



**RP&AM Committee**

Vacant, Chair  
G. Peterson, Vice Chair  
M. Camacho  
L. Dick  
D. Erdman  
A. Kassakhian  
C. Kurtz  
R. Record  
T. Smith  
N. Sutley

**Real Property and Asset Management  
Committee**

Meeting with Board of Directors \*

**March 8, 2022**

**9:00 a.m.**

Teleconference meetings will continue until further notice. Live streaming is available for all board and committee meetings on [mwdh2o.com](http://mwdh2o.com) ([Click Here](#))

A listen only phone line is also available at 1-800-603-9516; enter code: 2176868#. Members of the public may present their comments to the Board on matters within their jurisdiction as listed on the agenda via teleconference only. To participate call (404) 400-0335 and enter Code: 9601962.

**Tuesday, March 8, 2022  
Meeting Schedule**

09:00 am - RP&AM  
10:00 am - OP&T  
11:30 am - Break  
12:00 pm - BOD  
12:30 pm - Sp.Exec

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MWD Headquarters Building • 700 N. Alameda Street • Los Angeles, CA 90012

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\* The Metropolitan Water District's meeting of this Committee is noticed as a joint committee meeting with the Board of Directors for the purpose of compliance with the Brown Act. Members of the Board who are not assigned to this Committee may participate as members of the Board, whether or not a quorum of the Board is present. In order to preserve the function of the committee as advisory to the Board, members of the Board who are not assigned to this Committee will not vote on matters before this Committee.

**1. Opportunity for members of the public to address the committee on matters within the committee's jurisdiction (As required by Gov. Code Section 54954.3(a))**

**\*\* CONSENT CALENDAR ITEMS -- ACTION \*\***

**2. CONSENT CALENDAR OTHER ITEMS - ACTION**

- A. Approval of the Minutes of the Meeting of the Real Property and Asset Management Committee held January 10, 2022

[21-933](#)

**Attachments:** [03082022 RPAM 2A minutes.pdf](#)

**3. CONSENT CALENDAR ITEMS - ACTION**

- 7-8** Authorize an agreement with Kennedy Jenks Consultants in an amount not to exceed \$1.5 million for design of on-site utility systems to serve the Diamond Valley Lake East Marina; the General Manager has determined that this proposed action is exempt or otherwise not subject to CEQA **[21-888](#)**

**Attachments:** [03082022 RPAM 7-8 B-L.pdf](#)  
[03082022 RPAM 7-8 Presentation.pdf](#)

- 7-9** Review and consider the County of Riverside's certified Final Environmental Impact Report and Addendum No. 1 and take related CEQA actions, and authorize the General Manager to grant a permanent easement to the County of Riverside for public road purposes traversing Metropolitan fee-owned property in the County of Riverside and identified as Riverside County Assessor Parcel Number 472-180-002 **[21-889](#)**

**Attachments:** [03082022 RPAM 7-9 B-L.pdf](#)  
[03082022 RPAM 7-9 Presentation.pdf](#)

**\*\* END OF CONSENT CALENDAR ITEMS \*\***

**4. OTHER BOARD ITEMS - ACTION**

NONE

**5. BOARD INFORMATION ITEMS**

NONE

**6. COMMITTEE ITEMS**

- a. Desert Housing and Recreation Update **[21-909](#)**

**Attachments:** [03082022 RPAM 6a Presentation.pdf](#)

- b. Encroachment Prevention Update **[21-910](#)**

**Attachments:** [03082022 RPAM 6b Presentation.pdf](#)

**7. MANAGEMENT REPORTS**

- a. Real Property Manager's Report **[21-934](#)**

**Attachments:** [03082022 RPAM 7a Presentation.pdf](#)

**8. FOLLOW-UP ITEMS**

NONE

## **9. FUTURE AGENDA ITEMS**

## **10. ADJOURNMENT**

**NOTE:** This committee reviews items and makes a recommendation for final action to the full Board of Directors. Final action will be taken by the Board of Directors. Agendas for the meeting of the Board of Directors may be obtained from the Board Executive Secretary. This committee will not take any final action that is binding on the Board, even when a quorum of the Board is present.

Writings relating to open session agenda items distributed to Directors less than 72 hours prior to a regular meeting are available for public inspection at Metropolitan's Headquarters Building and on Metropolitan's Web site <http://www.mwdh2o.com>.

Requests for a disability related modification or accommodation, including auxiliary aids or services, in order to attend or participate in a meeting should be made to the Board Executive Secretary in advance of the meeting to ensure availability of the requested service or accommodation.

**THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA**

**MINUTES**

**REAL PROPERTY AND ASSET MANAGEMENT COMMITTEE**

**January 10, 2022**

Vice Chair Peterson called the teleconference meeting to order at 1:39 p.m.

Committee Members present: Vice Chair Peterson, Directors Camacho, Dick, Erdman, Record, Smith and Sutley.

Members absent: Directors Kassakhian and Kurtz

Other Board Members present: Chairwoman Gray, Directors Abdo, Ackerman, Atwater, Blois, De Jesus, Dennstedt, Faessel, Fong-Sakai, Goldberg, Jung, Lefevre, McCoy, Miller, Morris, Phan, Pressman and Tamaribuchi.

Committee Staff present: Chapman, Hagekhalil, Otake, Shraibati, Upadhyay and Vinsonhaler

**1. OPPORTUNITY FOR MEMBERS OF THE PUBLIC TO ADDRESS THE COMMITTEE ON MATTERS WITHIN THE COMMITTEE'S JURISDICTION**

None.

**CONSENT CALENDAR ITEMS — ACTION**

**2. CONSENT CALENDAR OTHER ITEMS – ACTION**

A. Approval of the Minutes of the Real Property and Asset Management Committee held October 12, 2021.

**3. CONSENT CALENDAR ITEMS – ACTION**

7-4 Subject: Review and consider County of Riverside's adopted Mitigated Negative Declaration and take related CEQA actions, and authorize the General Manager to grant a permanent easement for drainage purposes to County of Riverside Flood Control and Water Conservation District on Metropolitan property in Riverside County.

Motion: Review and consider the County of Riverside's adopted Mitigated Negative Declaration and take related CEQA actions, and authorize the granting of a permanent easement for drainage purposes to County of Riverside Flood Control and Water Conservation District

7-5 Subject: Authorize the execution of an amendment to a license agreement with Fountains La Verne MHP Associates, L.P. for recreational vehicle parking on Metropolitan fee-owned property in the City of La Verne;



the General Manager has determined that this action is exempt or otherwise not subject to CEQA.

Motion: Authorize the execution of an amendment to the existing license with Fountains La Verne MHP Associates, L.P. for additional recreational vehicle parking

The following Director provided comments or asked questions on item 7-5:

1. Dick

Staff responded to Directors questions and comments.

No presentations were given, Director Record made a motion, seconded by Director Dick to approve the consent calendar consisting of items 2A, 7-4 and 7-5.

The vote was:

Ayes: Directors Camacho, Dick, Erdman, Peterson, Record, Smith and Sutley

Noes: None

Abstentions: Director Sutley on item 2A only

Absent: Directors Kassakhian and Kurtz

The motion for item 2A passed by a vote of 6 ayes, 0 noes, 1 abstention, and 2 absent.

The motion for items 7-4 and 7-5 passed by a vote of 7 ayes, 0 noes, 0 abstention, and 2 absent.

## **END OF CONSENT CALENDAR ITEMS**

### **4. OTHER BOARD ITEMS – ACTION**

None

### **5. BOARD INFORMATION ITEMS**

None

### **6. COMMITTEE ITEMS**

None

### **7. MANAGEMENT REPORT**

- a. Subject: Real Property Manager's Report  
Presented by: Lilly L. Shraibati, Group Manager, Real Property Group

Ms. Shraibati reported on Real Property Group accomplishments for 2021 and goals for 2022.

**8. FOLLOW-UP ITEMS**

None

**9. FUTURE AGENDA ITEMS**

None

Next meeting will be held on March 8, 2022.

Meeting adjourned at 2:06 p.m.

Glen Peterson  
Vice Chair



- **Board of Directors**  
***Real Property and Asset Management Committee***

3/8/2022 Board Meeting

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7-8

## **Subject**

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Authorize an agreement with Kennedy Jenks Consultants in an amount not to exceed \$1.5 million for design of on-site utility systems to serve the Diamond Valley Lake East Marina; the General Manager has determined that this proposed action is exempt or otherwise not subject to CEQA

## **Executive Summary**

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This action authorizes the design of internal, on-site water and sewer utility systems at the Diamond Valley Lake (DVL) East Marina through an agreement with Kennedy Jenks Consultants. The design and eventual construction of permanent on-site utility systems are needed to encourage the development and expansion of financially self-sustaining recreation amenities available to the public at the DVL East Marina.

Metropolitan's recreation planning efforts at DVL envision the influx of private investment to develop and expand recreation offerings, while Metropolitan's role would be to provide basic on-site water and sewer systems to support private development served by the local retail water and sewer provider, Eastern Municipal Water District. Opportunities that may attract private investment for development are hindered by the lack of permanent potable water and sewer facilities at the DVL East Marina site. Previous discussions with the marina industry have highlighted additional revenue-generating amenities that could be constructed by the private sector if the necessary utility infrastructure was in place. Such amenities may include camping with utility connections for recreational vehicles, hot food and beverage services, event hosting, retail and recreational lodging. Additionally, the existing marina concessionaire has proposed developments which may enhance their business, such as fish cleaning stations, waterfront camping, cabins, and shower facilities.

In 2004, the Metropolitan Board directed staff to consolidate all costs for DVL recreation into one appropriation (15334). The Board also determined that all costs to develop recreation at DVL would be funded from DVL capital construction budgeted funds remaining unspent, and from the proceeds derived from the future sales of DVL surplus properties. In 2021, staff finalized the disposition of 12 parcels, and sales proceeds in the amount of \$4,461,421 were added to the DVL Recreation Appropriation 15334, which now has \$21,174,122 remaining in appropriated funds.

## **Details**

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### **Background**

In 1997, Metropolitan's Board adopted the Draft Eastside Reservoir Recreation Plan (Recreation Plan), which included the Recreation Guiding Principles and the Business Planning Framework that envisioned private sector funding in the development and operation of the recreation complex. The intent of the Business Planning Framework was to seek private sector capital investments that would enable recreation to become financially independent after Metropolitan completed construction of the core recreational infrastructure. The Recreation Plan was developed with input from a Recreation Working Group (RWG) Metropolitan formed in 1992. The RWG consisted of community groups, landowners, recreation groups, governmental agencies, and others. The adopted Recreation Plan included the development of the DVL East Marina, which opened in October 2003 following the completion of the reservoir.

To date, Metropolitan constructed the DVL East Marina access road, boat launch ramps, floating restrooms, floating boarding dock facilities, electric utilities, restrooms, and the first part of a floating wave attenuator

system; with the second part now in the final design phase. Currently, potable water is brought up to the DVL East Marina by trucks and is stored in two, 3,000-gallon water storage tanks that serve the restrooms and provides standby water for fire protection purposes. Sewage is collected in a containment tank and is removed from the site by a private sewage service.

In 2019, staff worked with Kennedy Jenks Consultants to update and finalize an engineering study to bring potable water and sewer utilities to the DVL East Marina by building on-site utility systems that would connect to master potable water and sewer meters at connection points with the local service provider, Eastern Municipal Water District. This study identified basic criteria such as system capacity, fire protection for a fully developed site, route alignments, water conservation practices, and operational and maintenance requirements.

### **Diamond Valley Lake East Marina Utility Improvements – Preliminary and Final Design**

The planned work includes installation of 6,000 linear feet of potable water lines, a 10-inch cement mortar lined and coated (CML&C) combined operational and fire flow line; 8-inch CML&C potable water line; 400,000-gallon capacity storage for fire protection; connection to the sprinkler system and fire hydrant; 8-inch gravity sewer line; 8-inch forced sewer line; sewer lift station; and construction of a new access road to the water storage area. The proposed work will meet the utility demands from a fully developed DVL East Marina and meet current local jurisdictional agency requirements.

A total of \$3,400,000 is required for this work. Allocated funds include a total of \$1,500,000 for design activities (includes \$500,000 for preliminary design and \$1,000,000 for final design activities) by Kennedy Jenks Consultants, as described below; and a total of \$300,000 for value engineer and constructability workshop and geotechnical investigations. The workshops and geotechnical investigations will be performed by specialty firms under contracts planned to be executed under the General Manager's Administrative Code authority to award contracts of \$250,000 or less. Other allocated funds for Metropolitan staff activities include; \$576,000 for technical review; \$534,000 for project management, project controls and bidding, preparation of environmental documentation, survey and mapping; and \$490,000 for remaining budget.

As described above, final design will be performed by Kennedy Jenks Consultants. Engineering Services' performance metric target range for final design with construction more than \$3 million is 9 to 12 percent. For this project, the performance metric goal for final design is 11 percent of the total construction cost. The estimated cost of design is \$1.33 million, which includes \$1,000,000 for Kennedy Jenks Consultants and \$330,000 for Metropolitan staff. The estimated cost of construction for this project is anticipated to range from \$12 million to \$14 million.

### **Agreement for Engineering Design Services (Kennedy Jenks Consultants)**

The design for the DVL East Marina on-site utility improvements is recommended to be performed by Kennedy Jenks Consultants. This consultant was prequalified to provide design services through a competitive process via Request for Qualifications No. 1131. Subsequently, Kennedy Jenks was selected based on its previous experience with utility design work at DVL, their preparation of the 2019 Utility Study Report, and their experience with the specialized nature of this work.

The planned activities for Kennedy Jenks include: (1) site reconnaissance; (2) finalizing alignment alternatives for the sewer, water, and electrical lines to utility system equipment; (3) geotechnical exploration; (4) preparation of preliminary design report; (5) conducting a surge analysis; and (6) preparation of plans and specifications for final design and development of cost estimates.

This action authorizes an agreement with Kennedy Jenks Consultants for a not-to-exceed amount of \$1,500,000 to provide engineering design services for the DVL East Marina utilities improvements. For this agreement, Metropolitan has established a Small Business Enterprise participation level of 25 percent. Kennedy Jenks has agreed to meet this level of participation. The subconsultants for this agreement are listed in **Attachment 2**.

## Alternatives Considered

Alternatives considered for completing design activities for the DVL East Marina utilities improvements included utilizing in-house Metropolitan staff to conduct this work. Metropolitan's staffing strategy for utilizing consultants and in-house Metropolitan staff has been: (1) to assess current work assignments for in-house staff to determine the potential availability of staff to conduct this work; and (2) to use project-specific professional services agreements when resource needs exceed available in-house staffing or require specialized technical expertise in order to provide a concentrated engineering effort over an extended duration.

This strategy relies on the assumption that in-house engineering staff will handle the baseload of work on capital projects, while professional services agreements are selectively utilized to handle projects above this baseload or where specialized needs are required. This strategy allows Metropolitan's staff to be strategically utilized on projects to best maintain key engineering competencies and to address projects with special needs or issues. After assessing the current workload for in-house staff, and the relative priority of this project, staff recommends utilizing a professional services agreement for this work. This approach will allow for completion of not only this project, but also other budgeted capital projects within their current schedules and ensure that the work is conducted in the most efficient manner possible.

## Summary

This action authorizes the General Manager to enter into an agreement with Kennedy Jenks Consultants to perform design activities for on-site potable water distribution and wastewater collection systems within Metropolitan's Diamond Valley Lake Reservoir property in order to support the DVL East Marina. This project would enable Metropolitan to attract additional private investment for the development of additional revenue-generating amenities that will reduce reliance on Metropolitan's resources in the future. Moving forward with this project is in alignment with Metropolitan's goal to construct basic recreational infrastructure to seek the development of financially feasible recreation projects.

This project has been evaluated and recommended by Metropolitan's CIP Evaluation Team, and funds are available within the fiscal year 2021/22 capital expenditure plan. See **Attachment 1** for the Allocation of Funds, **Attachment 2** for the List of Subconsultants, and **Attachment 3** for the Location Map.

## Project Milestones

October 2022 – Complete preliminary design to improve utilities at the DVL East Marina

June 2023 – Complete final design to improve utilities at the DVL East Marina

## Policy

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Metropolitan Water District Administrative Code Section 8121: General Authority of the General Manager to Enter Contracts

Metropolitan Water District Administrative Code Section 11104: Delegation of Responsibilities

## California Environmental Quality Act (CEQA)

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### CEQA determination for Option #1:

The proposed action is not defined as a project under CEQA because it involves only feasibility or planning studies for possible future actions which the Board has not approved, adopted or funded (Section 15262 of the State CEQA Guidelines). In addition, the proposed action is categorically exempt under the provisions of CEQA and the State CEQA Guidelines because the proposed action involves basic data collection and research activities which do not result in a serious or major disturbance to an environmental resource, which may be strictly for information gathering purposes, or as part of a study leading to an action which a public agency has not yet approved, adopted, or funded (Class 6, Section 15306 of the State CEQA Guidelines).

### CEQA determination for Option #2:

None required

## Board Options

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### Option #1

Authorize an agreement with Kennedy Jenks Consultants in an amount not to exceed \$1.5 million for design of on-site utility systems to serve the Diamond Valley Lake East Marina.

**Fiscal Impact:** Expenditure of \$3,480,000 in capital funds. Approximately \$300,000 will be incurred in the current biennium. The remaining funds from this action will be accounted for from Appropriation 15334, which was credited in October 2021 with \$4.46 million in net proceeds from the sale of DVL surplus property.

**Business Analysis:** This option will decrease Metropolitan's long-term financial obligation to the DVL East Marina and induce private capital investment for expanded amenities and development that will generate additional revenue and make the DVL East Marina more financially self-sustaining. Additionally, it will build goodwill with the local residents, community leaders, civic partners, and MOI Committee member agencies.

### Option #2

Do not proceed with the project.


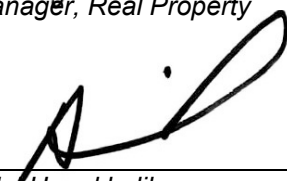
**Fiscal Impact:** None

**Business Analysis:** This option will continue to make the DVL East Marina dependent on Metropolitan resources, will limit the public's access to the DVL area to the scope of the current amenities, and will communicate a lack of commitment on the part of Metropolitan to provide the necessary infrastructure to the DVL East Marina for private development and expansion of recreation amenities.

## Staff Recommendation

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### Option #1

 _____ Lilly L. Shraibati Manager, Real Property	2/22/2022 _____ Date
 _____ Adel Hagekhalil General Manager	3/2/2022 _____ Date

**Attachment 1 – Allocation of Funds**

**Attachment 2 – List of Subconsultants**

**Attachment 3 – Location Map**

Ref# RPDM12685429

### **Allocation of Funds for the Diamond Valley Lake Utilities Improvements**

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	<b>Current Board Action (Mar. 2022)</b>
Labor	
Studies & Investigations	\$ 246,000
Final Design	330,000
Owner Costs (Program mgmt., envir. monitoring)	534,000
Submittals Review & Record Drwgs.	-
Construction Inspection & Support	-
Metropolitan Force Construction	-
Materials & Supplies	-
Incidental Expenses	-
Professional/Technical Services	-
Right-of-Way	-
Equipment Use	-
Contracts	-
Value Engineering	150,000
Geotechnical	150,000
Kennedy Jenks (Design)	1,500,000
Remaining Budget	490,000
<b>Total</b>	<b>\$ 3,400,000</b>

The total amount expended to date is approximately \$185,000. The total estimated cost to complete this project, including the amount appropriated to date and funds for the work described in this action, is anticipated to range from \$15 million to \$16 million.

**The Metropolitan Water District of Southern California****Subconsultants for Consultant****Diamond Valley Lake Marina Utilities Improvements**

Consultant: Kennedy Jenks

<b>Subconsultants and Location</b>
Ninyo Moore Irvine, CA
Saylor Consulting San Francisco, CA
Terrazas Group, Pasadena, CA
Scott Foster La Canada Flintridge, CA







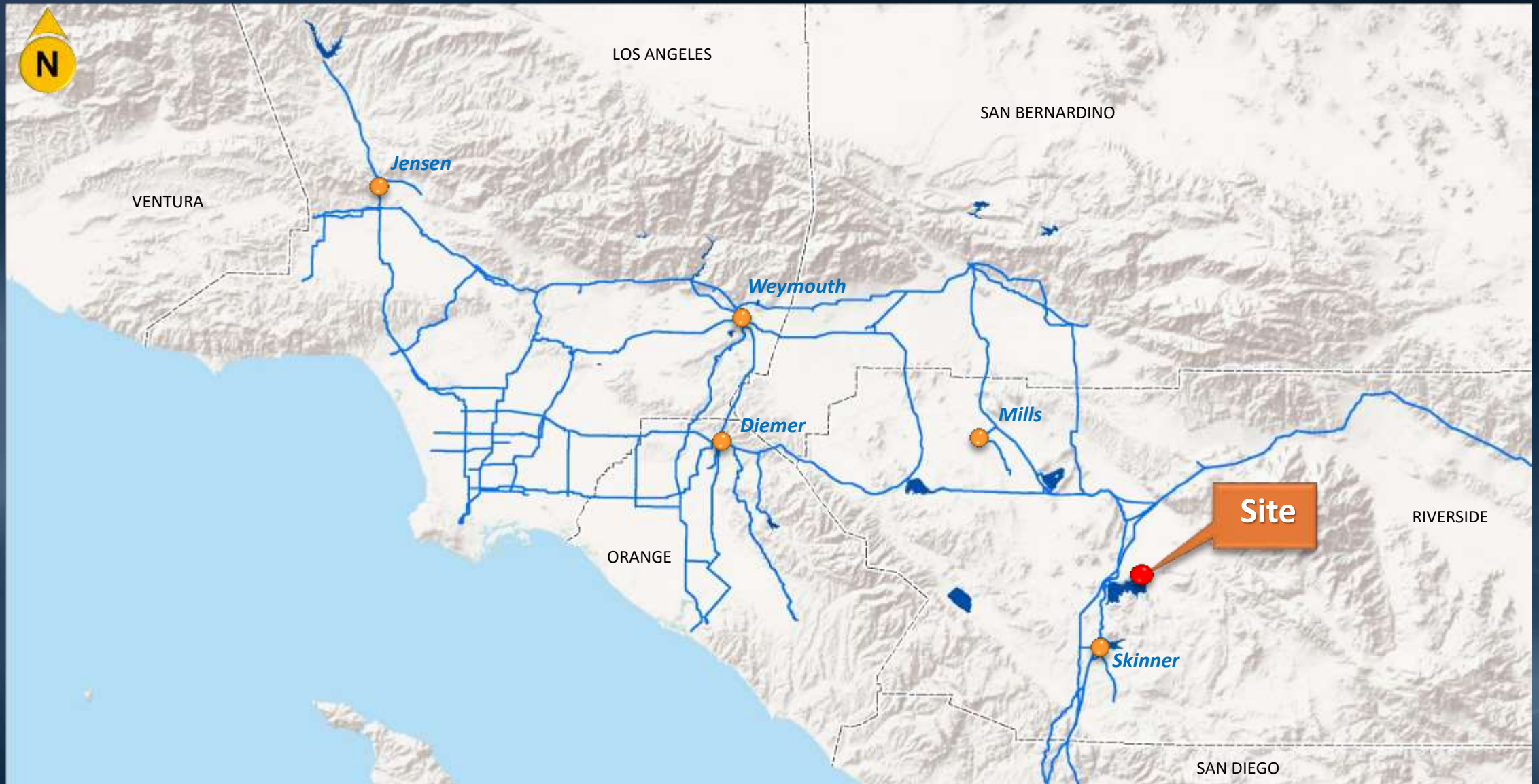
# Diamond Valley Lake East Marina Potable Water & Sewer Utilities Project

Real Property & Asset Management Committee

Item 7-8

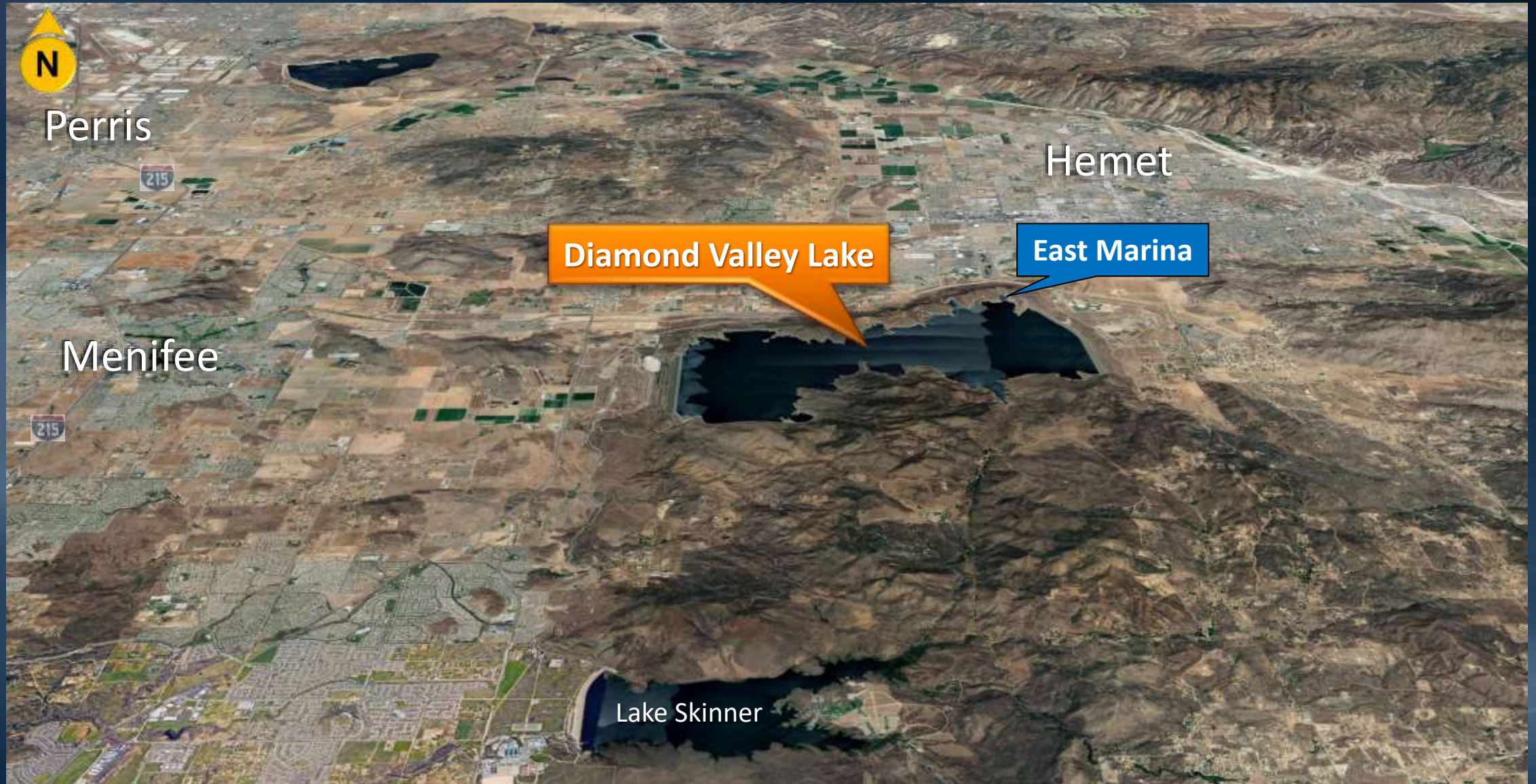
March 8, 2022

# Distribution System Map





# General Area Map





# Site Map





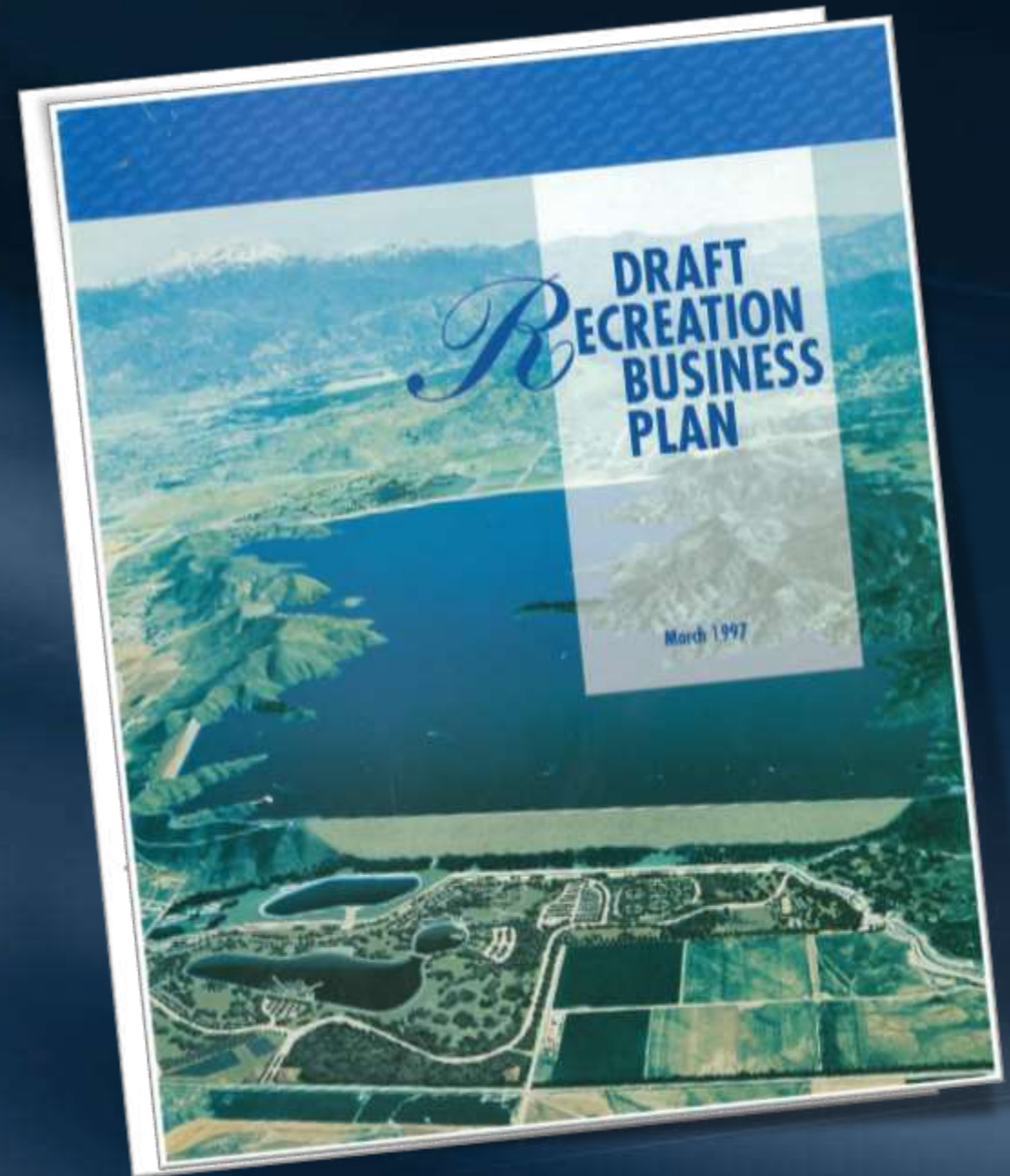
# DVL Marina Amenities

- Fishing
- Boating
- Hiking
- Biking
- Picnicking
- Boat Storage
- E-Bikes
- Tournaments
- Events



# Recreation Planning

- 1992 - Recreation Working Group
  - Comprised of stakeholders
  - Held public workshops
- 1997 - Recreation Plan adopted
  - Business Planning Framework
- Guiding Principles
  - MWD builds core recreation infrastructure
  - Private sector builds revenue-generating amenities





# Marina Development

- Two Phases
- Phase 1 projects to provide basic access
- Phase 2 projects would:
  - Complete core facilities
  - Attract private investment
  - Expand amenities





# Current Water & Sewer Utilities

- Potable Water
  - Brought to the marina by truck
  - Stored in two 3,000-gallon water tanks
  - Provides water to restroom facility
  - Standby water for fire protection
- Sewage held in containment tank
  - Removed by pumping service



# Recreation Development Funding

- 2004 – Board Directive
  - Consolidate all recreation & reservoir construction expenses into DVL recreation appropriation 15334
  - Funding from unspent budgeted funds remaining in the consolidated appropriation
  - Funding from proceeds of the sale of DVL surplus properties
    - DVL properties were sold in 2021

# Potential Amenities & Facilities

- RV & tent camping facilities
- Recreational lodging
- Food & beverage services
- Expanded restroom facilities
- Special event hosting
- Retail shops
- Amenities requiring potable & fire protection water





# MOI Committee

- 2017 – Memorandum of Intent (MOI)
- Goal of implementing recreation improvements at DVL
- Committee Meetings include representatives of:
  - California's 28th State Senate District
  - Riverside County's 3rd Supervisor District

Metropolitan



Riverside Co. Parks



Valley-Wide Park



City of Hemet



EMWD



# Summary & Benefits

- Completes core marina recreation infrastructure
- Attract private investment & development
- Increase financial self-sustainability of the DVL Marina
- Generate good will with the local community, civic partners and state and regional elected officials
- Increase visitors to the DVL Marina

An aerial photograph of a large reservoir, likely Lake Mead, with a dam in the foreground. The water is a deep blue, and the surrounding landscape is arid with brown hills and mountains. The sky is clear and blue. The text "Current Action" is overlaid in the center of the image.

