from existing freeways, major urban roadways with 100,000 vehicles per day or more and major rural roadways with 50,000 vehicles per day or more.

g) Proposed sensitive land uses shall be sited at least 500 feet from existing dry cleaners and film processing services that use perchloroethylene.

h) Proposed sensitive land uses shall be sited at least 500 feet from existing auto body repair services.

i) Proposed sensitive land uses shall be sited at least 50 feet from existing gasoline dispensing stations with an annual throughput of less than 3.6 million gallons and 300 feet from existing gasoline dispensing stations with an annual throughput at or above 3.6 million gallons.

j) Proposed sensitive land uses shall be sited at least 300 feet from existing land uses that use methylene chloride or other solvents identified as a TAC.

k) Proposed sensitive land uses shall be sited at least 1,000 feet from existing distribution centers that accommodate more than 100 trucks per day, accommodate more than 40 trucks per day with transportation refrigeration units, or where transportation refrigeration units operate more than 300 hours per week.

These existing mitigation measures would serve to reduce the potential air quality impacts from future project operations to sensitive receptors. In regard to the light industrial land uses proposed to be included in the planning area, the California Department of Justice (DOJ) has provided a document entitled, "Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act," that provides guidance on CEQA analysis for warehouse projects and feasible mitigation measures.[26] This guidance has been reviewed and incorporated into this analysis, as appropriate. However, the document also includes a recommendation to fully analyze the impacts from truck trips as a part of CEQA compliance, stating that, "CEQA requires full public disclosure of a project's anticipated truck trips, which entails calculating truck trip length based on likely truck trip destinations…" While CalEEMod default trip lengths have been utilized for this analysis as a conservative estimate because the type of industrial project that may be implemented in future buildout of the proposed project is unknown, there is the possibility that trip lengths for the industrial land uses may be longer than these default values, especially where trucks may be traveling to local ports or to destinations outside of the SoCAB. Therefore, to accurately analyze the potential impacts of potential future development projects that include trucking emissions, MM AIR-6a-8 and MM AIR-6a-9 are required. Compliance with MM AIR-6a-8 and MM AIR-6a-9 will ensure that localized and regional project-level emissions are analyzed and further mitigation measures are considered, as appropriate.

In addition to operational emissions from new stationary sources of emissions and vehicle trips to and within the planning area, the proposed project would locate new sensitive receptors (residents) that could be subject to existing sources of TACs within the project boundary. The California Supreme Court in *California Building Industry Association v. Bay Area Air Quality Management District* concluded that agencies generally subject to CEQA are not required to analyze the impact of existing environmental conditions on a project's future users or residents. However, various type of mitigation are potentially available to reduce potential impacts to new sensitive receptors in the planning area. These methods include enhanced air filtration systems, sound walls, and vegetation. General Plan Air Quality Element policies that promote these methods include AQ 2.1 through AQ 2.4. Both the SCAQMD[27] and ARB[28] have discussed the merits and effectiveness of various measures designed to reduce near-roadway pollutant levels.

Many heating, ventilation, and air conditioning (HVAC) filters available in the United States are rated for their particle removal efficiency using a laboratory test procedure described in the American Society of Heating, Refrigerating, and Air Conditioning Engineers (ASHRAE) Standard 52.2-2012, Method of Testing General Ventilation Air-Cleaning Devices for Removal Efficiency by Particle Size. The test procedure classifies the single-pass particle removal efficiency of HVAC filters based on their minimum particle removal efficiency in three particle size bins (0.3 µm to 1 µm, 1 µm to 3 µm, and 3 µm to 10 µm) under various loading conditions. Minimum removal efficiency values in these three size bins are used to assign HVAC filters a single efficiency metric called the Minimum Efficiency

[26] Department of Justice (DOJ). 2021. Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act. Website: https://oag.ca.gov/system/files/media/warehouse-best-practices.pdf. Accessed March 1, 2022.

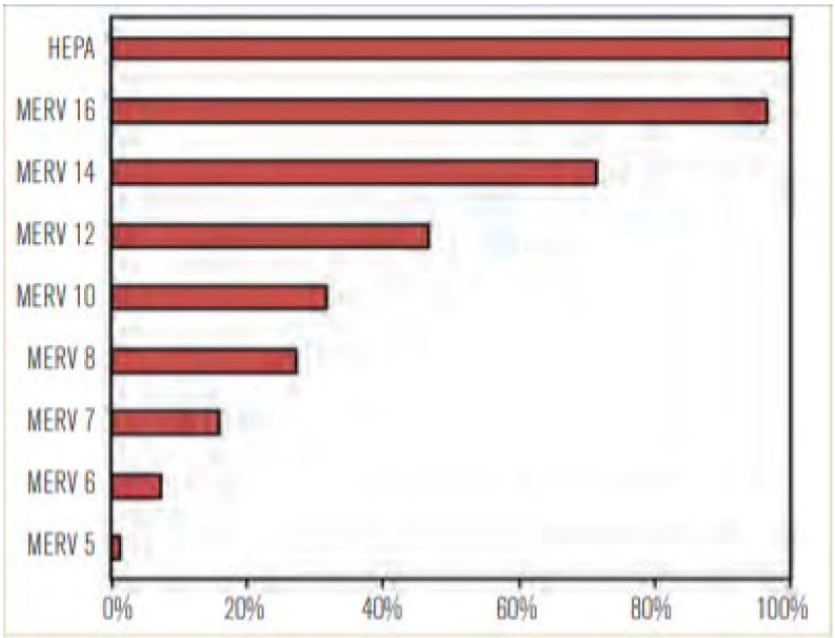
[27] South Coast Air Quality Measurement District (SCAQMD). 2009. Pilot Study of High Performance Air Filtration for Classrooms Applications. Website: http://www.aqmd.gov/docs/default-source/ceqa/handbook/aqmdpilotstudyfinalreport.pdf. Accessed February 3, 2022.

[28] California Air Resources Board (ARB). 2017. Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways. Website: https://ww2.arb.ca.gov/sites/default/files/2017-10/rd_technical_advisory_final.pdf. Accessed February 3, 2022.

Reporting Value (MERV). In general, the higher the MERV for a filter, the greater the removal efficiency for one or more particle size bins. The particle removal efficiency of filters is strongly dependent on particle size. Both larger particles (i.e., greater than ~1 µm) and smaller particles (i.e., less than ~0.1 µm) are removed by typical fibrous media filters with greater efficiency than particle sizes in between ~0.1 µm and ~1 µm. ASHRAE Standard 52.2-2012 evaluates the removal efficiency of a filter on a particle number-basis, albeit only for particle sizes 0.3 µm to 10 µm.

The majority of particles (by number) in most outdoor environments are smaller than 0.3 µm, and much of the $PM_{2.5}$ mass is often in the 0.5 µm to 1 µm size range. Thus, the $PM_{2.5}$ mass removal efficiency of a filter will vary depending on the filter's size-resolved removal efficiency for these particle sizes and the particle size distribution that passes through it. Average values for approximated outdoor-origin $PM_{2.5}$ removal efficiencies for several MERV-rated filters were derived from Stephens, Brennan, and Harriman.[29] Single-pass outdoor-origin $PM_{2.5}$ removal efficiencies range from less than 10 percent for MERV 6 to over 95 percent for MERV 16 and HEPA filters as shown in Figure 10.

In order to demonstrate a reduction in the risk of future residents, the use of air filters have been considered, as required under Title 24, Part 6, Subchapter 7, Section 150.0(m)12.C. Title 24 of the California Building Code requires that residential air filters meet a MERV of 13. MERV 13 filters would trap particles at an efficiency rate of 60 percent; however, the use of air filters is only effective when residents keep windows closed and use air passed through the filtration system. The proposed project has no direct control over the resident's operation of windows. Therefore, MM AIR-6a-16 has been included to relay this information to the residents in order for them to make their own informed decisions.



[29] Stephens, B., Brennan, T. and Harriman, L., 2016. Selecting ventilation air filters to reduce pm2. 5 of outdoor origin response. ASHRAE JOURNAL, 58(11), pp.10-10. Website: http://www.conforlab.com.br/wp-content/uploads/2016/10/2016Sep_012-021_HarrimanFiltersToReducePM2.5.pdf. Accessed February 3, 2022.

Source: Stephens, B., Brennan, T. and Harriman, L., 2016. Selecting ventilation air filters to reduce pm2. 5 of outdoor origin response. ASHRAE JOURNAL, 58(11), pp.10-10. Website: http://www.conforlab.com.br/wp-content/uploads/2016/10/2016Sep_012-021_HarrimanFiltersToReducePM2.5.pdf. Accessed February 22, 2022.

Figure 3.3-1: Estimates of Particle Removal Efficiency for $PM_{2.5}$ of Outdoor Origin for Filters Tested According to ASHRAE Standard 52.2-2012.2

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

Compliance with MM AIR-6a-1 through MM AIR-6a-16.

MM AIR-6a-16 All future residents of the planning area shall be provided with information that describes the potential risk from living near a freeway and that the incorporation of an advanced air filtration system has been provided to reduce that risk. The information shall also indicate that the residents have the option to open windows for circulation, however that by opening windows, they reduce or eliminate the effectiveness of the air filtration system within their unit for as long as the unit is open to unfiltered air.

Level of Significance After Mitigation

Compliance with existing regulatory programs, existing General Plan policies and mitigation measures, and MM AIR-6a-1 through MM AIR-6a-16 will serve to reduce the impacts of the proposed project to the extent feasible. However, because the construction and operation of future developments envisioned under the proposed project could expose sensitive receptors to significant quantities of criteria and toxic air contaminants even with the implementation of mitigation, the impacts of the proposed project remain significant and unavoidable.

Objectionable Odors

Impact AIR-6d:	**Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?**

Impact Analysis

Odors can cause a variety of responses. The impact of an odor is dependent on interacting factors such as frequency (how often), intensity (strength), duration (in time), offensiveness (unpleasantness), location, and sensory perception. While offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to considerable distress and often generating citizen complaints to local governments and regulatory agencies.

The SCAQMD's role is to protect the public's health from air pollution by overseeing and enforcing regulations. The SCAQMD's resolution activity for odor compliance is mandated under California Health & Safety Code Section 41700 and falls under SCAQMD Rule 402. This rule on Public Nuisance Regulation states: "A person shall not discharge from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any

considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property."

The SCAQMD does not provide a suggested screening distance for a variety of odor-generating land uses and operations. However, the San Joaquin Valley Air Pollution Control District (Valley Air District) does have a screening distance for odor sources. Those distances are used as a guide to assess whether nearby facilities could be sources of significant odors. Projects that would site a new receptor farther than the applicable screening distances from an existing odor source would not likely to have a significant impact. These screening distances by type of odor generator are listed in Table 3.3-14.

Table 3.3-14: Screening Levels for Potential Odor Sources

Odor Generator	Screening Distance
Wastewater Treatment Facilities	2 miles
Sanitary Landfill	1 mile
Transfer Station	1 mile
Composting Facility	1 mile
Petroleum Refinery	2 miles
Asphalt Batch Plant	1 mile
Chemical Manufacturing	1 mile
Fiberglass Manufacturing	1 mile
Painting/Coating Operations (e.g., auto body shop)	1 mile
Food Processing Facility	1 mile
Feed Lot/Dairy	1 mile
Rendering Plant	1 mile
Source: San Joaquin Valley Air Pollution Control District (Valley Air District) 2015.	

Construction-related Odors

Potential sources that may emit odors during construction activities include exhaust from diesel construction equipment. However, because of the temporary nature of these emissions, the intermittent nature of construction activities, and the highly diffusive properties of diesel exhaust, nearby receptors would not be affected by diesel exhaust odors associated with project construction. Odors from these sources would be localized and generally confined to the immediate area surrounding the proposed project site. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. Impacts would be less than significant.

Operational-related Odors

For odor sources listed above, the closest source to the planning area would be Gerber Collision & Glass (GCG), which is located 1.1 miles southwest of the planning area boundaries. It is anticipated that the GCG would include all necessary odor control systems to minimize odor emissions leaving their site operations. However, this potential odor source is also located at a sufficient buffer distance (per Table 3.3-14) to avoid any potential odor impacts.

The proposed project includes light industrial land uses, and so there is the potential for land uses typically considered to be associated with odors to be developed in the planning area. Land uses typically associated with odors may include wastewater treatment facilities, waste disposal facilities, or other stationary sources. The proposed project would also develop different types of residential and retail activities, which are not typical odor-generating land uses. In addition to existing regulatory programs and General Plan policies, mitigation measures required as part of the General Plan EIR No. 521[30] include:

- **Mitigation Measure 4.6.E-N1:** Locate potential new odor sources predominantly down- or cross-wind from existing sensitive receptors and potential new sensitive receptors predominantly upwind from existing odor sources. As indicated by the "Right-to-Farm" ordinance, agricultural uses that have operated for more than three years cannot be re-classified as a public or private nuisance by new development.
- **Mitigation Measure 4.6.E-N2:** Maintain an adequate buffer between potential new odor sources and receptors such that emitted odors are dissipated before reaching the receptors (minimum of 500 feet depending on odor source). As per the "right-to-farm" ordinance, agricultural uses that have been operated for more than three years cannot be re-classified as a public or private nuisance by new development.
- **Mitigation Measure 4.6.E-N3:** Design odor-emitting facilities such that odor emitters are located as far from potential receptors as possible. Also, balance stack heights to provide the maximum dispersion of odor between the stack and the nearest sensitive receptor.

Compliance with these mitigation measures, as already required for projects in the General Plan area, would further reduce objectionable odors. No further mitigation is required.

Level of Significance

Less than significant impact.

Mitigation Measures

No mitigation required.

[30] County of Riverside. 2015.Final Environmental Impact Report No. 521 for General Plan Update No. 960. Website: https://planning.rctlma.org/General-Plan-Zoning/General-Plan/Riverside-County-General-Plan-2015/General-Plan-Amendment-No960-EIR-No521-CAP-February-2015. Accessed February 23, 2022.

3.4 - Biological Resources

3.4.1 - Introduction

This section describes the existing biological setting and potential effects from proposed project implementation on the site and its surrounding area. The findings of this section are based on biological information and conservation requirements presented in the County of Riverside General Plan (General Plan) and results of a desktop-level biological analysis that evaluated regulatory requirements and biological resources potentially occurring in the planning area.

3.4.2 - Regulatory Framework

Federal

Endangered Species Act

The U.S. Congress passed the Endangered Species Act in 1973 to protect those species that are endangered or threatened with extinction. The Endangered Species Act is intended to operate in conjunction with the National Environmental Policy Act (NEPA) to help protect the ecosystems upon which endangered and threatened species depend.

The Endangered Species Act prohibits the "take" of endangered or threatened wildlife species. "Take" is defined to include harassing, harming, pursuing, hunting, shooting, wounding, killing, trapping, capturing, or collecting wildlife species or any attempt to engage in such conduct (Endangered Species Act § 3 (3)(19)). Harm is further defined to include significant habitat modification or degradation that results in death or injury to listed species by significantly impairing behavioral patterns (50 Code of Federal Regulations [CFR] § 17.3). Harass is defined as actions that create the likelihood of injury to listed species to such an extent as to significantly disrupt normal behavior patterns (50 CFR § 17.3). Actions that result in take can result in civil or criminal penalties.

The Endangered Species Act and Clean Water Act (CWA) Section 404 guidelines prohibit the issuance of wetland permits for projects that jeopardize the continued existence of any endangered species or threatened species or result in the destruction or adverse modification of habitat of such species. The United States Army Corps of Engineers (USACE) must consult with the United States Fish and Wildlife Service (USFWS) and/or the National Marine Fisheries Service (NOAA) when threatened or endangered species under their jurisdiction may be affected by a proposed project. In the context of the proposed project, the Endangered Species Act would be initiated if development resulted in take of a threatened or endangered species or if issuance of a Section 404 permit or other federal agency action could result in take of an endangered species or adversely modify critical habitat of such a species

Migratory Bird Treaty Act

Raptors (birds of prey), migratory birds, and other avian species are protected by a number of State and federal laws. The federal Migratory Bird Treaty Act (MBTA) prohibits the killing, possessing, or trading of migratory birds except in accordance with regulations prescribed by the Secretary of the Interior.

Bald and Golden Eagle Protection Act

The golden eagle (*Aquila chrysaetos*) and bald eagle (*Haliaeetus leucocephalus*) are also afforded additional protection under the Eagle Protection Act, amended in 1973 (16 United States Code [USC] § 669, *et seq*.) and the Bald and Golden Eagle Protection Act (16 USC §§ 668–668d).

Clean Water Act

The USACE regulates discharge of dredge or fill material into waters of the United States under Section 404 of the CWA. "Discharges of fill material" is defined as the addition of fill material into waters of the United States, including, but not limited to the following: placement of fill that is necessary for the construction of any structure, or impoundment requiring rock, sand, dirt, or other material for its construction; site-development fills for recreational, industrial, commercial, residential, and other uses; causeways or road fills; fill for intake and outfall pipes and subaqueous utility lines (33 CFR § 328.2(f)). In addition, Section 401 of the CWA (33 USC 1341) requires any applicant for a federal license or permit to conduct any activity that may result in a discharge of a pollutant into waters of the United States to obtain a certification that the discharge will comply with the applicable effluent limitations and water quality standards.

Waters of the United States include a range of wet environments such as lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, and wet meadows. Boundaries between jurisdictional waters and uplands are determined in a variety of ways depending on which type of waters is present. Methods for delineating wetlands and non-tidal waters are described below.

- Wetlands are defined as "those areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support and under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions" (33 CFR § 328.3(b)). Presently, to be a wetland, a site must exhibit three wetland criteria: hydrophytic vegetation, hydric soils, and wetland hydrology existing under the "normal circumstances" for the site.
- The lateral extent of non-tidal waters is determined by delineating the ordinary high water mark (OHWM) (33 CFR § 328.4(c)(1)). The OHWM is defined by the USACE as "that line on shore established by the fluctuations of water and indicated by physical character of the soil, destruction of terrestrial vegetation, the presence of litter and debris, or other appropriate means that consider the characteristics of the surrounding areas" [33 CFR § 328.3(e)].

State

California Endangered Species Act

The State of California enacted the California Endangered Species Act (CESA) in 1984. CESA pertains to State listed endangered and threatened species. CESA requires State agencies to consult with the California Department of Fish and Wildlife (CDFW) when preparing California Environmental Quality Act (CEQA) documents. The purpose of CESA is to ensure that the lead agency actions do not jeopardize the continued existence of a listed species or result in the destruction or adverse modification of habitat essential to the continued existence of those species, if there are reasonable

and prudent alternatives available (Fish and Game Code [FGC] § 2080). CESA directs agencies to consult with CDFW on projects or actions that could affect listed species, directs CDFW to determine whether jeopardy would occur, and allows CDFW to identify "reasonable and prudent alternatives" to a project, consistent with conserving the species. CESA allows CDFW to authorize exceptions to the State's prohibition against take of a listed species if the take is incidental to carrying out an otherwise lawful project that has been approved under CEQA (FGC § 2081).

California Fish and Game Codes

The California Fish and Game Code defines "take" as "hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill" (FGC § 86). Except for take related to scientific research, all take of fully protected species is prohibited. Fully protected fish species are protected under Fish and Game Code Section 5515; fully protected amphibian and reptile species are protected under Section 5050; fully protected bird species are protected under Section 3511; and fully protected mammal species are protected under Section 4700. Fish and Game Code Section 3503 prohibits the killing of birds or the destruction of bird nests. Section 3503.5 prohibits the killing of raptor species and the destruction of raptor nests. Fish and Game Code Sections 2062 and 2067 define "endangered and threatened species."

California Department of Fish and Wildlife Species of Concern

In addition to formal listing under the Endangered Species Act and CESA, species receive additional consideration by CDFW and local lead agencies during the CEQA process. Species that may be considered for review are included on a list of "Species of Special Concern," developed by the CDFW. It tracks species in California whose numbers, reproductive success, or habitat may be threatened. In addition to Species of Special Concern, the CDFW identifies animals that are tracked by the California Natural Diversity Database (CNDDB), but warrant no federal interest and no legal protection. These species are identified as "California Special Animals."

Porter-Cologne Water Quality Control Act

The CDFW is a trustee agency that has jurisdiction under Fish and Game Code Section 1600, *et seq*. Under Fish and Game Code Sections 1602 and 1603, a private party must notify the CDFW if a proposed project would "substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank of any river, stream, or lake designated by the department, or use any material from the streambeds . . . except when the department has been notified pursuant to Section 1601." Additionally, the CDFW may assert jurisdiction over native riparian habitat adjacent to aquatic features, including native trees over 4 inches in diameter at breast height (DBH). If an existing fish or wildlife resource may be substantially adversely affected by the activity, CDFW may propose reasonable measures that will allow protection of those resources. If these measures are agreeable to the parties involved, they may enter into an agreement with CDFW identifying the approved activities and associated mitigation measures.

Section 13260(a) of the Porter-Cologne Water Quality Control Act (contained in the California Water Code) requires any person discharging waste or proposing to discharge waste, other than to a community sewer system, within any region that could affect the quality of the waters of the State (all surface and subsurface waters) to file a report of waste discharge. The discharge of dredged or fill material may constitute a discharge of waste that could affect the quality of waters of the State.

All of the wetlands and waterways in the project site are waters of the State, which are protected under this act.

Historically, California relied on its authority under Section 401 of the CWA to regulate discharges of dredged or fill material to California waters. That section requires an applicant to obtain "water quality certification" from the State Water Resources Control Board (State Water Board) through its Regional Water Quality Control Boards (RWQCB) to ensure compliance with State water quality standards before certain federal licenses or permits may be issued. The permits subject to Section 401 include permits for the discharge of dredged or fill materials (CWA Section 404 permits) issued by the USACE. Waste discharge requirements under the Porter-Cologne Water Quality Control Act were typically waived for projects that required certification. With the recent changes that limited the jurisdiction of wetlands under the CWA, the State Water Board has needed to rely on the report of waste discharge process.

California Native Plant Society

The California Native Plant Society (CNPS) maintains a rank of plant species native to California that has low population numbers, limited distribution, or are otherwise threatened with extinction. This information is published in the Inventory of Rare and Endangered Vascular Plants of California. Potential impacts to populations of CNPS-ranked plants receive consideration under CEQA review. The following identifies the definitions of the CNPS ranks:

- **Rank 1A:** Plants presumed extirpated in California and either rare or extinct elsewhere
- **Rank 1B:** Plants Rare, Threatened, or Endangered in California and elsewhere
- **Rank 2A:** Plants presumed extirpated in California but common elsewhere
- **Rank 2B:** Plants rare, threatened, or endangered in California but more common elsewhere
- **Rank 3:** Plants about which more information is needed
- **Rank 4:** Watch List: Plants of limited distribution

Potential impacts to populations of CNPS-ranked plants receive consideration under CEQA review. All plants appearing on the CNPS List ranked 1 or 2 are considered to meet the State CEQA Guidelines Section 15380 criteria. Rank 3 and 4 plants do not automatically meet this definition. Rank 4 plants do not clearly meet CEQA standards and thresholds for impact considerations.[1]

Regional and Local

County of Riverside General Plan

Riverside County (County) is known for its extraordinary environmental setting, which provides recreational, ecological, and scenic value. Open space areas, found in remote regions of the County as well as within Community Development areas, is one of the primary defining aspects of the County's livability and character. In some instances, it is this open space that provides the separations between communities, helping to enhance the distinctiveness of communities in the County. The Riverside County Integrated Project Vision states:

[1] California Native Plant Society (CNPS). 2020. Considerations for Including CRPR 4 Plant Taxa in CEQA Biological Resource Impact Analysis. January 2020.

> We value the unusually rich and diverse natural environment with which we are blessed and are committed to maintaining sufficient areas of natural open space to afford the human experience of natural environments as well as sustaining the permanent viability of the unique landforms and ecosystems that define this environment.

Poorly planned growth and development would threaten to eliminate or degrade this essential feature of the County. The Multipurpose Open Space Element addresses this issue in great detail. The policies below relate directly to preserving and enhancing open space through land use related methods. They include restrictions on development of open space, focusing urban growth, providing recreational and open space opportunities within the built environment, and achieving a balance between urban uses and open space/habitat.[2] The Land Use Element of the General Plan includes the following policies, which relate directly to preserving and enhancing open space through land use related methods.

LU 9.2 Require that development protect environmental resources by compliance with the Multipurpose Open Space Element of the General Plan and Federal and State regulations such as CEQA, NEPA, the Clean Air Act, and the Clean Water Act.

As addressed below and throughout this Draft Program Environmental Impact Report (Draft Program EIR), the proposed project, with incorporation of mitigation, will comply with all federal, State, regional, and local policies and regulations, including those provisions related to the General Plan, CEQA, the Clean Air Act (CAA), and CWA.