# Current Action

# Current Action

- Authorize an agreement with Kennedy Jenks Consultants in an amount not to exceed \$1.5 million for design of on-site utility systems to serve the Diamond Valley Lake East Marina

# Planned Work

- Installation of the following:
  - 6,000 LF. of potable & fire suppression water lines
  - 400,000 gallons of water storage capacity
  - Gravity & forced sewer lines
  - Sewer lift station
- Construction of new access road to water storage area

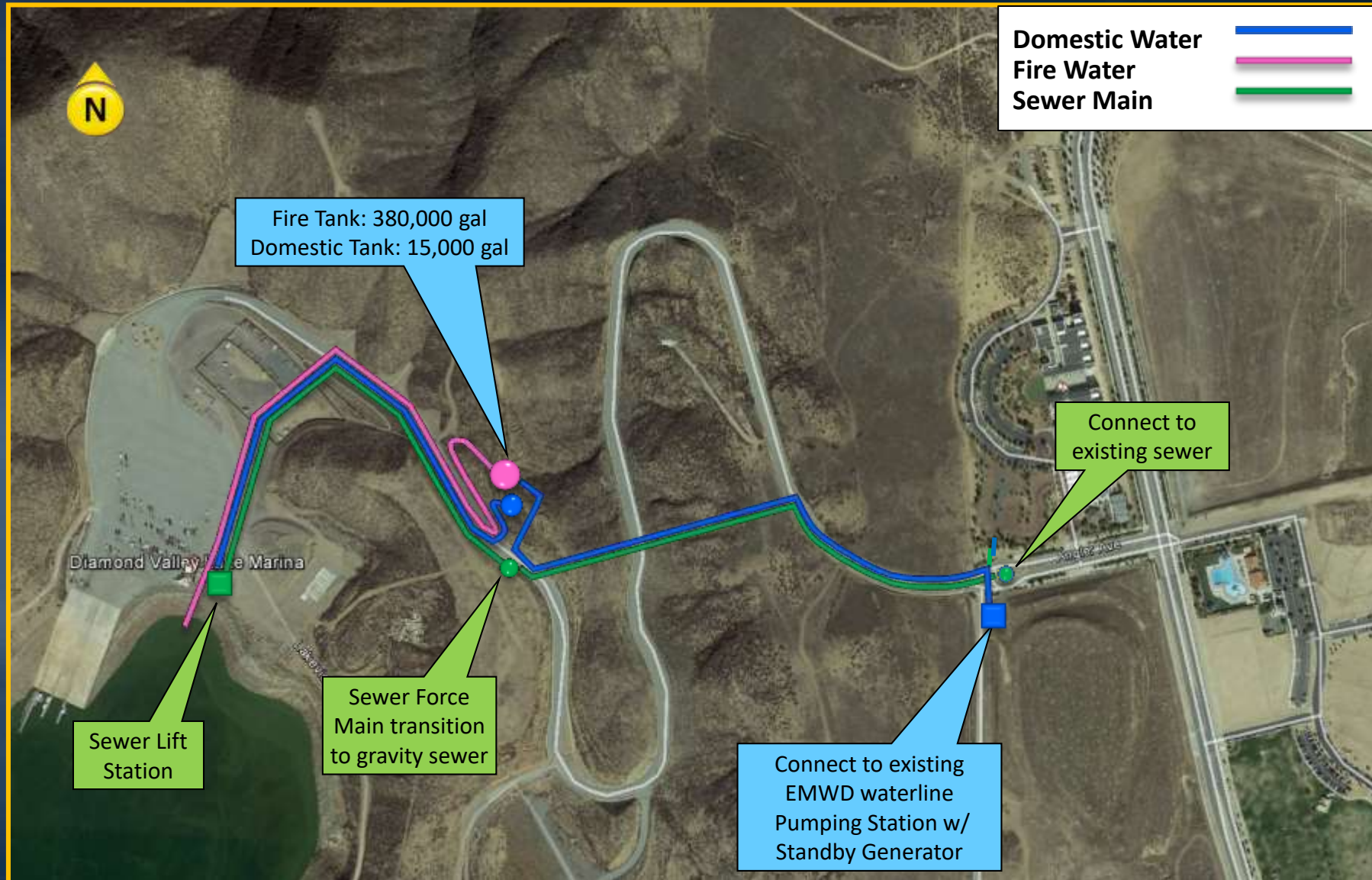


# Conceptual Plan 1





# Conceptual Plan 2



# Alternatives Considered

- Utilize Metropolitan staff
  - Assess current workload
  - Assess relative priority of projects
- Recommend utilizing a professional services agreement
  - Will allow for timely & efficient completion

# Consultant Background

- Recommend Kennedy Jenks Consultants
- Prequalified via Request for Qualification No. 1131
- Selected for previous utility design experience at DVL:
  - 2015 – Engineer of record for the east dam electrical upgrades
  - 2017 – Conducted water & sewer utility study
  - 2019 – Updated study with design alternatives
  - 2019 – Coordinated design elements with EMWD
- SBE participation level of 25%
- Not to exceed amount \$1.5 million

# Scope of Work – Kennedy Jenks

- Preliminary Design
  - Prepare preliminary design drawings
  - Draft Preliminary Design Report (PDR)
  - Prepare construction cost estimate
  - Participate in Value Engineering
- Final Design
  - Prepare plans & specifications
  - Prepare final construction cost estimate
  - Assist in bid & award phase



# Scope of Work – Metropolitan

- Preliminary Design
  - Project management
  - Coordinate on-call consultant for geotechnical investigation
  - Begin environmental documentation & permitting
  - Perform survey & mapping
  - Lead value engineering process
  - Review & approve Preliminary Design Report
- Final Design
  - Review plans & specifications & final construction cost estimate
  - Preparation of bid documents & award of construction contract

# Allocation of Budgeted Funds

## Labor

Studies & Investigation	\$ 246,000
Owner's Cost	330,000
Design review	534,000
Submittal Review	-
Materials & Supplies –Procurement	-
Met Force Construction	-
Equipment Use & Incidental Expense	-
Professional Services	
Kennedy Jenks (Design)	1,500,000
Value Engineering	150,000
Geotechnical	150,000
Remaining Budget	490,000
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Total	\$3,400,000

# Project Schedule





# Board Options

- Option #1
  - Authorize an agreement with Kennedy Jenks Consultants in an amount not to exceed \$1.5 million for design of on-site utility systems to serve the Diamond Valley Lake East Marina
- Option #2
  - Do not proceed with the project

# Staff Recommendation

- Option #1





- Board of Directors  
*Real Property and Asset Management Committee*

3/8/2022 Board Meeting

7-9

## Subject

Review and consider the County of Riverside's certified Final Environmental Impact Report and Addendum No. 1 and take related CEQA actions, and authorize the General Manager to grant a permanent easement to the County of Riverside for public road purposes traversing Metropolitan fee-owned property in the County of Riverside and identified as Riverside County Assessor Parcel Number 472-180-002

## Executive Summary

This action authorizes the General Manager to grant a permanent easement to the County of Riverside for public road purposes for the extension of Fields Drive, which traverses Metropolitan's fee-owned San Diego Canal right-of-way just northwest of Lake Skinner in the County of Riverside. The road improvements are being constructed to accommodate a residential development located adjacent to the San Diego Canal. Board authorization to grant this permanent easement is required as the real property interest to be conveyed exceeds five years.

## Details

### Background

The County of Riverside (County) is requesting a 60-foot wide permanent easement across Metropolitan's fee-owned property to allow for the extension of Fields Drive to accommodate the new residential development project located on both sides of the canal just north of Lake Skinner in the County (**Attachment 1**). A 60-foot-wide strip of Fields Drive in the area of Metropolitan's property was designated for public road purposes prior to Metropolitan's acquisition of the property, but the strip of land had not been accepted by the County as a public road. The existing roadway is paved and used by existing residences located east of the canal but is not improved to County road standards. The proposed easement will formalize and resolve the aforementioned issues related to this portion of Fields Drive and will bring the roadway up to current County standards.

Metropolitan has two existing siphons at the subject San Diego Canal location comprising a 166-inch reinforced concrete box culvert and a 156-inch precast concrete pipeline with a minimum of 5 feet of cover below the Fields Drive easement area. The requested easement area is approximately half an acre.

The proposed improvements within the public road will include street, sidewalks, driveways, streetlights, and related infrastructure. The County will assume responsibility for the public street within this easement area. Staff has determined that the easement will not interfere with Metropolitan's water operations.

The proposed permanent easement for public road purposes will have the following key provisions:

- Compatible use between two public entities with prior rights provisions for Metropolitan.
- Construction, operation and maintenance of a public road and related facilities.
- County is responsible for the operation and maintenance of the public road and related facilities and for indemnifying Metropolitan.
- All plans for construction, maintenance, major repair, or replacement work shall be reviewed and approved by Metropolitan prior to the commencing of such work.

- County will keep the easement area free of trespass, noxious weeds, and trash, at its sole cost and expense.
- The permanent easement will be terminated due to non-use and abandonment for a period of three consecutive years.

The fair market value for the proposed easement is \$24,000 as determined by a qualified licensed appraiser. Metropolitan will also receive one-time processing fees of \$8,500.

## Policy

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Metropolitan Water District Administrative Code Section 8230: Grants of Real Property Interests

Metropolitan Water District Administrative Code Section 8231: Appraisal of Real Property Interests

Metropolitan Water District Administrative Code Section 8232: Terms and Conditions of Management

By Minute Item 48766, dated August 16, 2011, the Board adopted the proposed policy principles for managing Metropolitan's real property assets.

## California Environmental Quality Act (CEQA)

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### CEQA determination for Option #1:

Pursuant to the provisions of CEQA and the State CEQA Guidelines, the County of Riverside (County), acting as the Lead Agency, certified a Final Environmental Impact Report (FEIR) on December 9, 2014, for the Belle Terre Specific Plan (EIR No. 531). Subsequently, the County prepared an addendum to the FEIR (Addendum No. 1) and filed a NOD on December 16, 2019. Metropolitan, acting as a Responsible Agency under CEQA, is required to certify that it has reviewed and considered the information in the Final EIR and Addendum No. 1, and adopt the Lead Agency's findings, mitigation measures, and statement of overriding considerations relevant to Metropolitan's approval of the proposed easement. The environmental documentation is in **Attachments 2 and 3**.

### CEQA determination for Option #2:

None required

## Board Options

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### Option #1

Review and consider the County of Riverside's certified Final Environmental Impact Report and Addendum No. 1, and take related CEQA actions; and authorize the granting of a permanent easement for public road purposes to the County of Riverside.

**Fiscal Impact:** Metropolitan will receive positive revenue in the form of a one-time payment of \$8,500 for processing fees and \$24,000 as the fair market value for the easement area.

**Business Analysis:** Cooperation with other public agencies, by granting easements and other rights of entry, furthers the public interest, and facilitates Metropolitan obtaining easements and other property rights critical for its operations. Metropolitan will also receive positive revenue in the form of fees and fair market value for the easement.

### Option #2

Do not authorize the permanent easement.

**Fiscal Impact:** Metropolitan will forgo one-time processing fees of \$8,500 and conveyance amount of \$24,000.

**Business Analysis:** The County of Riverside will not be permitted to construct and maintain a public road within Metropolitan property and may use eminent domain action to obtain the necessary easement. This option could hinder opportunities to obtain rights or permits for Metropolitan projects from the County in the future.

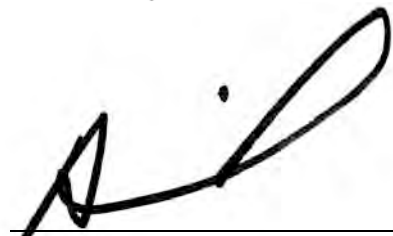
## Staff Recommendation

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Option #1

  
\_\_\_\_\_  
Lilly L. Shraibati  
Manager, Real Property

2/23/2022  
Date

  
\_\_\_\_\_  
Adel Hagekhalil  
General Manager

2/24/2022  
Date

**Attachment 1 – Site Map**

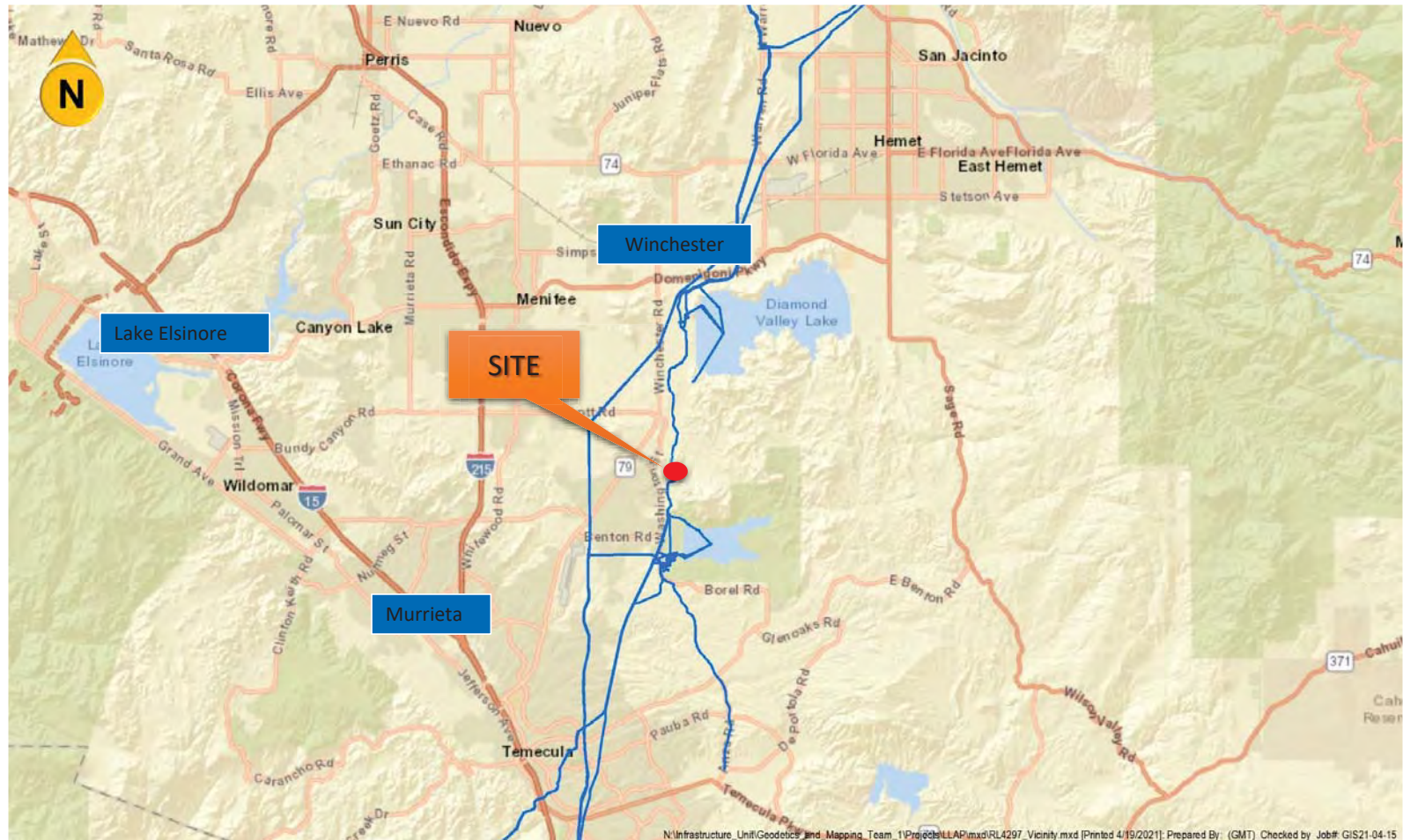
**Attachment 2 – Final EIR No. 531**

**Attachment 3 – Addendum to EIR No. 531**

Ref# 12679235



# General Location Map



# **FINAL ENVIRONMENTAL IMPACT REPORT (EIR531)**

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## **Belle Terre Specific Plan**

**State Clearinghouse #: 2012111070**

*Prepared for:*

**County of Riverside  
4080 Lemon Street  
Riverside, CA 92502**

*Prepared by:*



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October 2014



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### APPENDIX

#### A. Comment Letters

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## I. INTRODUCTION

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### INTRODUCTION

Before approving a project, the California Environmental Quality Act (CEQA) requires the lead agency to prepare and certify a Final Environmental Impact Report (Final EIR). The contents of a Final EIR are specified in Section 15132 of the CEQA Guidelines, as follows:

*The Final EIR shall consist of:*

- (a) The Draft EIR or a revision of the Draft.*
- (b) Comments and recommendations received on the Revised Draft EIR either verbatim or in summary.*
- (c) A list of persons, organizations, and public agencies commenting on the Revised Draft EIR.*
- (d) The responses of the Lead Agency to significant environmental points raised in the review and consultation process.*
- (e) Any other information added by the lead agency.*

The evaluation and response to public comments is an important part of the CEQA process as it allows the following: (1) the opportunity to review and comment on the methods of analysis contained within the Draft EIR; (2) the ability to detect any omissions that may have occurred during preparation of the Draft EIR; (3) the ability to check for accuracy of the analysis contained within the Draft EIR; (4) the ability to share expertise; and (5) the ability to discover public concerns.

### BACKGROUND

The Draft EIR for the Project was circulated for a 45-day public review period from August 1, 2014 to September 15, 2014. Several comment letters were submitted on the Draft EIR to the County of Riverside (the “County”) and are included in Appendix A. Responses to all comments received are provided in Section III of the Final EIR.

### ORGANIZATION OF FINAL EIR

This document together with the Draft EIR constitutes the Final EIR for the Project. This document includes the following sections:

**Section I. Introduction:** This section provides an introduction to the Final EIR.

**Section II. List of Commenters:** This section includes a list of the persons and agencies that submitted comments on the Draft EIR.

**Section III. Responses to Comments:** This section includes responses to each of the comments submitted by persons and agencies listed in Section II.

**Section IV. Corrections and Additions to the Draft EIR:** This section provides corrections and additions to the Draft EIR, based on comments received during and after the public review period and based on staff-initiated text changes.

**Section V. Mitigation Monitoring and Reporting Plan:** This section includes all of the mitigation measures identified to reduce or avoid environmental impacts of the project and notes the monitoring phase, the enforcement phase, and the applicable department or agency responsible for ensuring that each mitigation measure is implemented.

**Appendices:** The appendices to this document include copies of all the comments received on the Draft EIR and additional information cited to support the responses to comments.

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## II. LIST OF COMMENTERS

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The agencies and organizations/persons listed below provided written comments on the Draft EIR to the County of Riverside (the “County”) during and after the formal public review period from August 1, 2014 to September 15, 2014. Copies of the comments are included in Appendix A to this document.

### **PUBLIC AGENCIES**

City of Temecula Community Development  
Armando G. Villa, Director of Community Development  
41000 Main Street  
Temecula, CA 92590

City of Temecula Public Works  
Tom Garcia, Director of Public Works/City Engineer  
41000 Main Street  
Temecula, CA 92590

Pechanga Cultural Resources  
Anna Hoover, Cultural Analyst  
PO Box 2183  
Temecula, CA 92593

Soboba Band of Luiseno Indians  
Joseph Ontiveros, Cultural Resource Director  
P.O. Box 487  
San Jacinto, CA 92581

South Coast Air Quality Management District  
Ed Eckerle, Program Supervisor  
21865 Copley Drive  
Diamond Bar, CA 91765

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### III. RESPONSES TO COMMENTS

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#### INTRODUCTION

This section contains written responses to each of the comments on the Draft EIR received during the public review period. The responses to comments are arranged by those to Public Agency Comments, followed by those to Public Comments. All comments on the Draft EIR are included in Appendix A to this document and are grouped according to comments provided by government agencies and comments received from private individuals or organizations. The comment letters are then organized in alphabetical order by last name of the commenter. Each letter is identified by the last name of the commenter, and each comment is delineated and numbered. Corrections and additions to the Draft EIR resulting from comments and responses to comments are presented in Section IV (Corrections and Additions) of the Final EIR. Text deleted from the Draft EIR is shown in ~~strike through~~, and new text is underlined.

#### RESPONSES TO PUBLIC AGENCY COMMENTS

##### *Comment Letter Pechanga*

##### *Response to Comment Pechanga-1*

Regarding the changes to the mitigation measures, the commenter is referred to Response to Comment Pechanga-3.

##### *Response to Comment Pechanga-2*

This comment includes statements about the requirements for consultation with Pechanga and information about Pechanga. The County and the Project Applicant has consulted and will continue to consult with Pechanga throughout the Project's process. The comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.

##### *Response to Comment Pechanga-3*

As requested by the commenter, the following changes to Mitigation Measures F-1, F-2, F-3, F-4, and F-7 on pages IV.F-43 through IV.F-45 in section IV.F (Cultural Resources) have been made (refer to Section IV [Corrections and Additions to the Draft EIR]):

**F-1:** Prior to the issuance of a grading permit for any Project construction, the Project Applicant shall retain a County-qualified archaeologist to monitor all ground-disturbing activities in an effort to identify any unknown ~~historie~~ archaeological resources. During ~~the demolition and grading process~~all earthmoving activities, the archaeological monitor should be present to monitor ~~freshly excavated~~all previously undisturbed soils and to identify, document, and ~~further explore~~evaluate any ~~intact artifact-filled deposits~~potential historic, archaeological, or cultural resources that may become unearthed. This would include field and laboratory analysis of any artifacts that are recovered during the fieldwork. The locations of any new discoveries shall be plotted on a site

map and described in detail in the archaeological monitoring report and updated in the appropriate existing or new DPR form. Further comparative analysis of the recovered artifacts from CA-RIV-10949/H with other historic-age farmstead sites in the region and interpretation of the data should also be carried out by a County-qualified archaeologist.

**F-2:** At least 30 days prior to any grading activities, the Project Applicant shall contact the Soboba Band ~~or~~and Pechanga Tribe to notify them of grading, excavation, and proposed monitoring program, and to coordinate with the County and the Soboba Band or Pechanga Tribe to develop a ~~monitoring discovery and treatment plan~~Cultural Resources Treatment and Monitoring Agreement. The ~~plan~~Agreement shall require the Applicant to retain a ~~County-approved qualified archaeologist~~professional Tribal Monitor to monitor all ground-disturbing activities, ~~including within a 60-meter radius of CA RIV 10950/H~~, in an effort to identify any ~~unknown subsurface~~ historic and archaeological and cultural resources. The Agreement shall address the treatment of known cultural resources, the designation, responsibilities, and participation of professional Native American Tribal monitors during grading, excavation, and ground disturbing activities; project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site. The plan shall address the treatment of known cultural resources, the designation, responsibilities, and participation of Soboba Band or Pechanga Tribe monitors during on-site and off-site grading, excavation, and ground disturbing activities; project grading and development scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site. During the demolition and grading process, the archaeological monitor should be present to monitor freshly excavated soil and to identify, document, and further explore any intact artifact-filled deposits that may become unearthed. This would include field and laboratory analysis of any artifacts that are recovered during the fieldwork. The locations of any new discoveries shall be plotted on the site map and described in detail. The archaeological monitor's authority to stop and redirect grading shall be exercised in consultation with the Soboba Band or Pechanga Tribe in order to evaluate the significance of any archaeological resources discovered on the property. Further comparative analysis of any recovered artifacts from CA RIV 10950/H with other Archaic-age sites in the region and from CA RIV 10949/H with other historic-age farmstead sites in the region and interpretation of the data should also be carried out by a County-qualified archaeologist.

**F-3:** Prior to the beginning of any ground-disturbing activities, the County-qualified archaeologist shall file a pre-grading report with the County (if required) to document the proposed methodology for grading activity observation. Said methodology shall include the requirement for a qualified archaeological monitor to be present and to have the authority to stop and redirect grading activities. In accordance with the agreement required in Mitigation Measure F-2, the archaeological monitor's authority to stop and redirect grading shall be exercised in consultation with the ~~appropriate local~~ Soboba Band or Pechanga Tribe in order to evaluate the significance of

any archaeological resources discovered on the property. Soboba Band or Pechanga Tribe monitors shall be allowed to monitor all on-site and off-site grading, excavation, and groundbreaking activities, and shall also have the authority to stop and redirect grading activities in consultation with the project archaeologist.

The Agreement shall address the appropriate protocols should archaeological, historical, or cultural resources be found; the process for identification, evaluation, and any potential avoidance, preservation, or other mitigation options; protocols for field and laboratory analysis of any artifacts that are recovered during the fieldwork that shall take into account traditional Tribal practices; documentation of any new sites and artifacts; and any other appropriate methodology. Further comparative analysis of any recovered artifacts from CA-RIV-10950/H with other Archaic-age sites in the region and from CA-RIV-10949/H with other historic-age farmstead sites in the region and interpretation of the data should also be carried out by a County-qualified archaeologist. The archaeologist shall also be responsible for a post-grading monitoring report to be submitted to the County, the Project Applicant, the Eastern Information Center, and the Pechanga Tribe and the Soboba Band of Luiseno Indians no later than 45 days after completion of all monitoring activities.

- F-4:** During the Project's construction phase, the area labeled "Avoided Cultural Resource" on the land use map (on file with the County) shall be avoided and fenced as appropriate to deter any potential impacts to the area. Fencing shall be installed prior to grading in the area, and the fencing shall be removed after all earthmoving activities have been completed in the area.
- F-7:** The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts that are found on the project area to the appropriate ~~local~~ Soboba Band or Pechanga Tribe for proper treatment and disposition as outlined in the Treatment and Monitoring Agreement required in Mitigation Measure F-2.

### ***Comment Letter Soboba***

#### ***Response to Comment Soboba-1***

The interests of disclosure under CEQA have been evaluated against the need to preserve the confidentiality of resources. CEQA includes many directives for disclosure.

*An EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time . . . environmental analysis is commenced, from both a local and regional perspective. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant. (CEQA Guidelines, §15125, subd. [a].)*



Further, CEQA Guidelines section 15151 requires an EIR to be prepared as follows

*...with a sufficient degree of analysis to provide decisionmakers with information which enables them to make a decision which intelligently takes account of environmental consequences...If the description of the environmental setting of the project site and surrounding area is inaccurate, incomplete or misleading, the EIR does not comply with CEQA. (San Joaquin Raptor/Wildlife Rescue Center v. County of Stanislaus [1994] 27 Cal.App.4th 713, 729.)*

There are instances where sensitive information regarding Native American resources should not be disclosed. Accordingly, only the general location of resources was described in the Draft EIR. Further, the precise location of resources to be avoided and paddle graded, as required by Mitigation Measures F-4 and F-5, were not disclosed. Rather, the precise locations of these areas are on file with the County.

*Response to Comment Soboba-2*

The commenter requests avoidance of all known cultural resources within the project area and controlled grading in those areas. Pages IV.F-35 through IV.F-40 in Section IV.F (Cultural Resources) of the Draft EIR include a description of the significance of the cultural sites. Pages IV.F-40 through IV.F-43 include a description of how impacts will be mitigated, as determined by the significance of the cultural sites. In short, the Project as currently proposed, has no potential to directly or indirectly affect the significance of the San Diego Aqueduct (CA-RIV-8195H; 33-015734) and thus, no impact would occur. Consistent with the recommendation in this comment, the area labeled "Avoided Cultural Resource" on the land use map (on file with the County) must be avoided during the Project's construction phase, as required by Mitigation Measure F-4. Further, Mitigation Measure F-5 requires controlled grading utilizing a paddle grader during construction impacts to CA-RIV-10950/H. The Project Developer shall only use a paddle grader and no other ground disturbing equipment or methods, in the "Controlled Grade Area" delineated and labeled on the land use map on file with the County. All controlled grading must be monitored according to the provisions of Mitigation Measure F-2. Taken together these measures ensure that avoidance and paddle grading shall be implemented to avoid significant cultural resources.

It should be noted that Mitigation Measure F-5 on page IV.F-45 inadvertently identifies cultural site CA-RIV-10951/H instead of CA-RIV-10950/H. As such, Mitigation Measure has been revised as follows (refer to Section IV [Corrections and Additions to the Draft EIR]):

- F-5:** The Project Applicant, the Soboba Band or Pechanga Tribe, and the County-qualified archaeologist shall conduct controlled grading utilizing a paddle grader during construction impacts to CA-RIV-10954/H. The purpose of the controlled grading at and around the site as outlined in the area labeled as "Controlled Grade Area" is to afford the opportunity to determine whether any subsurface resources are associated with the site and if so, to collect the resources for appropriate treatment pursuant to Section V(g) of the Agreement and in the Monitoring Plan to be developed by the project archaeologist in

consultation with the Soboba Band or Pechanga Tribe. The Developer shall only use a paddle grader, and no other ground disturbing equipment or methods, in the "Controlled Grade Area" delineated and labeled on the attached land use map. All controlled grading shall be monitored according to the provisions of Mitigation Measure F-2.

*Response to Comment Soboba-3*

Pages IV.F-24 through IV.F-25 in Section IV.F (Cultural Resources) of the Draft EIR include a description of the consultation that has occurred with Native American individuals and Tribal representatives. Specifically, on November 13, 2012, six Native American individuals and Tribal representatives on the NAHC contact list were contacted by letter, including both the Pechanga Tribe of Luiseño Indians and the Soboba Band of Luiseño Indians. Mitigation Measures F-2, F-3, F-5, F-6 and F-7 require consultation and coordination with the Soboba or Pechanga tribes prior to and during grading and ground-disturbing activities.

*Response to Comment Soboba-4*

As requested by the commenter, Mitigation Measure F-2 has been revised to require the Applicant to notify both the Soboba Band and the Pechanga Tribe of grading, excavation, and the proposed monitoring program (the commenter is referred to Response to Comment Pechanga-3 and Section IV [Corrections and Additions to the Draft EIR]).

***Comment Letter City of Temecula 1***

*Response to Comment City of Temecula 1-1*

The description of the existing land use and zoning designations for the Project site in Section II (Environmental Setting) (refer to page II-1) and Section IV.K (Land Use and Planning) (refer to page IV.K-1) of the Draft EIR are the same.

The comment also states that the Draft EIR does not discuss the County's Foundation Component designations and whether or not the proposed Specific Plan will result in the need for a Foundation Component General Plan Amendment. The commenter is referred to Page IV.K-14 in Section IV.K that includes a description the General Plan amendments and references the applicable Foundation Component designations.

The Northwestern parcel is designated as Community Development: Medium Density Residential. The Northeastern and Southeastern parcels are designated as Rural: Rural Mountainous. Proposed development in the Northwestern parcel does not require a Foundation Component Amendment, because the existing Community Development designation for this parcel will remain unchanged. A Foundation Component Amendment is needed for the Northeastern parcel from Rural to Open Space. This amendment will reflect the long-term preservation of the parcel for habitat conservation and minimal

infrastructure purposes (i.e., a water tank and access roads), as reflected in the Specific Plan. Proposed development in the Southeastern parcel requires a Technical Amendment to correct a mapping error in the General Plan from Rural to Community Development.

When the General Plan was last updated in 2003, large areas of land were designated as Rural: Rural Mountainous, based on a belief that topography consisted of slopes greater than 25 percent. (See General Plan, p. LU-48) The designation was also imposed on areas completely or partially surrounded by slopes greater than 25 percent that do not have County-maintained access to access to community sewer and water systems. The Southeastern parcel was designated as Rural: Rural Mountainous without regard for its specific characteristics. Specifically, the Southeastern parcel does not consist of slopes greater than 25 percent and therefore, the designation was based on inaccurate information, and proposed development in this parcel warrants a Technical Amendment. In fact, the average slopes of the Project site are approximately 2-3 percent. Slopes on the Southeastern parcel, the property subject to this amendment, are less than 20 percent.

*Response to Comment City of Temecula 1-2*

The second to the last sentence of the first full paragraph inadvertently states, “the Project would result in a substantial alteration of the present or planned land use of the Project,” when the sentence should read as follows (refer to Section IV [Corrections and Additions to the Draft EIR]:

Thus, the Project would not result in a substantial alteration of the present or planned land use of the Project.

*Response to Comment City of Temecula 1-3*

The commenter summarizes the Highway 79 policies and references the discussion in the Draft EIR regarding the Transportation Uniform Mitigation Fee (TUMF) and Developer Impact Fee (DIF) programs. The comment states that relying on TUMF and DIF is not adequate for meeting the intent of Circulation Policy C 2.6 and SWAP Policy 9.1.

To clarify, the Draft EIR's discussion of the TUMF and DIF programs is provided as "Additional Background" in the Draft EIR, as labeled on page IV.K-9 in Section IV.K (Land Use and Planning). These programs are not, however, relied on in making the Project-specific consistency determination. In fact, the Draft EIR acknowledges uncertainties in connection with the fee programs on pages IV.O-135 through IV.O-139 in Section IV.O (Transportation/Traffic). Rather, the Draft EIR explains the following (refer to page IV.K-11):

*...it is important to evaluate the Project's consistency with the Highway 79 policies in light of the financial assurances created by the TUMF and DIF fees that have been put in place since the*

*adoption of the Highway 79 policies. The text below includes additional Project-specific analysis of the Project's consistency with the Highway 79 policies.*

As discussed in Response to Comment City of Temecula 1-4, it is Mitigation Measure K-1 (rather than reliance on the TUMF and DIF programs) that will ensure consistency with the Highway 79 policies.

*Response to Comment City of Temecula 1-4*

The comment references Mitigation Measure K-1 that ensures consistency with Highway 79 policies through a "Highway 79 Condition of Approval" by establishing a means for determining the allowable number of units that may be constructed consistent with the applicable policies. The commenter notes that this part of the mitigation measure is "consistent with Circulation Policy C 2.7 and SWAP Policy 9.2."

The commenter then references language in Mitigation Measure K-1 stating, "if the County establishes a fee program to achieve compliance with the Highway 79 policies, the Project Applicant may participate in such program as an alternative to compliance with the Highway 79 Condition of Approval." The commenter states that the TUMF and DIF programs do not ensure "acceleration and construction of transportation infrastructure within the Highway 79 Policy Area and it does not ensure overall trip generation does not exceed system capacity and that the system operation continues to meet Level of Services standards..."

As noted in Response to Comment City of Temecula 1-3, the TUMF and DIF programs have not and will not be relied on for consistency with the Highway 79 policies. The language in Mitigation Measure K-1 regarding an alternative fee program contemplates a *new or modified* program to be established by the County at some future date.

*Response to Comment City of Temecula 1-5*

The commenter is referred to Response to Comment Letter City of Temecula 2

***Comment Letter City of Temecula 2***

*Response to Comment City of Temecula 2-1*

This comment summarizes some of the information presented in Section IV.O (Transportation/Traffic) of the Draft EIR. Because the comment does not state a specific concern or question regarding the sufficiency of the Draft EIR in identifying and analyzing the environmental impacts of the Project and ways to reduce or avoid these impacts, pursuant to Section 15204(c) of the CEQA Guidelines, no further response to the comment is required. However, the comment is acknowledged for the record and will be forwarded to the decision-making bodies for their review and consideration.



*Response to Comment City of Temecula 2-2*

The roadway improvements referenced by the commenter include some of those identified as part of Mitigation Measures O-1 and O-6 in Section IV.O (Transportation/Traffic) of the Draft EIR, associated with the study intersections Winchester Road at Margarita Road (referred to as Intersection 22), Winchester Road at Ynez Road (Intersection 23), and Winchester Road (E/W) at I-15 Northbound Ramps (Intersection 24), during the Existing with Project, Near-Term with Project and Long-Term (2035) Cumulative Conditions with Project scenarios, as well as Winchester Road at I-15 Southbound Ramps (Intersection 25) during the Long-Term (2035) Cumulative Conditions with Project scenario. Mitigation Measure O-1 provides for the payment of fees to implement improvements at Intersections 22, 23, and 24 under the Existing-with-Project scenario. Mitigation Measure O-6 provides for the payment of fees to implement improvements at Intersections 22, 23, 24, and 25 during the Near-Term (2014) and Long-Term (2035) Cumulative scenarios. The commenter notes that some of the improvements identified as part of Mitigation Measures O-1 and O-6 are not feasible. The commenter is referred to pages IV.O-135 and IV.O-139 that acknowledges that improvements identified for intersections outside of the jurisdiction of the County (including those intersections in the City of Temecula) might not be feasible and such, Project impacts at these intersection would be significant and unavoidable.

Additionally, as noted above, Mitigation Measure K-1 ensures consistency with Highway 79 policies through a "Highway 79 Condition of Approval" by establishing a means for determining the allowable number of units that may be constructed consistent with the applicable policies limiting trips in the Highway 79 area. This ensures that impacts along Highway 79 and at the specified intersections will be reduced.

*Response to Comment City of Temecula 2-3*

The average daily traffic (ADT) volume for roadway segments presented in the traffic study have been approximated based on existing count data collected for the purposes of the traffic impact analysis in 2012. The ADT volumes were approximated assuming a peak-to-daily relationship of approximately 8 percent. Pursuant to CEQA, an EIR must describe the environmental setting, as it exists when the notice of preparation is published (refer to 14 Cal Code Regs §15125[a].) Here the Notice of Preparation (the "NOP") was published in 2012, and counts were taken in 2012. It is acknowledged that the ADT volumes presented in Draft EIR may differ from the City's data. However, traffic counts vary day-to-day, season-to-season, and year-to-year. Revising the ADT volumes in the traffic analysis prepared for the Project is unnecessary, because the ADT volumes were used for reporting purposes only and do not affect the analysis conclusions or recommendations. In contrast, intersection turning movement counts were collected at the study area intersections during the morning and evening peak hours. The traffic analysis uses the peak-hour intersection turning movement volumes for determining impacts and recommendations, not the ADT volumes for roadway segments. As such, although the ADT volumes were reported graphically, they were not analytically utilized to discern any findings or recommendations for the purposes of the traffic study for the Project.

*Response to Comment City of Temecula 2-4*

In response to this comment and for purposes of clarification, the first paragraph on page IV.O-10 in Section IV.O (Transportation/Traffic) of the Draft EIR has been revised as follows (refer to Section IV [Corrections and Additions to the Draft EIR]):

Per the Caltrans *Guide for the Preparation of Traffic Impact Studies*, the traffic modeling and signal timing optimization software package Synchro (Version 7 Build 759) has been utilized to analyze signalized intersections under Caltrans' jurisdiction, which include interchange to arterial ramps (i.e. I-215 Freeway ramps at Scott Road and I-15 Freeway Ramps at SR-79) and signalized intersections along SR-79. The intersections along Winchester Road (SR-79) within the City of Temecula have also been evaluated using the Synchro software. Synchro is a macroscopic traffic software program that is based on the signalized intersection capacity analysis as specified in the Chapter 16 of the HCM. Macroscopic level models represent traffic in terms of aggregate measures for each movement at the study intersections. Equations are used to determine measures of effectiveness such as delay and queue length. The LOS and capacity analysis performed by Synchro takes into consideration optimization and coordination of signalized intersections within a network. All other study area intersections within the County, and City of Murrieta, ~~and the City of Temecula~~ have been analyzed using the software package Traffix (Version 8.0 R1, 2008).

*Response to Comment City of Temecula 2-5*

Pursuant to discussions the traffic consultant (Urban Crossroads) had with City of Temecula staff in late 2012 to early 2013, the City was unsure of timing and completion of the extension of Butterfield Stage Road and the French Valley Parkway interchange. As such, these potential parallel/alternative routes were assumed to be in place for long-range traffic conditions only. The results of the traffic analysis for the Project that was included in the Draft EIR overstate (as opposed to understate) potential impacts along Winchester Road (SR-79) due to the fact that parallel routes, such as Butterfield Stage Road and French Valley Parkway interchange, are not assumed for Opening Year traffic conditions. However, as noted in the traffic study, these parallel routes are assumed to be in place for long-range traffic conditions.

*Response to Comment City of Temecula 2-6*

The commenter is referred to Responses to Comments City of Temecula 2-7, City of Temecula 2-8, City of Temecula 2-9, 2-44, 2-48, 2-16, 2-17, 2-19, 2-45, 2-46, 2-49, 2-50, and 2-51.

*Response to Comment City of Temecula 2-7*

The date of the first document listed on page IV.O-1 mistakenly shows a date of 2014 instead of 2013. As such, the reference to the *Traffic Impact Analysis* on page IV.O-1 has been revised as follows (refer to Section IV [Corrections and Additions to the Draft EIR]):

- *Traffic Impact Analysis*, Urban Crossroads, December 2, 2014~~3~~.

*Response to Comment City of Temecula 2-8*

The jurisdictions shown for Intersections 21, 22, and 23 on Table IV.O-1 on page IV.O-2 in Section IV.O (Transportation/Traffic) have been revised as follows to list only the City of Temecula, since Caltrans has relinquished their authority over these intersections (refer to Section IV [Corrections and Additions to the Draft EIR]):

21	Winchester Road (SR-79) / Nicolas Road	<del>Caltrans</del> , Temecula
22	Winchester Road (SR-79) / Margarita Road	<del>Caltrans</del> , Temecula
23	Winchester Road (SR-79) / Ynez Road	<del>Caltrans</del> , Temecula

It has been confirmed that the findings and recommendations in the Draft EIR for these intersections do not change based on the clarification of the applicable jurisdiction.

*Response to Comment City of Temecula 2-9*

As requested by the commenter, the eighth bullet on page IV.O-8 in Section IV.O (Transportation/Traffic) has been revised as follows (refer to Section IV [Corrections and Additions to the Draft EIR]):

- Butterfield Ranch~~Stage~~ Road Extension through the City of Temecula

*Response to Comment City of Temecula 2-10*

The commenter is referred to Response to Comment City of Temecula 2-4.

*Response to Comment City of Temecula 2-11*

The commenter is referred to Response to Comment City of Temecula 2-3.

*Response to Comment City of Temecula 2-12*

It is acknowledge that the City of Temecula may have traffic counts that indicate higher levels of traffic at the intersections located within the City. However, the traffic count data used for the purposes of the peak-hour intersection operations analysis were collected by a count company for Urban Crossroads, Inc. (the preparers of the traffic analysis for the Project) in 2012. These are actual volumes that were collected on the specified date (as shown in the technical appendices) and were not estimated or reduced.

*Response to Comment City of Temecula 2-13*

Peak-hour intersection level of service (LOS) results presented in the Draft EIR do not need to be revised, because the traffic analysis findings for the Project are based on actual count data collected for these study area intersections in 2012.

*Response to Comment City of Temecula 2-14*

The commenter is referred to Response to Comment City of Temecula 2-13.

*Response to Comment City of Temecula 2-15*

The commenter is referred to Response to Comment City of Temecula 2-13.

*Response to Comment City of Temecula 2-16*

The existing traffic condition described in the first bullet on page IV.O-32 in section IV.O (Transportation/Traffic) inadvertently identifies the existing condition year as 2013 instead of 2012. As such, the text has been revised as follows (refer to Section IV [Corrections and Additions to the Draft EIR]):

- If an intersection is projected to operate at an acceptable LOS (i.e., LOS D or better) under Existing (~~2013~~2012) traffic conditions and the addition of Project traffic, as measured by 50 or more peak-hour trips, is expected to cause the intersection to operate at an unacceptable LOS (i.e., LOS E or F), the impact is considered significant.

*Response to Comment City of Temecula 2-17*

As requested by the commenter, the list of City of Temecula intersections on page IV.O-34 in Section IV.O (Transportation/Traffic) has been revised to reflect the following (refer to Section IV [Corrections and Additions to the Draft EIR]):

Intersection 24: I-15 Northbound Ramps/SR-70

Applying the City's thresholds to these ramps does not affect the analysis results or recommendations.



*Response to Comment City of Temecula 2-18*

The commenter is referred to Response to Comment City of Temecula 2-3.

*Response to Comment City of Temecula 2-19*

There are two numbers reported that are the two values estimated from the two adjacent intersections of the segment. The lower of the two numbers can be ignored. However, as noted in Response to Comment City of Temecula 2-3, the ADT volumes were used for reporting purposes only and do not affect the analysis findings or recommendations.

*Response to Comment City of Temecula 2-20*

The commenter is referred to Response to Comment City of Temecula 2-12.

*Response to Comment City of Temecula 2-21*

The commenter is referred to Response to Comment City of Temecula 2-12.

*Response to Comment City of Temecula 2-22*

The commenter is referred to Response to Comment City of Temecula 2-13.

*Response to Comment City of Temecula 2-23*

The commenter is referred to Response to Comment City of Temecula 2-13.

*Response to Comment City of Temecula 2-24*

The commenter is referred to Response to Comment City of Temecula 2-3.

*Response to Comment City of Temecula 2-25*

The commenter is referred to Response to Comment City of Temecula 2-3.

*Response to Comment City of Temecula 2-26*

The commenter is referred to Response to Comment City of Temecula 2-12.

*Response to Comment City of Temecula 2-27*

The commenter is referred to Response to Comment City of Temecula 2-3.

*Response to Comment City of Temecula 2-28*

The commenter is referred to Response to Comment City of Temecula 2-12.

*Response to Comment City of Temecula 2-29*

The commenter is referred to Response to Comment City of Temecula 2-13.

*Response to Comment City of Temecula 2-30*

The commenter is referred to Response to Comment City of Temecula 2-3.

*Response to Comment City of Temecula 2-31*

The commenter is referred to Response to Comment City of Temecula 2-12.

*Response to Comment City of Temecula 2-32*

The commenter is referred to Response to Comment City of Temecula 2-12.

*Response to Comment City of Temecula 2-33*

The commenter is referred to Response to Comment City of Temecula 2-13.

*Response to Comment City of Temecula 2-34*

The commenter is referred to Response to Comment City of Temecula 2-5.

*Response to Comment City of Temecula 2-35*

The commenter is referred to Response to Comment City of Temecula 2-5. Because the study area does not include any analysis locations along Butterfield Stage Road, the roadway is not shown graphically on the exhibits. However, the text in the traffic study recognizes future parallel roadways to Winchester Road (SR-79), such as Butterfield Stage Road and French Valley Parkway, in order to provide an explanation for potentially reduced traffic forecasts along Winchester Road (SR-79) that may occur under long-range traffic conditions with these facilities in place. No revisions to the Draft EIR are required.

*Response to Comment City of Temecula 2-36*

The commenter is referred to Response to Comment City of Temecula 2-3.

*Response to Comment City of Temecula 2-37*

The commenter is referred to Response to Comment City of Temecula 2-12.

*Response to Comment City of Temecula 2-38*

The commenter is referred to Response to Comment City of Temecula 2-13.

*Response to Comment City of Temecula 2-39*

The commenter is referred to Response to Comment City of Temecula 2-13.

*Response to Comment City of Temecula 2-40*

The commenter is referred to Response to Comment City of Temecula 2-3.

*Response to Comment City of Temecula 2-41*

The commenter is referred to Response to Comment City of Temecula 2-13.

*Response to Comment City of Temecula 2-42*

The commenter is referred to Response to Comment City of Temecula 2-13.

*Response to Comment City of Temecula 2-43*

The commenter is referred to Response to Comment City of Temecula 2-13.

*Response to Comment City of Temecula 2-44*

As requested by the commenter, the fifth bullet on page IV.O-95 in Section IV.O (Transportation/Traffic) has been revised as follows (refer to Section IV [Corrections and Additions to the Draft EIR]):

- The Butterfield ~~Ranch~~Stage Road extension is anticipated to provide a parallel route to SR-79 through the City of Temecula. The Butterfield ~~Ranch~~Stage Road extension includes the completion of Butterfield ~~Ranch~~Stage Road to provide a connection between Rancho California Road and Murrieta Hot Springs Road. The construction of this connection is anticipated to reduce through volumes along SR-79 within the City of Temecula.

*Response to Comment City of Temecula 2-45*

The title of Figure IV.O-47 on page IV.O-97 in Section IV.O (Transportation/Traffic) should state “Long-Term,” instead of “Near-Term.” This edit has been made and is shown at the end Section IV (Corrections and Additions to the Draft EIR).

*Response to Comment City of Temecula 2-46*

The title of Figure IV.O-48 on page IV.O-98 in Section IV.O (Transportation/Traffic) should state “Long-Term,” instead of “Near-Term.” This edit has been made and is shown at the end Section IV (Corrections and Additions to the Draft EIR).

*Response to Comment City of Temecula 2-47*

Pursuant to discussions with City of Temecula staff, it was our understanding that the improvements identified at the intersection of Winchester Road (SR-79) at Nicolas Road were conditioned to be constructed by another development (Roripaugh Ranch). This is reflected in the footnote on Table IV.O-17 in Section IV.O (Transportation/Traffic) for the improvements at the intersection of Winchester Road (SR-79) and Nicolas Road.

Regarding improvements at Winchester Road (SR-79) at Margarita Road that the commenter has identified as infeasible, the commenter is referred to Response to Comment City of Temecula 2-2.

Regarding improvements at Winchester Road (SR-79) at Ynez Road identified that the commenter has referred to as infeasible, the commenter is referred to Response to Comment City of Temecula 2-2.

*Response to Comment City of Temecula 2-48*

As requested by the commenter, for the intersections under the jurisdiction of the City of Temecula on page IV.O-115 in Section IV.O (Transportation/Traffic), “SR-79” has been revised as “Winchester Road (SR-79)” as follows (refer to Section IV [Corrections and Additions to the Draft EIR]):

Intersection 21: ~~SR-79~~ Winchester Road (SR-79)/Nicolas Road – LOS F, AM and PM peak hours

Intersection 22: ~~SR-79~~ Winchester Road (SR-79)/Margarita Road – LOS E, AM peak hour; LOS F, PM peak hour

Intersection 23: ~~SR-79~~ Winchester Road (SR-79)/Ynez –LOS F, AM and PM peak hours

Intersection 24: ~~SR-79~~ Winchester Road (SR-79)/I-15 Northbound Ramps – LOS F, PM peak hour

Intersection 25: ~~SR-79~~ Winchester Road (SR-79)/I-15 Southbound Ramps – LOS F, AM and PM peak hours

*Response to Comment City of Temecula 2-49*

The commenter is referred to Responses to Comments City of Temecula 2-2 and City of Temecula 2-47.



*Response to Comment City of Temecula 2-50*

As requested by the commenter, for Intersection 24 listed toward the top of page IV.O-123 in Section IV.O (Transportation/Traffic), “SR-79” has been revised as “Winchester Road/SR-79” as follows (refer to Section IV [Corrections and Additions to the Draft EIR]):

Intersection 24: ~~SR-79~~ Winchester Road (SR-79)/I-15 Northbound Ramps

*Response to Comment City of Temecula 2-51*

As discussed on page IV.O-121, Mitigation Measure O-1 states the following:

*O-1: Prior to issuance of a Building Permit, the Project Applicant(s) shall participate in the funding of improvements to mitigate traffic conditions through the payment of DIF, TUMF and RBBD fees in the amount and at the time specified for each funding program (refer to Table IV.O-17) for the following improvements that are outside the County's jurisdiction:...*

The improvements include “Construction a southbound free-right-turn lane” at the intersection of Winchester Road (SR-79)/I-15 Northbound Ramps.

*Response to Comment City of Temecula 2-52*

Project impacts to study intersections in the City of Temecula under the Existing-With-Project (2012) traffic conditions are shown on Table IV.O-7, assuming development of 360 dwelling units, 725 dwelling units, 1,026 dwelling units, and 1,282 dwelling units. The portion of Section IV.O (Transportation/Traffic) that the commenter references is the section’s discussion of mitigation measures. No additional mitigation measures are warranted under the Existing-With-Project (2012) – 725 Dwelling Units condition beyond those already identified under the Existing-With-Project (2012) – 360 Dwelling Units condition.

*Response to Comment City of Temecula 2-53*

Project impacts to study intersections in the City of Temecula under the Existing-With-Project (2012) traffic conditions are shown on Table IV.O-7, assuming development of 360 dwelling units, 725 dwelling units, 1,026 dwelling units, and 1,282 dwelling units. The portion of Section IV.O (Transportation/Traffic) that the commenter references is the section’s discussion of mitigation measures. No additional mitigation measures are warranted under the Existing-With-Project (2012) – 1,282 Dwelling Units condition beyond those already identified under the Existing-With-Project (2012) – 360 Dwelling Units condition.

**Comment Letter SCAQMD****Response to Comment SCAQMD-1**

Table IV.D-6 on page IV.D-23 in Section IV.D (Air Quality) that shows the Project's estimated daily operational emissions (unmitigated) and Table IV.D-9 on page IV.D-32 that shows the Project's estimated daily operational emissions (mitigated) mistakenly show that the Project would result in a significant impact related to PM<sub>10</sub> emissions. As shown on the tables, the Project would result in approximately 134 pounds of PM<sub>10</sub> emissions per day, which does not exceed SCAQMD's significance threshold of 150 pounds per day. As such, these tables have been revised as follows (refer to Section IV [Corrections and Additions to the Draft EIR]):

**Table IV.D-6**  
**Estimated Daily Operations Emissions (Unmitigated) (2035)**

Emission Source	Pounds per Day					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Sources	76	1	108	<1	1	1
Energy Sources	1	11	5	<1	1	1
Mobile Sources	94	249	1,139	2	132	47
<i>Total Operations</i>	<i>172</i>	<i>262</i>	<i>1,252</i>	<i>2</i>	<i>134</i>	<i>48</i>
SCAQMD Threshold	55	55	550	150	150	55
Exceed Threshold?	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	No	<del>Yes</del> No	No

*Source: DKA Planning 2013 based on CalEEMod v2011.1.1 model runs (refer to Appendix IV.D).*

**Table IV.D-9**  
**Estimated Daily Operations Emissions – With Mitigation (2035)**

Emission Source	Pounds per Day					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Sources	72	1	108	<1	1	1
Energy Sources	1	10	4	<1	1	1
Mobile Sources	94	249	1,139	2	133	46
<i>Total Operations</i>	<i>167</i>	<i>261</i>	<i>1,251</i>	<i>2</i>	<i>134</i>	<i>48</i>
SCAQMD Threshold	55	55	550	150	150	55
Exceed Threshold?	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	No	<del>Yes</del> No	No

*Source: DKA Planning 2013 based on CalEEMod v2011.1.1 model runs (refer to Appendix IV.D).*

*Response to Comment SCAQMD-2*

As shown on Tables IV.D-6 and IV.D-9, Project operational emissions associated with energy sources are minimal. (The commenter should note that the primary source of Project operational emissions is traffic.) The commenter is referred to Chapter 10.0 (Sustainability Plan) of the Belle Terre Specific Plan that includes seven pages of Project sustainability features, which incorporate numerous energy efficiency measures that go beyond the measures listed by the commenter and include compliance with CalGreen standards.

The commenter recommends, “Maximum use of solar energy including solar panels; installing the maximum possible number of solar energy arrays on the building roofs and/or on the proposed project site to generate solar energy for the facility.” The Project has already taken into consideration the use of solar energy and incorporates passive solar heating techniques. Generally, solar panels are more effective on larger commercial structures. Solar panels on homes can create maintenance complications for power companies, due the extensive points of connection to the grid, whereas commercial panels are larger and offer fewer points of connection. Nonetheless, individual homeowners associated with the Project still could place solar panels on their homes or implement other future solar energy technology at will.

Also, pursuant to Section 15204 of the CEQA Guidelines, mitigation measures submitted by an agency shall include “complete and detailed performance objectives for the mitigation measures, or shall refer the lead agency to appropriate, readily available guidelines or reference documents which meet the same purpose.” The commenter did not provide this information. As such, it is not possible to ascertain whether the use of solar panels would reduce the Project’s significant operational air quality impact, especially given that the impact is largely due to mobile source emissions and not energy use, as stated previously. Thus, this recommended measure will not be required as part of the Project.

The commenter recommends, “Require all lighting fixtures, including signage, to be the most energy efficient possible, require that new traffic signals have light-emitting diode (LED) bulbs, and require that light fixtures be energy efficient compact fluorescent and/or LED light builds. Where feasible use solar powered lighting.” The Project has already taken into consideration the use of low-energy-use lighting and incorporates low-contrast lighting and use of low voltage fixtures and energy-efficient bulbs, such as compact fluorescent (CFL) and LED bulbs. With respect to lighting, as explained on page IV.B-15 in Section IV.B (Aesthetics) of the Draft EIR, County Ordinance No. 655 would be observed, given the Project site’s location within 45 miles of the Mt. Palomar Observatory. Ordinance No. 655 requires that projects incorporate “Night Sky” provisions such as lower lighting levels, backlit addresses and street signs, and other indirect lighting methods.

The commenter recommends “Use of light colored paving and roofing materials.” As recommended by the commenter, the following mitigation measure has been added to the list of mitigation measures on page IV.D-30 of the Draft EIR (refer to Section IV [Changes and Additions to the Draft EIR]):

D-22: The Project shall incorporate light-colored paving and roofing materials.