LU 9.4 Allow development clustering and/or density transfers in order to preserve open space, natural resources, cultural resources, and biologically sensitive resources. Wherever possible, development on parcels containing 100-year floodplains, blue-line streams and other higher-order watercourses, and areas of steep slopes adjacent to them shall be clustered to keep development out of watercourse and adjacent steep slope areas, and to be compatible with other nearby land uses.

Wetlands in the County might typically occur in low-lying areas that receive fresh water at the edges of lakes, ponds, streams, and rivers. Wetlands provide habitat for a wide variety of plants, invertebrates, fish, and larger animals, including many rare, threatened, or endangered species. The plants and animals found in wetlands include both those that are able to live on dry land or in the water and those that can live only in a wet environment. Wetlands in the County may include vernal pools, palm oases, or desert washes.[3]

The Multipurpose Open Space Element of the General Plan includes the following policy regarding wetlands:

[2] County of Riverside. 2015. Riverside County General Plan, Chapter 5: Multipurpose Open Space Element. Website: https://planning.rctlma.org/Portals/14/genplan/general_Plan_2017/elements/OCT17/Ch05_MOSE_120815.pdf?ver=2017-10-11-102103-833. Accessed January 22, 2022.

[3] Ibid.

OS 6.1 During the development review process, ensure compliance with the Clean Water Act's Section 404 in terms of wetlands mitigation policies and policies concerning fill material in jurisdictional wetlands.

Western Riverside Multi-Species Habitat Conservation Plan

The Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) encompasses approximately 1.26 million acres (approximately 1,997 square miles). The MSHCP includes unincorporated and incorporated Riverside County land (excluding Indian land) west of the crest of the San Jacinto Mountains to the Orange County line. The MSHCP is the largest Habitat Conservation Plan ever attempted and covers multiple species and multiple habitats within multiple jurisdictions. The MSHCP covers a diverse landscape from urban cities to undeveloped foothills and montane forests. In addition to the presence of multiple habitats, the MSHCP stretches across the Santa Ana Mountains, Riverside Lowlands, San Jacinto Foothills, San Jacinto Mountains, Aqua Tibia Mountains, Desert Transition, and San Bernardino Mountain bio-regions.

The MSHCP serves as a Habitat Conservation Plan pursuant to Section 10(a)(1)(B) of the Endangered Species Act of 1973, as well as a Natural Communities Conservation Plan (NCCP) under the NCCP Act of 1991. It is used to allow incidental "take" of plant and animal species identified within the MSHCP. The purpose of the MSHCP is for the Wildlife Agencies to grant "take authorization" for otherwise lawful actions that may incidentally take or harm individuals of a species outside of preserve areas, in exchange for supporting assembly of a coordinated reserve system. Conservation and management duties, as well as implementation assurances, will be provided by the County and other signatory agencies or jurisdictions identified as permittees through a corresponding Implementation Agreement.

Habitat Evaluation and Acquisition Negotiation Process

To complement the conservation and management responsibilities assigned to the County, a property owner-initiated Habitat Evaluation and Acquisition Negotiation Process has also been developed for the MSHCP. The Habitat Evaluation and Acquisition Negotiation Process applies to property that may be needed for inclusion in the MSHCP Reserve or subjected to other MSHCP criteria. Under the incentive-based program, the County may obtain interests in property needed to implement the MSHCP over time. If it is determined that all or a portion of a property is needed for the MSHCP Reserve, various incentives or monetary compensation may be available to the property owner in exchange for the conveyance of property. Incentives are intended to provide a form of compensation to property owners who convey their property. Once a property interest is obtained, it will become part of the MSHCP Reserve.

Each area plan that is affected by the MSHCP contains maps that identify the areas potentially affected by the MSHCP, and identification of plant and animal species to be covered by MSHCP. Below are MSHCP-related policies from the General Plan.

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

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

OS 17.2 Enforce the provisions of applicable MSHCPs and implement related Riverside County policies when conducting review of development applications.

As addressed below, the proposed project, with incorporation of mitigation, will be consistent with the MSHCP.

The County's multipurpose open space system will be created and maintained using several different techniques, all related to preservation of significant environmental resources. By preserving multi-species habitat; by creating and maintaining active and passive parks, recreation areas, and trail systems; by conserving natural and scenic resources; and avoiding natural hazard areas, a complete system of open space will be achieved that ensures the County's "remarkable environmental setting" remains intact for future generations of citizens to enjoy. This section identifies policies for the preservation of environmentally sensitive land within the County, including but not limited to the land to be preserved through the MSHCPs.

The Multipurpose Open Space Element of the General Plan[4] contains policies for the preservation of environmentally sensitive land within the County, including but not limited to the land to be preserved through the MSHCPs:

OS 18.1 Preserve multi-species habitat resources in the County of Riverside through the enforcement of the provisions of applicable MSHCPs, and through implementing related Riverside County policies.

OS 18.2 Provide incentives to landowners that will encourage the protection of significant resources in the County beyond the preservation and/or conservation required to mitigate project impacts.

Elsinore Area Plan

The Elsinore Area Plan (ELAP) contains the following policies relevant to biological resources:

[4] County of Riverside. 2015. Riverside County General Plan, Chapter 5: Multipurpose Open Space Element. Website: https://planning.rctlma.org/Portals/14/genplan/general_Plan_2017/elements/OCT17/Ch05_MOSE_120815.pdf?ver=2017-10-11-102103-833. Accessed January 22, 2022.

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

ELAP 17.1 Protect sensitive biological resources in the Elsinore Area Plan through adherence to policies found in the Multiple Species Habitat Conservation Plans, Environmentally Sensitive Lands, Wetlands, and Floodplain and Riparian Area Management sections of the General Plan Multipurpose Open Space Element.

ELAP 17.4 Conserve clay soils supporting sensitive plants such as Munz's onion, many-stemmed dudleya, small-flowered morning glory and Palmer's grapplinghook. (There is a Munz's onion population of approximately 7,500 heads in Alberhill.)

ELAP 17.5 Conserve wetlands including Temescal Wash, Collier Marsh, Alberhill Creek, Wasson Creek, and the lower San Jacinto River, (including marsh habitats and maintaining water quality).

ELAP 17.6 Maintain upland habitat connection between North Peak Conservation Bank, Steele Peak, and Bureau of Land Management (BLM) lands.

ELAP 17.7 Conserve Engelmann Oak Woodlands.

ELAP 17.8 Conserve sensitive plants, including Parry's spineflower, prostrate spineflower, Payson's jewelflower, smooth tarplant, slender-horned spineflower, Couldte's matijila poppy, Palomar monkeyflower, little mousetail, vernal barley, San Jacinto Valley crownscale, Coulter's goldfields, heart-leaved pitcher sage, and the Quino checkerspot butterfly.

ELAP 17.9 Conserve Travers-Willow-Domino soil series.

ELAP 17.10 Conserve foraging habitat adjacency for raptors, sage scrubbed-grassland ecotone.

ELAP 17.11 Conserve habitat in Sedco Hills to maintain connection between Granite Hills and Bundy Canyon Road.

ELAP 17.12 Provide for connection across State Route 74 for birds and land species.

Mead Valley Area Plan

The Mead Valley Area Plan (MVAP) contains the following policies relevant to biological resources:

MVAP 16.1 Protect viable oak woodlands through adherence to the Oak Tree Management Guidelines adopted by Riverside County.

MVAP 17.2 Conserve clay soils in southern needlegrass grasslands and sandy-granitic soils within chaparral and coastal sage scrub habitats capable of supporting Payson's jewelflower and long-spined spineflower, known to exist within the planning area.

MVAP 17.3 Conserve existing populations of the California gnatcatcher and Bell's sage sparrow in the Mead Valley planning area, including locations at Steele Peak Reserve and undeveloped lands to the north of this reserve and along its eastern fringes.

MVAP 17.5 Conserve vernal pool complexes supporting thread-leaved brodiaea known to exist within Mead Valley.

MVAP 17.6 Protect sensitive biological resources in Mead Valley Area Plan through adherence to policies found in the Multiple Species Habitat Conservation Plans, Environmentally Sensitive Lands, Wetlands, and Floodplain and Riparian Area Management sections of the General Plan Multipurpose Open Space Element.

Highway 74 Community Plan

The Highway 74 Community Plan (proposed project) does not set forth any additional goals and policies related to biological resources.

3.4.3 - Methodology

Literature Review

County consultant Biologists examined existing environmental documentation for the project site and immediate vicinity. This documentation included literature pertaining to habitat requirements of special-status species potentially occurring near the site, and federal register listings, protocols, and species data provided by the USFWS and CDFW. These and other documents are cited within this report.

The analysis of the proposed project was conducted at a programmatic level; thus a reconnaissance-level field survey was not conducted within the planning area. The level of analysis was limited to a desktop-level survey of the planning area and its immediate vicinity.

Topographic Maps and Aerial Photographs

A County consultant Biologist reviewed current United States Geological Survey (USGS) 7.5-minute topographic quadrangle map(s)and aerial photographs as a preliminary analysis of the existing conditions within the project site and immediate vicinity.[5] Information obtained from the topographic maps included elevation, general watershed information, and potential drainage feature locations using Google Earth in conjunction with the United States Environmental Protection Agency (EPA) Watershed Assessment, Tracking, and Environmental Results System (WATERS).[6] Aerial photographs provided a perspective of the current site conditions relative to on-site and off-site land use, plant community locations, and potential locations of wildlife movement corridors.

[5] United States Geological Survey (USGS). 2021. National Geospatial Program. Website: https://www.usgs.gov/core-science-systems/national-geospatial-program/us-topo-maps-america?qt-science_support_page_related_con=4#qt-science_support_page_related_con. Accessed August 23, 2021.

[6] United States Environmental Protection Agency (EPA). 2021. Watershed Assessment, Tracking and Environmental Results System (WATERS). Website: https://www.epa.gov/waterdata/waters-watershed-assessment-tracking-environmental-results-system. Accessed August 23, 2021.

Soil Surveys

The United States Department of Agriculture (USDA) has published soil surveys that describe the soil series (i.e., group of soils with similar profiles) occurring within a particular area.[7] These profiles include major horizons with similar thickness, arrangement, and other important characteristics. The series are further subdivided into soil mapping units that provide specific information regarding soil characteristics. Many special-status plant species have a limited distribution based exclusively on soil type. Therefore, pertinent USDA soil survey maps were reviewed to determine the existing soil mapping units within the project site and to establish whether the soil conditions on-site are suitable for any special-status plant species.

Special-status Species Database Search

A list of threatened, endangered, and otherwise special-status species previously recorded within the project vicinity were compiled based on a search of the USFWS Information for Planning and Consultation (IPaC), the CNDDB and the CNPS Electronic Inventory (CNPSEI) of Rare and Endangered Vascular Plants of California for the *Lake Elsinore, California,* USGS 7.5-minute Topographic Quadrangle Map and the eight surrounding quadrangles.[8,9,10] The database search results can be found in Appendix D.

The CNDDB Biogeographic Information and Observation System (BIOS 5) database was used to determine the distance between the known occurrences of special-status species and the project site.[11]

Protected Trees

Prior to conducting the reconnaissance-level field survey, applicable County ordinances pertaining to tree preservation and protection were reviewed and ascertained whether tree replacement measures or permits for the removal of protected trees are required.

Jurisdictional Waters and Wetlands

Prior to conducting the reconnaissance-level survey, a County consultant Biologist reviewed EPA WATERS and aerial photography to identify potential natural drainage features and water bodies.[12] In general, all surface drainage features identified as blue-line streams on USGS maps and linear patches of vegetation are expected to exhibit evidence of flows and are considered potentially subject to State and federal regulatory authority as waters of the United States and/or State. A preliminary assessment was conducted to determine the location of any existing drainages and limits

[7] Natural Resources Conservation Service (NRCS). 2021. Web Soil Survey (WSS). United States Department of Agriculture (USDA). Website: https://websoilsurvey.nrcs.usda.gov/app/WebSoilSurvey.aspx. Accessed August 23, 2021.

[8] United States Fish and Wildlife Service (USFWS). 2021. Information for Planning and Consultation (IPaC). Website: https://ecos.fws.gov/ipac/. Accessed August 23, 2021.

[9] California Department of Fish and Wildlife (CDFW). 2021. CNDDB RareFind 5 California Natural Diversity Database Query for Special-Status Species. Website: https://map.dfg.ca.gov/rarefind/view/RareFind.aspx. Accessed August 23, 2021.

[10] California Native Plant Society (CNPS). 2021. California Native Plant Society Rare and Endangered Plant Inventory. Website: http://www.rareplants.cnps.org/. Accessed August 23, 2021.

[11] California Department of Fish and Wildlife (CDFW). 2021. Biogeographic Information and Observation System (BIOS 5). Website: https://map.dfg.ca.gov/bios/. Accessed August 23, 2021.

[12] United States Environmental Protection Agency (EPA). 2021. Watershed Assessment, Tracking and Environmental Results System (WATERS). Website: https://www.epa.gov/waterdata/waters-watershed-assessment-tracking-environmental-results-system. Accessed August 23, 2021.

of project-related grading activities, to aid in determining whether a formal delineation of waters of the United States or State is necessary.

Western Riverside County Multiple Species Habitat Conservation Plan

Prior to conducting the reconnaissance-level survey, a County consultant Biologist reviewed the Western Riverside County Regional Riverside Conservation Authority (RCA) MSHCP Information Map to determine MSHCP conservation requirements for the proposed project.[13]

3.4.4 - Environmental Setting

The planning area largely consists of low density and rural residential development as well as areas of commercial, light industrial and mixed-use development. The remaining areas consist of open space that include natural and semi-natural habitats. The habitat types present within the planning area are discussed below.

Vegetation Communities

The following section discusses the vegetation communities/land cover types present within the boundaries of the planning area. The classification of the following vegetation communities is based on definitions contained in the MSHCP.[14] These communities are depicted in Exhibit 3.4-1 and on the RCA MSHCP Information Map.[15]

Agricultural Land

Agricultural land includes several different land uses including field croplands, groves/orchards, dairy, livestock feed yards and pastureland. The vegetation present in these habitat types typically includes monocultures in the form of dense stands of row crops or trees in the case of field crops or orchards. Pasture lands often contain low-growing perennial grasses and legumes as well as other ruderal herbs (weeds).

The planning area contains a few small areas of agricultural land located mostly to the north of State Route (SR) 74 and Ethanac Road.

Coastal Sage Scrub

Coastal sage scrub is dominated by low-statured, aromatic, drought deciduous shrubs and subshrub species. Composition varies substantially depending on physical circumstances and the successional status of the habitat. Characteristic species of coastal sage scrub include California sagebrush (*Artemisia californica*), California buckwheat (*Eriogonum fasciculatum*), laurel sumac (*Malosma laurina*), California encelia (*Encelia californica*), and several species of sage (*e.g*., *Salvia mellifera, S. apiana*). Other common species include brittlebush (*E. farinosa*), lemonadeberry (*Rhus integrifolia*), sugarbush (*Rhus ovata*), yellow bush penstemon (*Keckiella antirrhinoides*), Mexican elderberry

[13] Western Riverside County Regional Conservation Authority (RCA). 2021. MSHCP Information Map. Website: https://wrcrca.maps.arcgis.com/apps/webappviewer/index.html?id=a73e69d2a64d41c29ebd3acd67467abd. Accessed August 23, 2021.

[14] Dudek & Associates, Inc. 2003. Western Riverside County Regional Multiple Species Habitat Conservation Plan (MSHCP). County of Riverside Transportation and Land Management Agency. Riverside, California.

[15] Ibid.

(*Sambucus mexicana*), sweetbush (*Bebbia juncea*), boxthorn (*Lycium* spp.), shore cactus (*Opuntia littoralis*), coastal cholla (*O. prolifera*), tall prickly-pear (*Opuntia oricola*), and species of *Dudleya*.[16,17]

Small pockets of coastal sage scrub habitat can be found throughout the entire length of the planning area. The largest area of continuous sage scrub habitat can be found west of SR-74 and south of Ethanac Road.

Developed/Disturbed Land

Developed land is characterized by permanent or semi-permanent structures, pavement, or hardscape, and landscaped areas that often require irrigation. The developed vegetation community includes land that has been constructed upon or otherwise covered with a permanent man-made surface. Areas where no natural land is evident, or because large amounts of debris or other materials have been placed upon it, may also be considered. Vegetation within the urban/developed land consists of ornamental landscape vegetation with little to no native species observed. Ornamental vegetation is often present in the form of tree groves, street strips, grass lawns, and shrub cover.

Ruderal (weed) communities are also common in disturbed areas, often occurring on roadsides and abandoned areas. Ruderal communities occupy waste areas and roadsides, often on heavily compacted soils. Typical species include pineapple-weed *(Chamomilla suaveloens),* common knotweed *(Polygonum arenastrum)*, sow-thistle *(Sonchus oleraceus)*, horseweed *(Conyza canadensis)*, and goosefoot *(Chenopodium* spp.). Escaped ornamentals also may proliferate in ruderal communities. Some commonly escaped exotic species include acacias *(Acacia* spp.), pepper trees *(Schinus* spp.), pampas grass *(Cortaderia* spp.), brooms *(Cytisus* spp.), and English ivy *(Hedera helix)*.[18]

Developed/Disturbed land makes up the largest land cover type present within the planning area and is present throughout.

Grassland

The MSHCP differentiates between valley and foothill grasslands and non-native grasslands. It is difficult to determine the species composition and classify mapped areas without field verification.

Valley and foothill grasslands occur in a variety of forms ranging from scattered perennial bunch grasses (typically *Nassella pulchra*, *or N. lepida*) with high abundance of non-native grasses and forbs to stands dominated by native perennial grasses in an assemblage of geophytes (plants with underground bulbs or corms), and herbaceous annual species. Native geophytes include the following species or genera: onion (*Allium* spp.), wild celery (*Apiastrum angustifolium*), common golden star (*Bloomeria crocea*), *Brodiaea* spp., *Calochortus* spp., blue dicks (*Dichelostemma capitata*), *Muilla* spp., *blue-eyed grass* (*Sisyrinchium bellum*), and *Dudleya* spp. Native herbaceous plants commonly found within valley and foothill grasslands include yellow fiddleneck (*Amsinckia*

[16] Holland, R.F., 1986. Preliminary descriptions of the terrestrial natural communities of California. California Department of Fish and Game. Unpublished report. Sacramento, California.
[17] Sawyer, J.O. and T. Keeler-Wolf. 1995. A Manual of California Vegetation. California Native Plant Society, Sacramento, California.
[18] Holland, V.L. and D.J. Keil. 1995. California Vegetation. Kendall/Hunt Publishing Company, Dubuque, Iowa.

menziesii), *Calandrinia* spp., common calyptridium (*Calyptridium monardum*), suncup (*Camissonia* spp.), owl's clover (*Castilleja* spp.), Chinese houses (*Collinsia heterophylla*), *Cryptantha* spp. *Delphinium* spp., California poppy (*Eschcholzia californica*), *Gilia* spp., tarweed (*Hemizonia* spp.), coast goldfields (*Lasthenia californica*), common tidy-tips (*Layia platyglossa*), *Linanthus* spp., *Lomatium* spp., *Lotus* spp., *Lupinus* spp., *Microseris* spp., *Plagiobothrys* spp., *Sanicula* spp., checker mallow (*Sidalcea malvaeflora*), and clover (*Trifolium* spp.).[19,20,21]

Non-native grasslands primarily are composed of annual grass species introduced from the Mediterranean basin and other Mediterranean-climate regions with variable presence of non-native and native herbaceous species.[22,23] Non-native grasslands are dominated by several species of grasses: slender oat (*Avena barbata*), wild oat (*A. fatua)*, fox tail chess (*Bromus madritensis*), soft chess (*B. hordeaceus*), ripgut grass (*B. diandrus*), barley (*Hordeum* spp.), rye grass (*Lolium multiflorum*), English ryegrass (*L. perrene*), rat-tail fescue (*Vulpia myuros*), Mediterranean schismus (*Schismus barbatus*) that have evolved to persist in concert with human agricultural practices.[24] Non-native grasslands also typically support an array of annual forbs from the Mediterranean-climate regions including red-stemmed filaree (*Erodium cicutarium*), broad-lobed filaree (*E. botrys*), mustard (*Brassica* spp.), short-podded mustard (*Hirschfeldia incana*), wild radish (*Raphanus sativus*), *Centaurea* spp., Italian thistle (*Carduus pycnocephalus*), artichoke thistle (*Cynara cardunculus*), common catchfly (*Silene gallica*), *Medicago* spp., and *Hypochaeris* spp. Disturbance-tolerant native species are sometimes present within non-native grasslands in low abundance. These species usually include shrubs such as *Lotus* spp., *Eriogonum* spp., *Lessingia* spp, *Isocoma*, spp., *Ericameria* spp., cacti (*Opuntia* spp.); perennial geophytes (*Dichelostemma capitata*); and herbaceous annuals such as doveweed (*Eremocarpus setigerus*), vinegar weed (*Trichostemma lanceolatum*), and tarweed (*Hemizonia* spp).[25,26,27]

Several areas of grassland habitat can be found within the boundaries of the planning area. The largest area of grassland habitat can be found north of Mazie Road and south of Ethanac Road.

Riparian Scrub, Woodland, Forest

Riparian communities typically consist of one or more deciduous tree species with an assorted understory of shrubs and herbs.[28] The transition between riparian habitats and adjacent non-

[19] Holland, R.F., 1986. Preliminary descriptions of the terrestrial natural communities of California. California Department of Fish and Game. Unpublished report. Sacramento, California.

[20] Keeley, J. E. 1990. The California valley grassland. In: A.A. Schoenherr (ed.), Endangered plant communities of Southern California. California State University, Fullerton. Southern California Botanists, Special Publication No. 3.

[21] Sims, P.L. and Risser, P.G. (2000) Grasslands. In: Barbour, M.G. and Billings, W.D., Eds., North American Terrestrial Vegetation, Second Edition. Cambridge: Cambridge University Press.

[22] Baker, H.G. 1989. Sources of the naturalized grasses and herbs. In California grasslands. In: L.F. Huenneke and H.A. Mooney, (eds.) Grassland structure and function: California annual grasslands. Boston, MA: Kluwer Academic Publishers.

[23] Mack, R.N., 1989. Temperate grasslands vulnerable to plant invasions: characteristics and consequences. Biological invasions: a global perspective.

[24] Holland, V.L. and D.J. Keil. 1995. California Vegetation. Dubuque, Iowa: Kendall/Hunt Publishing Company.

[25] Holland, R.F., 1986. Preliminary descriptions of the terrestrial natural communities of California. California Department of Fish and Game. Unpublished report. Sacramento, California.

[26] Sawyer, J.O., Keeler-Wolf, T. and Evens, J.M., 1995. A manual of California vegetation. Sacramento, California: California Native Plant Society.

[27] Sims, P.L. and Risser, P.G. (2000) Grasslands. In: Barbour, M.G. and Billings, W.D., Eds., North American Terrestrial Vegetation, Second Edition. Cambridge: Cambridge University Press.

[28] Ibid.

riparian habitats often is abrupt. Vegetation height can vary from one to three meters in riparian scrub habitats to 30 meters in riparian forest habitats.[29]

Riparian forest can include any combination of the following species along perennial stream channel banks: box elder (*Acer negundo*), big-leaf maple (*A. macrophyllum*), valley oak (*Quercus lobata*), coast live oak (*Q. agrifolia*), white alder (*Alnus rhombifolia*), Oregon ash (*Fraxinus latifolia*), California dogwood (*Cornus californica*), California bay (*Umbellularia californica*), sycamore (*Platanus racemosa*), Fremont's cottonwood (*Populus fremontii*), California walnut (*Juglans californica*), and several species of willow (*Salix lasiandra*, *S. lasiolepis*, *S. laevigata*, *S. gooddingii, S. exigua*), Mexican elderberry, wild grape (*Vitis girdiana*) and poison-oak (*Toxicodendron diversilobum*). Where the stream channel receives perennial flows in some years but intermittent flows in other years, alder species drop out of the vegetation. Where the stream channel receives only intermittent flow, the willow and cottonwood species become less common and the sycamore, coast live oak and California bay tend to move down into the channel. Along ephemeral stream channels, coast live oak and California walnut can grow within the channel as a continuum or ecotone from uplands on north-facing slopes.[30]

Riparian scrub has the same potential species composition as riparian forest, but at a younger successional stage, either because of a more recent disturbance or more frequent flooding. In addition to the species listed in the description of riparian forest, riparian scrub also may include mulefat (*Baccharis salicifolia*).[31]

A few small, scattered areas of riparian vegetation can be found along the several drainages that intersect SR-74. The largest continuous area of riparian vegetation within the planning area can be found north of Mauricio Street and south of Telford Avenue.