The commenter recommends, “Use passive heating, natural cooling, solar hot water systems, and reduced pavement.” As stated previously, The Project has already taken into consideration the use of solar energy and incorporates passive solar heating techniques. Additionally, the Project has already taken into consideration reducing pavement and incorporates pervious or open grid paving for driveways, walkways, plazas, and parking-area.

The commenter recommends, “Limit the hours of operation of outdoor lighting.” The Project is residential development, not a commercial development. Outdoor lighting would be minimal. No limit on the hours of operation of outdoor lighting is needed for the Project.

The commenter recommends, “Utilize only Energy Star heating, cooling, and lighting devices and appliances.” The Project has already taken into consideration energy-efficient appliances and incorporates EnergyStar compliant appliances and fixtures. The commenter is referred to Mitigation Measure D-19 on page IV.D-30 that is already included in the Draft EIR.

*Response to Comment SCAQMD-3*

The mobile source emissions reduction measures listed by the commenter are applicable to commercial development and not residential. The Project includes only residential development.

*Response to Comment SCAQMD-4*

The commenter is referred to Mitigation Measure D-17 on page IV.D-30 in Section IV.D (Air Quality) that requires the Project to use low VOC cleaning supplies.

As recommended by the commenter, the following mitigation measures have been added to the list of mitigation measures on page IV.D-30 (refer to Section IV [Corrections and Additions to the Draft EIR]):

D-20: Prior to issuance of a certificate of occupancy, the County Building and Safety Department shall ensure that electric or propane outlets are provided for barbecues in residential areas.

D-21: Prior to issuance of a certificate of occupancy, the County Planning Department shall ensure that that the Project’s Homeowner’s Association enforces the use of electric lawn mowers and leaf blowers.

The availability of electric or alternative fueled maintenance vehicles during the Project’s operational phase is unknown and cannot be guaranteed at this time. As such, the commenter’s suggested measure to “Require use of electric or alternative fueled maintenance vehicles” is infeasible.

*Response to Comment SCAQMD-5*

As required by CEQA, responses to SCAQMD's comments will be provided to SCAQMD prior to consideration of certification of the EIR for the Project.



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## IV. CORRECTIONS AND ADDITIONS TO THE DRAFT EIR

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### INTRODUCTION

This section presents corrections and additions that have been made to the text of the Draft EIR. These changes include revisions resulting from responses to comments and staff-initiated text changes to provide clarifications to the project description and analysis and to correct non-substantive errors. The revisions are organized by section and page number as they appear in the Draft EIR. Text deleted from the Draft EIR is shown in ~~striketrough~~, and new text is underlined. For corrections resulting from a response to a comment on the documents, references in parentheses refer to the comment letter and comment number.

#### I. INTRODUCTION/SUMMARY

The following mitigation measures have been added to the end of the list of air quality mitigation measures on Table I-1 on page I-12 (refer to Responses to Comments SCAQMD-2 and SCAQMD-3):

D-20: The Project shall incorporate light-colored paving and roofing materials.

D-21: Prior to issuance of a certificate of occupancy, the County Building and Safety Department shall ensure that electric or propane outlets are provided for barbecues in residential areas.

D-22: Prior to issuance of a certificate of occupancy, the County Planning Department shall ensure that that the Project's Homeowner's Association enforces the use of electric lawn mowers and leaf blowers.

For purposes of consistent formatting of the Draft EIR, the following text has been added to Table I-1 on page I-12 before "IV.E BIOLOGICAL RESOURCES" (staff-initiated text change):

<b><u>Sensitive Receptors</u></b>		
<u>The Project would not expose sensitive receptors to substantial pollutant concentrations, and impacts related to this issue would be less than significant.</u>	<u>None.</u>	<u>Less than significant.</u>

Mitigation Measure E-7 on Table I-1 on page I-16/I-17 mistakenly reference Mitigation Measure E-7 instead of E-6. As such, Mitigation Measure E-7 has been revised as follows (staff-initiated text change):

- E-7: Prior to issuance of a grading permit, the Project Applicant shall obtain a 404 Nationwide Permit from the USACE, 1602 SAA from CDFW, and a 401 Certification issued by the RWQCB pursuant to the California Water Code Section 13260. During the permit process a Habitat Mitigation Monitoring Plan (HMMP) shall be developed and approved by the County EPD, RCA, and applicable regulatory and wildlife agencies. As outlined in E-76, mitigation ratios and restoration efforts shall occur on-site within the MSHCP Proposed Conservation Area adjacent to the riparian corridor (French Valley Creek). A total of 2.58 acres shall be restored.

The following changes to Mitigation Measures F-1, F-2, F-3, and F-4 on Table I-1 on pages I-17 through I-20 have been made (refer to Response to Comment Pechanga-3):

IV.F CULTURAL RESOURCES		
As discussed in Section IV.F (Cultural Resources), with implementation of Mitigation Measures F-1 through F-57, Project impacts related to cultural resources would be less than significant.	F-1: Prior to the issuance of a grading permit for any Project construction, the Project Applicant shall retain a County-qualified archaeologist to monitor all ground-disturbing activities in an effort to identify any unknown <del>historie</del> archaeological resources. During <del>the demolition and grading process</del> <u>all earthmoving activities</u> , the archaeological monitor should be present to monitor <del>freshly excavated</del> <u>all previously undisturbed soils</u> and to identify, document, and <del>further explore</del> <u>evaluate</u> any <del>intact artifact-filled deposits</del> <u>potential historic, archaeological, or cultural resources</u> that may become unearthed. This would include	Less than significant.

IV.F CULTURAL RESOURCES		
	<p>field and laboratory analysis of any artifacts that are recovered during the fieldwork. The locations of any new discoveries shall be plotted on a site map and described in detail <u>in the archaeological monitoring report and updated in the appropriate existing or new DPR form.</u> Further comparative analysis of the recovered artifacts from CA-RIV-10949/H with other historic-age farmstead sites in the region and interpretation of the data should also be carried out by a County-qualified archaeologist.</p>	
	<p>F-2: At least 30 days prior to any grading activities, the Project Applicant shall contact the Soboba Band <del>and</del> Pechanga Tribe to notify them of grading, excavation, and proposed monitoring program, and to coordinate with the County and the Soboba Band or Pechanga Tribe to develop a <del>monitoring discovery and treatment plan</del> <u>Cultural Resources Treatment and Monitoring Agreement</u>. The <del>plan</del> <u>Agreement</u> shall require the Applicant to retain a <del>County approved qualified archaeologist</del> <u>professional Tribal Monitor</u> to monitor all ground-disturbing activities, <del>including within a 60 meter radius of CA-</del></p>	

IV.F CULTURAL RESOURCES		
	<p>RIV-10950/H, in an effort to identify any <del>unknown</del> subsurface historic and archaeological and cultural resources. <u>The Agreement shall address the treatment of known cultural resources, the designation, responsibilities, and participation of professional Native American Tribal monitors during grading, excavation, and ground disturbing activities; project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site.</u> <del>The plan shall address the treatment of known cultural resources, the designation, responsibilities, and participation of Soboba Band or Pechanga Tribe monitors during on site and off site grading, excavation, and ground disturbing activities; project grading and development scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site. During the demolition and grading process, the archaeological monitor</del></p>	

IV.F CULTURAL RESOURCES		
	<p><del>should be present to monitor freshly excavated soil and to identify, document, and further explore any intact artifact filled deposits that may become unearthed. This would include field and laboratory analysis of any artifacts that are recovered during the fieldwork. The locations of any new discoveries shall be plotted on the site map and described in detail. The archaeological monitor's authority to stop and redirect grading shall be exercised in consultation with the Soboba Band or Pechanga Tribe in order to evaluate the significance of any archaeological resources discovered on the property. Further comparative analysis of any recovered artifacts from CA RIV 10950/H with other Archaic age sites in the region and from CA RIV 10949/H with other historic age farmstead sites in the region and interpretation of the data should also be carried out by a County-qualified archaeologist.</del></p> <p>F-3: Prior to the beginning of any ground-disturbing activities, the County-qualified archaeologist shall file a pre-grading report with the County (if required) to document the proposed methodology for grading activity observation. Said methodology</p>	



IV.F CULTURAL RESOURCES		
	<p>shall include the requirement for a qualified archaeological monitor to be present and to have the authority to stop and redirect grading activities. In accordance with the agreement required in Mitigation Measure F-2, the archaeological monitor's authority to stop and redirect grading shall be exercised in consultation with the <del>appropriate local</del> Soboba Band or Pechanga Tribe in order to evaluate the significance of any archaeological resources discovered on the property. Soboba Band or Pechanga Tribe monitors shall be allowed to monitor all on-site and off-site grading, excavation, and groundbreaking activities, and shall also have the authority to stop and redirect grading activities in consultation with the project archaeologist.</p> <p><u>The Agreement shall address the appropriate protocols should archaeological, historical, or cultural resources be found; the process for identification, evaluation, and any potential avoidance, preservation, or other mitigation options; protocols for filed and laboratory analysis of any artifacts that are recovered during the fieldwork that shall take into account traditional Tribal practices; documentation of any new sites and artifacts;</u></p>	

IV.F CULTURAL RESOURCES		
	<p>and any other appropriate methodology. Further comparative analysis of any recovered artifacts from CA-RIV-10950/H with other Archaic-age sites in the region and from CA-RIV-10949/H with other historic-age farmstead sites in the region and interpretation of the data should also be carried out by a County-qualified archaeologist. The archaeologist shall also be responsible for a post-grading monitoring report to be submitted to the County, the Project Applicant, the Eastern Information Center, and the Pechanga Tribe and the Soboba Band of Luiseno Indians no later than 45 days after completion of all monitoring activities.</p>	
	<p>F-4: During the Project's construction phase, the area labeled "Avoided Cultural Resource" on the land use map (on file with the County) shall be avoided and fenced as appropriate to deter any potential impacts to the area. Fencing shall be installed prior to grading in the area, and the fencing shall be removed after all earthmoving activities have been completed in the area.</p>	

Mitigation Measure F-5 on Table I-1 on page I-18 inadvertently identifies cultural site CA-RIV-10951/H instead of CA-RIV-10950/H. As such, Mitigation Measure has been revised as follows (staff-initiated text change):

- F-5:** The Project Applicant, the Soboba Band or Pechanga Tribe, and the County-qualified archaeologist shall conduct controlled grading utilizing a paddle grader during construction impacts to CA-RIV-10950/H. The purpose of the controlled grading at and around the site as outlined in the area labeled as "Controlled Grade Area" is to afford the opportunity to determine whether any subsurface resources are associated with the site and if so, to collect the resources for appropriate treatment pursuant to Section V(g) of the Agreement and in the Monitoring Plan to be developed by the project archaeologist in consultation with the Soboba Band or Pechanga Tribe. The Developer shall only use a paddle grader, and no other ground disturbing equipment or methods, in the "Controlled Grade Area" delineated and labeled on the attached land use map. All controlled grading shall be monitored according to the provisions of Mitigation Measure F-2.

The following changes to Mitigation Measure F-7 on page I-22 have been made (refer to Response to Comment Pechanga-3):

- F-7:** The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts that are found on the project area to the ~~appropriate local~~ Soboba Band or Pechanga Tribe for proper treatment and disposition as outlined in the Treatment and Monitoring Agreement required in Mitigation Measure F-2.

Mitigation Measure F-10 on Table I-1 on page I-23/24 includes extraneous text. As such, Mitigation Measure F-10 has been revised as follows (staff-initiated text change):

- F-10:** Prior to issuance of grading permits, the Project developer shall retain a qualified paleontologist to develop a Paleontological Resource Impact Mitigation Program (PRIMP) for the excavation phase of the Project ~~shall be prepared~~. The PRIMP shall conform to the guidelines of the County and the Society of Vertebrate Paleontology and include the following steps:

The mitigation measures identified in Section IV.H (Greenhouse Gas Emissions) were inadvertently omitted from Table I-1. As such, the following text has been added to Table I-1 on page I-27 (staff-initiated text change):

<b>IV.H GREENHOUSE GAS EMISSIONS</b>		
As discussed in Section IV.H (Greenhouse Gas Emissions), although the Project would incorporate numerous GHG emission reduction features, these features would not produce the additional 17 percent reduction in GHG emissions needed to achieve the County's recommended threshold of a 30 percent reduction in GHG emissions when compared to the business-as-usual (BAU) scenario. Thus, Project impacts related to GHG emissions would be significant and unavoidable.	H-1: Prior to issuance of building permits, ensure that project design features specified in the Specific Plan are implemented.	Significant and unavoidable.
	H-2: Prior to issuance of building permits, ensure that, through economically feasible installations, the Project achieves a 15 percent reduction in electricity and natural gas energy use beyond the 2008 Title 24 standards.	

For purposes of clarification, additional text was added to Table I-1 on page I-32 to include the traffic scenario under which noise impacts would occur. Additionally, the level of impact significance after mitigation was inadvertently identified on the table as "Less Than Significant." As such, the text has been revised as follows (staff-initiated text change):

<b>Operational Noise</b>		
As discussed in Section IV.L (Noise), with the exception of noise impacts associated with traffic, the Project's operational noise levels would not exceed the significance thresholds. However, traffic noise levels along Washington Street from Winchester Road	L-3: The Project Applicant shall have the HVAC systems completely enclosed and surrounded with sound insulation.	<del>Less Than Significant</del> <u>Significant and unavoidable.</u>

Operational Noise		
to Keller Road and Washington Street from Fields Drive to Keller Road to the AM and PM peak hours <u>in the existing-plus-project and future-plus-project scenarios</u> and along Washington Street from Fields Drive to <del>a</del> Autumn Glen Circle during the PM peak hour <u>in the future-plus-project (2035) scenario</u> would exceed the significance thresholds, and impacts would be significant and unavoidable.		

## II. ENVIRONMENTAL SETTING

The first sentence of the second paragraph on page II-1 inadvertently refers to Figure III-2, instead of II-2. As such, this sentence has been revised as follows (staff-initiated text change):

As shown on Figure III-2, regional access to the Project area is provided via major north-south access routes, including Interstate 15 (I-15) and Interstate 215 (I-215), which connect the Project area to Riverside and San Bernardino to the north and Escondido/Temecula and San Diego to the south.



### III. PROJECT DESCRIPTION

The table below reflects a nomenclature change for the Project's Planning Areas, as reflected in the Specific Plan. No changes to the Project's gross acreage or number of dwelling units have changed from what was identified in the Draft EIR. The table is included for informational purposes only.

**Revised Planning Area Nomenclature**

Original Planning Area #	Revised Planning Area #	Land Use Designation	Gross Acres	Land Use Designation and Gross Acres Same as Original?
PA-1	PA-1	MHDR	32.8	Yes
PA-2	PA-2	HDR	14.0	Yes
PA-3	PA-3	MHDR	14.0	Yes
PA-4	PA-4	MHDR	14.5	Yes
PA-5	PA-5	OS-R	2.7	Yes
PA-6	PA-6	MHDR	6.3	Yes
PA-7	PA-7	MHDR	13.7	Yes
PA-8	PA-8	OS-R	9.5	Yes
PA-9	PA-9	MHDR	7.7	Yes
PA-10	PA-10	MHDR	23.4	Yes
PA-11	PA-11	MHDR	3.5	Yes
PA-12	PA-12	MHDR	5.2	Yes
PA-13	PA-13	MDR	16.6	Yes
PA-14	PA-14	LDR	19.2	Yes
PA-15	PA-15	OS-R/BASIN	10.5	Yes
OS-1	PA-16A	OS-C	2.7	Yes
OS-2	PA-16B	OS-C	5.6	Yes
OS-3	PA-17	OS-CH	69.0	Yes
OS-4	PA-18	OS-CH	31.6	Yes
OS-5	PA-16C	OS-C	1.8	Yes
OS-6	PA-16D	OS-C	2.4	Yes
OS-7	PA-19	OS-CH	1.8	Yes
OS-8	PA-16E	OS-C	4.8	Yes
OS-9	PA-20	OS-CH	1.3	Yes
OS-10	PA-21	OS-CH	2.9	Yes
OS-11	PA-16F	OS-C	4.2	Yes

#### IV.D AIR QUALITY

Table IV.D-6 on page IV.D-23 that shows the Project's estimated daily operational emissions (unmitigated) mistakenly shows that the Project would result in a significant impact related to PM<sub>10</sub> emissions. As shown on the table, the Project would result in approximately 134 pounds of PM<sub>10</sub> emissions per day, which does not exceed SCAQMD's significance threshold of 150 pounds per day. As such, the table has been revised as follows (staff-initiated text change):

**Table IV.D-6**  
**Estimated Daily Operations Emissions (Unmitigated) (2035)**

Emission Source	Pounds per Day					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Sources	76	1	108	<1	1	1
Energy Sources	1	11	5	<1	1	1
Mobile Sources	94	249	1,139	2	132	47
<i>Total Operations</i>	<i>172</i>	<i>262</i>	<i>1,252</i>	<i>2</i>	<i>134</i>	<i>48</i>
SCAQMD Threshold	55	55	550	150	150	55
Exceed Threshold?	Yes	Yes	Yes	No	<del>Yes</del> No	No
<i>Source: DKA Planning 2013 based on CalEEMod v2011.1.1 model runs (refer to Appendix IV.D).</i>						

For purposes of consistent formatting of the Draft EIR, the text on page IV.D-24 has been revised as been revised as follows (staff-initiated text change):

***Impact IV.D-ed: The Project would not expose sensitive receptors to substantial pollutant concentrations, and impacts related to this issue would be less than significant.***

The following mitigation measure has been added to the list of mitigation measures on page IV.D-30 (refer to Response to Comment SCAQMD-2):

D-20: The Project shall incorporate light-colored paving and roofing materials.

The following mitigation measures have been added to the list of mitigation measures on page IV.D-30 (refer to Response to Comment SCAQMD-3):

D-21: Prior to issuance of a certificate of occupancy, the County Building and Safety Department shall ensure that electric or propane outlets are provided for barbecues in residential areas.

D-22: Prior to issuance of a certificate of occupancy, the County Planning Department shall ensure that that the Project's Homeowner's Association enforces the use of electric lawn mowers and leaf blowers.

Table IV.D-9 on page IV.D-32 that shows the Project's estimated daily operational emissions (unmitigated) mistakenly shows that the Project would result in a significant impact related to PM<sub>10</sub> emissions. As shown on the table, the Project would result in approximately 134 pounds of PM<sub>10</sub> emissions per day, which does not exceed SCAQMD's significance threshold of 150 pounds per day. As such, the table has been revised as follows (staff-initiated text change):

**Table IV.D-9**  
**Estimated Daily Operations Emissions – With Mitigation (2035)**

Emission Source	Pounds per Day					
	VOC	NO <sub>x</sub>	CO	SO <sub>x</sub>	PM <sub>10</sub>	PM <sub>2.5</sub>
Area Sources	72	1	108	<1	1	1
Energy Sources	1	10	4	<1	1	1
Mobile Sources	94	249	1,139	2	133	46
<i>Total Operations</i>	<i>167</i>	<i>261</i>	<i>1,251</i>	<i>2</i>	<i>134</i>	<i>48</i>
SCAQMD Threshold	55	55	550	150	150	55
Exceed Threshold?	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	No	<del>Yes</del> No	No
<i>Source: DKA Planning 2013 based on CalEEMod v2011.1.1 model runs (refer to Appendix IV.D).</i>						

#### IV.E BIOLOGICAL RESOURCES

Mitigation Measure E-7 on page IV.E-90 mistakenly reference Mitigation Measure E-7 instead of E-6. As such, Mitigation Measure E-7 has been revised as follows (staff-initiated text change):

E-7: Prior to issuance of a grading permit, the Project Applicant shall obtain a 404 Nationwide Permit from the USACE, 1602 SAA from CDFW, and a 401 Certification issued by the RWQCB pursuant to the California Water Code Section 13260. During the permit process a Habitat Mitigation Monitoring Plan (HMMP) shall be developed and approved by the County EPD, RCA, and applicable regulatory and wildlife agencies. As outlined in E-67, mitigation ratios and restoration efforts shall occur on-site within the MSHCP Proposed Conservation Area adjacent to the riparian corridor (French Valley Creek). A total of 2.58 acres shall be restored.

#### IV.F CULTURAL RESOURCES

The first introductory impact statement on page IV.F-40 inadvertently identified “archaeological” resources, instead of “historical” resources. As such, this text has been revised as follows (staff-initiated text change):

***Impacts IV.F-a and IV.F-b: The Project would not alter or destroy a historic site and would not cause a substantial adverse change in the significance of ~~an archaeological~~ a historical resource pursuant to Section 15064.5, and impacts related to these issues would be less than significant.***

The second introductory impact statement on page IV.F-40 inadvertently identified “historic” site, instead of “archaeological” site. This text change has been made. Also, for purposes of consistent formatting and clarification, the second introductory impact statement on page IV.F-40 has been revised as follows (staff-initiated text change):

***Impacts IV.F-c, ~~IV.F-e~~, and IV.F-d: With implementation of mitigation measures, the Project would not alter or destroy ~~a historic~~ an archaeological site and would not cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5, and impacts related to these issues would be less than significant.***

The following changes to Mitigation Measures F-1, F-2, F-3, F-4, and F-7 on pages IV.F-43 through IV.F-45 have been made (refer to Response to Comment Pechanga-3):

**F-1:** Prior to the issuance of a grading permit for any Project construction, the Project Applicant shall retain a County-qualified archaeologist to monitor all ground-disturbing activities in an effort to identify any unknown ~~historic~~ archaeological resources. During ~~the demolition and grading process~~ all earthmoving activities, the archaeological monitor should be present to monitor ~~freshly excavated~~ all previously undisturbed soils and to identify, document, and ~~further explore~~ evaluate any intact artifact-filled deposits potential historic, archaeological, or cultural resources that may become unearthed. This would include field and laboratory analysis of any artifacts that are recovered during the fieldwork. The locations of any new discoveries shall be plotted on a site map and described in detail in the archaeological monitoring report and updated in the appropriate existing or new DPR form. Further comparative analysis of the recovered artifacts from CA-RIV-10949/H with other historic-age farmstead sites in the region and interpretation of the data should also be carried out by a County-qualified archaeologist.

- F-2:** At least 30 days prior to any grading activities, the Project Applicant shall contact the Soboba Band ~~or~~and Pechanga Tribe to notify them of grading, excavation, and proposed monitoring program, and to coordinate with the County and the Soboba Band or Pechanga Tribe to develop a ~~monitoring discovery and treatment plan~~Cultural Resources Treatment and Monitoring Agreement. The ~~plan~~Agreement shall require the Applicant to retain a ~~County approved qualified archaeologist~~professional Tribal Monitor to monitor all ground-disturbing activities, ~~including within a 60-meter radius of CA RIV 10950/H,~~ in an effort to identify any ~~unknown subsurface~~ historic and archaeological and cultural resources. The Agreement shall address the treatment of known cultural resources, the designation, responsibilities, and participation of professional Native American Tribal monitors during grading, excavation, and ground disturbing activities; project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site. The plan shall address the treatment of known cultural resources, the designation, responsibilities, and participation of Soboba Band or Pechanga Tribe monitors during on-site and off-site grading, excavation, and ground disturbing activities; project grading and development scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site. During the demolition and grading process, the archaeological monitor should be present to monitor freshly excavated soil and to identify, document, and further explore any intact artifact filled deposits that may become unearthed. This would include field and laboratory analysis of any artifacts that are recovered during the fieldwork. The locations of any new discoveries shall be plotted on the site map and described in detail. The archaeological monitor's authority to stop and redirect grading shall be exercised in consultation with the Soboba Band or Pechanga Tribe in order to evaluate the significance of any archaeological resources discovered on the property. Further comparative analysis of any recovered artifacts from CA RIV 10950/H with other Archaic age sites in the region and from CA RIV 10949/H with other historic age farmstead sites in the region and interpretation of the data should also be carried out by a County qualified archaeologist.
- F-3:** Prior to the beginning of any ground-disturbing activities, the County-qualified archaeologist shall file a pre-grading report with the County (if required) to document the proposed methodology for grading activity observation. Said methodology shall include the requirement for a qualified archaeological monitor to be present and to have the authority to stop and redirect grading activities. In accordance with the agreement required in Mitigation Measure F-2, the archaeological monitor's authority to stop and redirect grading shall be exercised in consultation with the ~~appropriate local~~ Soboba Band or Pechanga Tribe in order to evaluate the significance of any archaeological resources discovered on the property. Soboba Band or Pechanga Tribe monitors shall be allowed to



monitor all on-site and off-site grading, excavation, and groundbreaking activities, and shall also have the authority to stop and redirect grading activities in consultation with the project archaeologist.

The Agreement shall address the appropriate protocols should archaeological, historical, or cultural resources be found; the process for identification, evaluation, and any potential avoidance, preservation, or other mitigation options; protocols for field and laboratory analysis of any artifacts that are recovered during the fieldwork that shall take into account traditional Tribal practices; documentation of any new sites and artifacts; and any other appropriate methodology. Further comparative analysis of any recovered artifacts from CA-RIV-10950/H with other Archaic-age sites in the region and from CA-RIV-10949/H with other historic-age farmstead sites in the region and interpretation of the data should also be carried out by a County-qualified archaeologist. The archaeologist shall also be responsible for a post-grading monitoring report to be submitted to the County, the Project Applicant, the Eastern Information Center, and the Pechanga Tribe and the Soboba Band of Luiseno Indians no later than 45 days after completion of all monitoring activities.

- F-4:** During the Project's construction phase, the area labeled "Avoided Cultural Resource" on the land use map (on file with the County) shall be avoided and fenced as appropriate to deter any potential impacts to the area. Fencing shall be installed prior to grading in the area, and the fencing shall be removed after all earthmoving activities have been completed in the area.
- F-7:** The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts that are found on the project area to the appropriate ~~local~~ Soboba Band or Pechanga Tribe for proper treatment and disposition as outlined in the Treatment and Monitoring Agreement required in Mitigation Measure F-2.

Mitigation Measure F-10 on page IV.F-46 includes extraneous text. As such, Mitigation Measure F-10 has been revised as follows (staff-initiated text change):

- F-10:** Prior to issuance of grading permits, the Project developer shall retain a qualified paleontologist to develop a Paleontological Resource Impact Mitigation Program (PRIMP) for the excavation phase of the Project ~~shall be prepared~~. The PRIMP shall conform to the guidelines of the County and the Society of Vertebrate Paleontology and include the following steps:

#### IV.G GEOLOGY AND SOILS

For purposes of consistent formatting of the Draft EIR and for purposes of clarification, the introductory impact statement on page IV.G-12 has been revised as follows (staff-initiated text change):

*Impacts IV.G-11iv, IV.G-14a, and IV.G-15ba: The Project would be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and could potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, collapse, or rockfall hazards. Also, the Project would ~~not~~ 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 subsidence. However, with implementation of Mitigation Measure G-2, impacts related to these issues would be less than significant.*

For purposes of clarification, the second introductory impact statement on page IV.G-13 has been revised as follows (staff-initiated text change):

*Impact IV.G-17a: The Project would ~~not~~ substantially change topography or ground surface relief features, and no significant impacts related to this issue would occur.*

#### IV.H GREENHOUSE GAS EMISSIONS

The second significance threshold issue on page IV.H-19 for greenhouse gas emissions was inadvertently omitted and reflected a significance threshold issue associated with hazards and hazardous materials. As such, the text at the top of page IV.H-19 as been revised as follows (staff-initiated text change):

- b) ~~Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.~~Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.

The text toward the top of page IV.H-22 has been revised as follows, consistent with the final conclusions of the greenhouse gas emissions analysis (staff-initiated text change):

***Impact IV.H-a: Despite implementation of various product design features, memorialized in Mitigation Measures H-1 and H-2, ~~the~~the Project would ~~not~~ generate direct or indirect greenhouse gas emissions that would result in a significant impact on the environment, and ~~no~~ ~~significant~~ impacts related to this issue would ~~occur~~remain significant and unavoidable.***

The first sentence of the first paragraph on page IV.H-39 inadvertently references the wrong mitigation measure. As such, this sentence has been revised as follows (staff-initiated text change):

It should be noted that ~~GH~~H-2 has been specified as a mitigation measure since the GHG emissions reductions associated with it were quantified and shown on Table IV.F-4.

The first line on page IV.H-40 inadvertently refers to “the City” instead of the “the County.” As such the sentence has been revised as follows (staff-initiated text change):

Emissions from vehicle exhaust are controlled by the state and federal governments and are outside the control of the Project applicant and the ~~City~~County.

#### **IV.K LAND USE AND PLANNING**

For purposes of clarification and consistent formatting of the Draft EIR, the impact statement on page IV.K-5 has been revised as follows (staff-initiated text change):

***Impact IV.~~GK~~-a: With implementation of Mitigation Measure K-1, the Project would not result in a substantial alteration of the present or planned land use of an area, and impacts related to this issue would be less than significant.***

The second to the last sentence of the first full paragraph inadvertently states, “the Project would result in a substantial alteration of the present or planned land use of the Project.” The sentence should read as follows and has been revised (refer to Response to Comment Temecula 1-2):

Thus, the Project would not result in a substantial alteration of the present or planned land use of the Project.