Woodland and Forests

The RCA MSHCP Information Map does not differentiate between different woodland communities types such as oak woodlands, broad-leaved upland forests, riparian and ornamental woodlands.[32] It is difficult to determine the species composition and classify mapped areas without field verification.

Within the planning area, oak woodlands dominated by coast live oak (*Quercus agrifolia*) are likely present. Other trees/shrubs that may be present within coast live oak woodlands include California walnut, toyon *(Heteromeles arbutifolia)*, California bay, Engelmann oak (*Quercus engelmannii*), manzanita *(Arctostaphylos* spp.) California lilac *(Ceanothus* spp.) and laurel sumac.

Many understory plants in oak woodlands are shade tolerant and include wild blackberry *(Rubus ursinus)*, snowberry *(Symphoricarpos mollis)*, *Rhus* spp.*,* currant *(Ribes* spp.), poison-oak and

[29] Grenfell, W.E. Jr. 1988. Montane Riparian in A guide to Wildlife Habitats of California. California Department of Forestry and Fire Protection (CAL FIRE).

[30] Faber, P.M., 1989. The ecology of riparian habitats of the Southern California coastal region: a community profile. United States Department of the Interior, Fish and Wildlife Service, Research and Development, National Wetlands Research Center.

[31] Ibid.

[32] Western Riverside County Regional Conservation Authority (RCA). 2021. MSHCP Information Map. Website: https://wrcrca.maps.arcgis.com/apps/webappviewer/index.html?id=a73e69d2a64d41c29ebd3acd67467abd. Accessed August 23, 2021.

herbaceous plants including bracken fern *(Pteridium aquilinum)*, polypody fern *(Polypodium californicum)*, fiesta flower *(Pholistorma auritum)* and miner's lettuce *(Claytonia perfoliata)*.[33,34]

A small area of woodland habitat can be found north of Ethanac Road and east of SR-74.

Special-status Plants and Wildlife

Special-status species are plant and animal species that have been afforded special recognition by federal, State, or local resource agencies or organizations. Listed and special-status species are of relatively limited distribution and may require specialized habitat conditions. Special-status species are defined as meeting one or more of the following criteria:

- Listed or proposed for listing under CESA or the Endangered Species Act;
- Protected under other regulations (e.g., MBTA);
- CDFW Species of Special Concern;
- Plant species ranked by the CNPS; or
- Receive consideration during environmental review under CEQA.

Listed and Special-status Plants

Table 3.4-1 identifies 16 special-status plant species including six State- or federally listed species that were recorded within a 5-mile radius of the planning area. The table also includes each species' status, required habitat, and potential to occur within the planning area (see Exhibit 3.4-2a).

[33] Holland, V.L. and D.J. Keil. 1995. California Vegetation. Dubuque, Iowa: Kendall/Hunt Publishing Company.
[34] Sawyer, J.O. and T. Keeler-Wolf. 1995. A Manual of California Vegetation. Sacramento, California: California Native Plant Society.

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Table 3.4-1: Special-status Plant Species Evaluated

Scientific Name Common Name	Status			Covered by MSHCP?	Habitat Description[4]	Potential to Occur and Rationale[5]
	USFWS[1]	CDFW[2]	CNPS[3]			
Dicots						
Abronia villosa var. aurita chaparral sand-verbena	—	—	1B.1	—	Chaparral, coastal scrub, desert dunes. Sandy areas. Elevation: 60–1570 m. Blooming period: (January) March-September	**May be present.** Suitable coastal sage scrub vegetation communities can be found within the Community Plan Boundary.
Ambrosia pumila San Diego ambrosia	FE	—	1B.1	Yes	Chaparral, coastal scrub, valley and foothill grassland. Sandy loam or clay soil; sometimes alkaline. In valleys; persists where disturbance has been superficial. Sometimes on margins or near vernal pools. Elevation: 3–580 m. Blooming period: April–October	**May be present.** Suitable coastal sage scrub and grassland vegetation communities can be found within the Community Plan Boundary.
Atriplex coronata var. notatior San Jacinto Valley crownscale	FE	—	1B.1	Yes	Playas, valley and foothill grassland, vernal pools. Alkaline areas in the San Jacinto River Valley. Elevation: 35–460 m. Blooming period: April–August	**May be present.** Suitable grassland vegetation communities can be found within the Community Plan Boundary.
Atriplex parishii Parish's brittlescale	—	—	1B.1	Yes	Vernal pools, chenopod scrub, playas. Usually on drying alkali flats with fine soils. Elevation: 4–1420 m. Blooming period: June–October	**Unlikely to occur.** Suitable vernal pool, playa or chenopod scrub vegetation communities are likely not present within the Community Plan Boundary.
Centromadia pungens ssp. *laevis* Smooth tarplant	—	—	1B.1	Yes	Occurs in alkali meadow, alkali scrub, and disturbed places in valley and foothill grassland, chenopod scrub, meadows, playas, and riparian woodland habitats. Bloom period: April–September Elevation: 0–640 m	**May be present.** Suitable grassland vegetation and riparian vegetation communities can be found within the Community Plan Boundary.

Scientific Name Common Name	Status			Covered by MSHCP?	Habitat Description[4]	Potential to Occur and Rationale[5]
	USFWS[1]	CDFW[2]	CNPS[3]			
Chorizanthe parryi var. parryi Parry's spineflower	—	—	1B.1	Yes	Occurs on sandy soils in chaparral, coastal sage and Riversidean alluvial fan sage scrub habitats. Elevation: 90–800 m Blooming period: April–June	**May be present.** Suitable coastal sage scrub vegetation communities can be found within the Community Plan Boundary. Several ephemeral drainages occur withing the Community Plan Boundary.
Chorizanthe polygonoides var. longispina long-spined spineflower	—	—	1B.2	Yes	Chaparral, coastal scrub, meadows and seeps, valley and foothill grassland, vernal pools. Gabbroic clay. Elevation: 30–1630 m. Blooming period: April–July	**May be present.** Suitable coastal sage scrub and grassland vegetation communities can be found within the Community Plan Boundary.
Dodecahema leptoceras slender-horned spineflower	FE	SE	1B.1	—	Chaparral, cismontane woodland, coastal scrub (alluvial fan sage scrub). Flood deposited terraces and washes; associates include Encelia, *Dalea, Lepidospartum,* etc. Sandy soils. Elevation: 200–765 m. Blooming period: April–May	**Unlikely to occur.** Suitable coastal sage scrub and woodland vegetation communities can be found within the Community Plan Boundary. Several ephemeral drainages occur withing the Community Plan Boundary. Species is believed to be locally extirpated.
Dudleya multicaulis many-stemmed dudleya	—	—	1B.2	Yes	Chaparral, coastal scrub, valley and foothill grassland. Grows in heavy, often clayey soils or grassy slopes. Elevation: 1–910 m. Bloom period: April–July	**May be present.** Suitable coastal sage scrub and grassland vegetation communities can be found within the Community Plan Boundary.
Lasthenia glabrata ssp. coulteri Coulter's goldfields	—	—	1B.1	Yes	Coastal salt marshes, playas, vernal pools. Usually found on alkaline soils in playas, sinks, and grasslands. Elevation: 1–1375 m. Blooming period: February–June	**May be present.** Suitable grassland vegetation communities can be found within the Community Plan Boundary.

Scientific Name Common Name	Status			Covered by MSHCP?	Habitat Description[4]	Potential to Occur and Rationale[5]
	USFWS[1]	CDFW[2]	CNPS[3]			
Monardella hypoleuca ssp. intermedia intermediate monardella	—	—	1B.3	—	Chaparral, cismontane woodland, lower montane coniferous forest (sometimes). Often in steep, brushy areas. Elevation: 195–1675 m. Blooming period: April–September	**Unlikely to occur.** Suitable chaparral, cismontane woodland, lower montane coniferous vegetation communities are not present within the Community Plan Boundary.
Myosurus minimus ssp. apus little mousetail	—	—	3.1	Yes	Vernal pools, valley and foothill grassland. Alkaline soils. Elevation: 20–640 m. Blooming period: March–June	**May be present.** Suitable grassland vegetation communities can be found within the Community Plan Boundary.
Navarretia fossalis spreading navarretia	FT	—	1B.1	—	Vernal pools, chenopod scrub, marshes and swamps, playas. San Diego hardpan and San Diego claypan vernal pools; in swales and vernal pools, often surrounded by other habitat types. Elevation: 15–850 m. Blooming period: April–June	**Unlikely to occur.** Suitable vernal pool, playa or chenopod scrub vegetation communities are likely not present within the Community Plan Boundary.
Monocots						
Allium munzii Munz's onion	FE	ST	1B.1	Yes	Chaparral, coastal scrub, cismontane woodland, pinyon and juniper woodland, valley and foothill grassland. Heavy clay soils; grows in grasslands and openings within shrublands or woodlands. Elevation: 375–1040 m. Blooming period: March–May	**May be present.** Suitable coastal sage scrub and grassland vegetation communities can be found within the Community Plan Boundary.
Brodiaea filifolia thread-leaved brodiaea	FT	SE	1B.1	Yes	Chaparral (openings), cismontane woodland, coastal scrub, playas, valley and foothill grassland, vernal pools. Usually associated with annual grassland and vernal pools; often surrounded by shrubland habitats. Occurs in openings on clay soils. Elevation: 15–1030 m. Blooming period: March–June	**May be present.** Suitable coastal sage scrub and grassland vegetation communities can be found within the Community Plan Boundary.

Scientific Name Common Name	Status			Covered by MSHCP?	Habitat Description[4]	Potential to Occur and Rationale[5]
	USFWS[1]	CDFW[2]	CNPS[3]			
Orcuttia californica California Orcutt grass	FE	SE	1B.1	Yes	Vernal pools. Elevation: 10–660 m. Blooming period: April–August	**Unlikely to occur.** Suitable vernal pool vegetation communities are likely not present within the Community Plan Boundary.

Code Designations

[1] Federal Status: 2020 USFWS Listing

- **ESU** = Evolutionary Significant Unit is a distinctive population.
- **FE** = Listed as endangered under the Endangered Species Act.
- **FT** = Listed as threatened under the Endangered Species Act.
- **FC** = Candidate for listing (threatened or endangered) under the Endangered Species Act.
- **FD** = Delisted in accordance with the Endangered Species Act.
- **FPD** = Federally Proposed to be Delisted.
- **MBTA** = protected by the Migratory Bird Treaty Act
- **—** = Not federally listed

[2] State Status: 2020 CDFW Listing

- **SE** = Listed as endangered under the CESA.
- **ST** = Listed as threatened under the CESA.
- **SSC** = Species of Special Concern as identified by the CDFW.
- **FP** = Listed as fully protected under FGC.
- **CFG** = FGC = protected by FGC 3503.5
- **CR** = Rare in California.
- **—** = Not State listed

[3] CNPS: 2020 CNPS Listing

- **Rank 1A** = Plants species that presumed extinct in California.
- **Rank 1B** = Plant species that are rare, threatened, or endangered in California and elsewhere.
- **Rank 2** = Plant species that are rare, threatened, or endangered in California, but more common elsewhere.
- **Rank 3** = Plants about which we need more information—A Review List
- **Rank 4** = Plants of limited distribution—A Watch List

Blooming period: Months in parentheses are uncommon.

[4] **Habitat Description**: Habitat description adapted from CNDDB and CNPS online inventory or other specified source.
[5] **Potential to Occur and Rationale**: Location of recorded species occurrences determined by geospatial information from BIOS 5 or other specified source*.

Sources:

California Department of Fish and Wildlife (CDFW). 2021. CNDDB RareFind 5 California Natural Diversity Database Query for Special-Status Species. Website: https://map.dfg.ca.gov/rarefind/view/RareFind.aspx. Accessed August 24, 2021.

California Native Plant Society (CNPS). 2021. California Native Plant Society Rare and Endangered Plant Inventory. Website: http://www.rareplants.cnps.org/. Accessed August 24, 2021.

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Calflora. 2021. Calflora: Information on California plants for education, research, and conservation. Website: http://www.calflora.org/. Accessed August 24, 2021.

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Listed and Special-Status Wildlife

Table 3.4-2 identifies 36 special-status wildlife species, including 10 State- or federally listed species that were recorded within a 5-mile radius of the planning area. The table also includes each species' status, required habitat, and potential to occur within the planning area (see Exhibit 3.4-2b).

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Table 3.4-2: Special-status Wildlife Species Evaluated

Scientific Name Common Name	Status		Covered by MSHCP?	Habitat Description[3]	Potential to Occur and Rationale[4]
	USFWS[1]	CDFW[2]			
Amphibians					
Spea hammondii western spadefoot	—	— SSC	Yes	Occurs in open areas with sandy or gravelly soils in mixed woodlands, grasslands, coastal sage and Riversidean alluvial fan sage scrub, chaparral, sandy washes, lowlands, river floodplains, alluvial fans, playas, alkali flats, foothills, and mountains. Breeds in ephemeral rain pools that do not contain bullfrogs, fish, or crayfish.	**May be present.** Suitable woodland, grassland, coastal sage scrub and riparian vegetation communities can be found within the Community Plan Boundary. Several ephemeral drainages occur withing the Community Plan Boundary.
Birds					
Accipiter cooperii Cooper's hawk	—	— CFG WL	Yes	Occurs in woodland habitats, chiefly of open, interrupted or marginal type. Builds its nest mainly in riparian growths of deciduous trees, often in canyon bottoms on river floodplains or live oak woodlands. Year-round resident in Southern California.	**May be present.** Suitable nesting habitat in the form of woodland vegetation communities can be found within the Community Plan Boundary. Suitable foraging habitat can be found within the open habitats found within the Community Plan Boundary.
Agelaius tricolor tricolored blackbird	—	ST SSC CFG	Yes	Forages in open habitats such as farm fields, pastures, cattle pens, large lawns. Highly colonial species, most numerous in Central Valley and vicinity. Largely endemic to California. Breeds in large freshwater marshes, dense stands of hydrophytic vegetation (cattails, bulrushes, etc.)	**Unlikely to occur.** Suitable freshwater marsh vegetation communities are likely not present within the Community Plan Boundary.
Aimophila ruficeps canescens Southern California rufous-crowned sparrow	—	— CFG WL	Yes	Occurs and nests on steep, often rocky hillsides with grass and forb patches in coastal sage and Riversidean alluvial fan sage scrub and sparse mixed chaparral habitats. Year-round resident in Southern California.	**May be present.** Suitable grassland and coastal sage scrub vegetation communities can be found within the Community Plan Boundary.

Scientific Name Common Name	Status USFWS[1]	Status CDFW[2]	Covered by MSHCP?	Habitat Description[3]	Potential to Occur and Rationale[4]
Aquila chrysaetos golden eagle	—	— FP WL	Yes	Rolling foothills, mountain areas, sage-juniper flats, and desert. Cliff-walled canyons provide nesting habitat in most parts of range; also, large trees in open areas.	**Unlikely to occur.** Suitable foraging habitat can be found within the Community Plan Boundary. This species is known to occur near mountainous areas and may occasionally fly over the planning area in search of food but is unlikely to nest within its boundaries.
Artemisiospiza belli Bell's sage sparrow	—	— CFG WL	Yes	Nests in chaparral dominated by fairly dense stands of chamise. Found in coastal sage scrub in south of range. Nest located on the ground beneath a shrub or in a shrub 6–18 inches above ground. Territories about 50 yards apart.	**May be present.** Suitable coastal sage scrub vegetation communities can be found within the Community Plan Boundary.
Asio otus long-eared owl	—	— SSC CFG	—	Often occurs in riparian bottomlands where tall willows and cottonwoods grow. May also occur in belts of live oak woodland paralleling stream courses. Frequently makes use of old nests of crows, hawks, or magpies for breeding. This species requires adjacent open land, productive of mice foraging.	**May be present.** Suitable nesting habitat in the form of riparian and woodland vegetation communities can be found within the Community Plan Boundary. Suitable foraging habitat can be found within the open habitats found within the Community Plan Boundary.
Athene cunicularia burrowing owl	—	— SSC CFG	Yes	Found in open, dry annual or perennial grasslands, deserts, and scrublands characterized by low-growing vegetation. A subterranean nester, dependent upon burrowing mammals, most notably the California ground squirrel (Otospermophilus beecheyi).	**May be present.** Suitable grassland vegetation communities can be found within the Community Plan Boundary. Much of the Community Plan Boundary lies within a MSHCP Burrowing Owl Survey Area.
Charadrius nivosus western snowy plover	FT MBTA	— SSC CFG	—	Sandy beaches, salt pond levees and shores of large alkali lakes. Needs sandy, gravelly or friable soils for nesting.	**Unlikely to occur.** Suitable aquatic habitat is likely not present within the Community Plan Boundary.

Scientific Name Common Name	Status USFWS[1]	Status CDFW[2]	Covered by MSHCP?	Habitat Description[3]	Potential to Occur and Rationale[4]
Elanus leucurus white-tailed kite	—	— FP CFG	Yes	Often found near foothills and valley margins with scattered oaks and river bottomlands or marshes next to deciduous woodland or isolated dense-topped trees for nesting and perching. Forages in open grasslands, meadows, or marshes.	**May be present.** Suitable nesting habitat in the form of riparian and woodland vegetation communities can be found within the Community Plan Boundary. Suitable foraging habitat can be found within the open habitats found within the Community Plan Boundary.
Empidonax traillii extimus southwestern willow flycatcher	FT MBTA	SE CFG	Yes	Occurs and nests in dense riparian woodlands. Long-distance migrant.	**May be present.** Suitable nesting habitat in the form of riparian vegetation communities can be found within the Community Plan Boundary.
Eremophila alpestris actia California horned lark	—	— WL	Yes	Occurs in short-grass prairie, "bald" hills, mountain meadows, open coastal plains, fallow grain fields, alkali flats. Nests in open areas with sparse vegetation. Year-round resident in Southern California.	**May be present.** Suitable nesting and foraging habitat can be found within the open habitats found within the Community Plan Boundary.
Icteria virens yellow-breasted chat	— MBTA	— SSC CFG	Yes	Summer resident of Southern California. Inhabits riparian thickets of willow and other brushy tangles near watercourses. Nests in low, dense riparian, consisting of willow, blackberry, wild grape; forages and nests within 10 feet of ground. Long-distance migrant.	**May be present.** Suitable nesting habitat in the form of riparian vegetation communities can be found within the Community Plan Boundary.
Lanius ludovicianus loggerhead shrike	—	— SSC CFG	Yes	Occurs and nests in broken woodlands, savanna, pinyon-juniper, Joshua tree, and riparian woodlands, desert oases, scrub and washes. Prefers open country for hunting, with perches for scanning, and fairly dense shrubs and brush for nesting.	**May be present.** Suitable nesting habitat in the form of woodland vegetation communities can be found within the Community Plan Boundary. Suitable foraging habitat can be found within the open habitats found within the Community Plan Boundary.
Plegadis chihi white-faced ibis	— MBTA	— CFG WL	Yes	Shallow freshwater marsh. Dense tule thickets for nesting, interspersed with areas of shallow water for foraging.	**Unlikely to occur.** Suitable aquatic habitat is likely not present within the Community Plan Boundary. Species is believed to be locally extirpated.

Scientific Name Common Name	Status USFWS[1]	Status CDFW[2]	Covered by MSHCP?	Habitat Description[3]	Potential to Occur and Rationale[4]
Polioptila californica coastal California gnatcatcher	FT	— SSC CFG	Yes	An obligate, permanent resident of coastal sage scrub below 2,500 feet in Southern California. May also be found in arid washes, on mesas, and slopes.	**May be present.** Suitable coastal sage scrub vegetation communities can be found within the Community Plan Boundary.
Vireo bellii pusillus least Bell's vireo	FE MBTA	SE	Yes	A summer resident of Southern California. Nests in low riparian habitat in the vicinity of water or in dry river bottoms. Nests placed along margins of bushes or in twigs projecting into pathways, usually willows, coyote bush, mule fat, or mesquite. Occurs below 2,000 feet. Long-distance migrant.	**May be present.** Suitable nesting habitat in the form of riparian vegetation communities can be found within the Community Plan Boundary.
Crustaceans					
Streptocephalus woottoni Riverside fairy shrimp	FE	—	Yes	Endemic to Western Riverside, Orange, and San Diego counties in areas of tectonic swales/earth slump basins in grassland and coastal sage scrub. Inhabit seasonally astatic pools filled by winter/spring rains. Hatch in warm water later in the season.	**Unlikely to occur.** Suitable vernal pool vegetation communities are likely not present within the Community Plan Boundary. Nearest known occurrence of this species is located approximately 3.3 miles south of the planning area.
Branchinecta lynchi vernal pool fairy shrimp	FT	—	Yes	Endemic to the grasslands of the Central Valley, Central Coast mountains, and South Coast mountains, in astatic rain-filled pools. Inhabit small, clear-water sandstone-depression pools and grassed swale, earth slump, or basalt-flow depression pools.	**Unlikely to occur.** Suitable vernal pool vegetation communities are likely not present within the Community Plan Boundary. Nearest known occurrence of this species is located approximately 11.6 miles east of the planning area.
Insects					
Bombus crotchii Crotch bumble bee	—	CE	—	Range of this species extends from Coastal California east to the Sierra-Cascade crest and south into Mexico. Food plant genera include Antirrhinum, Phacelia, Clarkia, Dendromecon, Eschscholzia, and Eriogonum.	**May be present.** Suitable food plants including Eschscholzia, and Eriogonum can be found within the Community Plan Boundary.

Scientific Name Common Name	Status		Covered by MSHCP?	Habitat Description[3]	Potential to Occur and Rationale[4]
	USFWS[1]	CDFW[2]			
Euphydryas editha quino Quino checkerspot butterfly	FE	—	Yes	Occurs in grasslands, coastal sage scrub, chamise chaparral, red shank chaparral, juniper woodland, and semi-desert scrub habitats. Larval host plants are native species of plantain (Plantago sp.).	**May be present.** Suitable grassland and coastal sage scrub vegetation communities can be found within the Community Plan Boundary. Surveys would be needed to determine whether host plants are present.
Mammals					
Chaetodipus fallax northwestern San Diego pocket mouse	—	— SSC	Yes	Occurs in sandy, herbaceous areas, usually in association with rocks or coarse gravel, in coastal sage and Riversidean alluvial fan sage scrub, chaparral, and grasslands.	**May be present.** Suitable grassland and coastal sage scrub vegetation communities can be found within the Community Plan Boundary.
Dipodomys merriami parvus San Bernardino kangaroo rat	FE	CE SSC	Yes	Occurs on sandy loam substrates on first terraces and floodplains of washes in Riversidean alluvial fan sage scrub habitat.	**Unlikely to occur.** Suitable coastal sage scrub vegetation communities can be found within the Community Plan Boundary. Several ephemeral drainages occur within the Community Plan Boundary. Species is believed to be locally extirpated.
Dipodomys stephensi Stephens' kangaroo rat	FE	FT	Yes	Occurs primarily in annual and perennial grasslands, but also occurs in coastal sage scrub with sparse canopy cover. Can burrow into firm soil.	**May be present.** Suitable grassland and coastal sage scrub vegetation communities can be found within the Community Plan Boundary.
Eumops perotis californicus western mastiff bat	—	— SSC	—	Occurs in many open, semi-arid to arid habitats, including conifer and deciduous woodlands, coastal scrub, grasslands, chaparral. Roosts in crevices in cliff faces, high buildings, trees, and tunnels.	**May be present.** Suitable woodland, coastal sage scrub and grassland vegetation communities can be found within the Community Plan Boundary. Existing trees and buildings within the Community Plan Boundary may provide suitable roosting locations.
Lasiurus xanthinus western yellow bat	—	— SSC	—	Occurs in valley foothill riparian, desert riparian, desert wash, and palm oasis habitats. Roosts in skirts of dead fronds in both native and non-native palm trees.	**May be present.** Suitable woodland and riparian vegetation communities can be found within the Community Plan Boundary. Existing trees and buildings within the Community Plan Boundary may provide suitable roosting locations.

Scientific Name Common Name	Status		Covered by MSHCP?	Habitat Description[3]	Potential to Occur and Rationale[4]
	USFWS[1]	CDFW[2]			
Lepus californicus bennettii San Diego black-tailed jackrabbit	—	— SSC	Yes	Intermediate canopy stages of shrub habitats and open shrub/herbaceous and tree/herbaceous edges. Coastal sage scrub habitats in Southern California.	**May be present.** Suitable grassland and coastal sage scrub vegetation communities can be found within the Community Plan Boundary.
Onychomys torridus ramona southern grasshopper mouse	—	— SSC	—	Desert areas, especially scrub habitats with friable soils for digging. Prefers low to moderate shrub cover. Feeds almost exclusively on arthropods, especially scorpions and orthopteran insects.	**May be present.** Suitable grassland and coastal sage scrub vegetation communities can be found within the Community Plan Boundary.
Reptiles					
Anniella stebbinsi southern California legless lizard	—	— SSC	—	Occurs in moist, loose soil in coastal sand dunes and a variety of interior habitats, including sandy washes and alluvial fans.	**May be present.** Several ephemeral drainages occur within the Community Plan Boundary.
Arizona elegans occidentalis California glossy snake	—	— SSC	—	Occurs in areas of rocky washes and loose, sandy soils and for burrowing in desert scrub grassland, coastal sage and Riversidean alluvial fan sage scrub, and chaparral habitats. Prefer open sandy areas with scattered brush, but also found in rocky areas.	**May be present.** Suitable grassland and coastal sage scrub vegetation communities can be found within the Community Plan Boundary. Several ephemeral drainages occur within the Community Plan Boundary.
Aspidoscelis hyperythra orange-throated whiptail	—	— WL	Yes	Inhabits low-elevation coastal sage and Riversidean alluvial fan sage scrub. Prefers washes and other sandy areas with patches of brush and rocks. Perennial plants necessary for its primary food: termites.	**May be present.** Suitable coastal sage scrub vegetation communities can be found within the Community Plan Boundary. Several ephemeral drainages occur within the Community Plan Boundary.
Aspidoscelis tigris stejnegeri San Diegan tiger whiptail	—	— SSC	—	Occurs in dry, open areas with sparse foliage in coastal sage and Riversidean alluvial fan sage scrub, chaparral, woodland, and riparian habitats.	**May be present.** Suitable coastal sage scrub, woodland and riparian vegetation communities can be found within the Community Plan Boundary. Several ephemeral drainages occur within the Community Plan Boundary.

Scientific Name Common Name	Status USFWS[1]	Status CDFW[2]	Covered by MSHCP?	Habitat Description[3]	Potential to Occur and Rationale[4]
Phrynosoma blainvillii coast horned lizard	—	— SSC	Yes	Inhabits open areas of sandy soil and low vegetation in valleys, foothills and semi-arid mountains. Found in grasslands, coniferous forests, woodlands, and chaparral, with open areas and patches of loose soil. Often found in lowlands along sandy washes with scattered shrubs and along dirt roads. Often found near ant hills feeding on ants.	**May be present.** Suitable coastal sage scrub, woodland and grassland vegetation communities can be found within the Community Plan Boundary. Several ephemeral drainages occur within the Community Plan Boundary.
Crotalus ruber red-diamond rattlesnake	—	— SSC	Yes	Occurs in arid, rocky areas in creosote scrub, coastal sage and Riversidean alluvial fan sage scrub, chaparral, oak and pine woodlands, grasslands, on cultivated areas.	**May be present.** Suitable coastal sage scrub, woodland and grassland vegetation communities can be found within the Community Plan Boundary.
Emys marmorata western pond turtle	—	— SSC	Yes	Occurs in ponds, marshes, rivers, streams and irrigation ditches, usually with aquatic vegetation, below 6,000 ft elevation. Needs basking sites and suitable (sandy banks or grassy open fields) upland habitat up to 0.5 km from water for egg-laying.	**Unlikely to occur.** Suitable aquatic habitat is likely not present within the Community Plan Boundary. Species is believed to be locally extirpated.
Salvadora hexalepis virgultea coast patch-nosed snake	—	— SSC	—	Brushy or shrubby vegetation in coastal Southern California. Require small mammal burrows for refuge and overwintering sites.	**May be present.** Suitable coastal sage scrub, woodland and grassland vegetation communities can be found within the Community Plan Boundary.

Code Designations

[1] Federal Status: 2020 USFWS Listing		[2] State Status: 2020 CDFW Listing	
ESU	= Evolutionary Significant Unit is a distinctive population.	**SE**	= Listed as endangered under the CESA.
FE	= Listed as endangered under the Endangered Species Act.	**ST**	= Listed as threatened under the CESA.
FT	= Listed as threatened under the Endangered Species Act.	**SSC**	= Species of Special Concern as identified by the CDFW.
FC	= Candidate for listing (threatened or endangered) under the Endangered Species Act.	**FP**	= Listed as fully protected under FGC.
FD	= Delisted in accordance with the Endangered Species Act.	**CFG**	= FGC = protected by FGC 3503.5
FPD	= Federally Proposed to be Delisted.	**CE**	= Candidate endangered under the CESA.
MBTA	= protected by the Migratory Bird Treaty Act	**WL**	= Species monitored by CDFW “Watch List”
—	= Not federally listed	**—**	= Not State listed

Scientific Name Common Name	Status		Covered by MSHCP?	Habitat Description[3]	Potential to Occur and Rationale[4]
	USFWS[1]	CDFW[2]			

[3] **Habitat Description**: Habitat description adapted from CNDDB or other specified source.*
[4] **Potential to Occur and Rationale**: Location of recorded species occurrences determined by geospatial information from BIOS 5 or other specified source.*

Sources:
California Department of Fish and Wildlife (CDFW). 2021. CNDDB RareFind 5 California Natural Diversity Database Query for Special-Status Species. Website: https://map.dfg.ca.gov/rarefind/view/RareFind.aspx. Accessed August 24, 2021.

California Department of Fish and Wildlife (CDFW). 2021. Biogeographic Information and Observation System (BIOS 5). Website: https://map.dfg.ca.gov/bios/. Accessed August 24, 2021.

United States Fish and Wildlife Service (USFWS). 2021. Information for Planning and Consultation (IPaC). Website: https://ecos.fws.gov/ipac/. Accessed August 24, 2021.

Western Riverside County Regional Conservation Authority (RCA). 2011. Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Biological Monitoring Program Vernal Pool Survey Report 2010. Riverside, CA. April 8, 2011. Website: https://wrc-rca.org/species/surveys/Vernal_Pool/RCA_2010_AR_TR_Monitor_Vernal_Pool.pdf

Jurisdictional Waters

The planning area contains several drainages which may be considered jurisdictional by the USACE, RWQCB or CDFW. Exhibit 3.4-3 depicts these potentially jurisdictional drainages as "blue-line" streams.[35]

Protected Trees

Riverside County Oak Tree Management Guidelines

The Riverside County Oak Tree Management Guidelines (approved by the Board of Supervisors on March 2, 1993) require that applications on properties that contain oak trees complete and submit a biological study to the County that details an inventory of on-site vegetation, identifies and quantifies impacts of the proposed project, and proposes avoidance or mitigation for any potential impacts to oak trees. The planning area likely includes many oak tree resources, and any project initiated within it would be required to comply with these guidelines.

Riverside Ordinance No. 559

Riverside Ordinance No. 559 regulates the removal of native trees in unincorporated areas of the County that are above 5,000 feet in elevation.[36]

Western Riverside County MSHCP Consistency Analysis

Relationship to Criteria Cells, Cell Groups, and Conservation Areas

The planning area intersects two clusters of MSHCP Criteria Cells and borders at least four other Criteria Cells (Exhibit 3.4-4). These Criteria Cells form part of Existing Core 2, which RCA identifies as large habitats within the reserve that have the resources to support the species covered under the MSHCP. Much of the lands in Existing Core 2 are on Public/Quasi-Public Lands and parcels that have been acquired into the reserve system. Thus, the planning area contains parcels that are in or adjacent to existing conservation lands or within Criteria Cells targeted for conservation. Projects initiated on parcels within MSHCP Criteria Area Cells would be required to conduct studies, submit forms, and engage with the County as part of the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process. During the HANS process the County will determine whether the proposed project parcel contains elements important for conservation goals in the Criteria Cell and thus, needed for reserve assembly. Depending on the described MSHCP conservation requirements for each parcel and its biological condition, conservation on a project parcel could range from 0–100 percent. Projects that are on parcels that are in or adjacent to conserved lands in Existing Core 2 would be subject to Guidelines Pertaining to the Urban/Wildlands Interface.

Outside of Existing Core 2, the nearest Conservation Areas include Public/Quasi-Public Lands around Canyon Lake, located approximately 2.0 miles east of the planning area, and Public/Quasi-Public Lands in Cleveland National Forest, located approximately 4.0 miles southwest of the planning area.

[35] United States Environmental Protection Agency (EPA). 2021. Watershed Assessment, Tracking and Environmental Results System (WATERS). Website: https://www.epa.gov/waterdata/waters-watershed-assessment-tracking-environmental-results-system. Accessed August 23, 2021.

[36] County of Riverside. 2021. Code of Ordinances, Chapter 12.24. Website: https://library.municode.com/ca/riverside_county/codes/code_of_ordinances?nodeId=RICOCACOVO1. Accessed August 23, 2021.

Covered Roads

There are several Covered Roads in the planning area (Exhibit 3.4-6). Projects initiated in the planning area that involve improvements to Covered Roads may be subject to MSHCP Covered Roads requirements, particularly projects within or adjacent to Conservation Areas. Requirements for specific Covered Roads are listed in MSHCP Sections 7.2, 7.3.4, and 7.3.5.

Covered Public Access Activities

Projects located in Conservation Areas that propose trails, facilities, and/or passive recreational activities would be subject to Covered Public Access Activities requirements.

Public Quasi-Public Lands

The planning area includes parcels that are in or adjacent to existing public or quasi-public lands or areas designated as Public/Quasi-Public Conserved Lands. Any projects initiated on or adjacent to Public Quasi-Public Lands would be subject to MSHCP requirements covering them.

Covered Species Survey Area Requirements

The planning area includes parcels that are located in the following covered species survey area:

- Burrowing Owl Survey Area (Exhibit 3.4-5)

The proposed project is therefore subject to survey requirements for burrowing owl. Initially, projects on parcels in the survey area would be subject to a burrowing owl habitat assessment on and adjacent (within 500 feet) to the project site, per MSHCP protocol and per CDFW (2012) and MSHCP protocols. Projects assessed as supporting burrowing owl habitat would be required to implement protocol breeding season burrowing owl surveys and pre-construction surveys per CDFW (2012) and MSHCP protocols. Those project sites that are determined to support burrowing owl(s) would need to consult with CDFW and develop a Burrowing Owl Mitigation Plan prior to project implementation.

The planning area does not include parcels that are located in any of the following covered species survey areas:

- Amphibians Survey Area
- Mammals Survey Area
- Delhi Sands Flower-loving Fly Survey Area
- Narrow Endemic Plants Survey Area
- Criteria Area Species

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

The planning area contains riparian habitats that could support the occurrence of Riparian/Riverine bird species, including least Bell's vireo (*Vireo bellii pusillus*), southwestern willow flycatcher (*Empidonax traillii extimus*), and yellow-billed cuckoo (*Coccyzus americanus*). Projects on parcels that support suitable habitat for any of these species would be required to implement surveys and avoidance/mitigation measures.

The planning area likely does not support habitat for vernal pool fairy shrimp species and projects would not likely be subject to Vernal Pool or Vernal Pool Species requirements under the MSHCP. However, each project will need to evaluate whether vernal pool resources could be present as part of the MSHCP Consistency Analysis.

Any project initiated in the planning area that contains Riparian/Riverine Areas would need to conduct studies, surveys, permitting, and mitigation for any potential project impacts. Determinations of appropriate levels of mitigation would be made through Determination of Biologically Equivalent or Superior Preservation (DBESP) analyses. The DBESP would be required in addition to any State or federal requirements protecting waters and jurisdictional habitats associated with Riparian/Riverine Areas.

Guidelines Pertaining to the Urban/Wildlands Interface

All projects located within or adjacent to an existing conservation area, including those assembled within Existing Core 2, are subject to MSHCP Guidelines Pertaining to the Urban/Wildlands Interface.

MSHCP Best Management Practices

All projects initiated in the planning area are subject to implementing the MSHCP Best Management Practices (BMPs).

Stephens' Kangaroo Rat Habitat Conservation Plan

The planning area is located wholly within the Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP) area. Projects in this planning area will therefore be subject to payment of a SKR HCP Mitigation Fee per gross acre for the proposed development. The Mitigation Fee will be based on the project type and will be paid to the Riverside County Habitat Conservation Authority.

3.4.5 - Thresholds of Significance

Section XIV of Appendix G to the State CEQA Guidelines addresses typical adverse effects to biological resources and includes the following threshold questions to evaluate the proposed project's impacts to biological resources.

Would the proposed 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 United States Fish and Wildlife Service?

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

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?

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?

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

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?

Significance thresholds are set forth in Riverside County's Environmental Assessment Checklist, are derived from Section XIV of Appendix G to the State CEQA Guidelines (listed above), and State that the proposed project would have a significant impact to biological resources if construction and/or operation if the project would:

7. Biological Resources

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

b) Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?

c) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or United States Wildlife Service?

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?

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

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

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

3.4.6 - Project Impacts and Mitigation Measures

This section discusses potential impacts associated with the development of the proposed project and provides mitigation measures where appropriate.

Wildlife and Vegetation

Impact BIO-7(a): The proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or State conservation plan.

Impact Analysis

The planning area lies within the boundaries of the MSHCP and the SKR HCP. Therefore, any development within the planning area would need to demonstrate consistency with the MSHCP and compliance with applicable MSHCP requirements and would also be required to pay the SKR HCP Mitigation Fee.

Implementation of Mitigation Measure (MM) BIO-7(a), which includes compliance with all applicable MSHCP and SKR HCP requirements for each future implementing project proposed within the planning area would ensure that each development would have a less than significant impact.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

MM BIO-7(a) MSHCP and SKR HCP Compliance

All future implementing projects within the planning area would include payment the Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP) Mitigation Fee and preparation of a Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis report that would be submitted to the County to document each individual future implementing project's consistency with the goals, objectives, and requirements of the MSHCP. Additional surveys, studies, permitting, agency coordination, and/or reporting measures may be required for the project to maintain consistency with the MSHCP. Any such additional measures would be identified in the MSHCP Consistency Analysis report prepared for each project. The project applicant for all development projects proposed within the planning area would coordinate with the County and the RCA to submit all applicable forms, fees, and/or technical reports detailing any desktop analyses and/or biological field studies or surveys. Conditions that may apply to future development within the planning area include the following:

- The completion of any required MSHCP wildlife and plant protocol surveys, including riparian birds and burrowing owl.
- Evaluation of project impacts to Conservation Areas, Covered Roads, Covered Public Access Activities, Public Quasi-Public Lands, and Riparian/Riverine Areas.
- The preparation of Determination of Biologically Equivalent or Superior Preservation (DBESP), a mitigation plan required for any impacts to MSHCP resources such as Riparian/Riverine habitat, etc., if triggered by the proposed project.

- Participation in the Habitat Evaluation and Acquisition Negotiation Strategy (HANS) process to determine conservation requirements if the development project occurs within a Criteria Cell.
- Implementation of Guidelines Pertaining to the Urban/Wildlands Interface for projects located in or adjacent to Conservation Areas.
- The completion of any required mitigation and Best Management Practice (BMP) to offset impacts to any MSHCP-protected resources.

Level of Significance After Mitigation

Less than significant impact.

Impact BIO-7(b): The proposed project could have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?

Impact Analysis

Development within the planning area has the potential to impact several plant and wildlife species listed under the Endangered Species Act and/or CESA. An impact to listed plant and wildlife species would be considered significant if project construction and/or operations result in either (1) direct harm resulting in injury or death; or (2) substantial, adverse changes in any of the physical conditions, including habitat loss/modification within the area affected by the project. Impacts to individual species shall be determined on project-by-project basis. Each State- or federally listed species that has the potential to be impacted from project implementation is discussed in detail below.

Of the six State- or federally listed plant species included in Table 3.4-1, four were determined to have potential to occur within the planning area due to the presence of potentially suitable habitat. These include:

1. Munz's onion
2. San Diego ambrosia
3. San Jacinto Valley crownscale
4. thread-leaf brodiaea

Of the 10 State- or federally listed wildlife species included in Table 3.4-2, five species were determined to have potential to occur within the planning area due to the presence of potentially suitable habitat. These include:

1. southwestern willow flycatcher
2. coastal California gnatcatcher
3. least Bell's vireo
4. Quino checkerspot butterfly
5. Stephens' kangaroo rat

As noted in Impact BIO-7(a), all proposed developments within the planning area would be required to comply with applicable MSHCP and SKR HCP requirements. In most cases, each project would complete (at minimum) an MSHCP Consistency Analysis and would pay the SKR HCP per-acre Mitigation Fee. Additional surveys, studies, or documentation may be required, which would be identified in the MSHCP Consistency Analysis completed for each project. If all special-status species with potential to occur on the project site are covered by the MSHCP or SKR HCP, no further work or mitigation would be required beyond those identified in the MSHCP Consistency Analysis. However, it may be possible that future implementing projects in the planning area support habitat for listed species that are not covered by the MSHCP or SKR HCP. If any State- or federally listed, non-covered species is assessed as having potential to occur on a future project site, the project proponent would be required to implement MM BIO-7(b), which is completion of a biological study to assess potential project impacts to these species, identify threshold of significance with a significance conclusion, and document the findings in a report. Additionally, future implementing projects may be required to incorporate additional mitigation depending on results of such future biological studies. The implementation of MM BIO-7(b) would allow each project proponent to identify potential impacts to State- or federally listed species not covered by the MSHCP and SKR HCP and avoidance or mitigation measures that would reduce impacts to less than significant levels.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

MM BIO-7(b) Completion of a Biological Study

For all future development plans within the planning area that could contain species that are listed but not covered by the Multiple Species Habitat Conservation Plan (MSHCP) or Stephens' Kangaroo Rat Habitat Conservation Plan (SKR HCP), or habitat conducive to hosting such species, the project applicant shall employ a qualified Biologist approved by the County to prepare a Biological Study to evaluate potential impacts to sensitive biological resources regulated by the United States Wildlife Service (USFWS), the California Department of Fish and Wildlife (CDFW), or other local, regional plans or policies that may result from the development of the specific project. The qualified Biologist shall conduct, at a minimum, a site-specific literature review, which shall consider the future development project, site location, Geographic Information System (GIS) information and known sensitive biological resources. The review shall assess the site for State or federally listed plants and/or wildlife, aquatic resources, sensitive natural communities, wildlife corridors or nurseries, or other regulated biological resources covered by the Endangered Species Act, or California Endangered Species Act (CESA) that could be affected by the proposed project. In some cases, such as a project site that is previously completely developed, a literature review would be sufficient for the Biologist to make a no impact and/or a less than significant impact determination for all six of the thresholds of significance for biological resources. In other cases, such as project sites that are all or partially undeveloped, a site survey may be needed to assess the biological conditions on-site. The qualified Biologist employed by each project applicant shall assess potential project impacts to non-listed, non-covered species,

identify threshold of significance with a significance conclusion, and document the findings in a report. Additionally, future implementing projects may be required to incorporate additional mitigation depending on results of such future biological studies.

Level of Significance After Mitigation

Less than significant impact.

Impact BIO-7(c): The proposed project could 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 United States Fish and Wildlife Service.

Impact Analysis

Development within the planning area has the potential to impact several non-listed special-status plant and wildlife species. An impact to listed plant and wildlife species would be considered significant if project operations result in either (1) direct harm resulting in injury or death; or (2) substantial, adverse changes in any of the physical conditions, including habitat loss/modification within the area affected by the proposed project. Impacts to individual species shall be determined on a project-by-project basis. Each non-listed special-status species that has the potential to be impacted from proposed project implementation is discussed in detail below.

Of the 10 non-listed special-status plant species included in Table 3.4-1, seven species were determined to have potential to occur within the planning area due to the presence of potentially suitable habitat. These include:

1. chaparral sand-verbena
2. Smooth tarplant
3. Parry’s spineflower
4. long-spined spineflower
5. many-stemmed dudleya
6. Coulter's goldfields
7. little mousetail

Of the 26 non-listed special-status wildlife species included in Table 3.4-2, 22 species were determined to have potential to occur within the planning area due to the presence of potentially suitable habitat. These include:

1. western spadefoot
2. Southern California rufous-crowned sparrow
3. Bell's sage sparrow
4. Cooper's hawk
5. long-eared owl
6. white-tailed kite
7. yellow-breasted chat

8. loggerhead shrike
9. burrowing owl
10. California horned lark
11. northwestern San Diego pocket mouse
12. San Diego black-tailed jackrabbit
13. southern grasshopper mouse
14. western mastiff bat
15. western yellow bat
16. Southern California legless lizard
17. orange-throated whiptail
18. San Diegan tiger whiptail
19. coast horned lizard
20. glossy snake
21. red-diamond rattlesnake
22. coast patch-nosed snake

As discussed in Impact BIO-7(a), future implementing projects in the planning area would be required to complete (minimally) an MSHCP Consistency Analysis as described in MM BIO-7(a). Also, as discussed in Impact BIO-7(b), if, in implementing the MSHCP Consistency Analysis, any listed species not covered by the MSHCP or SKR HCP is assessed as having potential to occur on any future implementing project in the planning area, the project proponent would be required to prepare a biological study to analyze potential impacts to listed, non-covered species, as described in MM BIO-7(b). However, it may be possible that future implementing projects in the planning area support habitat for non-listed, special-status species that are not covered by the MSHCP or SKR HCP. If any non-listed, non-covered species is assessed as having potential to occur on a future project site, the project proponent would be required to implement MM BIO-7(b), which is completion of a biological study to assess potential project impacts to these species, identify threshold of significance with a significance conclusion, and document the findings in a report. Additionally, future implementing projects may be required to incorporate additional mitigation depending on results of such future biological studies. The implementation of these measures would allow each project proponent to identify potential impacts to non-listed, non-covered, special-status species and avoidance and mitigation measures that would reduce impacts to less than significant levels.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

MM BIO-7(b) would apply.

Level of Significance After Mitigation

Less than significant impact.

Impact BIO-7(d): The proposed project could 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.

Impact Analysis

Much of the planning area consists of developed/disturbed land and existing barriers including building, roadways, fences and other structures likely serve as obstacles that impede the movement of wildlife. As shown in Exhibit 3.4-4, development in the planning area would not interfere with any existing or proposed linkages between existing MSHCP conservation areas. Future development within the planning area has the potential to further impede the movement of wildlife. The construction of new roadways, in particular, could interfere with wildlife movement. Exhibit 3.4-5 depicts existing roadways in which future improvements are covered by the MSHCP. However, any impacts to wildlife movement would need to be determined on case-by-case basis, depending on the individual project.

If any features that facilitate wildlife movements are identified on a site, the project proponent would be required to implement MM BIO-7(b), which requires completion of a biological study to assess potential project impacts to these resources, identification of the threshold of significance with a significance conclusion, and documentation of the findings in a report. Additionally, future implementing projects may be required to incorporate additional mitigation depending on results of such future biological studies. The implementation of MM BIO-7(b) would allow each project proponent to identify potential impacts to wildlife movements and avoidance or mitigation measures that would reduce impacts to less than significant levels. The implementation of this measure shall reduce potential impacts to wildlife movement to less than significant levels on a project-by-project basis.

Additionally, implementation of future projects in the planning area may impact breeding and/or nesting activities of protected birds. Construction activities that occur during the avian nesting season (February 1 to August 31) could disturb nesting sites for bird species protected under the Fish and Game Code or MBTA. The removal of trees and other vegetation during the nesting season could result in direct harm to nesting birds, while noise, light, and other man-made disturbances may cause nesting birds to abandon their nests. Any such project impacts to active nests of bird species protected by the MBTA and/or Fish and Game Code would be considered significant. To ensure that potential project impacts to nesting birds are identified and reduced to a less than significant level, future project applicants shall implement MM BIO-7(c).

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

MM BIO-7(b) would apply.

MM BIO-7(c) Protection of Nesting Birds

For all future development plans within the planning area that contain habitats or features that could provide nesting habitat for bird species protected under the Migratory Bird Treaty Act (MBTA) and Fish and Game Code, the following measures shall apply:

1. Removal of native vegetation shall be limited to only those necessary to construct a proposed future project as reflected in the relevant project approval documents.
2. If a proposed future project requires vegetation to be removed during the nesting season, pre-construction surveys shall be conducted 7 days prior to tree removal to determine whether or not active nests are present.
3. If an active nest is located during a pre-construction survey, a qualified Biologist shall determine an appropriately sized avoidance buffer based on the species and anticipated disturbance level. A qualified Biologist shall delineate the avoidance buffer using Environmentally Sensitive Area (ESA) fencing, pin flags, and or yellow caution tape. The buffer zone shall be maintained around the active nest site(s) until the young have fledged and are foraging independently. No construction activities or construction foot traffic is allowed to occur within the avoidance buffer(s).
4. The qualified Biologist shall monitor the active nest during construction activities to prevent any potential impacts that may result from the construction of the proposed project until the young have fledged.

Level of Significance After Mitigation

Less than significant impact.