For purposes of clarification and consistent formatting of the Draft EIR, the impact statement on page IV.K-6 has been revised as follows (staff-initiated text change):

***Impact IV.~~GK~~-c: The Project would not be incompatible with existing and planned surrounding land uses, and impacts related to this issue would be less than significant.***

For purposes of clarification and consistent formatting of the Draft EIR, the impact statement on page IV.K-7 has been revised as follows (staff-initiated text change):

***Impact IV.~~GK~~-d: With implementation of Mitigation Measure K-1, The Project would be substantially consistent with the applicable land use designations and policies of the County's General Plan, and impacts related to this issue would be less than significant.***

#### **IV.L NOISE**

The impact statement on page IV.L-21 has been revised as follows, consistent with the traffic noise conclusion discussed on page IV.L-23 (staff-initiated text change):

***Impact IV.L-d: With implementation of Mitigation Measure L-3, the Project ~~would~~would not result in a substantial permanent increase in ambient noise levels associated with on-site operation in the Project vicinity above levels existing without the Project. However, traffic noise levels along Washington Street from Winchester Road to Keller Road and Washington Street from Fields Drive to Keller Road to the AM and PM peak hours and along Washington Street from Fields Drive to Autumn Glen Circle during the PM peak hour would exceed the significance thresholds, and impacts would be significant and unavoidable.***

The reference to Autumn Glen Circle in the fourth line from the top of page IV.L-27 inadvertently omits "Glen Circle." As such, the sentence (beginning on page IV.L-26) has been revised as follows (staff-initiated text change):

However, increases in mobile noise would cause the ambient noise level measured at the property line of the affected uses to rise to the "normally unacceptable" or "clearly unacceptable" category (Table IV.L-2) at residences along Washington Street from Fields Drive to Keller Road during

the AM peak hour, and along Washington Street between Fields Drive and Autumn Glen Circle, and between Fields Drive and Keller Road during the PM peak hour.

The text under “Operational Noise Impacts” on page IV.L-29 has been revised as follows, consistent with the discussion of the significant and unavoidable traffic noise impact that is discussed on page IV.L-23 and IV.L-27 (staff-initiated text change):

Compliance with Mitigation Measure L-3 would ensure that operational noise impacts associated with on-site sources of noise would be less than significant. However, traffic noise levels along Washington Street from Winchester Road to Keller Road and Washington Street from Fields Drive to Keller Road to the AM and PM peak hours and along Washington Street from Fields Drive to Autumn Glen Circle during the PM peak hour would exceed the significance thresholds, and impacts would be significant and unavoidable.

Also, when cumulative noise is considered, increases in mobile noise would cause the ambient noise level measured at the property line of the affected uses to rise to the “normally unacceptable” or “clearly unacceptable” category (Table IV.L-2) at residences along Washington Street from Fields Drive to Keller Road during the AM peak hour, and along Washington Street between Fields Drive and Autumn Glen Circle, and between Fields Drive and Keller Road during the PM peak hour. As a result, cumulative mobile noise would be considered a significant and unavoidable impact.

#### **IV.M POPULATION AND HOUSING**

For purposes of clarification, the following text has been added to the end of the first partial paragraph at the top of page IV.M-8 (staff-initiated text change):

Issue "e" is addressed in the cumulative impacts section.

#### **IV.O TRANSPORTATION/TRAFFIC**

The date of the first document listed on page IV.O-1 mistakenly shows a date of 2014 instead of 2013. As such, the reference to the *Traffic Impact Analysis* on page IV.O-1 has been revised as follows (staff-initiated text change and Response to Comment City of Temecula 2-6):

- *Traffic Impact Analysis, Urban Crossroads, December 2, 2014*3.

The jurisdictions shown for Intersections 21, 22, and 23 on Table IV.O-1 on page IV.O-2 have been revised as follows to list only the City of Temecula, since Caltrans has relinquished their authority over these intersections (refer to Response to Comment City of Temecula 2-8):

21	Winchester Road (SR-79) / Nicolas Road	<del>Caltrans</del> , Temecula
22	Winchester Road (SR-79) / Margarita Road	<del>Caltrans</del> , Temecula
23	Winchester Road (SR-79) / Ynez Road	<del>Caltrans</del> , Temecula

The eighth bullet on page IV.O-8 has been revised as follows (refer to Response to Comment City of Temecula 2-9):

- Butterfield ~~Ranch~~ Stage Road Extension through the City of Temecula

For purposes of clarification, the first paragraph on page IV.O-10 (Transportation/Traffic) of the Draft EIR has been revised as follows (refer to Response to Comment City of Temecula 2-4):

Per the Caltrans *Guide for the Preparation of Traffic Impact Studies*, the traffic modeling and signal timing optimization software package Synchro (Version 7 Build 759) has been utilized to analyze signalized intersections under Caltrans' jurisdiction, which include interchange to arterial ramps (i.e. I-215 Freeway ramps at Scott Road and I-15 Freeway Ramps at SR-79) and signalized intersections along SR-79. The intersections along Winchester Road (SR-79) within the City of Temecula have also been evaluated using the Synchro software. Synchro is a macroscopic traffic software program that is based on the signalized intersection capacity analysis as specified in the Chapter 16 of the HCM. Macroscopic level models represent traffic in terms of aggregate measures for each movement at the study intersections. Equations are used to determine measures of effectiveness such as delay and queue length. The LOS and capacity analysis performed by Synchro takes into consideration optimization and coordination of signalized intersections within a network. All other study area intersections within the County; and City of Murrieta, ~~and the City of Temecula~~ have been analyzed using the software package Traffix (Version 8.0 R1, 2008).



The last full sentence on page IV.O-31 mistakenly states that issue “h” was addressed in section IV.A (Impacts Found to be Less Than Significant). Issue “h” is addressed on page IV.O-72. As such, the last full section on page IV.O-31 has been revised as follows (staff-initiated text change):

As discussed in Section IV.A (Impacts Found to be Less Than Significant), the Project would not result in significant impacts related to issues “c,” and “d.” ~~and “h.”~~

For purposes of consistency and clarification, the following text has been added after the last sentence on page IV.O-31 (staff-initiated text change):

Regarding issue “g,” the Project would be developed in phases, as the market permits. During the construction phases, most of the construction equipment would be driven to the Project site and stored at the site, and would not travel on the roadways on a daily basis. Daily worker trips would occur outside of the peak hours (before 7:00 AM and after 6:00 PM). Also, daily vendor and haul trips would occur during non-peak hours (after 9:00 AM and before 4:00 PM). Construction traffic would be intermittent and temporary would not create a need for new transportation infrastructure. No impacts related to this issue would occur, and no further discussion is required.

The existing traffic condition described in the first bullet on page IV.O-32 in section IV.O (Transportation/Traffic) inadvertently identifies the existing condition year as 2013 instead of 2012. As such, the text has been revised as follows (refer to Response to Comment City of Temecula 2-16):

- If an intersection is projected to operate at an acceptable LOS (i.e., LOS D or better) under Existing (~~2013~~2012) traffic conditions and the addition of Project traffic, as measured by 50 or more peak-hour trips, is expected to cause the intersection to operate at an unacceptable LOS (i.e., LOS E or F), the impact is considered significant.

The list of City of Temecula intersections on page IV.O-34 has been revised to reflect the following (refer to Response to Comment City of Temecula 2-17):

Intersection 24: I-15 Northbound Ramps/SR-70

For purposes of consistent formatting of the Draft EIR, the impact statement on page IV.O-38 has been revised as follows (staff-initiated text change):

***Impact IV.O-1a: The Project would conflict with an applicable plan, ordinance or policy establishing a measure of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit. Specifically, the Project would generate traffic that would exceed the significance thresholds for intersections and roadway segments. Implementation of roadway improvements would reduce the impacts to less than significant. However, some of the impacted intersections fall within other jurisdictions (other than the County). Because the County cannot enforce implementation of the improvements at these intersections, impacts at these intersections and roadway segments would remain significant and unavoidable.***

For purposes of consistent formatting of the Draft EIR, the impact statement on page IV.O-71 has been revised as follows (staff-initiated text change):

***Impact IV.O-2e: 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), and no significant impacts related to this issue would occur.***

For purposes of consistent formatting of the Draft EIR, the impact statement on page IV.O-72 has been revised as follows (staff-initiated text change):

***Impact IV.O-3f: The Project would not cause a substantial effect upon or need for new or altered maintenance of roads, and no significant impacts related to this issue would occur.***

For purposes of consistent formatting of the Draft EIR, the impact statement on page IV.O-72 has been revised as follows (staff-initiated text change):

***Impact IV.O-4h: The Project would not result in inadequate emergency access or access to nearby uses, and no significant impacts related to this issue would occur.***

For purposes of consistent formatting of the Draft EIR, the impact statement on page IV.O-73 has been revised as follows (staff-initiated text change):

***Impact IV.O-5i: The Project would not conflict with adopted policies, plans, or programs regarding public transit, bikeways, or pedestrian facilities, or otherwise substantially decrease the performance or safety of such facilities, and no significant impacts related to this issue would occur.***

The fifth bullet on page IV.O-95 in Section IV.O (Transportation/Traffic) has been revised as follows (refer to Response to Comment City of Temecula 2-44):

- The Butterfield ~~Ranch~~Stage Road extension is anticipated to provide a parallel route to SR-79 through the City of Temecula. The Butterfield ~~Ranch~~Stage Road extension includes the completion of Butterfield ~~Ranch~~Stage Road to provide a connection between Rancho California Road and Murrieta Hot Springs Road. The construction of this connection is anticipated to reduce through volumes along SR-79 within the City of Temecula.

The title of Figure IV.O-47 on page IV.O-97 should state “Long-Term,” instead of “Near-Term.” This edit has been made and is shown at the end of this section (refer to Response to Comment City of Temecula 2-45).

The title of Figure IV.O-48 on page IV.O-98 should state “Long-Term,” instead of “Near-Term.” This edit has been made and is shown at the end of this section (refer to Response to Comment City of Temecula 2-46).

The table reference in the last two sentences of the first paragraph on page IV.O-102 inadvertently references Table IV.O-17 instead of Table IV.O-16. As such, this text has been revised as follows (staff-initiated text change):

Similarly, Figure IV.O-53 summarizes the study area intersection peak hour LOS under Long-Term (2035) Cumulative-With-Project traffic conditions, consistent with the summary provided on Table IV.O-~~17~~16. As shown on Table IV.O-~~17~~16, the Project would contribute to significant impacts at the following intersections:

For the intersections under the jurisdiction of the City of Temecula on page IV.O-115, “SR-79” has been revised as “Winchester Road (SR-79)” as follows (refer to Response to Comment City of Temecula 2-48):

Intersection 21: ~~SR-79~~ Winchester Road (SR-79)/Nicolas Road – LOS F, AM and PM peak hours

Intersection 22: ~~SR-79~~ Winchester Road (SR-79)/Margarita Road – LOS E, AM peak hour; LOS F, PM peak hour

Intersection 23: ~~SR-79~~ Winchester Road (SR-79)/Ynez –LOS F, AM and PM peak hours

Intersection 24: ~~SR-79~~ Winchester Road (SR-79)/I-15 Northbound Ramps – LOS F, PM peak hour

Intersection 25: ~~SR-79~~ Winchester Road (SR-79)/I-15 Southbound Ramps – LOS F, AM and PM peak hours

As requested by the commenter, for Intersection 24 listed toward the top of page IV.O-123, “SR-79” has been revised as “Winchester Road/SR-79” as follows (refer to Response to Comment City of Temecula 2-50):

Intersection 24: ~~SR-79~~ Winchester Road (SR-79)/I-15 Northbound Ramps

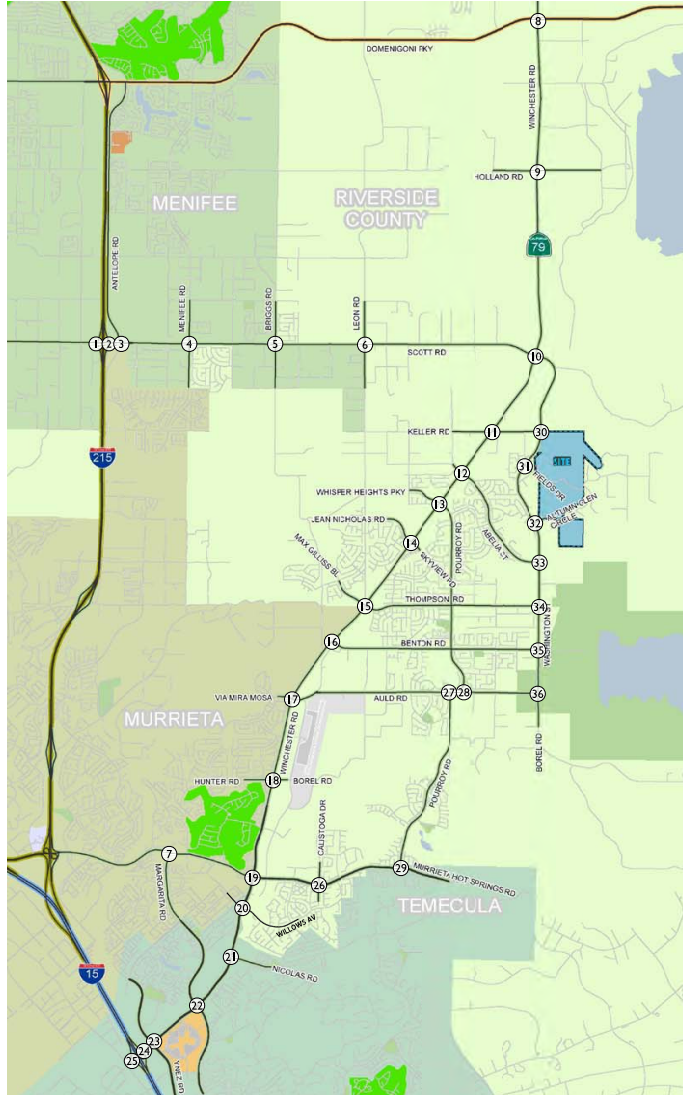
## **V. GENERAL IMPACT CATEGORIES**

The reference to the significant and unavoidable impact related to operational air quality emissions identified in Section IV.D (Air Quality) was inadvertently omitted. As such, the section paragraph on page V-1 has been revised, and a new third paragraph has been added (staff-initiated text change).

Based on the analysis contained in Section IV of this Draft EIR, implementation of the Project would result in significant unavoidable environmental impacts related to operational air quality emissions, consistency with the Air Quality Management Plan (the “AQMP”); greenhouse gas (GHG) emissions; operational traffic noise; and intersection level of service (LOS).

**Operational Air Quality Emissions**

As discussed in Section IV.D (Air Quality), area source and energy source mitigation measures would reduce criteria pollutant emissions. However, impacts related to emissions of VOC, NO<sub>x</sub>, and CO would remain significant and unavoidable.



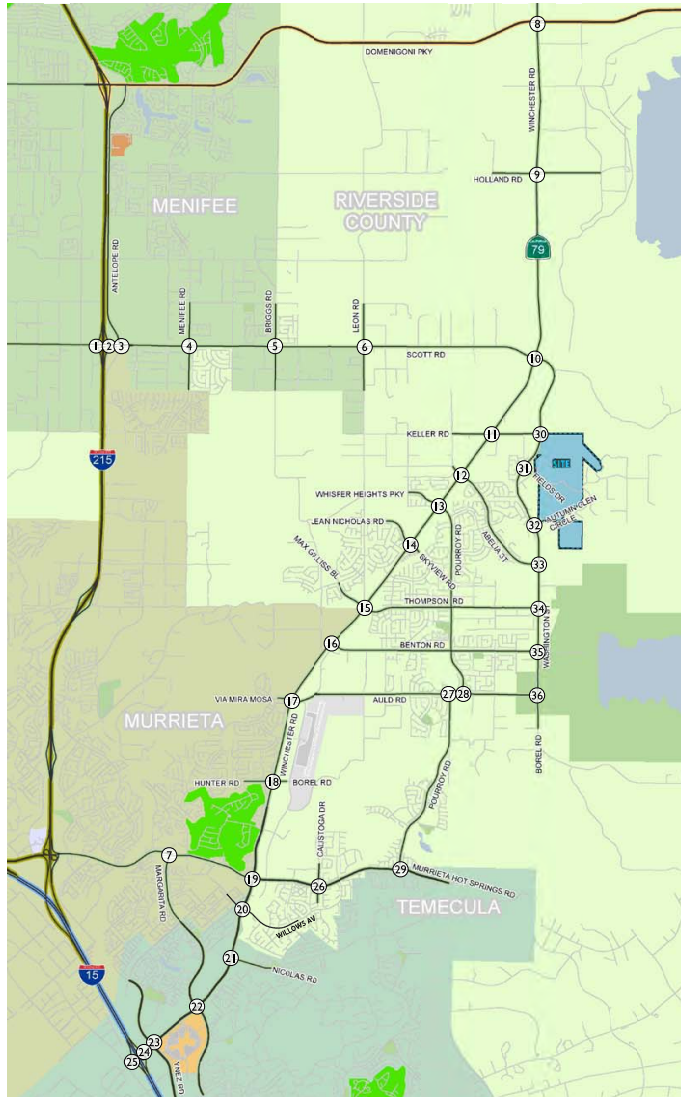
1 I-215 SB Ramps & Scott Rd. 845 607 220 270 464 1480	2 I-215 NB Ramps & Scott Rd. 193 922 578 257 1366 476	3 Antelope Rd. & Scott Rd. 135 956 304 355 301 876 131	4 Menifee Rd. & Scott Rd. 111 92 143 250 344 283	5 Briggs Rd. & Scott Rd. 120 114 70 8 1009	6 Leon Rd. & Scott Rd. 124 382 402 145 56 364	7 Margarita Rd. & Murrieta Hot Springs 1023 649 10 32 20 1078 304	8 Winchester Rd./ (SR-79) & Domenighi Pkwy. 769 88 60 37 635 42
9 Winchester Rd./ (SR-79) & Holland Rd. 10 3016 26 20 24 21 4038 47	10 Winchester Rd./ (SR-79) & Scott Rd. 105 3404 500 143 92 74 256 102	11 Winchester Rd./ (SR-79) & Keller Rd. 41 364 219 29 171 27 20 235	12 Winchester Rd./ (SR-79) & Abella St. 145 132 166 158 104 25 70 2188	13 Winchester Rd./ (SR-79) & Pourroy Rd. 123 86 107 144 30 10 18 2187	14 Winchester Rd./ (SR-79) & Skyview Rd. 118 1610 143 268 81 71 13 207	15 Winchester Rd./ (SR-79) & Thompson Rd. 651 216 368 102 467 244 382 1500	16 Winchester Rd./ (SR-79) & Benton Rd. 227 227 210 90 390 474 1535
17 Winchester Rd./ (SR-79) & Auld Rd. 145 3888 194 398 225 63 114 1988 808	18 Winchester Rd./ (SR-79) & Hunter Rd. 128 311 144 18 228 230 54 2514 23	19 Winchester Rd./ (SR-79) & Murrieta Hot Springs Rd. 725 123 341 483 701 401 257 244 1800	20 Winchester Rd./ (SR-79) & Willows Av. 101 19 107 234 123 54 102 1800	21 Winchester Rd./ (SR-79) & Nicolas Rd. 901 249 385 385 131 67 385 233	22 Winchester Rd./ (SR-79) & Margarita Rd. 95 505 583 453 59 240 188 439	23 Winchester Rd./ (SR-79) & Ynez Rd. 229 1713 266 198 230 608 675 741	24 Winchester Rd./ (SR-79) & I-15 NB Ramps 1785 132 1690 450
25 Winchester Rd./ (SR-79) & I-15 SB Ramps 1149 1080 1437 989 211	26 Calistoga Dr. & Murrieta Hot Springs Rd. 85 100 155 114 276 98 45 33 54 18	27 Pourroy Rd. (West) & Auld Rd. 137 497 550 280 185 201	28 Pourroy Rd. (East) & Auld Rd. 267 352 184 464 597	29 Pourroy Rd. & Murrieta Hot Springs Rd. 72 95 175 503 185 10 10 10	30 Washington St. & Keller Rd. 12 64 0 0 19 9 27 750	31 Washington St. & Fields Dr. 10 584 39 32 116 14 10 624	32 Washington St. & Autumn Glen Cr. 52 58 10 29 110 10 10 500
				33 Washington St. & Abella St. 101 492 323 237	34 Washington St. & Thompson Rd. 77 10 100 14 10 76 10	35 Washington St. & Benton Rd. 99 609 10 100 167 343 427 610	36 Washington St. & Auld Rd. 561 591 583 74 99 463

Source: Urban Crossroads, 2013.



Not to Scale





1	I-215 SB Ramps & Scott Rd.	2	I-215 NB Ramps & Scott Rd.	3	Antelope Rd. & Scott Rd.	4	Menifee Rd. & Scott Rd.	5	Briggs Rd. & Scott Rd.	6	Leon Rd. & Scott Rd.	7	Margarita Rd. & Murrieta Hot Springs	8	Winchester Rd./ (SR-79) & Domenigoni Pkwy.																																									
<div><div>232 297</div><div>501</div><div>1472 567</div></div>	<div><div>794</div><div>293 1506</div><div>395 1373</div><div>0 516</div></div>	<div><div>334 1248 146 1079 160</div><div>386 183 320</div><div>385 107</div></div>	<div><div>84 241 415 663 504</div><div>228 893 510</div><div>273 472</div></div>	<div><div>270 2 5449</div><div>1232</div><div>78 101 2</div></div>	<div><div>9 58 5</div><div>5 661</div><div>191 296 519</div><div>533 29</div></div>	<div><div>9 58 5</div><div>5 661</div><div>191 296 519</div><div>533 29</div></div>	<div><div>9 58 5</div><div>5 661</div><div>191 296 519</div><div>533 29</div></div>	<div><div>9 58 5</div><div>5 661</div><div>191 296 519</div><div>533 29</div></div>	<div><div>9 58 5</div><div>5 661</div><div>191 296 519</div><div>533 29</div></div>	<div><div>9 58 5</div><div>5 661</div><div>191 296 519</div><div>533 29</div></div>	<div><div>9 58 5</div><div>5 661</div><div>191 296 519</div><div>533 29</div></div>	<div><div>9 58 5</div><div>5 661</div><div>191 296 519</div><div>533 29</div></div>	<div><div>9 58 5</div><div>5 661</div><div>191 296 519</div><div>533 29</div></div>	<div><div>9 58 5</div><div>5 661</div><div>191 296 519</div><div>533 29</div></div>																																										
9	Winchester Rd./ (SR-79) & Holland Rd.	10	Winchester Rd./ (SR-79) & Scott Rd.	11	Winchester Rd./ (SR-79) & Keller Rd.	12	Winchester Rd./ (SR-79) & Abella St.	13	Winchester Rd./ (SR-79) & Pourroy Rd.	14	Winchester Rd./ (SR-79) & Skyview Rd.	15	Winchester Rd./ (SR-79) & Thompson Rd.	16	Winchester Rd./ (SR-79) & Benton Rd.																																									
<div><div>25 3493</div><div>41 10 52</div><div>12 10</div><div>27 3486</div></div>	<div><div>270 556</div><div>444 133</div><div>113 107</div><div>103 2490</div></div>	<div><div>48 2794 14 109 20</div><div>64 33 27 253</div></div>	<div><div>80 180 151 100</div><div>110 88 84 214</div></div>	<div><div>26 500 242</div><div>67 10 36</div><div>55 247</div></div>	<div><div>50 194</div><div>187 291</div><div>146 104</div><div>154 219</div></div>	<div><div>303 335</div><div>320 236 165</div><div>462 392</div><div>499 197</div></div>	<div><div>198 246</div><div>303 313</div><div>295 531</div><div>509 180</div></div>																																																	
17	Winchester Rd./ (SR-79) & Auld Rd.	18	Winchester Rd./ (SR-79) & Hunter Rd.	19	Winchester Rd./ (SR-79) & Murrieta Hot Springs Rd.	20	Winchester Rd./ (SR-79) & Willows Av.	21	Winchester Rd./ (SR-79) & Nicolas Rd.	22	Winchester Rd./ (SR-79) & Margarita Rd.	23	Winchester Rd./ (SR-79) & Ynez Rd.	24	Winchester Rd./ (SR-79) & I-15 NB Ramps																																									
<div><div>235 219</div><div>376 48 696</div><div>174 103</div><div>174 2376</div></div>	<div><div>374 401 210</div><div>161 294</div><div>356 30 260</div></div>	<div><div>791 215 311 420 141</div><div>710 712 364 305 212</div></div>	<div><div>186 30 122 122</div><div>256 61 119 2185</div></div>	<div><div>279 44 218 447</div><div>43 40 18</div><div>70 2387 50</div></div>	<div><div>229 173</div><div>785 452</div><div>263 296</div><div>648 1607 303</div></div>	<div><div>191 158 670 686</div><div>260 585</div><div>649 294 701</div></div>	<div><div>180 1547 326</div><div>2198 890</div></div>																																																	
25	Winchester Rd./ (SR-79) & I-15 SB Ramps	26	Callstoga Dr. & Murrieta Hot Springs Rd.	27	Pourroy Rd. (West) & Auld Rd.	28	Pourroy Rd. (East) & Auld Rd.	29	Pourroy Rd. & Murrieta Hot Springs Rd.	30	Washington St. & Keller Rd.	31	Washington St. & Fields Dr.	32	Washington St. & Autumn Glen Cr.																																									
<div><div>1263 983</div><div>1443 4 989</div><div>1645 307</div></div>	<div><div>68 341</div><div>93 436</div><div>153 848 68</div><div>56 24 10</div></div>	<div><div>95 149</div><div>500 233</div><div>101 330</div></div>	<div><div>232 336</div><div>307 772</div><div>501 483</div></div>	<div><div>503 79</div><div>137 116</div><div>795 121 10 10 10</div></div>	<div><div>15 479</div><div>0 0</div><div>10 20 34</div><div>22 792 0</div></div>	<div><div>15 49</div><div>33 16</div><div>110 10 14</div><div>15 60 10</div></div>	<div><div>60 36 20 10</div><div>60 10 10 60 10</div></div>																																																	
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Source: Urban Crossroads, 2013.



Not to Scale

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## V. MITIGATION MONITORING AND REPORTING PLAN

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### A. INTRODUCTION

Section 21081.6 of the Public Resources Code requires a Lead Agency to adopt a “reporting or monitoring program for the changes made to the project or conditions of project approval, adopted in order to mitigate or avoid significant effects on the environment” (Mitigation Monitoring Program, Section 15097 of the CEQA Guidelines provides additional direction on mitigation monitoring or reporting). Riverside County (the “County”) is the Lead Agency for the Belle Terre Specific Plan.

An Environmental Impact Report has been prepared to address the potential environmental impacts of the Project. Where appropriate, this environmental document identified Project design features or recommended mitigation measures to avoid or to reduce potentially significant environmental impacts of the Project. This Mitigation Monitoring and Reporting Plan (the “MMRP”) is designed to monitor implementation of the mitigation measures identified for the Project (refer to the MMRP table on the following pages). The MMRP is subject to review and approval by the Lead Agency as part of the certification of the EIR and adoption of project conditions. The required mitigation measures are listed and categorized by impact area, as identified in the Draft EIR and Final EIR, with an accompanying identification of the following:

- Timing/Schedule: Identifies the phase of the project during which the mitigation measure shall be monitored;
  - Pre-Construction, including the design phase
  - Construction
  - Pre-Occupancy (prior to issuance of a Certificate of Occupancy)
  - Occupancy (post-construction)
- Implementation Responsibility: Identifies the agency with the power to enforce the mitigation measure; and
- Implementation and Verification: Allows the Lead Agency to confirm implementation of mitigation.

The Project Applicant shall be responsible for implementing all mitigation measures unless otherwise noted.