Impact BIO-7(e): The proposed project could have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service.

Impact Analysis

An impact to sensitive natural communities or riparian habitat would be considered significant if the proposed construction or operation results in substantial adverse changes to any of the physical conditions, such as the removal of vegetation within the area affected by the proposed project. Potential impacts to sensitive natural communities or riparian habitat that have the potential to be impacted are discussed in detail below.

The planning area may support natural vegetation communities that are considered sensitive by CDFW. Sensitive natural vegetation communities ranked S1 to S3 are protected under CEQA and subject to its environmental review processes. Project sites in the planning area that support sensitive natural vegetation communities could potentially cause impacts to these communities, which may be considered significant under CEQA. Any potential impacts to sensitive natural

communities caused by future implementing projects in the planning area would need to be mitigated. Therefore, any proposed development within the planning area that may impact sensitive natural communities shall be required to implement MM BIO-7(b), described previously.

Additionally, the planning area contains several drainages where riparian vegetation can be found. Riparian/Riverine habitat is protected under the MSHCP. Riparian vegetation found within the planning area is depicted in Exhibit 3.4-1. Development within the planning area may have direct impacts resulting in the loss of riparian vegetation and may adversely impact downstream water quality. Potential impacts to riparian habitat within the planning area are regulated by the MSHCP and CDFW and mitigation would be required. Any proposed development within the planning area that may impact Riparian/Riverine habitat shall implement MM BIO-7(a) and MM BIO-7(b), as described in Impact BIO-7(a) and Impact BIO-7(b). During the implementation of the MSHCP Consistency Analysis performed under MM BIO-7(a), the qualified Biologist employed by each project applicant shall assess potential project impacts to Riparian/Riverine habitats. Additional studies, documentation, or permitting, including preparation of Determination of Biologically Equivalent or Superior Preservation (DBESP), may be required, depending on the results of the MSHCP Consistency Analysis prepared for each project. During implementation of the biological study performed under MM BIO-7(b), the qualified Biologist employed by each project applicant shall assess potential project impacts to sensitive vegetation communities, identify threshold of significance with a significance conclusion, and document the findings in a report. Additionally, future implementing projects may be required to incorporate additional mitigation depending on results of such future biological studies.

The implementation of these measures would allow each project proponent to identify potential impacts to Riparian/Riverine habitat and other sensitive natural communities and avoidance and mitigation measures that would reduce impacts to less than significant levels.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

MM BIO-7(a) and **MM BIO-7(b)** would apply.

Level of Significance After Mitigation

Less than significant impact.

Impact BIO-7(f):	**The proposed project could 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.**

Impact Analysis

An impact to State- or federally protected waters or wetlands would be considered significant if construction or operations of future development projects result in substantial, adverse physical changes (permanent or temporary) as a result of filling, water diversion or other hydrological interruption of protected waters and wetlands within the planning area. Physical changes that result

in adverse effects to downstream water quality could also be considered significant. Potential impacts to State- or federally protected waters or wetlands that have the potential to be impacted are discussed in detail below.

The planning area contains several drainages which may be considered jurisdictional by the USACE, RWQCB, or CDFW and would meet definitions of State- or federally protected waters. Exhibit 3.4-3 depicts these potentially jurisdictional drainages as "blue-line" streams.[37] Development within the planning area could result in direct impacts to these potentially jurisdictional drainages through the loss/modification of these features, as well as have adverse impacts on downstream water quality.

If any potentially jurisdictional drainage is identified, the project proponent would be required to implement MM BIO-7(b), which requires completion of a biological study to assess potential project impacts to the resource, identification of the threshold of significance with a significance conclusion, and documentation of the findings in a report. Additionally, future implementing projects may be required to incorporate additional permitting and mitigation depending on results of such future biological studies. The implementation of MM BIO-7(b) would allow each project proponent to identify potential impacts to wildlife movements and avoidance or mitigation measures that would reduce impacts to less than significant levels. If a potentially jurisdictional, State- or federally protected waters or wetlands are identified on any future implementing project in the planning area during the implementation of MM BIO-7(a), the project applicant shall employ a qualified Biologist to implement MM BIO-7(d) and BIO-7(e). These measures include the delineation of the jurisdictional limits of any potentially regulated waters or wetlands and the acquisition of permits from the respective regulatory agencies (USACE, RWQCB, or CDFW). Mitigation for impacts to State- or federally protected waters or wetlands, such as measures pertaining to on-site habitat restoration or off-site habitat acquisition, shall be prescribed in the regulatory permits. The implementation of these measures shall reduce potential impacts on State- or federally protected waters or wetlands to less than significant levels.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

MM BIO-7(d) Determination of the Extent of Impacts to Jurisdictional Waters and Wetlands

Any proposed development within the planning area that could impact any potentially jurisdictional waters or wetlands shall prepare a separate jurisdictional delineation report to establish the jurisdictional limits of any potentially regulated waters/wetlands.

MM BIO-7(e) Apply for Permits from Regulatory Agencies

Any project proponent that proposes impacts to jurisdictional waters or wetlands within the planning area shall consult with the California Department of Fish and Wildlife (CDFW) regarding a Section 1602 Streambed Alteration Agreement Permit,

[37] United States Environmental Protection Agency (EPA). 2021. Watershed Assessment, Tracking and Environmental Results System (WATERS). Website: https://www.epa.gov/waterdata/waters-watershed-assessment-tracking-environmental-results-system. Accessed August 23, 2021.

the United States Army Corps of Engineers (USACE) regarding a Clean Water Act (CWA) Section 404 Permit, and the Regional Water Quality Control Board (RWQCB) regarding a CWA Section 401 Certification. The project applicant shall be required to obtain these permits as a condition of approval and prior to the issuance of any grading, construction, or building permits from the County and prior to the commencement of any grading or construction activities. The project applicant shall implement the mitigation measures as prescribed in the permits.

Level of Significance After Mitigation

Less than significant impact.

Impact BIO-7(g): The proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

Impact Analysis

Oak woodland resources may be located on parcels in the planning area that would be protected by County Oak Tree Management Guidelines. These guidelines require that a biological study be performed by a qualified Biologist for all applications on properties that contain oak trees. If any oak tree resources are present, the project proponent would be required to implement MM BIO-7(b), which requires completion of a biological study to provide an inventory of on-site vegetation, assessment of potential project impacts to the oaks, identification of the threshold of significance with a significance conclusion, and documentation of the findings in a report. Additionally, future implementing projects may be required to incorporate additional mitigation depending on results of such future biological studies. The implementation of MM BIO-7(b) would allow each project proponent to identify potential impacts to oak tree resources and avoidance or mitigation measures that would reduce impacts to less than significant levels.

- Compliance with the Multipurpose Open Space Element of the General Plan is consistent with LU 9.2, ELAP 17.1, MVAP 17.6.
- The bio study analyzing impacts on special-status species would be consistent with MVAP 17.3, MVAP 17.6, ELAP 17.8, ELAP 17.7, ELAP 17.4, ELAP 17.1, OS 18.1, LU 9.2.
- Compliance with the MSHCP would also be consistent with OS 17.1, OS 17.2, OS 18.1, ELAP 17.1, MVAP 17.6.
- The Oak Tree policy is consistent with ELAP 16.1 and MVAP 16.1.

Riverside Ordinance No. 559 regulates the removal of native trees in the unincorporated area of the County that is above 5,000 feet in elevation.[39] The planning area lies below 5,000 feet in elevation. Therefore, this ordinance would not be applicable to the planning area.

[39] County of Riverside. 2021. Code of Ordinances, Chapter 12.24. Website: https://library.municode.com/ca/riverside_county/codes/code_of_ordinances?nodeId=RICOCACOVO1. Accessed January 23, 2022.

Level of Significance

Less than significant impact.

Mitigation Measures

MM BIO-7(b) would apply.

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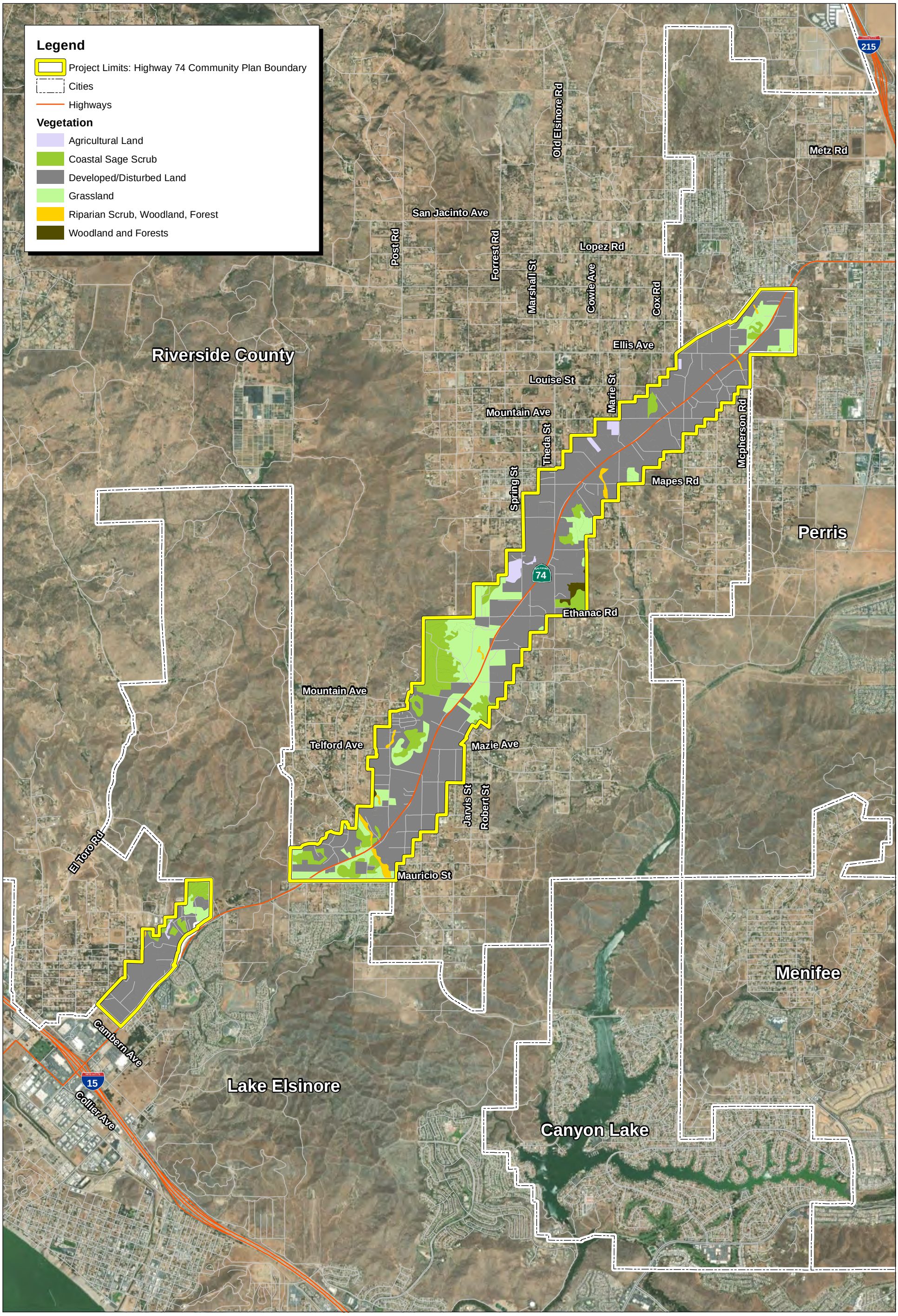

Source: ESRI Aerial Imagery. Riverside County GIS Data.

3,600 1,800 0 3,600 Feet

Exhibit 3.4-1
Highway 74 Planning Area Natural Communities

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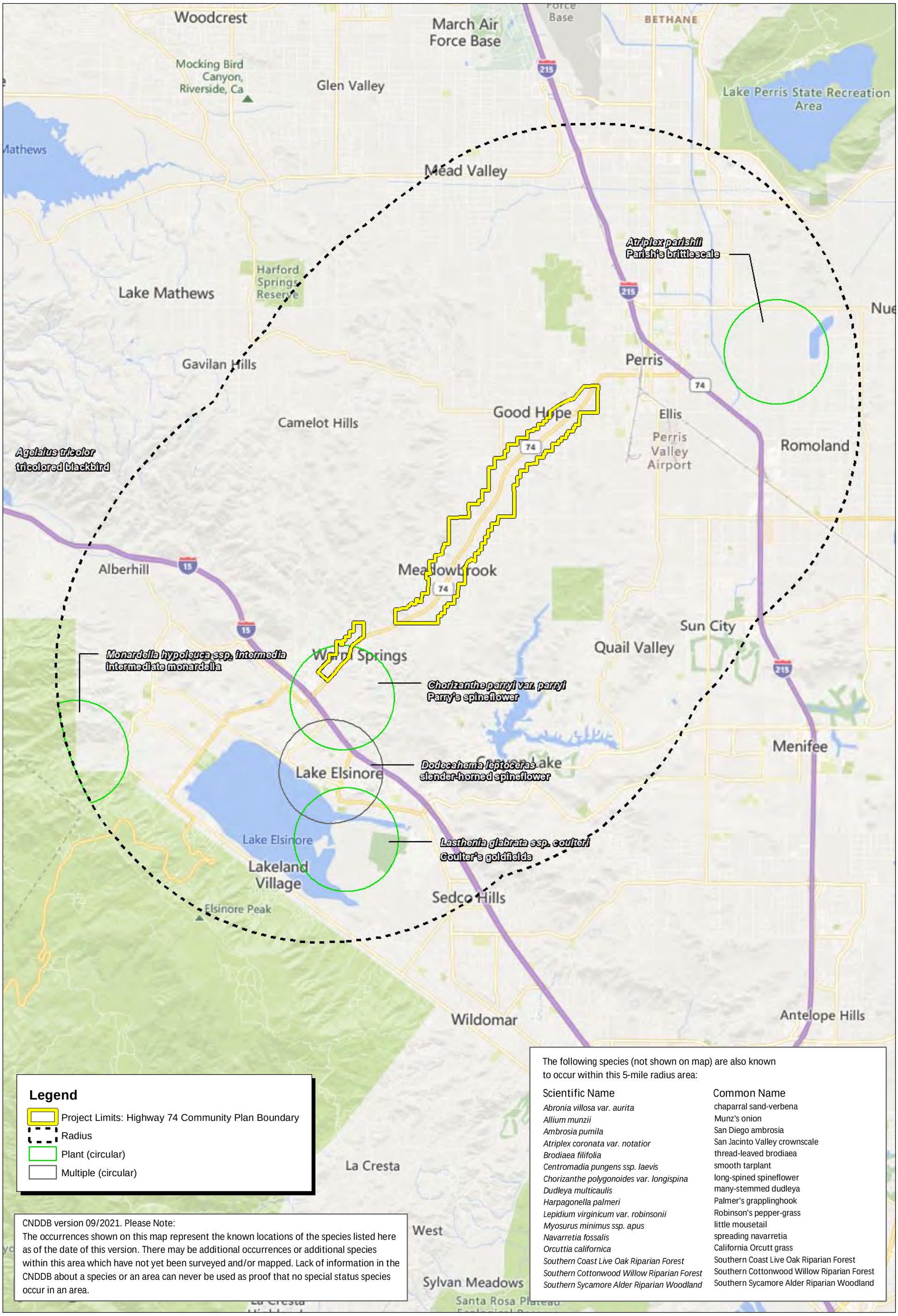

Source: ESRI Aerial Imagery. California Natural Diversity Database (CNDDB), September 2021.

Exhibit 3.4-2a
CNDDB-Recorded Plants and Terrestrial Communities Occurrences Within 5-Mile Radius

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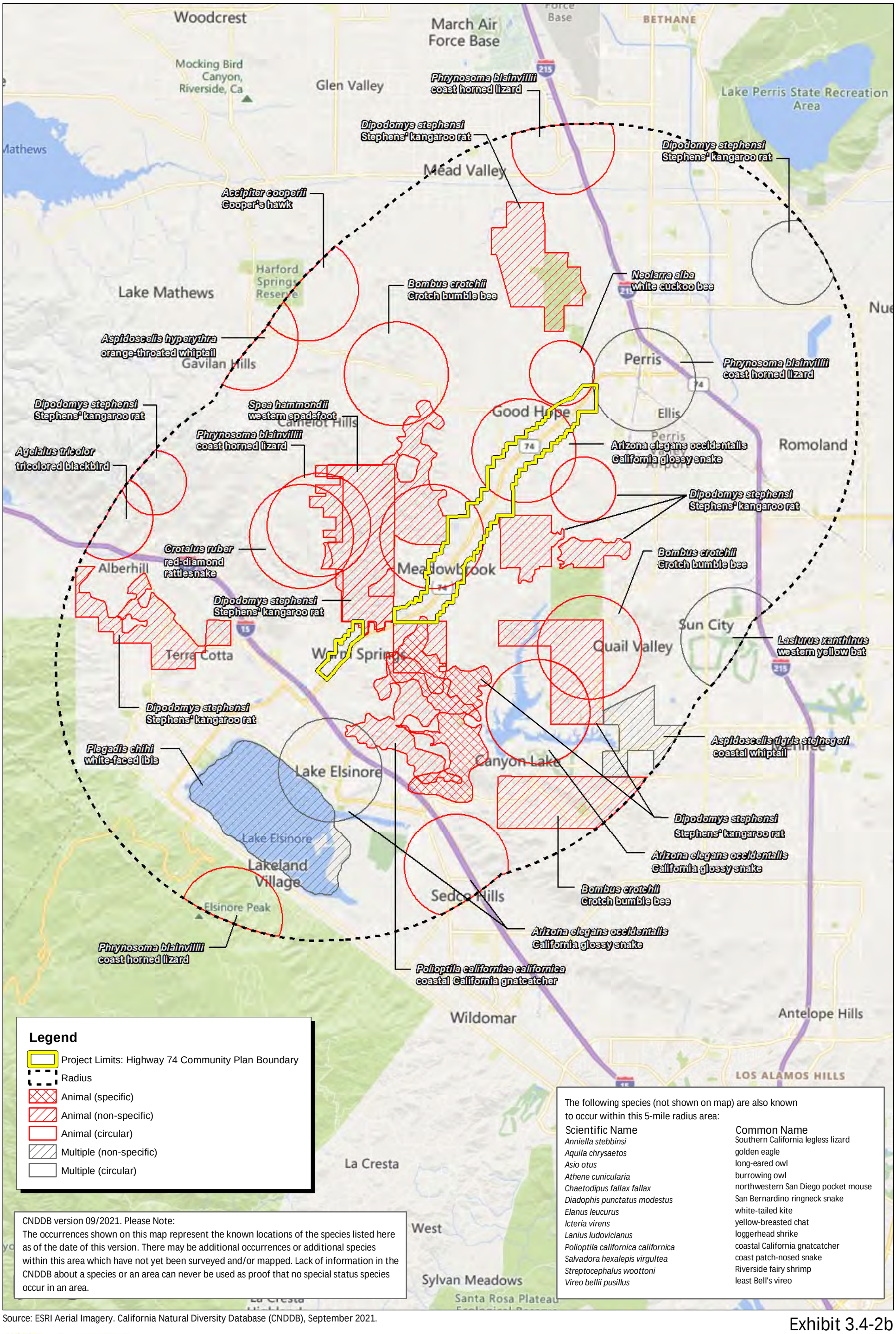

Source: ESRI Aerial Imagery. California Natural Diversity Database (CNDDB), September 2021.

Exhibit 3.4-2b
CNDDB-Recorded Wildlife Occurrences Within 5-Mile Radius

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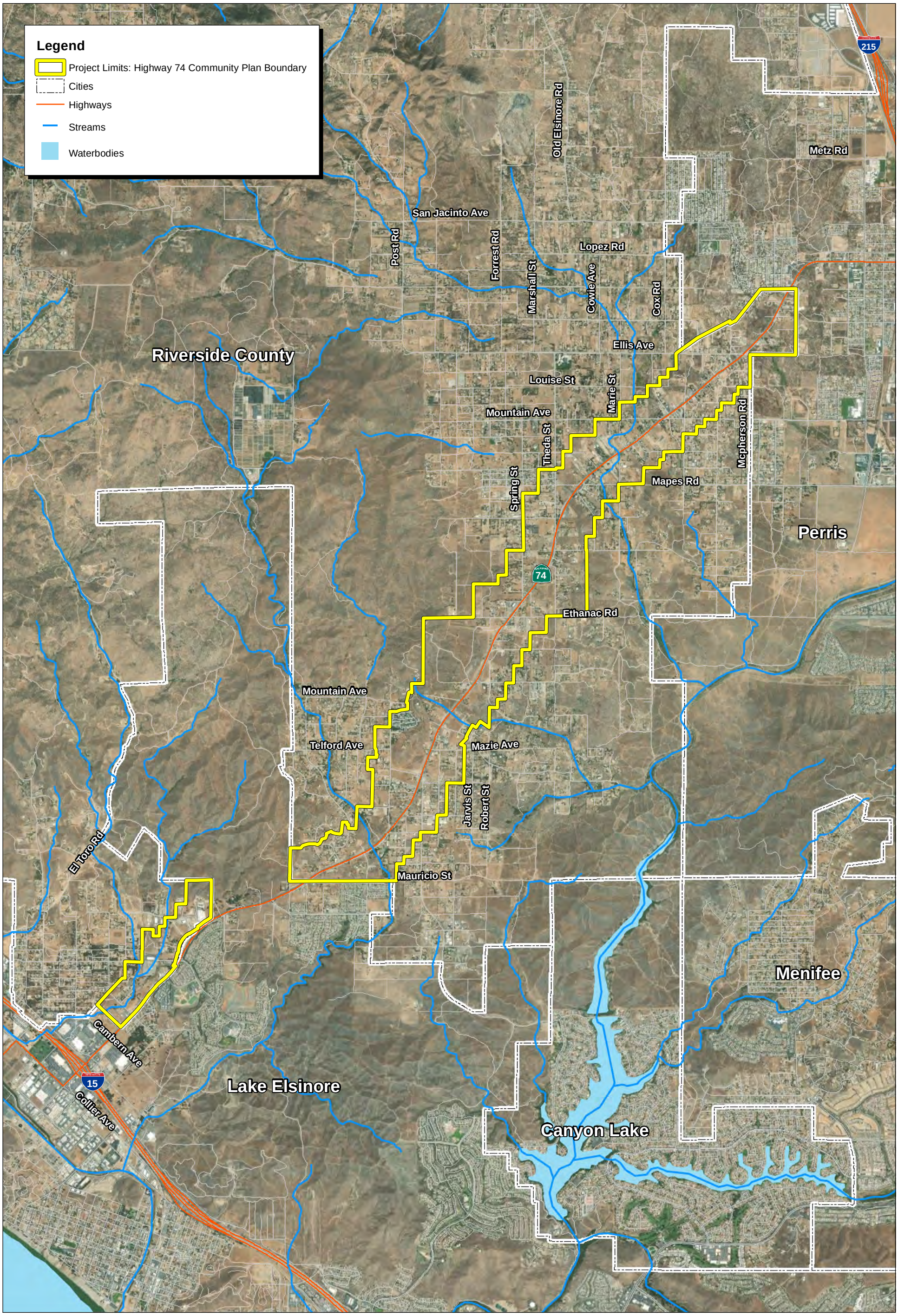

Source: ESRI Aerial Imagery. Riverside County GIS Data.