MMRP Table

Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
IV.D Air Quality				
Mitigation Measure D-1: Construction Emissions  During the Project’s construction phase, water or a stabilizing agent shall be applied to exposed surfaces at least three times per day to prevent generation of dust plumes.	On-going through any construction phase	County of Riverside – Building and Safety Division		
Mitigation Measure D-2: Construction Emissions  During the Project’s construction phase, the construction contractor shall utilize at least one of the following measures at each vehicle egress from the project site to a paved public road: <ul style="list-style-type: none"><li>• Install a pad consisting of washed gravel maintained in clean condition to a depth of at least six inches and extending at least 30 feet wide and at least 50 feet long;</li><li>• Pave the surface extending at least 100 feet and at least 20 feet wide;</li><li>• Utilize a wheel shaker/wheel spreading device consisting of raised dividers at least 24 feet long and 10 feet wide to remove bulk material from tires and vehicle undercarriages; or</li><li>• Install a wheel washing system to remove bulk material from tires and vehicle undercarriages.</li></ul>	On-going through any construction phase	County of Riverside – Building and Safety Division		
Mitigation Measure D-3: Construction Emissions  During the Project’s construction phase, all haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).	On-going through any construction phase	County of Riverside – Building and Safety Division		

MMRP Table

Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p>Mitigation Measure D-4: Construction Emissions</p> <p>During the Project's construction phase, construction activity on unpaved surfaces shall be suspended when wind speed exceed 25 miles per hour (such as instantaneous gusts).</p>	On-going through any construction phase	County of Riverside – Building and Safety Division		
<p>Mitigation Measure D-5: Construction Emissions</p> <p>During the Project's construction phase, ground cover in disturbed areas shall be replaced as quickly as possible.</p>	On-going through any construction phase	County of Riverside – Building and Safety Division		
<p>Mitigation Measure D-6: Construction Emissions</p> <p>During the Project's construction phase, apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more).</p>	On-going through any construction phase	County of Riverside – Building and Safety Division		
<p>Mitigation Measure D-7: Construction Emissions</p> <p>During the Project's construction phase, traffic speeds on all unpaved roads to be reduced to 15 mph or less.</p>	On-going through any construction phase	County of Riverside – Building and Safety Division		
<p>Mitigation Measure D-8: Construction Emissions</p> <p>During the Project's construction phase, sweep streets at the end of the day if visible soil is carried onto adjacent public paved roads. If feasible, use water sweepers with reclaimed water.</p>	On-going through any construction phase	County of Riverside – Building and Safety Division		
<p>Mitigation Measure D-9: Construction Emissions</p> <p>During the Project's construction phase, heavy-duty equipment operations shall be suspended during first and second stage smog alerts.</p>	On-going through any construction phase	County of Riverside – Building and Safety Division		
Mitigation Measure D-10: Construction Emissions	On-going through	County of Riverside – Building		

MMRP Table

Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
During the Project's construction phase, equipment and vehicle engines shall be maintained in good condition and in proper tune per manufacturers' specifications.	any construction phase	and Safety Division		
Mitigation Measure D-11: Construction Emissions  During the Project's construction phase, all diesel-powered off-road construction equipment greater than 50 horsepower shall meet USEPA Tier 4 or higher emissions standards. In addition, all construction equipment shall be outfitted with best available control technology (BACT) devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a CARB-defined Level 3 diesel emissions control strategy for a similarly sized engine.	On-going through any construction phase	County of Riverside – Building and Safety Division		
Mitigation Measure D-12: Construction Emissions  During the Project's construction phase, all diesel-powered construction equipment shall use CARB Level 2 or higher diesel particulate filters.	On-going through any construction phase	County of Riverside – Building and Safety Division		
Mitigation Measure D-13: Construction Emissions  During the Project's construction phase, electricity shall be utilized from power supply sources rather than temporary gasoline or diesel power generators, as feasible.	On-going through any construction phase	County of Riverside – Building and Safety Division		
Mitigation Measure D-14: Construction Emissions  During the Project's construction phase, heavy-duty trucks shall be prohibited from idling in excess of five minutes, both on- and off-site.	On-going through any construction phase	County of Riverside – Building and Safety Division		

MMRP Table

Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p>Mitigation Measure D-15: Construction Emissions</p> <p>During the Project's construction phase, the Project shall utilize low VOC paints for the interior and exterior of structures.</p>	On-going through any construction phase	County of Riverside – Building and Safety Division		
<p>Mitigation Measure D-16: Operation Emissions</p> <p>Prior to issuance of a building permit, the County Building Department shall ensure that the Project does not include hearths or includes only natural gas hearths.</p>	Prior to issuance of any building permit	County of Riverside – Building and Safety Division		
<p>Mitigation Measure D-17: Operation Emissions</p> <p>Prior to issuance of a certificate of occupancy, the County Building Department shall ensure that the Project uses low VOC cleaning supplies.</p>	Prior to issuance of any certificate of occupancy	County of Riverside – Building and Safety Division		
<p>Mitigation Measure D-18: Operation Emissions</p> <p>Prior to issuance of a certificate of occupancy, the County Waste Management Department shall ensure that the Project incorporates compost and recycling services.</p>	Prior to issuance of any certificate of occupancy	County of Riverside – Building and Safety Division		
<p>Mitigation Measure D-19: Operation Emissions</p> <p>Prior to issuance of a building permit, the County Building Department shall ensure that the Project incorporates water conservation strategies designed to meet CalGreen reductions of 20 percent in indoor water use. This should include incorporating low water, Energy Star-compliant appliances and furniture, dual flush or toilets that use less than 1.6 gallons per flush (gpm), install faucets and showerheads using 2.5 gpm or less, water-saving landscape techniques such as drip irrigation.</p>	Prior to issuance of any building permit	County of Riverside – Building and Safety Division		



MMRP Table

Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
D-20: The Project shall incorporate light-colored paving and roofing materials.	Prior to issuance of certificate of occupancy	County of Riverside – Building and Safety Division		
D-21: Prior to issuance of a certificate of occupancy, the County Building and Safety Department shall ensure that electric or propane outlets are provided for barbecues in residential areas.	Prior to issuance of certificate of occupancy	County of Riverside – Building and Safety Division		
D-22: Prior to issuance of a certificate of occupancy, the County Planning Department shall ensure that the Project's Homeowner's Association enforces the use of electric lawn mowers and leaf blowers.	Prior to issuance of a certificate of occupancy	County of Riverside – Planning Division		
<b>IV.E Biological Resources</b>				
Mitigation Measure E-1: MSHCP Local Development Mitigation Fee Payment Prior to issuance of a grading permit, the Project Applicant shall pay MSHCP Local Development Mitigation fees as established and implemented by the County.	Prior to issuance of grading permit	County of Riverside – Environmental Programs Division		
Mitigation Measure E-2: SKR HCP Fee Assessment Area Fee Payment Prior to issuance of a grading permit, the Project Applicant shall pay the fees pursuant to County Ordinance 663.10 for the Riverside County SKR HCP Fee Assessment Area as established and implemented by the County.	Prior to issuance of grading permit	County of Riverside – Environmental Programs Division		
Mitigation Measure E-3: Burrowing Owl Prior to issuance of a grading permit, a 30-day burrowing owl preconstruction survey shall be conducted immediately prior to the initiation of ground-disturbing construction to ensure protection for this species and compliance with the conservation goals as outlined in the MSHCP. The survey shall be conducted in compliance with both MSHCP	Prior to issuance of any grading permit	County of Riverside – Environmental Programs Division		

MMRP Table

Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p>and CDFW guidelines. A report of the findings prepared by a qualified biologist shall be submitted to the County prior to any permit or approval for ground disturbing activities.</p> <p>If burrowing owls are detected on-site during the 30-day preconstruction survey, during the breeding season (February 1 to August 31), then construction activities shall be limited to beyond 300 feet of the active burrows until a qualified biologist has confirmed that nesting efforts are complete or not initiated. In addition to monitoring breeding activity, if during the breeding season, a burrowing owl mitigation plan shall be developed based on the County EPD, CDFW, and USFWS requirements for the active relocation of individuals to the Lake Mathews Preserve.</p> <p>Mitigation Measure E-4: Migratory Bird Treaty Act</p> <p>Mitigation for potential direct/indirect impacts to common and MSHCP covered sensitive passerine and raptor species shall require compliance with the federal MBTA. Construction outside the nesting season (between September 1 and January 31) does not require pre-removal nesting bird surveys. If construction is proposed between February 1 and August 31, a qualified biologist shall conduct a nesting bird survey(s) no more than fourteen days prior to initiation of grading to document the presence or absence of nesting birds within or directly adjacent (100 feet) to the Project site.</p> <p>The survey(s) shall focus on identifying any raptors and/or passerines nests that could be directly or indirectly affected by construction activities. If active nests are documented, species-specific measures shall be prepared by a qualified biologist and implemented to prevent abandonment of the active nest. At a minimum, grading in the vicinity of a nest shall be deterred until the young birds have fledged. A minimum exclusion buffer of 100 feet shall be maintained during construction, depending on the</p>	Prior to issuance of any grading permit	County of Riverside – Environmental Programs Division		

### MMRP Table

Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p>species and location. The perimeter of the nest setback zone shall be fenced or adequately demarcated with stakes and flagging at 20-foot intervals, and construction personnel and activities restricted from the area. A survey report by a qualified biologist verifying that no active nests are present, or that the young have fledged, shall be submitted to the County prior to initiation of grading in the nest-setback zone. The qualified biologist shall serve as a construction monitor during those periods when construction activities occur near active nest areas to ensure that no inadvertent impacts on these nests occur. A report of the findings prepared by a qualified biologist shall be submitted to the County prior to construction that has the potential to disturb any active nests during the nesting season. Any nest permanently vacated for the season would not warrant protection pursuant to the MBTA.</p> <p>Mitigation Measure E-5: MSHCP Proposed Conservation Area</p> <p>Prior to issuance of a grading permit, the Project Applicant shall provide the RCA or similar entity with fee title/ownership and management responsibilities for the 106.85-acre MSHCP Proposed Conservation Area designated by the County of Riverside EPD as illustrated on Figure III-1 (refer to Section III [Project Description]).</p> <p>Mitigation Measure E-6: Riparian/Riverine/Vernal Pool Resources</p> <p>To meet the criteria of a biologically equivalent or superior alternative, the Project Applicant shall offset impacts to 1.29 acre of MSHCP riparian/riverine habitat by restoring 2.58 acres of non-riparian/riverine habitat as directed by the RCA, USFWS, CDFW, USACE, and RWQCB. The 2.58 acres of mitigation lands shall be identified, restored and located adjacent to the existing, on-site riparian corridor. Specifically, the proposed restoration shall occur within the on-site MSHCP Proposed Conservation Area, which shall have been conveyed in fee title, or by</p>	<p>Prior to issuance of grading permit</p> <p>Prior to the issuance of grading permit</p>	<p>County of Riverside – Environmental Programs Division</p> <p>County of Riverside – Environmental Programs Division</p>		

MMRP Table

Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p>conservation easement, to the RCA. An MSHCP DBESP shall be prepared and submitted to the County, RCA, and wildlife agencies for review and approval prior to issuance of a grading permit.</p> <p>Mitigation Measure E-7: Riparian/Riverine/Vernal Pool Resources</p> <p>Prior to issuance of a grading permit, the Project Applicant shall obtain a 404 Nationwide Permit from the USACE, 1602 SAA from CDFW, and a 401 Certification issued by the RWQCB pursuant to the California Water Code Section 13260. During the permit process a Habitat Mitigation Monitoring Plan (HMMP) shall be developed and approved by the County EPD, RCA, and applicable regulatory and wildlife agencies. As outlined in E-6, mitigation ratios and restoration efforts shall occur on-site within the MSHCP Proposed Conservation Area adjacent to the riparian corridor (French Valley Creek). A total of 2.58 acres shall be restored.</p>	Prior to issuance of a grading permit	<p>California Department of Fish and Wildlife</p> <p>Regional Water Quality Control Board</p> <p>County of Riverside – Environmental Programs Division</p>		
<b>IV.F Cultural Resources</b>				
<p>Mitigation Measure F-1: Cultural Resources</p> <p>Prior to the issuance of a grading permit for any Project construction, the Project Applicant shall retain a County-qualified archaeologist to monitor all ground-disturbing activities in an effort to identify any unknown historic archaeological resources. During all earthmoving activities, the archaeological monitor should be present to monitor all previously undisturbed soils and to identify, document, and evaluate any potential historic, archaeological, or cultural resources that may become unearthed. This would include field and laboratory analysis of any artifacts that are recovered during the fieldwork. The locations of any new discoveries shall be plotted on a site map and described in detail in the archaeological monitoring report and updated in the appropriate existing or new DPR form. Further comparative analysis of the recovered artifacts from CA-RIV-10949/H with other historic-age farmstead sites in the region and</p>	Prior to issuance of any grading permit	<p>County of Riverside – Planning Department</p> <p>Pechanga Tribe or Soboba Band</p>		

### MMRP Table

Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p>interpretation of the data should also be carried out by a County-qualified archaeologist.</p> <p><b>Mitigation Measure F-2: Cultural Resources</b></p> <p>At least 30 days prior to any grading activities, the Project Applicant shall contact the Soboba Band and Pechanga Tribe to notify them of grading, excavation, and proposed monitoring program, and to coordinate with the County and the Soboba Band or Pechanga Tribe to develop a Cultural Resources Treatment and Monitoring Agreement. The Agreement shall require the Applicant to retain a professional Tribal Monitor to monitor all ground-disturbing activities, in an effort to identify any historic, archaeological, and cultural resources. <u>The Agreement shall address the treatment of known cultural resources, the designation, responsibilities, and participation of professional Native American Tribal monitors during grading, excavation, and ground disturbing activities; project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site.</u></p>	Prior to issuance of any grading permit	<p>County of Riverside – Planning Department</p> <p>Pechanga Tribe or Soboba Band</p>		
<p><b>Mitigation Measure F-3: Cultural Resources</b></p> <p>Prior to the beginning of any ground-disturbing activities, the County-qualified archaeologist shall file a pre-grading report with the County (if required) to document the proposed methodology for grading activity observation. Said methodology shall include the requirement for a qualified archaeological monitor to be present and to have the authority to stop and redirect grading activities. In accordance with the agreement required in Mitigation Measure F-2, the archaeological monitor's authority to stop and redirect grading shall be exercised in consultation with the Soboba Band or Pechanga Tribe in order to evaluate the significance of any archaeological resources discovered on the property. Soboba Band or</p>	Prior to issuance of any grading permit	<p>County of Riverside – Planning Department</p> <p>Pechanga Tribe or Soboba Band</p>		

MMRP Table

Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p>Pechanga Tribe monitors shall be allowed to monitor all on-site and off-site grading, excavation, and groundbreaking activities, and shall also have the authority to stop and redirect grading activities in consultation with the project archaeologist.</p> <p>The Agreement shall address the appropriate protocols should archaeological, historical, or cultural resources be found; the process for identification, evaluation, and any potential avoidance, preservation, or other mitigation options; protocols for field and laboratory analysis of any artifacts that are recovered during the fieldwork that shall take into account traditional Tribal practices; documentation of any new sites and artifacts; and any other appropriate methodology. Further comparative analysis of any recovered artifacts from CA-RIV-10950/H with other Archaic-age sites in the region and from CA-RIV-10949/H with other historic-age farmstead sites in the region and interpretation of the data should also be carried out by a County-qualified archaeologist. The archaeologist shall also be responsible for a post-grading monitoring report to be submitted to the County, the Project Applicant, the Eastern Information Center, and the Pechanga Tribe and the Soboba Band of Luiseno Indians no later than 45 days after completion of all monitoring activities.</p> <p>Mitigation Measure F-4: Cultural Resources</p> <p>During the Project's construction phase, the area labeled "Avoided Cultural Resource" on the land use map (on file with the County) shall be avoided and fenced as appropriate to deter any potential impacts to the area. Fencing shall be installed prior to grading in the area, and the fencing shall be removed after all earthmoving activities have been completed in the area.</p> <p>Mitigation Measure F-5: Cultural Resources</p> <p>The Project Applicant, the Soboba Band or Pechanga Tribe, and the</p>	<p>On-going during any construction</p> <p>On-going during any construction</p>	<p>County of Riverside – Planning Department</p> <p>Pechanga Tribe or Soboba Band</p> <p>County of Riverside – Planning Department</p>		



MMRP Table

Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p>County-qualified archaeologist shall conduct controlled grading utilizing a paddle grader during construction impacts to CA-RIV-10950/H. The purpose of the controlled grading at and around the site as outlined in the area labeled as "Controlled Grade Area" is to afford the opportunity to determine whether any subsurface resources are associated with the site and if so, to collect the resources for appropriate treatment pursuant to Section V(g) of the Agreement and in the Monitoring Plan to be developed by the project archaeologist in consultation with the Soboba Band or Pechanga Tribe. The Developer shall only use a paddle grader, and no other ground disturbing equipment or methods, in the "Controlled Grade Area" delineated and labeled on the attached land use map. All controlled grading shall be monitored according to the provisions of Mitigation Measure F-2.</p> <p>Mitigation Measure F-6: Cultural Resources</p> <p>If inadvertent discoveries of subsurface archaeological/cultural resources are discovered during grading, the Developer, the project archaeologist, and the Soboba Band or Pechanga Tribe shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. Pursuant to California Public Resources Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources. If the Developer, the project archaeologist and the Soboba Band or Pechanga Tribe cannot agree on the significance or the mitigation for such resources, these issues will be presented to the Planning Director for decision. The Planning Director shall make the determination based on the provisions of CEQA with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the Soboba Band or Pechanga Tribe. Notwithstanding any other rights available under the law, the decision of the Planning Director shall be appealable to the Planning Commission and/or Board of Supervisors.</p>	On-going during any construction	<p>Pechanga Tribe or Soboba Band</p> <p>County of Riverside – Planning Department</p> <p>Pechanga Tribe or Soboba Band</p>		

MMRP Table

Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p><b>Mitigation Measure F-7: Cultural Resources</b></p> <p>The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts that are found on the project area to the Soboba Band or Pechanga Tribe for proper treatment and disposition as outlined in the Treatment and Monitoring Agreement required in Mitigation Measure F-2.</p>	Prior to issuance of any grading permit	County of Riverside – Planning Department Pechanga Tribe or Soboba Band		
<p><b>Mitigation Measure F-8: Human Remains</b></p> <p>If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the “most likely descendant(s)” of receiving notification of the discovery. The most likely descendant(s) shall then make recommendations within 48 hours, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98 and the Treatment Agreement described in Mitigation Measure F-2.</p>	On-going during any construction	County of Riverside – Planning Department NAHC		
<p><b>Mitigation Measure F-9: Cultural Resources</b></p> <p>All sacred sites, should they be encountered within the Project area, shall be avoided and preserved as the preferred mitigation, if feasible.</p>	On-going during any construction	County of Riverside – Planning Department Pechanga Tribe or Soboba Band		
<p><b>Mitigation measure F-10: Paleontological Resources</b></p> <p>Prior to issuance of grading permits, the Project developer shall retain a qualified paleontologist to develop a Paleontological Resource Impact</p>	Prior to issuance of any grading permit	County of Riverside – Planning Department		

MMRP Table

Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p>Mitigation Program (PRIMP) for the excavation phase of the Project. The PRIMP shall conform to the guidelines of the County and the Society of Vertebrate Paleontology and include the following steps:</p> <ul style="list-style-type: none"> <li>• A trained paleontological monitor shall be present during ground-disturbing activities within the Project area in sediments determined likely to contain paleontological resources. The monitor shall be empowered to temporarily halt or redirect construction activities to ensure avoidance of adverse impacts to paleontological resources. The monitor shall be equipped to rapidly remove any large fossil specimens encountered during excavation. During monitoring, samples shall be collected and processed to recover microvertebrate fossils. Processing shall include wet screen washing and microscopic examination of the residual materials to identify small vertebrate remains.</li> <li>• Upon encountering a large deposit of bone, salvage of all bone in the area shall be conducted with additional field staff and in accordance with modern paleontological techniques.</li> <li>• All fossils collected shall be prepared to a reasonable point of identification. Excess sediment or matrix shall be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of all material collected and identified shall be provided to the museum repository along with the specimens.</li> <li>• A report documenting the results of the monitoring and salvage activities and the significance of the fossils shall be prepared.</li> <li>• All fossils collected during this work, along with the itemized inventory of these specimens, shall be deposited in a museum repository for permanent curation and storage.</li> </ul>				

MMRP Table

Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<b>IV.G Geology and Soils</b>				
<p><b>Mitigation Measure G-1: Seismic-related Ground Failure/Liquefaction</b></p> <p>Prior to issuance of a building permit, it shall be determined by the Project Developer and the County if structural improvements are proposed within the northwestern portion of the Project site where alluvium may extend to a depth of 25 feet. The removal depth within this area may be limited to a maximum of 10 feet (or 2 feet above groundwater level) as opposed to complete removal of alluvium. However, it is recommended that construction of buildings in areas underlain by compressible silt and clays (such as the vicinity of Boring B-7) be delayed at least 4 months after grading and excavation to allow for consolidation settlement to take place. After completion of the recommended removal and prior to placing additional fill, the approved surface should be scarified a minimum of 8 inches, moisture conditioned and compacted to a minimum 90 percent of the maximum dry density in accordance with ASTM D1557. Saturated soils may require drying back to near optimum moisture content or mixing with drier materials.</p>	Prior to issuance of any grading permit	County of Riverside – Building and Safety Division		
<p><b>Mitigation Measure G-2: Geologic/Soli Instability</b></p> <p>Prior to issuance of grading permits, a detailed geotechnical investigation report shall be submitted to the County with engineered grading plans that provides site-specific recommendations to allow for development that meets the requirements of the State and County Building Code. The geotechnical report shall be prepared and signed/stamped by a Registered Civil Engineer specializing in geotechnical engineering and a Certified Engineering Geologist. This report shall include site-specific measures such as grading recommendations, foundation design recommendations, and slope stability recommendations, as appropriate.</p>	Prior to issuance of any grading permit	County of Riverside – Building and Safety Division		

MMRP Table

Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<b>IV.H Greenhouse Gas Emissions</b>				
Mitigation Measure H-1: GHG Emissions  Prior to issuance of building permits, ensure that project design features specified in the Specific Plan are implemented.	Prior to issuance of any building permit	County of Riverside – Planning Department		
Mitigation Measure H-2: GHG Emissions  Prior to issuance of building permits, ensure that, through economically feasible installations, the Project achieves a 15 percent reduction in electricity and natural gas energy use beyond the 2008 Title 24 standards.	Prior to issuance of any building permit	County of Riverside – Building and Safety Division		
<b>IV.I Hazards and Hazardous Materials</b>				
Mitigation Measure I-1: Emergency Response  Prior to issuance of any grading permits, a detailed traffic control plan shall be prepared to coordinate lane closures, access, and construction work hours in order to minimize potential impacts associated with emergency response. The traffic control plan shall be approved by the County Transportation Department prior to implementation.	Prior to issuance of any building permit	County of Riverside – Transportation Division		
<b>IV.K Land Use and Planning</b>				
Mitigation Measure K-1: Highway 79 Policies  Prior to issuance of building permits, the County shall ensure compliance with the Highway 79 Condition of Approval. The allowable number of units shall be determined utilizing the ITE Trip Generation in consideration of: (a) TDM measures; (b) product types; (c) transportation improvements; or (d) a combination of (a), (b), and (c). If the County establishes a fee program to achieve compliance with the Highway 79 policies, the Project Applicant may participate in such program as an alternative to compliance with the Highway 79 Condition of Approval. If the Highway 79 policies	Prior to issuance of any building permit	County of Riverside – Planning Department		

MMRP Table

Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
are amended, the Highway 79 condition may be amended in a corresponding fashion. If the Highway 79 policies are repealed, the Highway Condition of Approval will terminate. In any such instance, the environmental impacts of developing 1,282 units have been evaluated throughout the Belle Terre Specific Plan EIR.				
<b>IV.L Noise</b>				
<p><b>Mitigation Measure L-1: Construction Noise</b></p> <p>Prior to issuance of a grading permit, the Project developer shall prepare and submit for approval by the County a construction-related noise mitigation plan that is consistent with County Ordinance 847 and General Plan Policy N 12.3. The plan must depict the location of construction equipment and how the noise from this equipment will be mitigated during construction of this Project. Examples of potential mitigation methods include the following:</p> <ul style="list-style-type: none"> <li>• Temporary noise attenuation fences (approximately 5 to 10 dBA reduction in noise)</li> <li>• Preferential location of equipment (a reduction of 3dBA for every doubling of distance)</li> <li>• Use of current noise suppression technology (e.g., mufflers and engine shrouds and equipment)</li> <li>• Notification to land uses in the vicinity of construction schedule</li> <li>• Posting of a contact name and number of contractor or County staff to receive complaints</li> </ul>	Prior to issuance of any grading permit	County of Riverside – Environmental Health		
<p><b>Mitigation Measure L-2: Construction Noise</b></p> <p>During the Project’s construction phase, all construction activities shall be limited to the following time constraints (as monitored by the County’s</p>	On-going during all construction	County of Riverside - Building and Safety Division		

MMRP Table

Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p>Building Department):</p> <ul style="list-style-type: none"> <li>During the months of June through September, construction activities shall be limited to between the hours of 6:00 a.m. and 6:00 p.m.</li> <li>During the months of October through May, construction activities shall be limited to between the hours of 7:00 a.m. and 6:00 p.m.</li> </ul> <p>Mitigation Measure L-3: Operation Noise</p> <p>The Project Applicant shall have the HVAC systems completely enclosed and surrounded with sound insulation.</p>	On-going during all operation	County of Riverside - Building and Safety Division		
<b>IV.O Transportation/Traffic</b>				
<p>Mitigation Measure O-1: Intersection and Roadway Segment LOS</p> <p><i>Existing-With-Project (2012) – 360 Dwelling Units</i></p> <p>Prior to issuance of a Building Permit, the Project Applicant(s) shall participate in the funding of improvements to mitigate traffic conditions through the payment of DIF, TUMF and RBBD fees in the amount and at the time specified for each funding program (refer to Table IV.O-17 in Section IV.O [Transportation/Traffic]) for the following improvements that are outside the County's jurisdiction:</p> <p>Intersection 1: I-215 Southbound Ramps/Scott Road</p> <ul style="list-style-type: none"> <li>Construct a second westbound left-turn lane</li> </ul> <p>Intersection 7: Margarita Road/Murrieta Hot Springs Road</p> <ul style="list-style-type: none"> <li>Modify the traffic signal to remove the southbound (west leg) crosswalk</li> </ul> <p>Intersection 8: SR-79/Domenigoni Parkway</p>	Prior to issuance of a building permit	County of Riverside – Transportation Department		



MMRP Table

Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<ul style="list-style-type: none"> <li>Modify the traffic signal to implement overlap phasing on the northbound right turn lane</li> <li>Modify the traffic signal to remove the eastbound (south leg) crosswalk</li> </ul> <p>Intersection 9: SR-79/Holland Road</p> <ul style="list-style-type: none"> <li>Install a traffic signal</li> </ul> <p>Intersection 11: SR-79/Keller Road</p> <ul style="list-style-type: none"> <li>Install a traffic signal</li> <li>Construct a northbound left-turn lane</li> <li>Construct a southbound left-turn lane</li> </ul> <p>Intersection 15: SR-79/Thompson Road</p> <ul style="list-style-type: none"> <li>Construct a second northbound left-turn lane</li> <li>Modify the traffic signal to implement overlap phasing on the eastbound right-turn lane</li> </ul> <p>Intersection 19: SR-79/Murrieta Hot Spring Road</p> <ul style="list-style-type: none"> <li>Construct a second southbound left-turn lane</li> <li>Modify the traffic signal to implement overlap phasing on the southbound right-turn lanes</li> <li>Modify the traffic signal to remove the southbound (west leg) crosswalk</li> </ul> <p>Intersection 21: SR-79/Nicolas Road</p>				

MMRP Table

Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<ul style="list-style-type: none"> <li>Modify the traffic signal to implement overlap phasing on the northbound right-turn lane</li> <li>Construct a second southbound left-turn lane</li> </ul> <p>Intersection 22: SR-79/Margarita Road</p> <ul style="list-style-type: none"> <li>Construct a southbound right-turn lane</li> <li>Modify the traffic signal to implement overlap phasing on the southbound right turn lane</li> </ul> <p>Intersection 23: SR-79/Ynez Road</p> <ul style="list-style-type: none"> <li>Modify the traffic signal to implement overlap phasing on the eastbound right-turn lane</li> </ul> <p>Intersection 24: SR-79/I-15 Northbound Ramps</p> <ul style="list-style-type: none"> <li>Construct a southbound free-right-turn lane</li> </ul> <p>Mitigation Measure O-2: Intersection and Roadway Segment LOS</p> <p>Prior to issuance of building permits, the Project Applicant(s) shall participate in the funding of improvements to mitigate traffic conditions through the payment of DIF for the following improvements that are within the County:</p> <p>Intersection 27: Pourroy Road-West/Auld Road</p> <ul style="list-style-type: none"> <li>Install a traffic signal</li> </ul> <p>Intersection 33: Washington and Abelia Street</p> <ul style="list-style-type: none"> <li>Install a traffic signal</li> </ul> <p>If the improvements would not be completed through the DIF or any other</p>	Prior to issuance of any building permit	County of Riverside – Transportation Department		

MMRP Table

Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p>fee program or by the County or any other project, the Applicant shall construct the improvements prior to the issuance of a Certificate of Occupancy, subject to reimbursement or fee credit issues by the County.</p> <p>Mitigation Measure O-3: Intersection and Roadway Segment LOS</p> <p><i>Existing-With-Project (2012) – 725 Dwelling Units</i></p> <p>Prior to issuance of building permits, the Project Applicant(s) shall participate in the funding of improvements to mitigate cumulative traffic conditions through the payment of DIF, TUMF and RBBD fees (refer to Table IV.O-17) for the following improvements that are outside the County:</p> <p>Intersection 6: Leon Road and Scott Road:</p> <ul style="list-style-type: none"> <li>• Install a traffic signal</li> <li>• Construct a northbound left turn lane</li> <li>• Construct a southbound left turn lane</li> <li>• Construct an eastbound left turn lane</li> <li>• Construct a westbound left-turn lane</li> </ul> <p>Intersection 10: SR-79 and Scott Road:</p> <ul style="list-style-type: none"> <li>• Construct a westbound left-turn lane</li> <li>• Construct a westbound right-turn lane</li> </ul>	Prior to issuance of any building permit	County of Riverside – Transportation Department		
<p>Mitigation Measure O-4: Intersection and Roadway Segment LOS</p> <p><i>Existing-Plus-Project (2012) – 1,282 Dwelling Units</i></p> <p>Prior to issuance of building permits, the Project Applicant(s) shall</p>	Prior to issuance of any building permit	County of Riverside – Transportation Department		

MMRP Table

Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p>participate in the funding of improvements to mitigate cumulative traffic conditions through the payment of DIF, TUMF, and RBBD fees (refer to Table IV.O-17) for the following improvement that is outside the County:</p> <p>Intersection 10: SR-79/Scott Road</p> <ul style="list-style-type: none"> <li>Construct an eastbound left-turn lane.</li> </ul>				
<p>Mitigation Measure O-5: Intersection and Roadway Segment LOS</p> <p><i>Existing-Plus-Project (2012) – 1,282 Dwelling Units</i></p> <p>Prior to issuance of building permits, the Project Applicant shall participate in the funding of improvements to mitigate traffic conditions through the payment of DIF for the following improvements that are within the County:</p> <p>Intersection 30: Washington Street/Keller Road (North Street):</p> <ul style="list-style-type: none"> <li>Install a traffic signal</li> <li>Construct a northbound left-turn lane</li> <li>Construct a southbound left-turn lane</li> <li>Construct an eastbound left-turn lane</li> <li>Construct a westbound left-turn lane and a shared through-right-turn lane</li> </ul> <p>If the improvements would not be completed through the DIF or any other fee program or by the County or any other project, the Applicant shall construct the improvements prior to the issuance of a Certificate of Occupancy and may seek a fee credit.</p>	Prior to issuance of any building permit	County of Riverside – Transportation Department		

MMRP Table

Mitigation Measure	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p>Mitigation Measure O-6: Intersection and Roadway Segment LOS</p> <p><i>Near-Term (2014) and Long-Term (2035) Cumulative Conditions</i></p> <p>Prior to issuance of building permits, the Project Applicant(s) shall participate in the funding of improvements to mitigate cumulative traffic conditions through the payment of DIF, TUMF, and RBBD fees in the amount and at the time specified for each funding program (refer to Table IV.O-17 in Section IV.O [Transportation/Traffic]).</p>	Prior to issuance of any building permit	County of Riverside – Transportation Department		

## **APPENDIX**

### **COMMENT LETTERS**



# City of Temecula

## Community Development

41000 Main Street • Temecula, CA 92590

Phone (951) 694-6400 • Fax (951) 694-6477 • www.cityoftemecula.org

September 15, 2014

Matt Straite, Project Planner  
Riverside County Planning Department  
4080 Lemon Street, 12<sup>th</sup> Floor  
P.O. Box 1409  
Riverside, CA 92502-1409

**SUBJECT: Comments Regarding Belle Terre Specific Plan Draft Environmental Impact Report (EIR531) Critique**

Dear Mr. Straite:

Thank you for the opportunity to comment on the above referenced Draft Environmental Impact Report (EIR) for the Belle Terre Specific Plan. While the proposed project is located just outside the City's Sphere of Influence, it is located within the Southwest Area Plan and along a transportation corridor that traverses through the City's northern boundary. As such, the City of Temecula reviews proposed projects to determine if there are potential impacts or concerns the City may have with proposed projects.

### Section IV. K Land Use and Planning

1. There is an inconsistency between the land use and zoning designations listed in this section and the land use and zoning designations listed in Section II of the Draft EIR. Also, the draft EIR does not discuss the County's Foundation Component designations and whether or not the proposed Specific Plan will result in the need for a Foundation Component General Plan Amendment.
2. There is an inconsistency between the last two sentences within the discussion about of Impact IV.G-a, on Page IV. K-6., regarding the number of dwelling units based on existing land use designations and proposed land use designations. One sentence indicates the project would result in a "substantial alteration of the present or planned land use of the project," whereas the following sentence states the impacts are less than significant.
3. The discussion regarding the consistency with Highway 79 Policies (pages IV.K-8 through IV. K-57) is misleading and results in the determination that land use impacts from the project are mitigated to less than significant levels with the implementation of Mitigation Measure K-1.

This section goes on to describe each of the Highway 79 Policies. Generally speaking, Circulation Policy C 2.6 and SWAP Policy 9.1 are intended to accelerate the construction of transportation infrastructure in the Highway 79 Policy Area by requiring all new development projects demonstrate adequate transportation infrastructure capacity to accommodate the added traffic growth of the project. Circulation Policy C 2.7 and SWAP Policy 9.2 are intended to ensure that overall trip generation does not exceed system capacity and that the system operation



continues to meet Level of Service standards. This would be accomplished by creating a trip cap on residential development within this policy area which would result in a net reduction in overall trip generation of 70,000 vehicle trips per day from that which would be anticipated from the General Plan Land Use designations as currently recommended, and for guidelines to be incorporated into individual Traffic Impact Analysis that would monitor overall trip generation from residential development to ensure that overall within the Highway 79 Policy Area, development projects produce traffic generation at a level that is nine percent less than the trips projected from the General Plan traffic model residential land use designations.

This section continues to explain that since the policies were adopted, the Transportation Uniform Mitigation Fee (TUMF) has been adopted. A similar discussion is made regarding the County's Developer Impact Fees (DIF). It is then stated that, "the Project's payment of fees would also help accelerate improvements to Highway 79 infrastructure." However, there is no guarantee for when or if either the TUMF or County DIF fees will be available for transportation improvements related to the implementation of the proposed project. And, while a portion of the TUMF fees paid are directed into the zone from which they came from, a portion of the TUMF fees paid are also placed into a regional pot of money for other transportation improvements outside of the TUMF zone in which they were generated. This is also similar to the allocation of the County DIF. As a result, payment of the TUMF or County DIF in lieu of constructing necessary transportation improvements to mitigate project impacts in the Highway 79 Policy area is in conflict with Circulation Policy C 2.6 and SWAP Policy 9.1, both of which are intended to accelerate the construction of transportation infrastructure by requiring new development projects demonstrate adequate transportation infrastructure capacity to accommodate the added traffic growth of the project. Given the uncertainty of the allocation of TUMF and DIF funds, relying on TUMF and DIF is not adequate for meeting the intent of Circulation Policy C 2.6 and SWAP Policy 9.1.

The mitigation measure identified for the Land Use and Planning section is Mitigation Measure K.1, which is intended to mitigate project inconsistencies with Highway 79 Policies through a "Highway 79 Condition of Approval" by establishing a means for determining the allowable number of units that may be constructed using the Institute of Transportation Engineers (ITE) Trip Generation in consideration of (a) transportation demand management (TDM) measures; (b) product types; (c) transportation improvements; or (d) a combination of (a), (b), and (c). This part of the mitigation measure is consistent with Circulation Policy C 2.7 and SWAP Policy 9.2, which requires all new residential developments to reduce trip generation proportionally and requires that residential projects demonstrate adequate transportation infrastructure capacity to accommodate the added growth, and ensures that development projects produce traffic generation at a level that is nine percent less than the trips projected from the General Plan traffic model residential land use designations. However, Mitigation Measure K-1 also states that, "If the County establishes a fee program to achieve compliance with the Highway 79 policies, the Project Applicant may participate in such program as an alternative to compliance with the Highway 79 Condition of Approval."

As previously mentioned the payment of TUMF or County DIF does not ensure acceleration and construction of transportation infrastructure within the Highway 79 Policy Area and it does not ensure overall trip generation does not exceed system capacity and that the system operation continues to meet Level of Service standards. Furthermore, it does not ensure that project produces traffic generation at a level that is nine percent less than the trips projected from the General Plan traffic model residential land use designations. As such Mitigation Measure K-1 does not adequately mitigate land use impacts of the project.

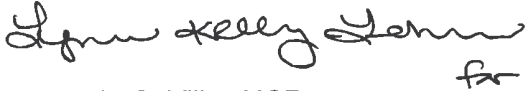
#### Section IV. O Transportation/ Traffic

In addition to the above comments, please see the attached memorandum from Tom Garcia, Director of Public Works, dated August 28, 2014.

The City of Temecula desires these issues be adequately addressed. The City would be happy to arrange a meeting to discuss these issues further.

If you have any questions or comments, please contact me at (951) 506-5173 or e-mail me at Armando.villa@cityoftemecula.org.

Sincerely,



Armando G. Villa, AICP  
Director of Community Development

Attachment

cc: Aaron Adams, City Manager  
Greg Butler, Assistant City Manager  
Tom Garcia, Director of Public Works  
Stuart Fisk, Senior Planner  
Dale West, Associate Planner

5  
(Cont.)



## MEMORANDUM

TO: Dale West, Associate Planner  
FROM: *19* Tom Garcia, Director of Public Works/City Engineer  
DATE: August 28, 2014  
SUBJECT: Belle Terre Specific Plan Draft Environmental Impact Report No. 531 - County of Riverside

Prepared By: Jerry Gonzalez, Associate Engineer – Traffic

The Draft Environmental Impact Report (EIR) Traffic Impact Analysis indicates the proposed project is located on Washington Street south of Keller Road in the County of Riverside. The proposed project is a one thousand two hundred eighty-two single family residential development, which is expected to generate approximately nine hundred sixty-two (962) AM weekday peak hour trips and one thousand two hundred eighty-two (1,282) PM weekday peak hour trips.

1. The Traffic Impact Analysis prepared for the project evaluated Level of Service (LOS) at the six (6) intersections shown below, which are located within the City of Temecula.

- Winchester Road at Willows Avenue
- Winchester Road at Nicolas Road
- Winchester Road at Margarita Road
- Winchester Road at Ynez Road
- Winchester Road at Interstate 15 Southbound Ramps
- Winchester Road at Interstate 15 Northbound Ramps

The LOS was analyzed at each intersection assuming the following scenarios:

- Existing Conditions
- Existing with Project Conditions
- Near-Term Ambient with Project Conditions
- Near-Term Cumulative Conditions
- Long-Term (2035) Cumulative Conditions Without and With Project

The LOS analysis indicates the intersections of Winchester Road at Nicolas Road, Margarita Road, Ynez Road, and I-15 Northbound Ramps operate at LOS "E" or worse under Existing Conditions. Moreover, the analysis indicates the project is expected to have a significant impact at Nicolas Road, Margarita Road, Ynez Road, and I-15 Northbound Ramps under each of the scenarios analyzed by exceeding the City's delay threshold of 2.0 seconds or more at intersections operating at LOS "E" or "F".

2. Based on the results of the Traffic Impact Analysis the project will be responsible for participating in the development and implementation of system improvements identified in the document's Mitigation Measures. The mitigation measures (shown below) identified within the City may not be feasible. See attached document for comments.

1

2

Existing with Project Conditions

- Winchester Road at Margarita Road - Additional right-of-way will be required to construct southbound right turn lane. The project will be responsible for acquiring the necessary right-of-way to construct roadway improvements required to implement this mitigation measure.
- Winchester Road at Ynez Road – Implementation of eastbound right-turn overlap is not feasible. The northbound U-turn movement must be maintained and cannot be restricted to accommodate overlap movement.
- Winchester Road (E/W) at I-15 Northbound Ramps – The French Valley Parkway is slated to construct and complete dual westbound right-turn lanes by 2019. The project may be required to construct this improvement or provide its “fair-share” contribution to implement this mitigation measure.

Near-Term Cumulative with Project Conditions

- Winchester Road at Margarita Road – The acquisition of right-of-way to construct 4<sup>th</sup> northbound and southbound through lanes and 2<sup>nd</sup> westbound right-turn lane may not be feasible. In lieu of the improvement and right-of-way acquisitions costs, the project may be required to provide a “fair-share” contribution for construction of future parallel improvements to mitigate the project’s traffic impacts.
- Winchester Road at Ynez Road – Implementation of eastbound right-turn overlap is not feasible. The northbound U-turn movement must be maintained and cannot be restricted to accommodate overlap movement. Additional right-of-way will be required to construct the 2<sup>nd</sup> northbound right-turn lane. The acquisition of additional right-of-way may not be feasible.
- Winchester Road (E/W) at I-15 Northbound Ramps – The French Valley Parkway is slated to construct and complete dual westbound right-turn lanes by 2019. The project may be required to construct this improvement or provide its “fair-share” contribution to implement this mitigation measure.

Long-Term (2035) Cumulative Conditions with Project

- Winchester Road at Margarita Road – The improvements identified may not be feasible due to right-of-way constraints. In lieu of the improvement and right-of-way acquisitions costs, the project may be required to provide a “fair-share” contribution for construction of future parallel improvements to mitigate the project’s traffic impacts.
  - Winchester Road at Ynez Road - The improvement identified may not be feasible due to right-of-way constraints. In lieu of the improvement and right-of-way acquisitions costs, the project may be required to provide a “fair-share” contribution for construction of future parallel improvements to mitigate the project’s traffic impacts.
  - Winchester Road (E/W) at I-15 Northbound Ramps – The French Valley Parkway is slated to construct and complete dual westbound right-turn lanes by 2019. The project may be required to construct this improvement or provide its “fair-share” contribution to implement this mitigation measure.
  - Winchester Road at I-15 Southbound Ramps - The improvement identified may not be feasible due to right-of-way constraints. In lieu of the improvement and right-of-way acquisitions costs, the project may be required to provide a “fair-share” contribution for construction of future parallel improvements to mitigate the project’s traffic impacts.
3. The existing (2012) Average Daily Traffic volumes shown in Figure IV.O-11, within the City of Temecula are substantially lower than the City’s data for the same segments. This inconsistency may affect the turning movement volumes and level of service analysis for all scenarios. Please revise data so that it is consistent with the City’s volume data. See attached document for comments.

2  
(Cont.)

3

4. The Traffic Impact Analysis indicates that the Traffix software program was used to evaluate Level of Service at study intersections within the City of Temecula. The City of Temecula requires that Synchro be used to evaluate intersection performance at City intersections. See attached document for comments.

4

5. The Traffic Impact Analysis should include the extension of Butterfield Stage Road between La Serena Way and Murrieta Hot Springs Road and the I-15 at French Valley Parkway southbound off-ramp under the Near-Term (2014) assumed roadway improvements. See attached document for comments.

5

6. In addition to the above, please provide the following revision/additions:

- Please provide correct date of Traffic Impact Analysis. Was study performed in 2012 or 2014? See attached document for comments.
- Revise Table IV.O-1, Study Intersections as shown. See attached document for comments.
- Please revise reference to "Butterfield Ranch Road" to Butterfield Stage Road.
- Please revise reference to "SR79" within the City to Winchester Road.
- Please provide correct date of existing condition analysis. Is the date 2013, 2012 or 2014? See attached document for comments.
- Since the City of Temecula is responsible for providing timing to Caltrans, please revise second paragraph on page IV.O-34, to include Interstate 15 Ramps at Winchester Road. See attached document for comments.
- Please explain the need for the two ADT volumes shown on Figure IV.O-19 and all subsequent Figures. See attached document for comments.
- Please revise Figure IV.O-47 and Figure IV-48 as shown. See attached document for comments.
- Please revise Page IV.O-122 as shown. See attached document for comments.
- Please revise Page IV.O-123 as shown. See attached document for comments.
- Please revise Page IV.O-124 as shown. See attached document for comments.

6

We would appreciate the opportunity to review the response to our comments. If you have any questions, please contact Jerry Gonzalez, Associate Engineer – Traffic, or me.

Attachments

CC Armando Villa, Director of Community Development  
Annie Bostre-Le, Special Projects Engineer



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## IV. ENVIRONMENTAL IMPACT ANALYSIS

### O. TRANSPORTATION/TRAFFIC

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#### ENVIRONMENTAL SETTING

The analysis and information in this section is based primarily on the following documents (refer to Appendix IV.O):

- *Traffic Impact Analysis*, Urban Crossroads, December 2, 2014.
- *Supplemental Freeway Analysis*, Urban Crossroads, January 29, 2014.

2012 or 2013 ?

7

#### Study Area

##### *Study Intersections*

To ensure that the Traffic Impact Analysis (the “TIA”) prepared for the Project satisfies the needs of the County of Riverside (the “County”) and complies with the County’s traffic study preparation guidelines, Urban Crossroads, Inc. prepared a TIA scoping package (i.e., Memorandum of Understanding [MOU]) for review by County staff prior to the preparation of the TIA. The MOU provides an outline of the Project study area, trip generation, trip distribution, and analysis methodology. The MOU approved by the County is included in Appendix 1.1 to the TIA included in Appendix IV.O to the Draft EIR.

Table IV.O-1 and Figure IV.O-1 show the 36 study area intersection locations shown that were selected for Project’s TIA based on the County’s TIA guidelines that require analysis of intersection locations at which a proposed project is anticipated to contribute 50 or more peak-hour trips. Figure IV.O-2 illustrates the number of through traffic lanes for existing roadways and intersection traffic controls for the study intersections.

It should be noted that the “50 peak-hour trip” criterion used by the County is consistent with the methodology employed by other jurisdictions throughout Southern California, and generally represents a threshold of trips at which an intersection could have the potential to be impacted.

County of Riverside

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**Table IV.O-1**  
**Study Intersections**

ID	Intersection Location	Jurisdiction
1	I-215 Southbound Ramps / Scott Road	Caltrans, Menifee, Murrieta
2	I-215 Northbound Ramps / Scott Road	Caltrans, Menifee, Murrieta
3	Antelope Road / Scott Road	Menifee, Murrieta
4	Menifee Road / Scott Road	Riverside County, Menifee
5	Briggs Road / Scott Road	Riverside County, Menifee
6	Leon Road / Scott Road	Riverside County, Menifee
7	Margarita Road / Murrieta Hot Springs Road	Murrieta
8	Winchester Road (SR-79) / Domenigoni Parkway	Caltrans, Riverside County
9	Winchester Road (SR-79) / Holland Road	Caltrans, Riverside County
10	Winchester Road (SR-79) / Scott Road	Caltrans, Riverside County
11	Winchester Road (SR-79) / Keller Road	Caltrans, Riverside County
12	Winchester Road (SR-79) / Abelia Street	Caltrans, Riverside County
13	Winchester Road (SR-79) / Pourroy Road	Caltrans, Riverside County
14	Winchester Road (SR-79) / Skyview Road	Caltrans, Riverside County
15	Winchester Road (SR-79) / Thompson Road	Caltrans, RivCo, Murrieta
16	Winchester Road (SR-79) / Benton Road	Caltrans, RivCo, Murrieta
17	Winchester Road (SR-79) / Auld Road	Caltrans, RivCo, Murrieta
18	Winchester Road (SR-79) / Hunter Road	Caltrans, RivCo, Murrieta
19	Winchester Road (SR-79) / Murrieta Hot Springs Road	Caltrans, RivCo, Murrieta
20	Winchester Road (SR-79) / Willows Avenue	Caltrans, RivCo, Temecula
21	Winchester Road (SR-79) / Nicolas Road	<del>Caltrans</del> , Temecula
22	Winchester Road (SR-79) / Margarita Road	<del>Caltrans</del> , Temecula
23	Winchester Road (SR-79) / Ynez Road	<del>Caltrans</del> , Temecula
24	I-15 Northbound Ramps / Winchester Road (SR-79)	Caltrans, Temecula
25	I-15 Southbound Ramps / Winchester Road (SR-79)	Caltrans, Temecula
26	Calistoga Drive / Murrieta Hot Springs Road	Riverside County
27	Pourroy Road-West / Auld Road	Riverside County
28	Pourroy Road-East / Auld Road	Riverside County
29	Pourroy Road / Murrieta Hot Springs Road	Riverside County, Temecula
30	Washington Street / Keller Road (North Street)	Riverside County
31	Washington Street / Fields Drive	Riverside County
32	Washington Street / Autumn Glen Circle (South Street)	Riverside County
33	Washington Street / Abelia Street	Riverside County
34	Washington Street / Thompson Road	Riverside County

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*County of Riverside**August 2014*

Cumulative conditions. The initial estimate of the future Long-Term (2035) Cumulative-With-Project peak-hour turning movements was then reviewed by the preparers of the Project's Traffic Study (i.e., Urban Crossroads) for reasonableness at intersections where model results showed unreasonable turning movements. The initial raw model estimates were adjusted to achieve flow conservation (where applicable), reasonable growth, and reasonable diversion between parallel routes.

The new facilities and parallel routes anticipated to be in place by Long-Term (2035) Cumulative traffic conditions include, but are not limited to, the following:

- SR-79 Freeway (Realignment Project)
- Holland Road Overcrossing at the I-215 Freeway
- Keller Road Extension between SR-79 and the I-215 Freeway
- Keller Road Interchange at the I-215 Freeway
- Clinton Keith Road Extension west of SR-79
- French Valley Parkway (new roadway in the City of Temecula)
- French Valley Parkway Interchange at Interstate 15 (the "I-15 Freeway")
- ~~Butterfield Ranch~~ <sup>STAGE</sup> Road Extension through the City of Temecula
- SR-79 Bypass (along Washington Avenue)

9

## **Methodologies**

### ***Level of Service***

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

### ***Intersection Capacity Analysis***

The definitions of LOS for interrupted traffic flow (flow restrained by the existence of traffic signals and other traffic control devices) differ slightly depending on the type of traffic control. The LOS is typically

County of Riverside

August 2014

Per the Caltrans *Guide for the Preparation of Traffic Impact Studies*, the traffic modeling and signal timing optimization software package Synchro (Version 7 Build 759) has been utilized to analyze signalized intersections under Caltrans' jurisdiction, which include interchange to arterial ramps (i.e. I-215 Freeway ramps at Scott Road and I-15 Freeway Ramps at SR-79) and signalized intersections along SR-79. Synchro is a macroscopic traffic software program that is based on the signalized intersection capacity analysis as specified in the Chapter 16 of the HCM. Macroscopic level models represent traffic in terms of aggregate measures for each movement at the study intersections. Equations are used to determine measures of effectiveness such as delay and queue length. The LOS and capacity analysis performed by Synchro takes into consideration optimization and coordination of signalized intersections within a network. All other study area intersections within the County, City of Murrieta, and the City of Temecula have ~~been analyzed using the software package Traffix (Version 8.0 R1, 2008).~~

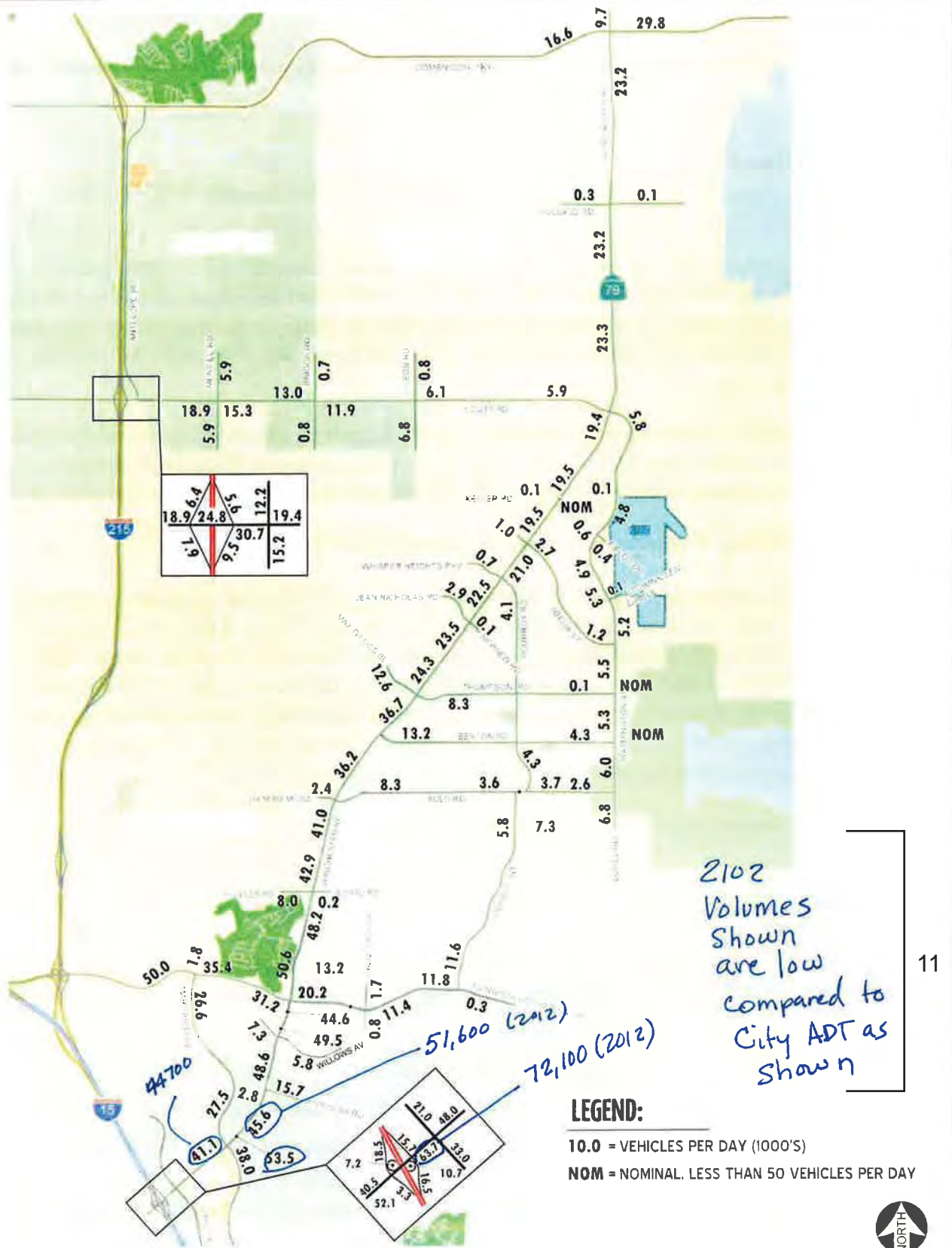
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10

The peak-hour traffic volumes have been adjusted using a peak-hour factor (PHF) to reflect peak 15-minute volumes. Common practice for LOS analysis is to use a peak 15-minute rate of flow. However, flow rates are typically expressed in vehicles per hour. The PHF is the relationship between the peak 15-minute flow rate and the full hourly volume (e.g.  $PHF = [Hourly\ Volume] / [4 \times Peak\ 15-minute\ Flow\ Rate]$ ). The use of a 15-minute PHF produces a more detailed analysis as compared to analyzing vehicles per hour. Existing PHFs have been used for Existing (2012), Existing-With-Project (2012), and Near-Term (2014) Cumulative-With-Project traffic conditions. A PHF of 0.92 or higher has been used for all intersection for Near-Term (2014) Cumulative-With-Project and Long-Term (2035) Cumulative-Without- and With-Project traffic conditions, with the exception of study intersections 26 through 36 (refer to Table IV.O-1) where the Existing (2012) PHFs are utilized.

#### *Unsignalized Intersections*

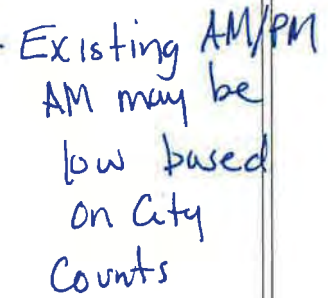
The County requires the operations of unsignalized intersections be evaluated using the methodology described in Chapter 17 of the HCM. The LOS rating is based on the weighted average control delay expressed in seconds per vehicle (refer to Table IV.O-3). At two-way or side-street stop-controlled intersections, LOS is calculated for each controlled movement and for the left-turn movement from the major street, as well as for the intersection as a whole. For approaches composing a single lane, the delay is computed as the average of all movements in that lane. For all-way-stop-controlled intersections, LOS is computed for the intersection as a whole. All unsignalized study area intersections have utilized the Traffix software (Version 8.0 R1, 2008).



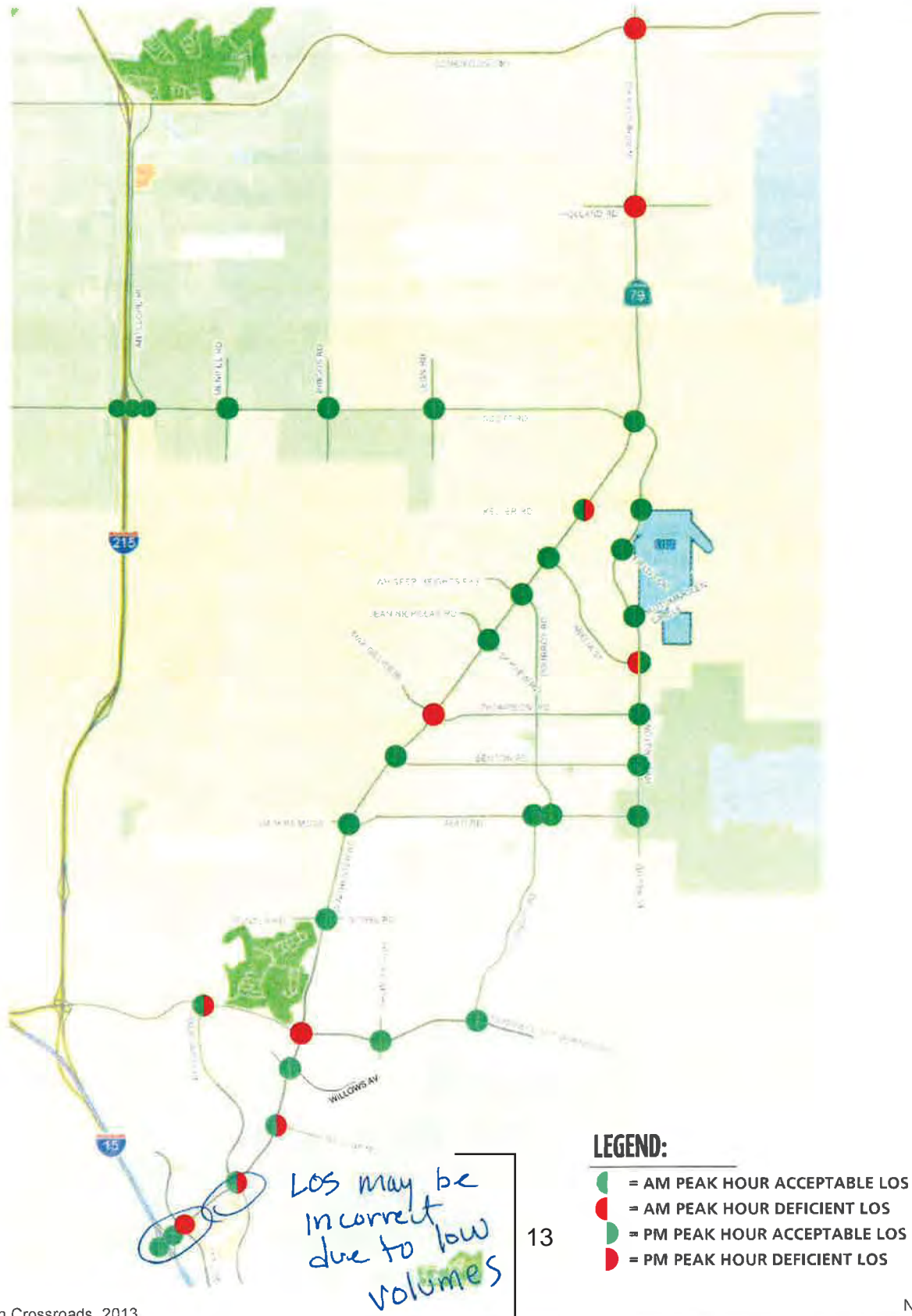
Source: Urban Crossroads, 2013.