3,600 1,800 0 3,600 Feet

Exhibit 3.4-3
Potential Jurisdictional Features

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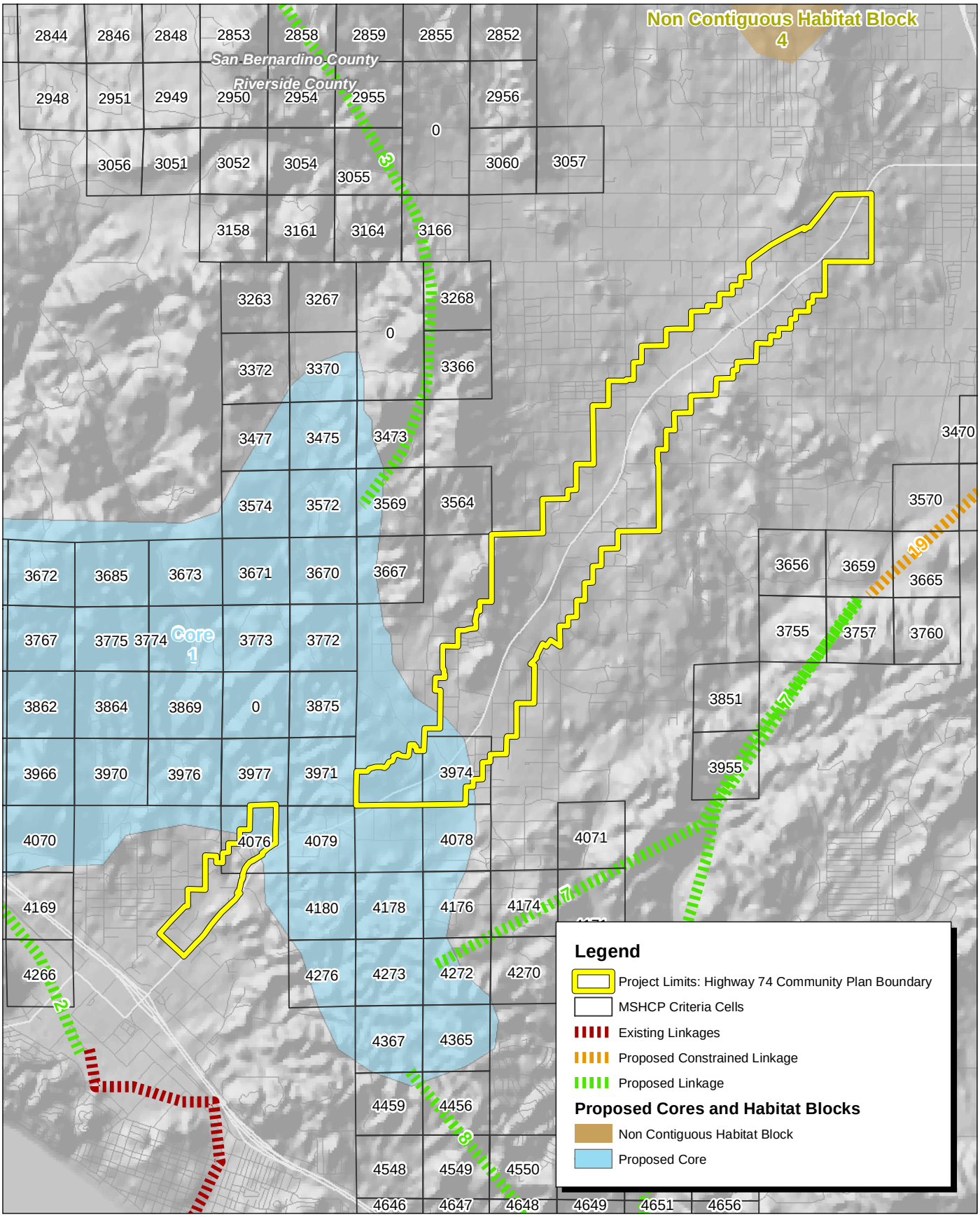

Source: USGS NED, Riverside County MSHCP, Census 2000 data.

Exhibit 3.4-4
MSHCP Criteria Areas and Conservation Lands

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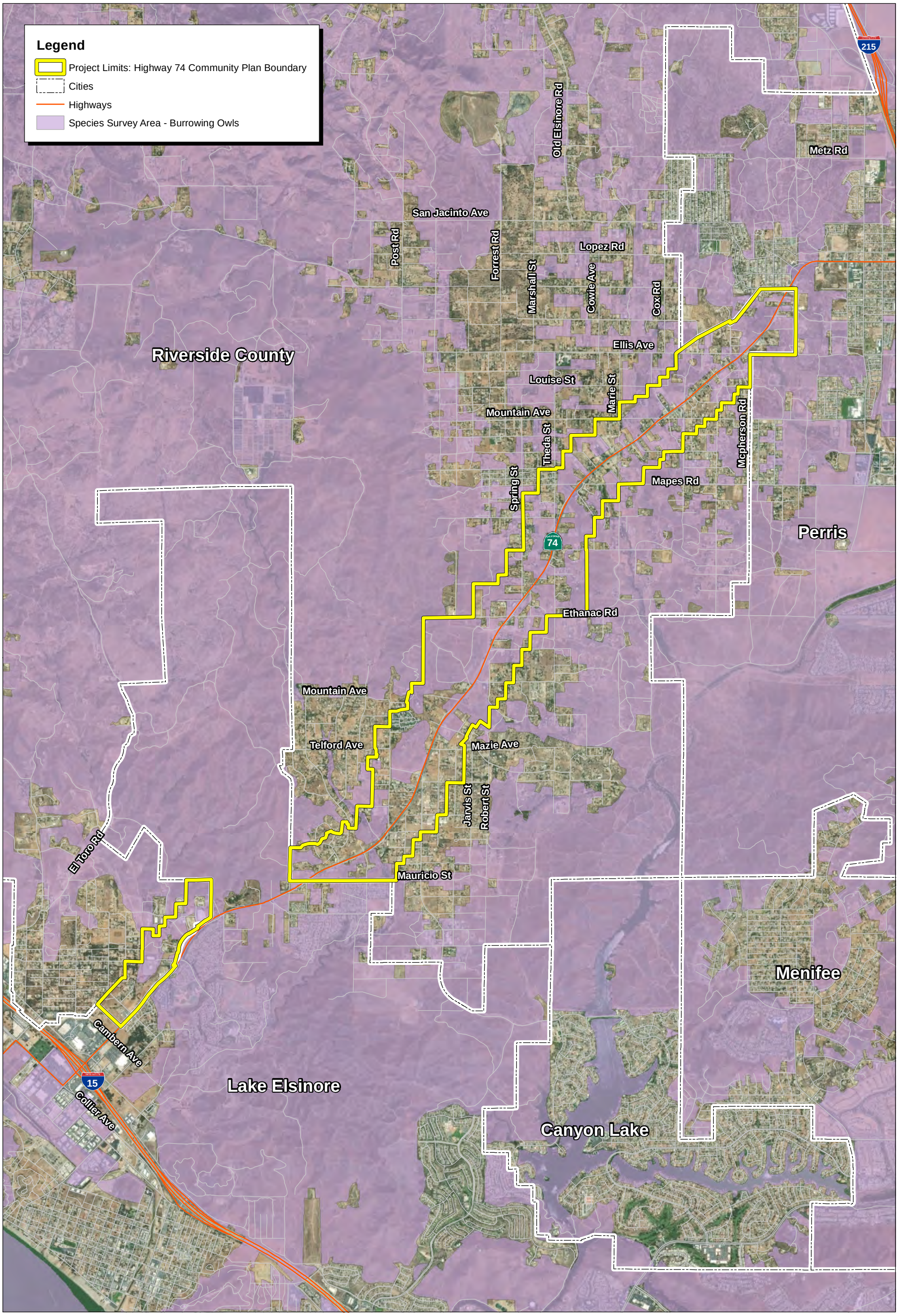

Source: ESRI Aerial Imagery. Riverside County GIS Data. Western Riverside County Regional Conservation Authority (RCA).

Exhibit 3.4-5
MSHCP Species Survey Area Map
Burrowing Owl

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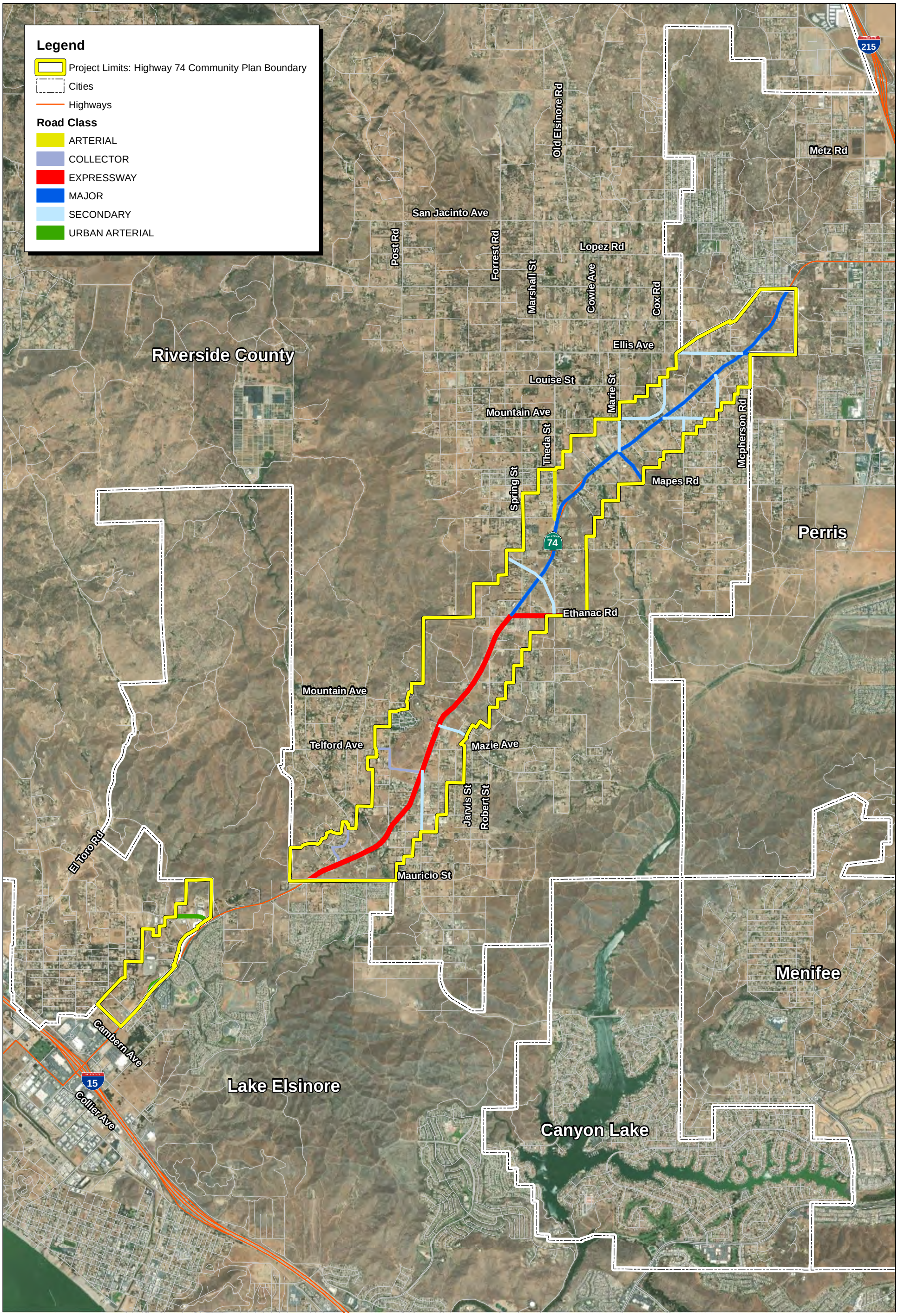

Source: ESRI Aerial Imagery. Riverside County GIS Data. Western Riverside County Regional Conservation Authority (RCA).

3,600 1,800 0 3,600 Feet

Exhibit 3.4-6
MSHCP Covered Roads

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3.5 - Cultural Resources

3.5.1 - Introduction

This section of the Draft Program Environmental Impact Report (Draft Program EIR) addresses potential impacts related to cultural resources within the Highway 74 Community Planning Area (planning area) from implementation of the proposed project. The descriptions and analysis in this section are based on the information provided by a records search conducted at the Eastern Information Center (EIC), archival research, and a pedestrian survey as presented in the Phase I Cultural Resources Assessment (Phase I CRA) prepared for the proposed project. [1]

The term "cultural resources" encompasses historic resources, archaeological resources, and burial sites, which are generally defined as follows:

- **Historic Resources**: Historic resources are associated with the recent past. In California, historic resources are typically associated with the Spanish, Mexican, and American periods in the State's history and are generally less than 200 years old. Historic resources often take the form of buildings, structures, and other elements of the built environment.
- **Archaeological Resources:** Archaeology is the study of artifacts and material culture with the aim of understanding human activities and cultures in the past. Archaeological resources may be associated with prehistoric indigenous cultures as well as later historic periods.
- **Burial Sites and Cemeteries:** Burial sites and cemeteries are formal or informal locations where human remains have been interred. Burial sites may be associated with precontact indigenous cultures as well as later historic periods.

More specifically, cultural resources may be understood as resources that have been formally recognized by a lead agency and/or are listed or determined eligible for listing on the California Register of Historical Resources (CRHR) (Public Resources Code [PRC] § 5024.1, Title 14 California Code of Regulations [CCR] § 4852). It is notable that, the fact that a resource is not yet identified as a historical resource or found eligible for the CRHR does not preclude a lead agency from determining that said resource is a historical resource pursuant to Public Resources Code Sections 5020.1(j) or 5024.1. Under CEQA, a substantial adverse change in the significance of a historical resource would constitute a significant effect on the environment.

Information in this section is based on information provided by the following sources and reference materials:

- The California Built Environment Resource Directory.
- An EIC records search for a 1-mile radius surrounding the planning area.
- The National Register of Historic Places.
- The California Register of Historical Resources.

[1] Historic integrity refers to the authenticity of a property's historic identity, evidenced by survival of physical characteristics that existed during the property's prehistoric or historic period. Historic integrity is the composite of seven qualities: location, design, setting, materials, workmanship, feeling, association.

- The California Historical Landmarks List.
- The California Points of Historical Interest List.

3.5.2 - Environmental Setting

Following is an overview of the prehistory, ethnography, and historic background, providing a context in which to understand the background and relevance of sites and structures found in the planning area. This section is not intended to be a comprehensive review of the current resources available; rather, it serves as a general overview. Further details can be found in ethnographic studies, mission records, and major published sources.[2,3,4,5,6,7]

Prehistoric Background

Fagan,[8] Moratto,[9] and Chartkoff and Chartkoff[10] provide recent overviews of California archaeology and historical reviews of the inland Southern California coast, among other locales. An early and widely used regional chronology for coastal Southern California is Wallace's[11] four-part Horizon format, which was later updated and revised by Warren[12] and more recently by Chartkoff and Chartkoff[13], and King.[14,15] The sequence provides a framework that relates societal change to change in material culture; the advantages and weaknesses of Southern California chronological sequences are reviewed by Warren[16] (in Moratto,[17] Chartkoff and Chartkoff,[18] and Heizer.[19]

Paleo Indian

In North America, radiocarbon dates from existing samples of archaeological materials demonstrate human presence as early as 15,000 years Before Present (BP).[20] The lithics from the earliest documented sites in North America (14,000 to 15,000 BP) include cores, flakes, and flake tools(with an absence of projectile points.[21] The first known projectile points in North America are from 13,000

[2] Kroeber, A.L. 1925. Handbook of the Indians of California. Bulletin 78. Bureau of American Ethnology. Washington, D.C.: Smithsonian Institution.
[3] Beardsley, R.K. 1948. "Cultural Sequences in Central California Archaeology." American Antiquity.
[4] Bennyhoff, J. 1950. Californian Fish Spears and Harpoons. Berkeley: University of California Anthropological Records.
[5] Chartkoff J.L. and K.K. Chartkoff. 1984. The Archaeology of California. Menlo Park: Stanford University Press.
[6] Moratto, M.J. 1984. California Archaeology. San Diego: Academic Press.
[7] Jones, T.L. and Kathryn A. Klar. 2007. California Prehistory. Lanham: AltaMira Press; Rowman & Littlefield Publishers, Inc.
[8] Fagan, B.M. 2003. Before California: An Archaeologist Looks at Our Earliest Inhabitants. New York: Alta Mira Press.
[9] Moratto, M.J. 1984. California Archaeology. San Diego. Academic Press.
[10] Chartkoff J.L. and K.K. Chartkoff. 1984. The Archaeology of California. Menlo Park. Stanford University Press.
[11] Wallace, W.J. 1955. A Suggested Chronology for Southern California Coastal Archaeology. Southwestern Journal of Anthropology.
[12] Warren, C.N. 1968. Cultural Tradition and Ecological Adaptation on the Southern California Coast. Archaic Prehistory in the Western United States, C. Irwin-Will.
[13] Chartkoff J.L. and K.K. Chartkoff. 1984. The Archaeology of California. Menlo Park. Stanford University Press.
[14] King, Chester D. 1990. Evolution of Chumash Society: A Comparative Study of Artifacts used for Social System Maintenance in the Santa Barbara Channel Region before A. D. 1804. Garland Publications, New York.
[15] King, Chester D. 2000. Early Southern California; Southern California Early Period. In Encyclopedia of Prehistory Volume 6: North America. Edited by P.N. Peregrine and M. Ember, pp. 144–157. Kluwer Academic/Plenum Publishers, New York.
[16] Warren, C.N. 1968. Cultural Tradition and Ecological Adaptation on the Southern California Coast. Archaic Prehistory in the Western United States, C. Irwin-Will.
[17] Moratto, M.J. 1984. California Archaeology. San Diego. Academic Press.
[18] Chartkoff J.L. and K.K. Chartkoff. 1984. The Archaeology of California. Menlo Park. Stanford University Press.
[19] Heizer, R.F., ed. 1978. Handbook of North American Indians, Vol. 8: California. Washington, D.C. Smithsonian Institution.
[20] Waters, M.R., J.L. Keene, S.L. Forman, E.R. Prewitt, D.L. Carlson, J.E. Wiederhold. 2018. Pre-Clovis projectile points at the Debra L. Friedkin site, Texas-Implications for the Late Pleistocene peopling of the Americas. Science Advances.
[21] Waters, M.R., S.L. Forman, T.A. Jennings, L.C. Nordt, S.G. Driese, J.M. Feinberg, J.L. Keene, J. Halligan, A. Lindquist, J. Pierson, C.T. Hallmark, M.B. Collins, J.E. Wiederhold. 2011. The Buttermilk Creek complex and the origins of Clovis at the Debra L. Friedkin site, Texas.

years BP, with lanceolate fluted points (Clovis Complex) in sites from central and eastern North America, and stemmed projectile points from sites in areas of western North America[22, 23, 24]. Glennan[25] provides an early study of the hypothesis of Pre-Clovis in Southern California. The oldest California radiocarbon date from archaeological materials, as of 2007, confirms a human presence in the northeastern part of the State (from site CA-SIS-218) as early as 13,500 years BP.[26] The radiocarbon date corresponds to the period of fluted points and fluted points have been found throughout California[27,28] although projectile points and other chronologically and culturally informative materials are absent from the SIS-218 sample.

Archaic Period

During the early post glacial period after 8500 BP the Southern California climate became warmer and drier.[29] Groundstone artifacts that include manos and metates correspond to the Early Period. The Early Period in Southern California begins as early or earlier than 8,000 BP and ends by about 2,800 BP.[30] The Early Period corresponds to the earliest known sites in Southern California with year-round habitation and cemeteries. Manos and metates consist of a variety of types. Mano and metates of the Early Period in Southern California correspond to types from studies in the U.S. Southwest that efficiently grind small, oily annual and biennial wild seeds.[31, 32, 33, 34, 35] Most annual and biennial wild seed plant types in Southern California are best adapted for warm and dry environments (e.g., *Hemizonia fasciculata*, which is a summer seed source). Annual and biennial seed crops are highly reliable, nutritious, and productive. Annual and biennial seed producers are also diverse and afford reliable seed production throughout the year. Compared to later periods, utilitarian artifacts are most frequently found with Early Period burials.

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[22] Jenkins, D.L., L.G. Davis, T.W. Stafford Jr., P.F. Campos, B. Hockett, G.T. Jones, L.S. Cummings, C. Yost, T.J. Connolly, R.M. Yohe II, S.C. Gibbons, M. Raghavan, M. Rasmussen, J.L.A. Paijmans, M. Hofreiter, B.M. Kemp, J.L. Barta, C. Monroe, M.T.P. Gilbert, E. Willerslev. 2012. Clovis Age Western Stemmed Projectile Points and Human Coprolites at the Paisley Caves.

[23] Beck, C. and G.T. Jones. 2010. Clovis and Western Stemmed: Population migration and the meeting of two technologies in the Intermountain West. American Antiquity.

[24] Glennan, William S. 1972. The Hypothesis of an Ancient, Pre-Projectile Point Stage in American Prehistory: Its Application and Validity in Southern California. Unpublished Anthropology doctoral dissertation, University of California, Los Angeles.

[25] Glennan, William S. 1972. The Hypothesis of an Ancient, Pre-Projectile Point Stage in American Prehistory: Its Application and Validity in Southern California. Unpublished Anthropology doctoral dissertation, University of California, Los Angeles

[26] Jones, Terry L. and Kathryn A. Klar. 2007. California Prehistory: Colonization, Culture, and Complexity, In California Prehistory, Edited by, Terry L. Jones and Kathryn A. Klar. Altimira Press, New York.

[27] Rondeau, Michael F. 2009. Fluted Points of the Far West. Proceedings of the Society for California Archaeology.

[28] Rondeau, Michael L., Jim Cassidy, and Terry L. Jones. 2007. Colonization Technologies: Fluted Projectile Points and the San Clemente Island Woodworking/Microblade Complex, In California Prehistory, Edited by, Terry L. Jones and Kathryn A. Klar. Altimira Press, New York.

[29] Fagan, B.M. 2003. Before California: An Archaeologist Looks at Our Earliest Inhabitants. New York: Alta Mira Press.

[30] King, Chester D. 1990. Evolution of Chumash Society: A Comparative Study of Artifacts used for Social System Maintenance in the Santa Barbara Channel Region before A. D. 1804. Garland Publications, New York.

[31] Adams, Jenny. 1999. Refocusing the Role of Food-Grinding Tools as Correlates for Subsistence Strategies in the U.S. Southwest. American Antiquity.

[32] Ciolek-Torrello, R. 1995. The Houghton Road Site, The Agua Caliente Phase, and the Early Formative Period in the Tucson Basin. Kiva.

[33] Gilman, P.A. 1988. Sedentism/Mobility, Seasonality, and Tucson Basin Archaeology. In Recent Research on Tucson Basin Prehistory: Proceedings of the Second Tucson Basin Conference, edited by W. H. Doelle and P. R. Fish. Anthropological Papers No. 10. Institute for American Research, Tucson.

[34] Lancaster, J. 1984. Groundstone Artifacts. In The Galaz Ruin: A Prehistoric Mimbres Village in Southwestern New Mexico, edited by R. Anyon and S. A. LeBlanc. University of New Mexico Press, Albuquerque.

[35] Whittlesey, S. 1995. Mogollon, Hohokam, and O'otam: Rethinking the Early Formative Period in Southern Arizona. Kiva.

Manos and metates are "kitchen tools" and concentrate within residential areas of Early Period habitation sites in Southern California.[36,37] Other kinds of lithics that correspond to the Early Period include many kinds of core tools (e.g., hammers, choppers, and scraper planes), knives, bifaces, scrapers (many types), gravers, burins, dart points, and compound bone fishhooks. Sedentism apparently increased in areas with abundant resources that were available for longer periods. Arid inland regions and offshore desert islands (e.g., San Nicolas Island) provided less opportunity for long term residence without trade and possibly for more mobile subsistence. The Early Period ends at about 2,800 BP.[38]

Mark Q. Sutton, Professor Emeritus of Anthropology at CSU Bakersfield, has identified a regional complex called the Greven Knoll Complex. This complex is reimagined from the work completed by Sutton and Jill Gardener[39]which focused on the Encinitas Tradition. Their research indicates that the archaeological record of the early millingstone was not formally given a name but was regularly referred to as the "Inland Millingstone," "Encinitas," or "Topanga."[4041]They proposed that the inland milling stone north of San Diego County be combined within the Greven Knoll Complex. This complex consists of three phases, and it is named after the type-site Greven Knoll that is located in Yucaipa, California. Both the Greven Knoll site and the Simpson site are a part of the Yukaipa't Site (SBR-1000). The Greven Knoll site was approximately occupied between 5,000 and 3,000 BP. Phase I of the complex mainly contained material culture such as hammerstones, core tools, manos and metates, dart points, and cremations. However, in this phase mortars and pestles are absent. Sutton and Gardener have concluded that this phase approximately appeared 9,400 to 4,000 BP. Phase II is the period between 4,000 to 3,000 BP, and the material culture identified in this phase consists of core tools, discoidals, manos and metates. The difference in this phase is the minimal presence of mortars and pestles. Phase III is similar to Phase II, and includes hammerstones, choppers, scraper planes, manos and metates, Elko points, and discoidals. This phase is the period between 3,000 to 1,000 BP and demonstrates the dependence upon yucca and seeds. All three phases emphasized hunting as part of the subsistence economy. The processing of food technology does vary among the phases as it shifted from hunting to more of a plant-based diet. This may have been a result of the development of the mortars and pestles, as well as the climate (warm and dry) changes that caused tribal groups to migrate toward the coast.[42]

[36] King, Chester D. and Michael Merrill. 2002. Significance of Ahmanson Ranch Archaeological Sites. Report Prepared for City of Calabasas by Topanga Anthropological Consultants, Topanga.

[37] Merrill, Michael L. 2015. Lattice Theory to Discover Spatially Cohesive Sets of Artifacts. In Mathematics and Archaeology, edited by Juan A. Barcelo and Igor Bagdanovic. CRC Press, Boca Raton.

[38] King, Chester D. 1990. Evolution of Chumash Society: A Comparative Study of Artifacts used for Social System Maintenance in the Santa Barbara Channel Region before A. D. 1804. Garland Publications, New York.

[39] Sutton, Mark Q. and Jill K. Gardener. 2010. Reconceptualizing the Encinitas Tradition of Southern California. *Pacific Coast Archaeological Society Quarterly* 42(4):1-64.

[40] Sutton, Mark Q. and Jill K. Gardener. 2010. Reconceptualizing the Encinitas Tradition of Southern California. *Pacific Coast Archaeological Society Quarterly* 42(4):1-64.

[41] Garrison, Andrew J. and Brian F. Smith. 2021. A Phase I Cultural Resources Assessment for the Rancho De Alamo Project, TTM 37881, City of San Jacinto, Riverside County, California

[42] Garrison, Andrew J. and Brian F. Smith. 2021. A Phase I Cultural Resources Assessment for the Rancho De Alamo Project, TTM 37881, City of San Jacinto, Riverside County, California

Middle Period

The Middle Period lasted from about 2800 BP to 750 BP.[43] Excavated assemblages retain many attributes of the Early Period but with more diverse artifact types. Middle Period sites can contain large-stemmed or notched small projectile points suggestive of bow and arrow use, especially near the end of the Period, and the use of portable grinding tools continued. Intensive use of mortar and pestles signaled processing of acorns as the primary vegetative staple as opposed to a mixed diet of seeds and acorns. Because of a general lack of data, neither the settlement and subsistence systems nor the cultural evolution of this Period are well understood, but it is very likely that the nomadic ways continued. It has been proposed that Sedentism increased with the exploitation of storable food resources, such as acorns, but coastal sites from the Period exhibit higher fishing activity than in previous periods. The first permanently occupied villages make their appearance in this Period.[44]

Late Prehistoric

Extending from 750 BP to Spanish Contact in 1769, the Late Prehistoric includes changes in trade networks and political and secular economic subsystems. There was also a differentiation of types of political economies. Exploitation of marine resources continued to intensify. Assemblages characteristically contain projectile points, and toward the end of the Period the size of the points decreased and notched and stemmed bases appeared, which implies the use of the bow and arrow. Use of personal ornaments such as shell beads, were widely distributed east of the coast, suggesting well-organized and codified trade networks. Additional assemblages in this Period included steatite bowls, asphaltum, grave goods, and elaborate shell ornaments. The use of bedrock milling stations was widespread during this Horizon. Increased hunting efficiency and widespread exploitation of acorns provided reliable and storable food resources. Village size increased during this time, and some of these villages may have held 1,500 or more residents.[45] Analyses of skeletons showed that the first signs of malnutrition appeared in this Period, signaling greater competition for food resources.[46]

The earliest part of this Period may have seen an incursion of Cupan-Takic speakers from the Great Basin (the "Shoshonean wedge")[47] may have replaced the Hokan speakers in the area. At the time of Spanish conquest, Cupan-Takic speakers were distributed throughout Orange County, western Riverside County, and the Los Angeles Basin (Gabrieleño, Juaneño, and Cahuilla peoples). Serran-Takic speakers are now represented by the Serranos in the San Bernardino Mountains. Recent work[48] suggests that the "Shoshonean wedge" is misnamed—the original Los Angeles inhabitants replaced by the incoming Takic-speakers may have been Yuman speakers (similar to those in the California Delta region of the Colorado River) and not Hokan Salinan-Seri (Chumash) speakers as was suggested by Kroeber. The Takic branch consists of seven languages that are divided into three sub-branches, and they are as follows: Serrano, Gabrielino, and Luiseño-Cahuilla. The sub-branches are separated

[43] King, Chester D. 1990. Evolution of Chumash Society: A Comparative Study of Artifacts used for Social System Maintenance in the Santa Barbara Channel Region before A. D. 1804. Garland Publications, New York.
[44] Chartkoff J.L. and K.K. Chartkoff. 1984. The Archaeology of California. Menlo Park. Stanford University Press.
[45] Ibid.
[46] Fagan, B.M. 2003. Before California: An Archaeologist Looks at Our Earliest Inhabitants. New York: Alta Mira Press.
[47] Kroeber, A.L. 1925. Handbook of the Indians of California. Bulletin 78. Bureau of American Ethnology. Washington, DC. Smithsonian Institution.
[48] O'Neil, S. 2002. The Acjachemen in the Franciscan Mission System: Demographic Collapse and Social Change. Master Thesis, Department of Anthropology, CSU-Fullerton.

into two branches, Serran and Cupan. The Cupan branch is divided into two groups, the Luiseño/Juaneño and the other group is the Cahuilla/Cupeno. The Serran sub-branch is located in the northern portion of the Takic territory, and the Cupan sub-branch is located in the southern portion of the territory.[49]

At the time of Spanish conquest, local indigenous groups were composed of constantly moving and shifting clans and cultures. Early ethnographers applied the concept of territorial boundaries to local indigenous groups purely as a conceptualization device, and the data was based on fragmented information provided to them from second-hand sources. At least three Native American groups, the Cahuilla, Gabrieleño, and Luiseño are known to have occupied or utilized resources within the vicinity if the project site at different points in history. A brief overview of these three tribal groups follows.

Native American Ethnohistoric Background

Luiseño

Of all the Southern California native groups, the Luiseño have been the most ethnographically studied and the literature is rich in detail. The Tribe was once affiliated with the San Luis Rey Mission at Oceanside, California. Historically, the Luiseño spoke a language that belongs to the Cupan group of the Takic subfamily of the Uto-Aztecan language family, a language family that includes the Shoshonean groups of the Great Basin.[50] The Luiseño occupational areas encompass over 1,500 square miles of Southern California[51], as well as the Channel Islands.[52] Luiseño villages were found along the Pacific Ocean from Agua Hedionda on the south to Aliso Creek on the northwest in present day Orange County. Their territory extended inland to Santiago Peak, to the eastern side of the Elsinore Fault Valley, moving southward to the east of Palomar Mountain, then to the southern slope above the Valley of San José, and finally returning to the sea along the Agua Hedionda Creek .[53] The villages were determined according to their proximity to a defined water source, access to a food-gathering locale, and whether they were situated in a defendable location.[54] Spatially, these villages were commonly located along valley bottoms, streams, or coastal strands. The Luiseño characteristically lived in sedentary and autonomous village groups. Ownership, whether tangible or intangible, ranged from communal to personal property that was either owned by the chief, an individual, a family, or by a group of individuals; therefore, one clan or family occupied several food-gathering locations and aggressively guarded these areas against other clans.[55,56]

Luiseño thatched house structures were constructed of reeds, brush and/or bark, and any other locally available materials. The houses had a slightly conical roof with a floor that was usually excavated 2 feet below ground surface. All homes were built with a small fire pit in the center and a

[49] Sutton, Mark Q. 2009. People and Language: Defining the Takic Expansion into Southern California. *Pacific Coast Archaeological Society Quarterly*.
[50] Bean, L.J. and F.C. Shipek. 1978. Luiseño. In Handbook of North American Indians, Vol. 8: California, edited by R.F. Heizer, pp. 550–563. Washington, DC: Smithsonian Institution.
[51] Kroeber, A.L. 1925. Handbook of the Indians of California. Bulletin 78. Bureau of American Ethnology. Washington, DC. Smithsonian Institution.
[52] Sparkman, P.S. 2014 (1908). The Culture of the Luiseño Indians. Vol. 8, No. 4. University Press.
[53] Bean, L.J. and F.C. Shipek. 1978. Luiseño. In Handbook of North American Indians, Vol. 8: California, edited by R.F. Heizer, pp. 550–563. Washington, DC: Smithsonian Institution.
[54] Ibid.
[55] Sparkman, P.S. 2014 (1908). The Culture of the Luiseño Indians. Vol. 8, No. 4. University Press.
[56] Strong, W.D. 1929. Aboriginal Society in Southern California. University of California Publications in American Archaeology and Ethnology 26(1):1–358.

slight smoke hole in the roof just above the fire.[5758] These house structures were known by the Spanish term ramadas. The larger structures, such as ceremonial structures wamkis," were typically constructed with forked posts supporting wood ceiling beams and were completely covered in thatch, which was lightly mixed with sand or soil. Ceremonial structures were located within the center of the village and enclosed with fencing. Raised altars with a skin and feather image upon them would sometimes be in the ceremonial area. Sweat houses were of similar thatch design to that of the smallerhouse pattern but varied in their construction in that they stood on two forked posts connected by a log and were shaped like an ellipse, with an entrance on one of the longer sides of the structure covered with a layer of mud.

The pottery associated with the Luiseño was constructed simply, made for functionality, and tended to lack ornamental design, although Bean and Shipek[59] note that if designs were included, "a simple line decoration was either painted or incised with a fingernail or stick." The Luiseño made pots from the basis of a coil form, in which pieces of coiled clay were gradually added to the edge of the pot while it was being shaped with a wooden paddle and finished with a polishing stone. After completion, the pot was sunbaked and fired.[60] Typical uses of pottery were for cooking, water jugs, containers, and a water vessel with two spouts used while gathering food.[61] Plant fibers were also commonly used for purposeful household implements, such as brooms, brushes, nets, pouches, twine, and cedar bark skirts for women. The process of creating such items from plant fiber tended to rely on soaking, stretching, and then rolling the fiber.[62,63]

Ceremony and ritual were of great importance to all native peoples, and the Luiseño had their own variety of traditional practices. Frequently practiced ceremonies included multiple rituals for mourning the dead, the eagle dance, separate ceremonies for the initiation of boys and girls, and a summer and winter solstice celebration.[64,65,66] These ceremonies offered gatherers an opportunity to witness reenactments, songs, and the oral recitation of their history.[67] Important equipment during rituals included blades made of obsidian, stone bowls, clay figurines, and headdresses constructed of eagle feathers.[68] Ritual dances were limited to three standard dances such as the fire dance, which was used during the Toloache Cult initiation for boys at puberty. Also, of great significance during the boys' initiation were masterfully designed sand paintings, once thought to have originated in the

[57] Bean, L.J. and F.C. Shipek. 1978. Luiseño. In Handbook of North American Indians, Vol. 8: California, edited by R.F. Heizer, pp. 550–563. Washington, DC: Smithsonian Institution.
[58] Kroeber, A.L. 1925. Handbook of the Indians of California. Bulletin 78. Bureau of American Ethnology. Washington, DC. Smithsonian Institution.
[59] Bean, L.J. and F.C. Shipek. 1978. Luiseño. In Handbook of North American Indians, Vol. 8: California, edited by R.F. Heizer, pp. 550–563. Washington, DC: Smithsonian Institution.
[60] Sparkman, P.S. 2014 (1908). The Culture of the Luiseño Indians. Vol. 8, No. 4. University Press.
[61] Ibid.
[62] Ibid.
[63] Bean, L.J. and F.C. Shipek. 1978. Luiseño. In Handbook of North American Indians, Vol. 8: California, edited by R.F. Heizer, pp. 550–563. Washington, DC: Smithsonian Institution.
[64] Kroeber, A.L. 1925. Handbook of the Indians of California. Bulletin 78. Bureau of American Ethnology. Washington, DC. Smithsonian Institution.
[65] Sparkman, P.S. 2014 (1908). The Culture of the Luiseño Indians. Vol. 8, No. 4. University Press.
[66] Strong, W.D. 1929. Aboriginal Society in Southern California. University of California Publications in American Archaeology and Ethnology.
[67] Garbarino, M.S. and R.F. Sasso. 1994. Native American Heritage. Third Edition. Waveland Press.
[68] Bean, L.J. and F.C. Shipek. 1978. Luiseño. In Handbook of North American Indians, Vol. 8: California, edited by R.F. Heizer. Washington, DC: Smithsonian Institution.

Southwest, though presently culturally identified with the Luiseño.[69,70,71] Although not necessarily limited to ritual, Heizer and Whipple[72] comment that the Luiseño of Riverside County decorated their rock designs in the same form as that of the native peoples of the Great Basin, which appeared as pecked abstracts displayed on boulders.

Personal adornment was a common practice among the Luiseños. Ornamental items such as beads and pendants were made of clay, shell, stone, deer hooves, bear claws, and mica sheets. Men would wear ear and nose ornaments, sometimes made of bone or cane with beads attached. Body painting and tattooing were done purely for rituals.[73]

The Luiseño encountered Europeans as early as 1796, with the arrival of the Gaspar de Portola expedition. The rapid decline of the population began with the spread of European diseases and ideas, coupled with the living conditions in the missions and the ranchos. Many coastal village people were moved into missions, and Indians from distant villages were moved into the San Juan Capistrano Mission where they taught, among many other things, the Spanish language, the Roman Catholic faith, and European crafts. San Luis Rey Mission's policy was to continue to maintain the settlement pattens of the Luiseño. When the missions became secularized in 1834, political imbalance among resulted in Indian revolts and uprise against the Mexican rancheros. Many Indians left the ranchos and missions and joined more inland groups. Some acquired land grants and entered the conventional Mexican culture.[74]

Cahuilla

The project area is located in the region known to have been occupied by the Cahuilla Indians. Cahuilla territory was bounded on the north by the San Bernardino Mountains, on the east by the Orocopia Mountains, on the west by the Santa Ana River, the San Jacinto Plain, and the eastern slope of the Palomar Mountains, and on the south by Borrego Springs and the Chocolate Mountains.[75] The diversity of the territory provided the Cahuilla with a variety of foods. It has been estimated that the Cahuilla exploited more than 500 native and non-native plants.[76] Acorns, mesquite, screw beans, piñon nuts, and various types of cacti were used. A variety of seeds, wild fruits and berries, tubers, roots, and greens were also a part of the Cahuilla diet. A marginal agricultural existence provided corn, beans, squashes, and melons. Rabbits and small animals were also hunted to supplement the diet. During high stands of Ancient Lake Cahuilla, fish, migratory birds, and marshland vegetation were also taken for sustenance and utilitarian purposes.[77]

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[69] Bean, L.J. and F.C. Shipek. 1978. Luiseño. In Handbook of North American Indians, Vol. 8: California, edited by R.F. Heizer, pp. 550–563. Washington, DC: Smithsonian Institution.

[70] Garbarino, M.S. and R.F. Sasso. 1994. Native American Heritage. Third Edition. Waveland Press.

[71] Kroeber, A.L. 1925. Handbook of the Indians of California. Bulletin 78. Bureau of American Ethnology. Washington, DC. Smithsonian Institution

[72] Heizer, R.F. and M.A. Whipple. 1971. The California Indians: Source Book, 2nd Edition.

[73] Bean, L.J. and F.C. Shipek. 1978. Luiseño. In Handbook of North American Indians, Vol. 8: California, edited by R.F. Heizer. Washington, DC: Smithsonian Institution.

[74] Bean, L.J. and F.C. Shipek. 1978. Luiseño. In Handbook of North American Indians, Vol. 8: California, edited by R.F. Heizer. Washington, DC: Smithsonian Institution.

[75] Bean, Lowell John. 1978. Cahuilla. In Handbook of North American Indians, Volume 8, California. Edited by Robert F. Heizer, pp. 575-587. W.C. Sturtevant, general editor. Smithsonian Institution, Washington, DC.

[76] Bean, Lowell John and Katherine Siva Saubel. 1972. Temalpakh: Cahuilla Indian Knowledge and Use of Plants. Malki Museum, Banning, California.

[77] Bean, Lowell John. 1978. Cahuilla. In Handbook of North American Indians, Volume 8, California. Edited by Robert F. Heizer, pp. 575-587. W.C. Sturtevant, general editor. Smithsonian Institution, Washington, DC.

Structures within permanent villages ranged from small brush shelters to dome-shaped or rectangular dwellings. Villages were situated near water sources, in the canyons near springs, or on alluvial fans at man-made walk-in wells.[78] Mortuary practices entailed cremation of the dead. Upon a person's death, the body was bound or put inside a net and then taken to a place where the body would be cremated. Secondary interments also occurred. A mourning ceremony took place about a year after a person's death. During this ceremony, an image of the deceased was burned along with other goods.[79, 80] Precontact Cahuilla population has been estimated to be as low as 2,500 to as high as 10,000. At the time of first contact with Europeans, around 1774, the Cahuilla numbered approximately 6,000. Although they were the first to encounter the Cahuilla, the Spanish had little to do with those of the desert region. Some of the Cahuilla who lived in the plains and valleys west of the desert and mountains, however, and were missionized through the asistencia located near present day San Bernardino. Cahuilla political, economic, and religious autonomy was maintained until 1877, when the United States government established Indian reservations in the region. Protestant missionaries came into the area to convert and civilize the Native American population. During this era, traditional cultural practices, such as cremation of the dead, were prohibited. Today, the Cahuilla resides on eight separate reservations in Southern California, located from Banning in the north to Warner Springs in the south and from Hemet in the west to Thermal in the east.[81]

Gabrieleño (Tongva)

Ethnographic accounts of Native Americans indicate that the Gabrieleño (or Tongva) once occupied the region that encompasses the project site. At the time of contact with Europeans, the Tongva were the main occupants of the southern Channel Islands, the Los Angeles Basin, much of Orange County, and extended as far east as the western San Bernardino Valley. The term "Gabrieleño" came from the group's association with Mission San Gabriel Arcangel, established in 1771. However, today the group prefers to be known by their ancestral name, Tongva. The Tongva are believed to have been one of the most populous and wealthy Native American tribes in Southern California prior to European contact, second only to the Chumash.[82,83,84]

The Tongva occupied numerous villages with populations ranging from 50 to 200 inhabitants. Residential structures within the villages were domed, circular, and made from thatched tule or other available wood. Tongva society was organized by kinship groups, with each group composed of several related families who together owned hunting and gathering territories. Settlement patterns varied according to the availability of floral and faunal resources.[85, 86, 87] Vegetable staples consisted

[78] Bean, Lowell John. 1972. Mukat's People: The Cahuilla Indians of Southern California. University of California Press, Berkeley.
[79] Lando, Richard and Ruby E. Modesto. 1977. Temal Wakhish: A Desert Cahuilla Village. Journal of California Anthropology 4:95-112
[80] Strong, W.D. 1929. Aboriginal Society in Southern California. University of California Publications is American Archaeology and Ethnology 26.
[81] Bean, Lowell John. 1978. Cahuilla. In Handbook of North American Indians, Volume 8, California. Edited by Robert F. Heizer, pp. 575-587. W.C. Sturtevant, general editor. Smithsonian Institution, Washington, DC.
[82] Bean, Lowell J. and Charles R. Smith. 1978. Gabrielino. In Handbook of North American Indians, Volume 8, California, pp. 538-549. Edited by R.F. Heizer. William C. Sturtevant, general editor. Smithsonian Institution, Washington DC.
[83] McCawley, William. 1996. The First Angelinos: the Gabrielino Indians of Los Angeles. Malki Museum Press, Morongo Indian Reservation, Banning, California.
[84] Moratto, M.J. 1984. California Archaeology. Academic Press: San Diego.
[85] Bean, Lowell J. and Charles R. Smith. 1978. Gabrielino. In Handbook of North American Indians, Volume 8, California, pp. 538-549. Edited by R.F. Heizer. William C. Sturtevant, general editor. Smithsonian Institution, Washington DC.
[86] McCawley, William. 1996. The First Angelinos: the Gabrielino Indians of Los Angeles. Malki Museum Press, Morongo Indian Reservation, Banning, California.
[87] Miller, Bruce W. 1991. The Gabrielino. Sand River Press, Los Osos, California

of acorns, chia, seeds, piñon nuts, sage, cacti, roots, and bulbs. Animals hunted included deer, antelope, coyote, rabbits, squirrels, rodents, birds, snakes, and the Tongva also fished.[88, 89,90]

By the late 18th Century, Tongva population had significantly dwindled due to the introduction of diseases and dietary deficiencies. Tongva communities near the missions disintegrated as individuals succumbed to Spanish control, fled the region, or died. Later, many of the Tongva fell into indentured servitude to Anglo-Americans. By the early 1900s, few Tongva people had survived and much of their culture had been lost. However, in the 1970s, a revival of the Tongva culture began which continues today with growing interest and support.

Regional Historic Background

The Spanish Period (1769 to 1821)

A comprehensive historical review of Riverside County (1772 to 1893) is noted in Lech[91] and other sources. The first Europeans to traverse the territory that constitutes modern Riverside County were Spanish soldier, Pedro Fages, and Father Francisco Garcés. This expedition to locate deserting soldiers eventually brought the group through the foothills of the San Jacinto Mountains, along Coyote Canyon, on the southern edge of Riverside County. They then continued into the Anza Valley, the San Jacinto Valley, Riverside, and eventually into San Bernardino and the Cajon Pass. Later, in 1774, Captain Juan Bautista de Anza would also utilize Coyote Canyon and enter the confines of modern Riverside County as his expedition searched for an overland route from Sonora to coastal Southern California. These expeditions sparked an influx of non-natives to Southern California, the Spanish being the first of these groups. Associated with the Spanish migration was the establishment of missions and military presidios along the coast of California. Although neither the missions nor presidios were ever located within the confines of modern Riverside County, their influence was far reaching. For example, land belonging to Mission San Gabriel extended to inland Southern California, east of the periphery of the Coachella Valley. Mission officials then converted portions of these holdings into ranchos during the Mexican Period.

The Mexican Period (1821–1848)

Administration of the Southern California ranchos shifted to Mexican hands in about 1824, but effective control did not occur until the early 1830s. The Mexican administrators began granting vast tracts of the original Mission properties to members of prominent families who had helped cut ties from the Spanish system. In 1838, title to the Mission San Gabriel's outpost in this area, the Jurupa Rancho, was granted to Juan Bandini, the appointed administrator of the Mission San Gabriel. This land grant was the first officially recognized Mexican land grant within modern Riverside County. The Jurupa Rancho consisted of roughly 30,000 acres, bounded by the Jurupa Hills to the north, the Santa Ana River to the south and east, and the Chino Rancho to the west.

[88] Bean, Lowell J. and Charles R. Smith. 1978. Gabrielino. In Handbook of North American Indians, Volume 8, California, pp. 538-549. Edited by R.F. Heizer. William C. Sturtevant, general editor. Smithsonian Institution, Washington DC.

[89] McCawley, William. 1996. The First Angelinos: the Gabrielino Indians of Los Angeles. Malki Museum Press, Morongo Indian Reservation, Banning, California

[90] Miller, Bruce W. 1991. The Gabrielino. Sand River Press, Los Osos, California

[91] Lech, S., 2004. Along the old roads: a history of the portion of Southern California that became Riverside County, 1772-1893. Steve Lech.

During the Period of the Mexican ranchos, rancho owners were constantly harassed by thieves and native groups from the Mojave region. Groups whose intent was to steal horses and cattle often attacked the northern part of the Rancho San Bernardino, so much so that Juan Bandini donated the very northeastern portion of the Jurupa Rancho for resettlement in 1842. By 1843, Bandini further fragmented the Jurupa Rancho, selling a sizable portion to Benjamin D. Wilson, who then sold the property known as Jurupa (Rubidoux) Rancho to Louis Rubidoux in 1847. The Rancho would be further divided in the coming decade.

Riverside County

Riverside County is the fourth largest county in California in both size (7,206 square miles) and population (4,470,546 people). It is bordered by Orange County to the west, San Bernardino County to the north, San Diego County to the south, and the State of Arizona to the east. Riverside County was formed in 1893 from a small portion of San Bernardino County and a larger part of San Diego County[92] and received its name from the already established City of Riverside.

The majority of Riverside County was made up of Rancho San Jacinto Viejo, which was given to Don José Antonio Estudillo; Sierra (Yorba) Rancho and Rincon Grant which were given to Bernardo Yorba through land grants that were given to prominent Spanish families by the Spanish Government.[93,94] Following the establishment of the community of Riverside, it maintained the same agricultural business practices that brought commerce to the region, however, the success in fruit growing and export of goods, the profitable land, proximity to a water source, the arrival of several investors, and the acquisition of irrigation rights leading to the formation of the Riverside Land and Irrigation Company, Riverside was rapidly becoming an attractive destination to settle in.[95] The addition of the Southern Pacific Railroad in the region further facilitated the distribution of goods and travelers, bringing financial prosperity and more business to Riverside. Rapid growth meant that institutions needed to be formed to meet the needs of the growing population, and in 1891 the first attempt to form a new county was held.[96]

Riverside continues to be one of the fastest growing counites in California with a population of 2,470,546 people.[97] Its ecological diversity, with rivers, deserts, mountains, and beaches, as well as affordable housing, the Wine Country near Temecula, and renowned University of California, Riverside, are key factors in the continued appeal of the County.

Highway 74: Ortega Highway

The Ortega Highway moves through the mountains from San Juan Capistrano to Lake Elsinore Valley. It started out as Indian foot trails and a fire trail along the creek. Several valley men envisioned a highway that would lead to the sea. These men, Sid Stephens, Carl Merrifield, Uede Jacobs, Adam

[92] County of Riverside. 2022. Home | County of Riverside (rivco.org). Accessed February 17, 2022.
[93] Holmes, E.W., 1912. History of Riverside County, California: With Biographical Sketches of the Leading Men and Women of the County Who Have Been Identified with its Growth and Development from the Early Days to the Present. Historic Record Company.
[94] Brown, J. and Boyd, J., 1922. History of San Bernardino and Riverside Counties: With Selected Biography of Actors and Witnesses of the Period of Growth and Achievement. (Vol. 2). Western Historical Association.
[95] Holmes, E.W., 1912. History of Riverside County, California: With Biographical Sketches of the Leading Men and Women of the County Who Have Been Identified with its Growth and Development from the Early Days to the Present. Historic Record Company.
[96] Guinn, J.M., 1902. Historical and Biographical Record of Southern California: Containing a History of Southern California from Its Earliest Settlement to the Opening Year of the Twentieth Century. Chapman Publishing Company.
[97] United States Census Bureau. 2020. Website: https://www.census.gov/quickfacts/riversidecountycalifornia. Accessed October 19, 2020.

Keck began excavating the mountain road with wheelbarrows, slip scrapers, horse teams, and shovel in 1917. Their concerted effort paved the way for the creation of what is now Lake Elsinore. The fire trail was widened up the mountain through Jim Knott's ranch toward the west end of Grande Avenue. Worked reached the top of the mountain as far as the upper San Juan Camp and continuing to the Lower San Juan Camp and reaching to the current bridge that crosses San Juan Creek. In the early 1920s, James B. Lehigh initiated the enthusiasm for a modern road when he arrived in Elsinore. Mr. Lehigh surprised the local bankers when he deposited $97,000 to open his account. Mr. Lehigh began investing in Elsinore after he become the vice president of the First National Bank; vice president of the building and loan association; vice president of the corporation associated with the local weekly newspaper; and the president of the chamber of commerce.

Del Crane, Elsinore's city engineer, was appointed by Mr. Lehigh as the chairman of the committee involved in the construction of the road. Mr. Crane distributed circulars, via airplane, all over Murrieta, Fallbrook, Temecula, San Diego, Escondido, Vista, San Bernardino, Redlands, Ontario, and back up the coast. The distributed circulars advertised the proposed highway, free barbecue and rodeo. As a result of this effort, approximately 300 cars from various counties attended the barbecue in the park, and both Riverside and Orange County supervisors attended as well. E.E. East, chief engineer for the Southern California Auto Club, proposed that the counties save the counties gas tax money and apply for the $200,000 located within Sacramento Bank to get the Joint Highway District Act amended. This amendment would make way for the construction of the road to join two county seats. East's efforts resulted in the formation of the Joint Highway District that involved supervisors of both Riverside and Orange Counties.

Immediately after, the survey parties began work on both ends of the road and met at the county line. Both counties surveyed different routes up the mountain to find the best and most practical high gear road. In June 1929, 800 people witnessed the grounding breaking of the mountain unit for the Elsinore-San Juan Capistrano Highway-to-the-Sea. The ceremony was followed by an elaborate barbecue dinner. The construction of the Ortega Highway began in 1929 and ended in 1933. The Ortega Highway dedication ceremony was held at Jameson Point in August 1933. The highway was named in honor of Don José Francisco Ortega, who was a member of the Portola expedition and one of the founders of the San Juan Mission.[98]

City of Lake Elsinore

Given the close proximity of the project to the City of Lake Elsinore, the following summary has been included to provide additional historical context. A recent analysis of Lake Elsinore history has been published by the Lake Elsinore Historical Society.[99] In it, it is stated that Julian Manriquez was granted the Rancho La Laguna in 1844 and it comprised almost 20,000 acres at that time. In 1851, Don Abel Stearns was able to acquire it and in 1858 sold it to Augustin Machado. Machado was the first permanent resident since the prehistoric era building an adobe off what is now Grand Avenue. Once the Machado house was established, the Butterfield Stage built a stopping place and rest area nearby. In 1865, Machado died, and the rancho was subsequently divided up among the family. In 1873, the Machado family sold all but 500 acres to an Englishman, Charles Sumner. In 1880, the lake

[98] The Ortega Highway. 2018. Website: http://theortegahighway.com/OrtegaHighwayHistory.html. Accessed January 11, 2023
[99] Lake Elsinore Historical Society. 2021. Welcome to the Lake Elsinore Historical Society Website. Accessed February 17, 2022.

was seen by Franklin Heald from the top of Mount Baldy and 3 years later in October 1883, he and two partners bought the property from the Sumners.

Lake Elsinore itself was first named "Elsinore" by developer Franklin H. Heald in 1883 at the suggestion of the wife of one of his partners, who provided the name after a castle in Denmark made famous by Shakespeare. The town was created as a subdivision during the California land boom of the early 1880s, a period in which many of the original Mexican land grants were purchased and subdivided by local developers who were backed by English or New York banks. In 1885, Santa Fe tracks were placed between the Riverside area and Elsinore through Railroad Canyon. On April 9, 1888, Lake Elsinore had been incorporated as a city.

The Lake was a source of pride to local townspeople, recreation, and helped to maintain the aquifer supplying drinking water for the residents, but like many playa lakes in Southern California, it is very shallow and subject to extreme fluctuations and desiccation without stabilization. In 1950, local residents became worried that water in the Lake would disappear as upstream agricultural interests and residential development was reducing lake levels year by year. In 1951, the Lake went dry and between 1954-1958 the Lake was dry until storms in 1958 placed a meager 7 feet of water in the Lake. The Lake was dry off and on until conservation and regional water planning refilled it in the early 1960s. The Lake has overflowed into Murrieta Creek eight times in the last 100 years: today this happens when the Lake reaches the 1,263-foot mark.

City of Perris

Given the close proximity of the project to the City of Perris, the following summary has been included to provide additional historical context. The City of Perris was established on April 18, 1911. It is named after California Southern Railroad Surveyor and Chief Engineer Fred T. Perris, who although never resided in the City, is credited with surveying Perris Valley where the railroad would eventually be built. The City of Perris, which was formerly called San Jacinto Plains, began as a small farming community that was initially inhabited by gold miners; however, the flat lands and moderate climate combined with the affordable land, appealed to the wave of settlers that arrived to the area after the discovery of gold.[100] The small town of Pinacate was located 1.7 miles south of downtown Perris. The town was known for the Pinacate Mining District that was established in 1878 as a result of the discovery of gold within the valley. The town contained a post office, businesses, and a depot. When the railroad was completed in 1882, many settlers migrated to the valley to claim homesteads and purchase railroad land at Pinacate. The town was reported to contain, at one point, 400 people. The demise of the town was the result of property disputes. In the 1980s the Pinacate Rock House Dugout was designated as a California Point of Historical Interest.[101,102]

In 1886, the Perris line of the California Southern Railroad was constructed, connecting Perris with San Diego to the south and Barstow to the north. The addition of the rail line facilitated the export of goods that were cultivated in Perris. Among the goods that came out the town were alfalfa, oranges,

[100] City of Perris. 2020. Website: https://www.cityofperris.org/our-city/about-perris/history#:~:text=Perris%20is%20named%20in%20honor,of%20Barstow%20and%20San%20Diego. Accessed October 19, 2020.
[101] City of Perris. 2023. Website: https://www.cityofperris.org/our-city/about-perris/history#:~:text=Perris%20is%20named%20in%20honor,of%20Barstow%20and%20San%20Diego. Accessed January 11, 2023.
[102] The Perris Valley Historical & Museum Association. 2016. Images of the Past: Perris Valley. Arcadia Publishing, Charleston, South Carolina.

grapes, potatoes, and grains gaining the reputation and moniker as the fruit and vegetable basket of Riverside County. The rail line was short lived, having been devastated by heavy storms, ultimately giving California Southern Railroad no choice but to close the station down in the early 1890s. Following the closure of the rail line and foreseeing the need for a functioning water and irrigation system to support the agricultural market, the community of Perris petitioned to be incorporated. By 1911, the vote passed, and Perris officially became a city with a population of 300.[103]

Rider Street, which runs east and west, is one of the main roads in Perris and named after Benjamin Harrod Rider, who purchased 160 acres of land (including the project location) on January 25, 1888. Rider acquired the land through a government land grant, which was paid with cash. Benjamin Rider was born in Maine in 1823 and came west after serving in the Civil War. Records indicated that he resided in Santa Barbara and Colton with his wife Anna before settling in Perris, California.

Today, Perris has a population of 79,291 and continues to grow.[104] After the construction of Lake Perris, the City became a vacation and retreat destination. In addition to Lake Perris, Perris hosts hot air ballooning competitions and is known as a desirable sky diving destination thanks to its uniformed flat terrain.

3.5.3 - Regulatory Framework

Federal

National Historic Preservation Act

The National Historic Preservation Act of 1966 (NHPA), as amended, established the National Register of Historic Places (NRHP), which contains an inventory of the nation's significant prehistoric and historic properties. Under 36 Code of Federal Regulations 60, a property is recommended for possible inclusion on the NRHP if it is at least 50 years old, has integrity, and meets one of the following criteria:

- It is associated with significant events in history, or broad patterns of events.
- It is associated with significant people in the past.
- It embodies the distinctive characteristics of an architectural type, period, or method of construction; or it is the work of a master or possesses high artistic value; or it represents a significant and distinguishable entity whose components may lack individual distinction.
- It has yielded, or may yield, information important in history or prehistory.

Certain types of properties are usually excluded from consideration for listing in the NRHP, but they can be considered if they meet special requirements in addition to meeting the criteria listed above. Such properties include religious sites, relocated properties, graves and cemeteries, reconstructed properties, commemorative properties, and properties that have achieved significance within the past 50 years.

[103] The Perris Valley Historical & Museum Association. 2016. Images of the Past: Perris Valley. Arcadia Publishing, Charleston, South Carolina.
[104] United States Census Bureau. 2020. Website: https://www.census.gov/quickfacts/riversidecountycalifornia. Accessed October 19, 2020.

Archaeological Resources Protection Act

The Archaeological Resources Protection Act (ARPA) amended the Antiquities Act of 1906 (16 United States Code [USC] 431–433) and set a broad policy that archaeological resources are important to the nation and should be protected and required special permits before the excavation or removal of archaeological resources from public or Indian lands. The purpose of ARPA was to secure, for the present and future benefit of the American people, the protection of archaeological resources and sites that are on public lands and Indian lands, and to foster increased cooperation and exchange of information between governmental authorities, the professional archaeological community, and private individuals having collections of archaeological resources and data that were obtained before October 31, 1979.

American Indian Religious Freedom Act

AIRFA established federal policy to protect and preserve the inherent rights of freedom for Native American groups to believe, express, and exercise their traditional religions. These rights include but are not limited to access to sites, use and possession of sacred objects, and freedom to worship through ceremonials and traditional rites.

State

California Register of Historical Resources

As defined by Section 15064.5(a)(3)(A-D) of the CEQA Guidelines, a resource shall be considered historically significant if the resource meets the criteria for listing on the CRHR. The CRHR and many local preservation ordinances have employed the criteria for eligibility to the NRHP as a model, since the NHPA provides the highest standard for evaluating the significance of historic resources. A resource that meets the NRHP criteria is clearly significant. A resource that does not meet the NRHP standards may still be considered historically significant at a local or State level.

California Environmental Quality Act

CEQA specifies that a project that may cause a substantial adverse change in the significance of a historical resource is a project that may have a significant effect on the environment (State CEQA Guidelines § 15064.5(b)). The significance of a historical resource is impaired when a project demolishes or materially alters in an adverse manner those physical characteristics of a historical resource that convey its significance and that justify its eligibility for the CRHR. If there is a substantial adverse change in the significance of a historical resource, the preparation of an environmental impact report may be required (State CEQA Guidelines § 15065(a)).

For the purposes of CEQA, a resource shall be considered by a lead agency to be historically significant if the resource meets the criteria for listing in the CRHR. Codified in Public Resources Code Section 5024.1, the CRHR, recognizes buildings, structures, sites, districts, and objects, 45 years or older and which are significant in respect to American history, architecture, archaeology, engineering, or culture and at the local, State, or national level. Like the NRHP, resources must also retain integrity, although the level of integrity a resource must retain is less stringent for the CRHR than the NRHP. The CRHR also includes properties that are listed of have been formally determined eligible for listing on the NRHP or is a State Historic Landmark, or Historical Point of Interest.

Senate Bill 18

SB 18 states that prior to a local (city or county) government's adoption of any General Plan or Specific Plan, or amendment to General and Specific Plans, or a designation of open space land proposed on or after March 1, 2005, the city or county shall conduct consultations with California Native American Tribes for the purpose of preserving or mitigating impacts to Cultural Places. A Cultural Place is defined as:

- Native American sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine (PRC § 5097.9), or;
- Native American historic, cultural, or sacred site, that is listed or may be eligible for listing in the California Register of Historical Resources pursuant to Section 5024.1, including any historic or prehistoric ruins, any burial ground, or any archaeological or historic site (PRC § 5097.995).

According to the Government Code Section 65352.4, "consultation" is defined as:

> The meaningful and timely process of seeking, discussing, and carefully considering the views of others, in a manner that is cognizant of all parties' cultural values and, where feasible, seeking agreement. Consultation between government agencies and Native American Tribes shall be conducted in a way that is mutually respectful of each party's sovereignty. Consultation shall also recognize the tribes' potential needs for confidentiality with respect to places that have traditional tribal cultural significance.

California Historical Building Code, California Code of Regulations, Title 24, Part 8

The California Historic Building Code (CHBC) applies to all qualified historical buildings or properties in the State. Its intent is to protect California's architectural heritage by recognizing the unique construction concerns inherent in maintaining and reusing historic buildings. The CHBC allows for alternative building regulations for permitting necessary repairs and modifications to ensure the preservation, rehabilitation, relocation, and related construction of a building and structures that are deemed to be of importance to the history, architecture, or culture of an area by the relevant local or State governmental jurisdiction. The CHBC regulations are meant to facilitate the rehabilitation or change of occupancy in a manner that "preserves their original or restored elements and features, to encourage energy conservation and a cost-effective approach to preservation, and to provide for reasonable safety from fire, seismic forces or other hazards for occupants and users of such buildings, structures and properties and to provide reasonable availability and usability by the physically disabled."

Health and Safety Code Sections 7052 and 7050.5

Section 7052 of the Health and Safety Code dictates that the disturbance of Native American cemeteries is a felony. Section 7050.5 requires that construction or excavation be stopped in the vicinity of discovered human remains until the County Coroner can determine whether the remains are those of a Native American. If determined to be of Native American origin, the coroner must contact the California NAHC within 24 hours of this identification. A NAHC representative would then identify a Native American Most Likely Descendant (MLD) to inspect the site and provide

recommendations for the proper treatment of the remains and associated grave goods. In addition, CEQA Guidelines Section 15064.5 specifies the procedures to be followed in case of the discovery of human remains on non-federal land. The disposition of Native American burials falls within the jurisdiction of the NAHC.

Public Resources Code Section 5097

Public Resources Code Section 5097 specifies the procedures to be followed in the event of the unexpected discovery of human remains on non-federal public lands. The disposition of Native American burials falls within the jurisdiction of the NAHC, which prohibits willfully damaging any historical, archaeological, or vertebrate paleontological site or feature on public lands.

California Native American Graves Protection and Repatriation Act, Health and Safety Code Section 8010 through 8030

In the California Health and Safety Code, Division 7, Part 2, Chapter 5, contains provisions designed to protect Native American cultural resources. The Act sets the State policy to ensure that all California Native American human remains, and cultural items are treated with due respect and dignity. The Act also provides the mechanism for disclosure and return of human remains and cultural items held by publicly funded agencies and museums in California. Likewise, the Act outlines the mechanism with which California Native American Tribes not recognized by the federal government may file claims to human remains and cultural items held in agencies or museums.

Native American Historic Resource Protection Act, Public Resources Code 5097

Section 5097 of the Public Resources Code addresses archaeological resources. Archaeological resources that are not "historical resources" may be "unique archaeological resources" as defined in Public Resources Code Section 21083.2, which also generally provides that "non-unique archaeological resources" are not analyzed under CEQA. Public Resources Code Section 21083.2, subdivision (g), defines "unique archaeological resource" as an archaeological artifact, object, or site that does not merely add to the current body of knowledge, but has a high probability of meeting any of the criteria identified in this section.

If an archaeological resource is neither a unique archaeological nor a historical resource, the effects of the project on that resource would not be considered a significant effect on the environment. It is sufficient that the resource and the effects on it be noted in an EIR, but the resource need not be considered further in the CEQA process. Additional applicable sections of the Public Resources Code include:

Section 5097.5: Provides that any unauthorized removal or destruction of archaeological or paleontological resources on sites located on public lands is a misdemeanor. As used in this section, "public lands" means lands owned by, or under the jurisdiction of, the State, or any city, county, district, authority, or public corporation, or any agency thereof.

Section 5097.98: Prohibits obtaining or possessing Native American artifacts or human remains taken from a grave or cairn and sets penalties for such acts.

Mills Act, 1972

The Mills Act provides economic incentives to private property owners to restore and preserve qualified historic buildings. This legislation allows local jurisdictions (cities and counties) to enter contracts with owners of qualified historic properties who are actively engaged in the restoration and maintenance of their historic properties while receiving property tax relief. A qualified historic property is defined as one that is "listed on any federal, state, county, or city register, including the National Register of Historic Places, California Register of Historical Resources, California Historical Landmarks, State Points of Historical Interest, and locally designated landmarks."[105]

Local

County of Riverside

County of Riverside General Plan

LU 9.1 Provide for permanent preservation of open space lands that contain important natural resources, cultural resources, hazards, water features, watercourses including arroyos and canyons, and scenic and recreational values.

OS 19.1 Cultural resources (both prehistoric and historic) are a valued part of the history of the County of Riverside.

OS 19.3 Review proposed development for the possibility of cultural resources and for compliance with the cultural resources program.

OS 19.4 To the extent feasible, designate as open space and allocate resources and/or tax credits to prioritize the protection of cultural resources preserved in place or left in an undisturbed state.

OS 19.5 Exercise sensitivity and respect for human remains from both prehistoric and historic time periods and comply with all applicable laws concerning such remains.

Highway 74 Community Plan

The Highway 74 Community Plan does not set forth any additional goals and policies related to cultural resources.

3.5.4 - Methodology and Results

On June 29, 2017, a records search for the project area and a 1-mile radius beyond the planning area boundary was conducted at the EIC located at the University of California, Riverside. The current inventories of the NRHP, the CRHR, the California Historical Landmarks (CHL) list, the California Points of Historical Interest (CPHI) list, and the California Built Environment Resource Directory (BERD) for Riverside County were also reviewed to determine the existence of previously documented local historical resources.

[105] California Office of Historic Preservation (OHP). Website: http://www.ohp.parks.ca.gov. Accessed May 29, 2020.

The results of the EIC records search indicate that 213 cultural resources have been recorded within the 1-mile search radius. Of these 66 are located within the boundaries of the planning area. Of the area-specific survey reports, 106 are on file with the EIC that address areas within the 1-mile search radius, 17 of which address portions of the planning area, indicating that segments have been previously evaluated.

Cultural resources within and in the vicinity of the planning area include both prehistoric archaeological sites, and historic era buildings and structures. The southwestern end of the project area contains several prehistoric plant processing sites where numerous milling slicks have been documented. Some of these sites contained artifacts including flakes, scrapers, hammer stones, choppers, manos and metates. While not within the planning area, the 4th Street residential historic district of the City of Perris is located within 0.5 mile of the project area. This district contains several residential units dating to the first half of the 20th century, and additional unevaluated buildings and structures that may be eligible for the NRHP or CRHR are located within the planning area. Cultural resources located within the planning area also include contain segments of historical-period roads, and several sites related to prospecting and mining are located within 0.5 mile of the central part of the planning area.

The NRHP and BERD were also consulted as part of the records search process. Two properties within the planning area are listed in the NRHP. Ten properties within the planning area are listed in the BERD and are potentially eligible for inclusion on the NRHP. A summary of EIC records search results can be found in Appendix D.

3.5.5 - Thresholds of Significance

According to Appendix G, Environmental Checklist, of the State CEQA Guidelines, cultural resources impacts resulting from the implementation of the proposed project would be considered significant if the project would:

a) Cause a substantial adverse change in the significance of a historical resource as pursuant to Section 15064.5.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5.

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

Significance thresholds set forth in the Riverside County's Environmental Assessment Checklist form are derived from Section V of Appendix G to the State CEQA Guidelines (listed above), as modified by the 2018 updates to the CEQA Guidelines, and state that the proposed project would have a significant impact on cultural resources if construction and/or operation if the proposed project would:

8. Historic Resources

a) Alter or destroy a historic site?

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

9. Archaeological Resources

a) Alter or destroy an archaeological site?

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

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

3.5.6 - Project Impacts and Mitigation Measures

This section discusses potential impacts associated with the development of the proposed project and provides mitigation measures where appropriate.

Historic Resources

Impact CUL-8(a):	**The proposed project may alter or destroy a historic site.**

AND

Impact CUL-8(b):	**The proposed project may cause a substantial adverse change in the significance of a historical resource, pursuant to California Code of Regulations, Section 15064.5.**

Impact Analysis

A substantial adverse change in the significance of a historical resource is defined at Section 15064.5(b)(1) of the CEQA Guidelines as the "physical demolition, destruction, relocation, or alteration of the resource or its immediate surroundings such that the significance of a historical resource would be materially impaired." Known historic buildings, districts and resource sites are located throughout the planning area, such as the Pinacate Mining District, as discussed in Section 3.5.2. Additional undesignated sites, and potentially unidentified sites, exist within the planning area as well.

This environmental analysis provides a programmatic-level review and does not evaluate any specific sites or development projects. Additionally, the proposed project itself does not approve or entitle any development project. Further, potential future development would be required to undergo project review at the time of project application and would be assessed for impacts to historic and cultural resources. While the Highway 74 Community Plan (proposed project) does not directly propose any adverse changes to any historical resources, future development allowed under the proposed project could affect known resources, or previously unidentified or undesignated resources. This would constitute a potentially significant impact.

As future implementing projects are considered by the County, each project would be evaluated for conformance with the General Plan, Municipal Code, and other applicable State regulations. Subsequent development and infrastructure projects would also be analyzed for potential

environmental impacts, consistent with requirements of CEQA. The General Plan includes policies and programs intended to reduce impacts to and conserve historical resources. Policies OS-19.2, OS-19.3, and OS-19.4 help ensure protection and preservation of historical resources by implementing a process where proposed developments are reviewed for the possibility of cultural resources being present. Specifically, OS 19.3 requires review of proposed development for the possibility of cultural resources and for compliance with the cultural resources program, which would include preparation of Phase I Cultural Resources Assessment and reviewing evaluating structured for CRHR eligibility on a project-by-project basis. Therefore, future implementing projects would comply with applicable regulations to ensure that project impacts related to cultural and historical resources are less than significant.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation required.

Archaeological Resources

Impact CUL-9(a):	**The proposed project may not alter or destroy an archaeological site.**
AND	
Impact CUL-9(b):	**The proposed project may cause a substantial adverse change in the significance of an archaeological resource, pursuant to California Code of Regulations, Section 15064.5.**

Impact Analysis

Known archaeological resource sites are located within the planning area, and it is expected that additional undiscovered sites may exist in the planning area as well. Based on a review of information available at the EIC, only a small portion of the planning area has been previously surveyed for archaeological resources.

While the proposed project does not directly propose any adverse changes to any archaeological resources, future development from the proposed project could affect known or previously unidentified resources. Potential for additional archaeological sites to be present within the planning area exists, but varies by location. Prehistoric habitation sites, such as those known to be present within the County, tend to be situated along creeks and other areas with a reliable water supply, whereas task-specific sites, or resource procurement sites can be situated in almost any environment conducive to human activity. Buried prehistoric archaeological sites tend to be found on Holocene-age landforms, particularly alluvial fans, floodplains, and areas along rivers and streams.

As future development and infrastructure projects within the planning area are considered by the County, each project will be evaluated for conformance with the General Plan, Municipal Code, and other applicable State regulations. Subsequent development and infrastructure projects would also be analyzed for potential environmental impacts, consistent with requirements of CEQA. The General Plan includes policies and programs intended to reduce impacts to and conserve historical