CAJA Environmental Services, LLC



**Table IV.O-4**  
**Intersection Operations Analysis Summary for Existing (2012) Conditions**

#	Intersection	Traffic Control <sup>3</sup>	Intersection Approach Lanes <sup>1</sup>												Delay <sup>2</sup> (Secs.)				Level of Service					
			Northbound				Southbound				Eastbound										Westbound			
			L		R		L		R		L		R								L		R	
			L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	AM	PM		
1	I-215 SB Ramps / Scott Rd.	TS	0	0	0	0	1	1	1	1	1	1	1	1	1	1	1	1	0	31.3	46.8	C	D	
2	I-215 NB Ramps / Scott Rd.	TS	0	1	1	1	0	0	1	1	1	1	0	1	1	0	1	1	1	19.0	31.7	B	C	
3	Antelope Rd. / Scott Rd.	TS	2	1	1	1	1	1	1	1	1	1	2	0	1	2	0	34.7	38.6	C	D			
4	Menifee Rd. / Scott Rd.	TS	1	1	1	1	1	1	0	1	2	0	1	2	0	1	2	0	27.3	30.2	C	C		
5	Briggs Rd. / Scott Rd.	TS	0	1	0	0	1	1	1	1	2	0	1	2	1	2	1	20.0	20.5	B	C			
6	Leon Rd. / Scott Rd.	AWS	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	13.4	16.0	B	C			
7	Margarita Rd. / Murrieta Hot Springs Rd	TS	2	1	1	1	0	1	1	1	1	2	1	1	3	0	49.9	111.6	D	F				
8	Winchester Rd. (SR-79) / Domenigoni Pwy.	TS	1	2	1	1	1	2	1	2	2	1	2	3	1	>200.0	179.0	F	F					
9	Winchester Rd. (SR-79) / Holland Rd.	CSS	1	1	0	1	1	1	0	0	1	0	1	0	1	0	41.2	69.6	E	F				
10	Winchester Rd. (SR-79) / Scott Rd.	TS	1	2	0	1	2	0	0	1	0	0	1	0	1	0	21.9	22.7	C	C				
11	Winchester Rd. (SR-79) / Keller Rd.	CSS	0	1	0	0	1	0	0	1	0	0	1	0	1	0	34.4	52.1	D	F				
12	Winchester Rd. (SR-79) / Abelia St.	TS	1	2	1	1	2	1	1	1	2	0	1	2	0	21.8	19.1	C	B					
13	Winchester Rd. (SR-79) / Pourroy Rd.	TS	1	2	1	2	2	2	1	1	1	1	1	1	1	11.5	14.5	B	B					
14	Winchester Rd. (SR-79) / Skyview Rd.	TS	1	2	1	1	2	1	1	1	2	0	1	1	1	14.7	14.7	B	B					
15	Winchester Rd. (SR-79) / Thompson Rd.	TS	1	2	0	1	2	1	1	1	1	1	1	1	0	78.2	65.5	F4	E					
16	Winchester Rd. (SR-79) / Benton Rd.	TS	0	2	1	1	2	0	0	0	0	0	2	0	1	17.9	26.1	B	C					
17	Winchester Rd. (SR-79) / Auld Rd.	TS	1	2	1	1	2	0	1	1	1	0	1	1	0	29.5	33.6	C	C					
18	Winchester Rd. (SR-79) / Hunter Rd.	TS	1	2	0	1	2	0	0	1	1	1	1	0	1	12.6	20.3	B	C					
19	Winchester Rd. (SR-79) / Murrieta Hot Springs Rd.	TS	2	3	1	2	3	1	2	3	1	2	3	1	2	75.0	135.2	E	F					
20	Winchester Rd. (SR-79) / Willows Av.	TS	1	3	d	1	3	d	1	1	1	d	1	1	1	29.4	33.4	C	C					
21	Winchester Rd. (SR-79) / Nicholas Rd.	TS	1	3	1	1	3	1	1	1	1	0	2	1	1	43.5	99.5	D	F					
22	Winchester Rd. (SR-79) / Margarita Rd.	TS	2	3	1	2	3	D	2	2	2	1	2	2	1	28.8	178.9	C	F					
23	Winchester Rd. (SR-79) / Ynez Rd.	TS	2	4	1	2	4	0	2	2	2	1	3	2	1	56.3	82.1	E	F					

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**Table IV.O-4**  
**Intersection Operations Analysis Summary for Existing (2012) Conditions**

#	Intersection	Traffic Control <sup>3</sup>	Intersection Approach Lanes <sup>1</sup>												Delay <sup>2</sup> (Secs.)			Level of Service	
			Northbound			Southbound			Eastbound			Westbound							
			L	T	R	L	T	R	L	T	R	L	T	R	AM	PM			
24	Winchester Rd. (SR-79) / I-15 NB Ramps	TS	0	3	1	0	3	2	0	0	0	1	1	1	28.1	62.9	C	E	
25	Winchester Rd. (SR-79) / I-15 SB Ramps	TS	0	3	1	0	.	0	2	1	1	0	0	0	23.8	22.5	C	C	
26	Calistoga Dr. / Murrieta Hot Springs Rd.	TS	1	1	d	1	1	1	2	2	d	1	2	d	27.3	27.5	C	E	
27	Pourroy Rd.-West / Auld Rd.	AWS	0	1	0	0	0	0	0	1	1	1	2	0	32.4	10.0	D	A	
28	Pourroy Rd.-East / Auld Rd.	CSS	0	0	0	1	0	1	0	1	0	0	1	0	25.5	15.8	D	C	
29	Pourroy Rd. / Murrieta Hot Springs Road	AWS	0	0	0	1	0	2	2	1	0	1	2	D	13.3	13.7	B	B	
30	Washington St. / Keller Rd.	CSS	0	1	0	0	1	0	0	1	0	0	0	0	11.1	10.1	B	B	
31	Washington St. / Fields Dr.	TS	1	3	0	1	3	d	1	1	1	0	1	0	27.8	26.5	C	C	
32	Washington St. Autumn Glen Cir.	CSS	1	1	0	0	1	0	1	0	d	0	0	0	11.9	11.6	B	B	
33	Washington St. / Abelia St.	Css	1	1	0	0	1	1	1	0	1	0	0	0	44.9	12.1	E	B	
34	Washington St. / Thompson Rd.	CSS	0	1	0	0	1	0	0	1	0	0	1	0	17.5	12.2	C	B	
35	Washington St. / Benton Rd.	AWS	0	1	0	0	1	0	0	1	0	0	1	0	13.6	9.7	B	A	
36	Washington St. Auld Rd.	CSS	0	1	0	0	1	0	0	1	0	0	0	0	17.3	11.5	C	B	

**BOLD** – LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

<sup>1</sup> When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be significant width for right turning vehicles to travel outside the through lanes (minimum of 19-feet). These lanes have been designated as defacto (d) right turn lanes.

L = Left, T = Through; R = Right, > = Right-Turn Overlap Phasing; >> = Free Right Turn Lane

<sup>2</sup> Delay and LOS calculated using the TRAFFIX operation analysis software, Traffix Version 8.0 (2008), based on the 2000 Highway Capacity Manual (HCM) Method. Synchro 8 (Version 8, 2011) has been utilized to calculate delay and LOS for intersections along Winchester Road (SR-79), the I-215 Freeway ramps at Scott Road, and the I-15 Freeway ramps at Winchester Road (SR-79).

<sup>3</sup> TS = Traffic Signal; CSS = Cross Street Stop; AWS = All-Way Stop

<sup>4</sup> Volume-to-Capacity ratio is greater than 1.00; Intersection unstable. Level of Service "F."

**BOLD** – LOS does not meet the applicable jurisdictional requirements (i.e., unacceptable LOS).

<sup>1</sup> When a right turn is designated, the lane can either be striped or unstriped. To function as a right turn lane there must be significant width for right turning vehicles to travel outside the through lanes (minimum of 19-feet). These lanes have been designated as *défacto* (d) right turn lanes.

L = Left, T = Through, R = Right, > = Right-Turn Overlap Phasing, >> = Free Right Turn Lane

<sup>2</sup> Delay and LOS calculated using the TRAFFIX operation analysis software, Traffic Version 8.0 (2008), based on the 2000 Highway Capacity Manual (HCM) Method. Synchro 8 (Version 8, 2011) has been utilized to calculate delay and LOS for intersections along Winchester Road (SR-79), the I-215 Freeway ramps at Scott Road, and the I-15 Freeway ramps at Winchester Road (SR-79).

<sup>3</sup> TS = Traffic Signal; CSS = Cross Street Stop; AWS = All-Way Stop

<sup>4</sup> Volume-to-Capacity ratio is greater than 1.00; Intersection unstable, Level of Service "F."



Intersection 22: SR-79/Margarita Road – LOS F, PM peak hour

Intersection 23: SR-79/Ynez Road – ~~LOS E, AM peak hour~~; ~~LOS F, PM peak hour~~

Intersection 24: SR-79/I-15 Northbound Ramps – ~~LOS E, PM peak hour~~

Intersection 33: Washington Street/Abelia Street – LOS E, AM peak hour

Verify  
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## ENVIRONMENTAL IMPACT ANALYSIS

### Threshold of Significance

In accordance with the County's Environmental Assessment Checklist, a project could have a significant environmental impact if the project would result in the following:

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

As discussed in Section IV.A (Impacts Found to be Less Than Significant), the Project would not result in significant impacts related to issues "c," "d," and "h." Thus, no further analysis of these issues is required.

*County of Riverside**August 2014***Discussion of Threshold of Significance*****Intersection LOS****County of Riverside*

To determine whether the addition of Project traffic at a study intersection would result in a significant impact, the following thresholds of significance have been used:

- 2012, 2013 or 2014 not consistent in report*
- If an intersection is projected to operate at an acceptable LOS (i.e., LOS D or better) under Existing (2013) traffic conditions and the addition of Project traffic, as measured by 50 or more peak-hour trips, is expected to cause the intersection to operate at an unacceptable LOS (i.e., LOS E or F), the impact is considered significant.
  - If an intersection is projected to operate at LOS E or LOS F under Existing (2012), and the addition of Project traffic, as measured by 50 or more peak-hour trips, the impact is considered significant.

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Cumulative traffic impacts are created as a result of a combination of the proposed Project together with other future developments contributing to the overall traffic impacts requiring additional improvements to maintain acceptable LOS operations with or without the Project. A Project's contribution to a cumulatively considerable impact could be reduced to less than significant, if the Project is required to implement or fund its fair share of improvements designed to alleviate the potential cumulative impact. If full funding of future cumulative improvements is not reasonably assured, a temporary unmitigated cumulative impact may occur until the needed improvement is fully funded and constructed.

*City of Menifee*

For intersections under the jurisdiction of the City of Menifee, the City of Menifee uses the same significance threshold as the County.

*Caltrans*

For intersections under the jurisdiction of Caltrans, Caltrans uses the same significance threshold as the County.

*City of Murrieta*

Based on the City of Murrieta traffic study guidelines, a "significant" impact under CEQA occurs when the addition of project traffic as defined by the Existing-Plus-Ambient-Growth-Plus-Project scenario causes an intersection that operates at an acceptable LOS under Existing traffic conditions (i.e., LOS D or better) to fall to an unacceptable LOS (i.e., LOS E or F). Thus, the Existing-Plus-Ambient-Growth-Plus-

more than 2.0 seconds, the impact is considered significant. Per the City's traffic study guidelines, the project is required to mitigate its fair share of the impact by implementing improvements that would reduce the delay to pre-project traffic conditions. In other words, a project would not be required to implement improvements to bring an intersection that is currently operating at LOS "E" or "F" to acceptable LOS as this would result in the project mitigating beyond its fair share.

It should be noted that the City of Temecula significance thresholds have been applied to only the following intersections, which are located within the City of Temecula:

Intersection 20: SR-79/Willows Avenue

Intersection 21: SR-79/Nicolas Road

Intersection 22: SR-79/Margarita Road

Intersection 23: SR-79/Ynez Road

#### Project Design Features

#### Site Access Improvements

Regional access to the Project site would be provided by the I-215 Freeway at Scott Road via Washington Street or SR-79. Local access to the Project site would be provided at Washington Street via Keller Road (North Street), Fields Drive, and Autumn Glen Circle (South Street) (refer to Figure III-5 in Section III [Project Description]). All three driveways would allow for full turning movements.

The Project's site access driveway improvements are described below. These improvements and would be constructed in conjunction with site development and in place prior to Project occupancy. Figure III-6 in Section III (Project Description) illustrates the on-site and site-adjacent roadway lane improvements. Construction of on-site and site-adjacent improvements shall occur in conjunction with adjacent Project development activity or as needed for Project access purposes. The **bold** text represents new improvements for each of the Project driveways. It should be noted that the minimum lane geometrics necessary for acceptable peak-hour operations are shown below.

**Washington Street at Keller Road (North Street) – Install a traffic signal** and construct the intersection with the following geometrics:

- Northbound Approach: **One left-turn lane** and one shared through-right-turn lane
- Southbound Approach: **One left-turn lane** and one shared through-right-turn lane
- Eastbound Approach: **One left-turn lane** and one shared through-right-turn lane
- Westbound Approach: **One left-turn lane and one shared through-right-turn lane**

I-15 NB/SB Ramps at Winchester  
Signal timing is provided by  
City. Apply Thresholds

17

County of Riverside

August 2014

more than 2.0 seconds, the impact is considered significant. Per the City's traffic study guidelines, the project is required to mitigate its fair share of the impact by implementing improvements that would reduce the delay to pre-project traffic conditions. In other words, a project would not be required to implement improvements to bring an intersection that is currently operating at LOS "E" or "F" to acceptable LOS as this would result in the project mitigating beyond its fair share.

It should be noted that the City of Temecula significance thresholds have been applied to only the following intersections, which are located within the City of Temecula:

Intersection 20: SR-79/Willows Avenue

Intersection 21: SR-79/Nicolas Road

Intersection 22: SR-79/Margarita Road

Intersection 23: SR-79/Ynez Road

#### Project Design Features

#### Site Access Improvements

*1-15 NB/SB Ramps at Winchester  
signal timing is provided by  
City. Apply Thresholds*

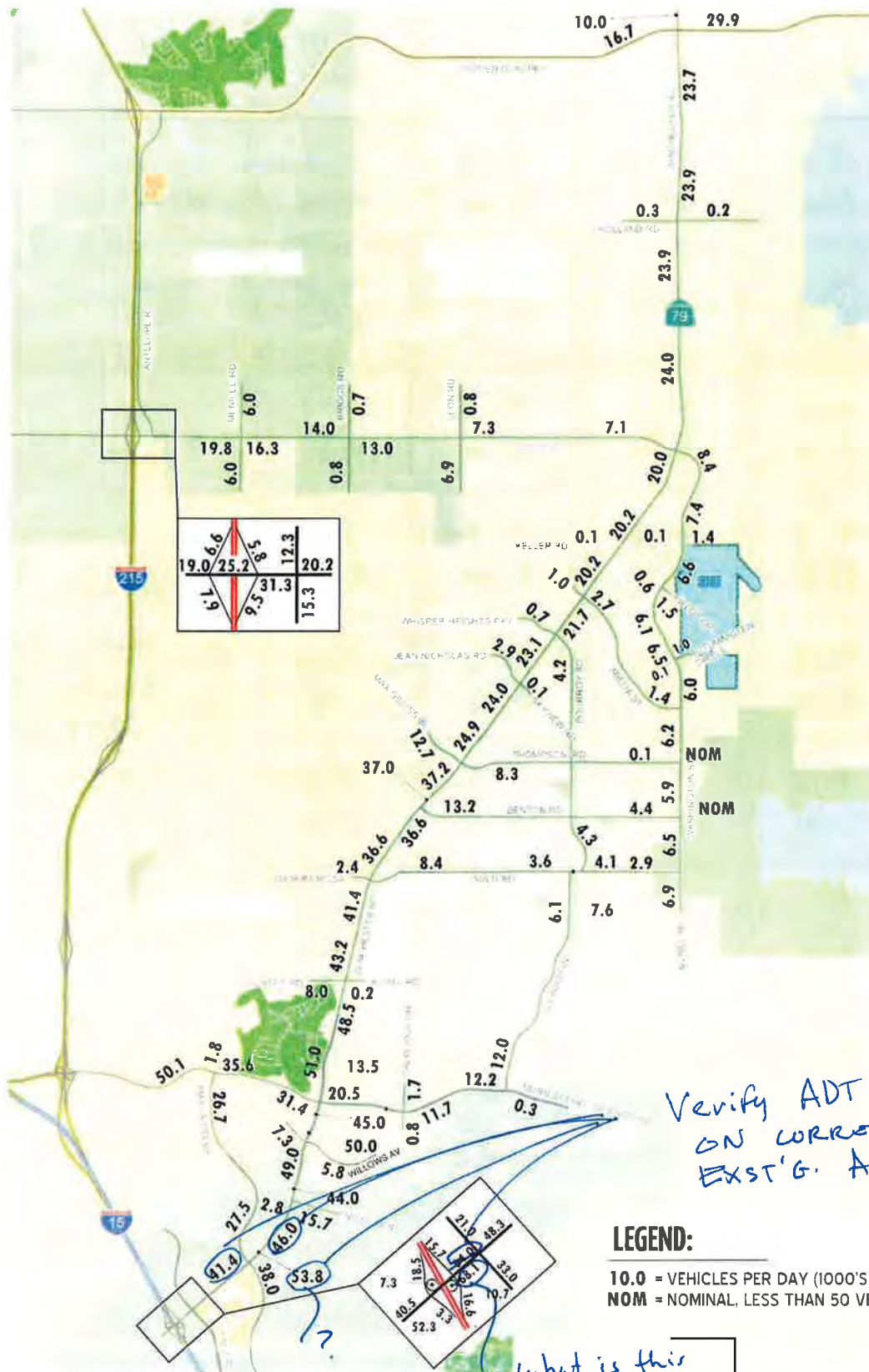
Regional access to the Project site would be provided by the I-215 Freeway at Scott Road via Washington Street or SR-79. Local access to the Project site would be provided at Washington Street via Keller Road (North Street), Fields Drive, and Autumn Glen Circle (South Street) (refer to Figure III-5 in Section III [Project Description]). All three driveways would allow for full turning movements.

The Project's site access driveway improvements are described below. These improvements and would be constructed in conjunction with site development and in place prior to Project occupancy. Figure III-6 in Section III (Project Description) illustrates the on-site and site-adjacent roadway lane improvements. Construction of on-site and site-adjacent improvements shall occur in conjunction with adjacent Project development activity or as needed for Project access purposes. The **bold** text represents new improvements for each of the Project driveways. It should be noted that the minimum lane geometrics necessary for acceptable peak-hour operations are shown below.

**Washington Street at Keller Road (North Street) – Install a traffic signal** and construct the intersection with the following geometrics:

- Northbound Approach: **One left-turn lane** and one shared through-right-turn lane
- Southbound Approach: **One left-turn lane** and one shared through-right-turn lane
- Eastbound Approach: **One left-turn lane** and one shared through-right-turn lane
- Westbound Approach: **One left-turn lane and one shared through-right-turn lane**





18

19



Not to Scale

Source: Urban Crossroads, 2013.

CAJA Environmental Services, LLC

Figure IV.O-19  
 Existing-With-Project  
 (360 Dwelling Units) ADT



1	1-215 SB Ramps & Scott Rd.	2	1-215 NB Ramps & Scott Rd.	3	Antelope Rd & Scott Rd.	4	Menifee Rd & Scott Rd.	5	Biggs Rd & Scott Rd.	6	Leon Rd & Scott Rd.	7	Margerie Rd & Murrieta Hot Springs Parkway	8	Winchester Rd / (SR-79) & Donnellon Parkway
9	Winchester Rd / (SR-79) & Holland Rd.	10	Winchester Rd / (SR-79) & Scott Rd.	11	Winchester Rd / (SR-79) & Keller Rd.	12	Winchester Rd / (SR-79) & Abella St.	13	Winchester Rd / (SR-79) & Pourroy Rd.	14	Winchester Rd / (SR-79) & Skyview Rd.	15	Winchester Rd / (SR-79) & Thompson Rd.	16	Winchester Rd / (SR-79) & Benton Rd.
17	Winchester Rd / (SR-79) & Auld Rd.	18	Winchester Rd / (SR-79) & Hunter Rd.	19	Winchester Rd / (SR-79) & Murrieta Hot Springs Rd.	20	Winchester Rd / (SR-79) & Willow Rd.	21	Winchester Rd / (SR-79) & Nicolas Rd.	22	Winchester Rd / (SR-79) & Marguerite Rd.	23	Winchester Rd / (SR-79) & Ynez Rd.	24	Winchester Rd / (SR-79) & I-15 NB Ramps
25	Winchester Rd / (SR-79) & I-15 SB Ramps	26	Cellatoga Dr & Murrieta Hot Springs Rd.	27	Pourroy Rd (West) & Auld Rd.	28	Pourroy Rd (East) & Auld Rd.	29	Pourroy Rd & Murrieta Hot Springs Rd.	30	Washington St & Keller Rd.	31	Washington St & Fields Dr.	32	Washington St & Autumn Glen Ct.
33	Washington St & Abella St.	34	Washington St & Thompson Rd.	35	Washington St & Benton Rd.	36	Washington St & Auld Rd.								

Verify TM data based on correct ADT (2012)



Not to Scale

Figure IV.O-20  
Existing-With-Project  
(360 Dwelling Units) AM Peak-Hour Intersection Volumes

Source: Urban Crossroads, 2013.

CAJA Environmental Services, LLC



1 Winchester Rd / (SR-79) & Scott Rd	2 I-215 SR Ramps & Scott Rd	3 Antelope Rd. & Scott Rd	4 Menifee Rd. & Scott Rd	5 Bridges Rd. & Scott Rd	6 Leon Rd. & Scott Rd	7 Margarita Rd. & Murietta Hot Springs	8 Winchester Rd / (SR-79) & Bonington Pkwy
9 Winchester Rd / (SR-79) & Holland Rd	10 Winchester Rd / (SR-79) & Scott Rd	11 Winchester Rd / (SR-79) & Keller Rd	12 Winchester Rd / (SR-79) & Abella St	13 Winchester Rd / (SR-79) & Pourroy Rd	14 Winchester Rd / (SR-79) & Skyview Rd	15 Winchester Rd / (SR-79) & Thompson Rd	16 Winchester Rd / (SR-79) & Benton Rd
17 Winchester Rd / (SR-79) & Auld Rd	18 Winchester Rd / (SR-79) & Hunter Rd	19 Winchester Rd / (SR-79) & Murietta Hot Springs Rd	20 Winchester Rd / (SR-79) & Willows Av	21 Winchester Rd / (SR-79) & Nicolas Rd	22 Winchester Rd / (SR-79) & Margarita Rd	23 Winchester Rd / (SR-79) & Ynez Rd	24 Winchester Rd / (SR-79) & I-15 NB Ramps
25 Winchester Rd / (SR-79) & I-15 SB Ramps	26 Callisto Dr. & Murietta Hot Springs Rd	27 Pourroy Rd (West) & Auld Rd	28 Pourroy Rd (East) & Auld Rd	29 Murietta Hot Springs Rd	30 Washington St. & Keller Rd	31 Washington St. & Fields Dr	32 Washington St. & Aulnham Glen Cr.
33 Washington St. & Abella St	34 Washington St. & Thompson Rd	35 Washington St. & Benton Rd	36 Washington St. & Auld Rd				



Not to Scale

Verify

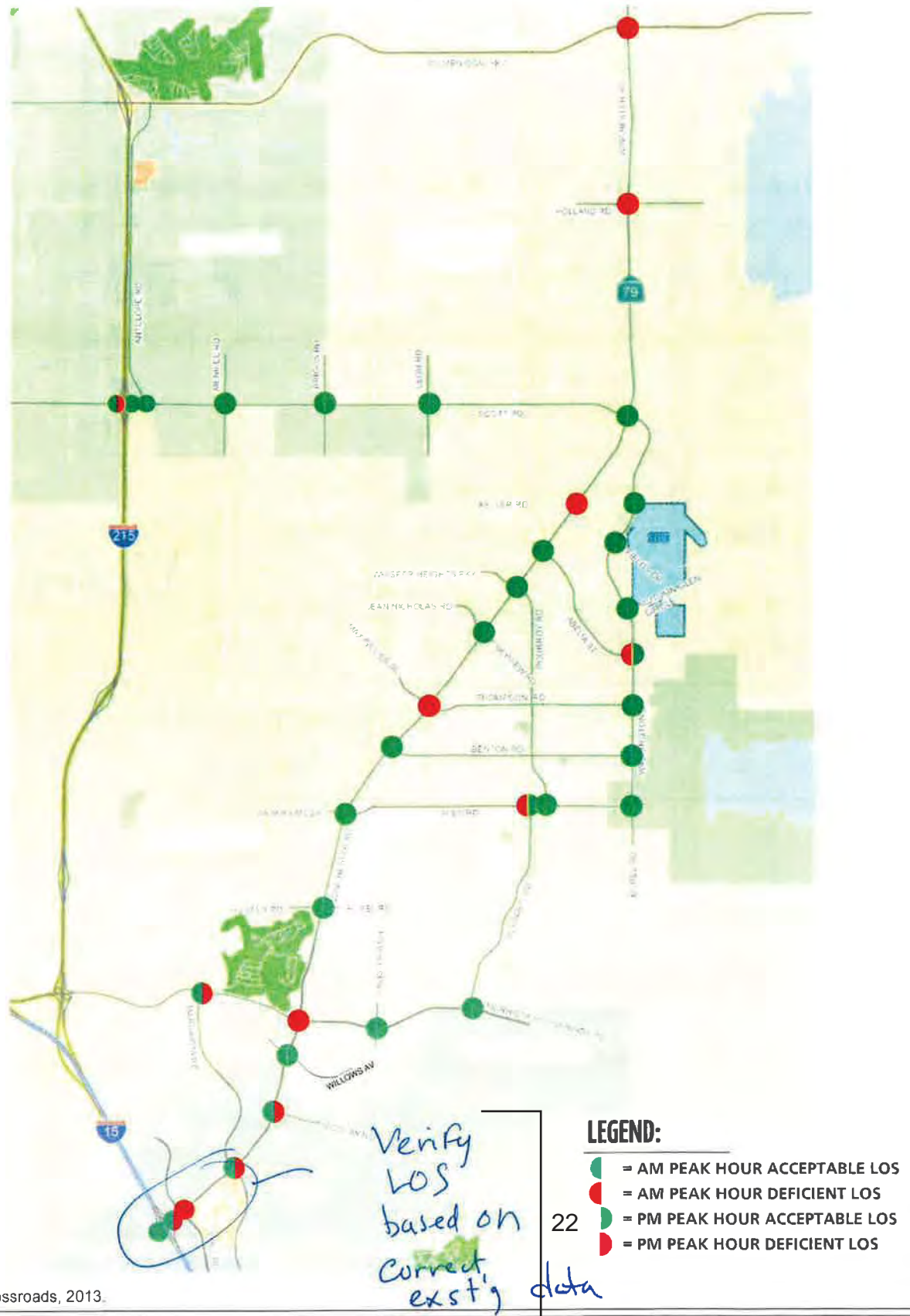
21

Figure IV.O-21  
Existing-With-Project  
Intersection Volumes

(360 Dwelling Units) PM Peak-Hour Intersection Volumes

Source: Urban Crossroads, 2013.

CAJA Environmental Services, LLC



Not to Scale

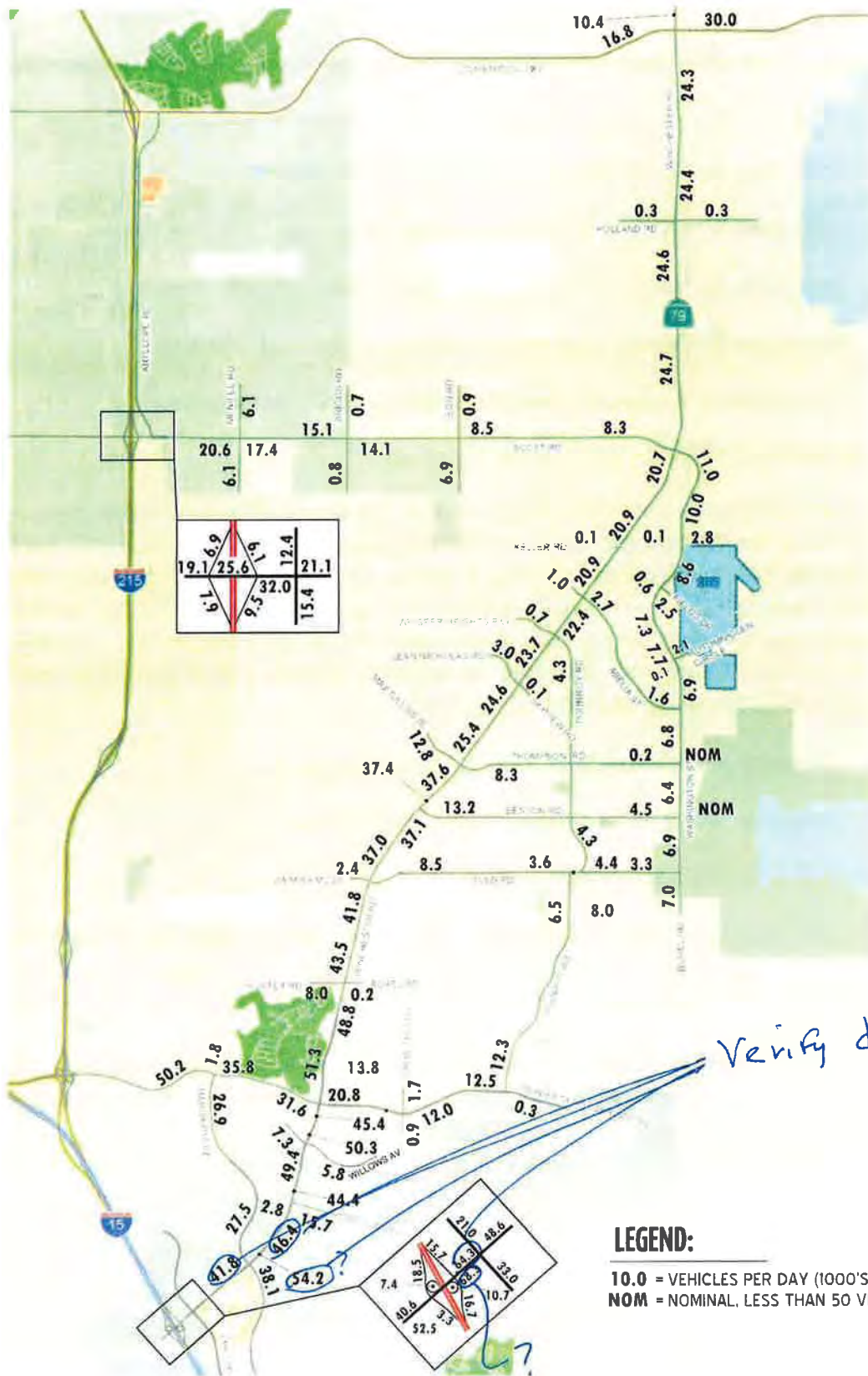
Source: Urban Crossroads, 2013.

 CAJA Environmental Services, LLC

Figure IV.O-22  
Existing-With-Project  
(360 Dwelling Units) Summary of  
Peak-Hour Intersection LOS







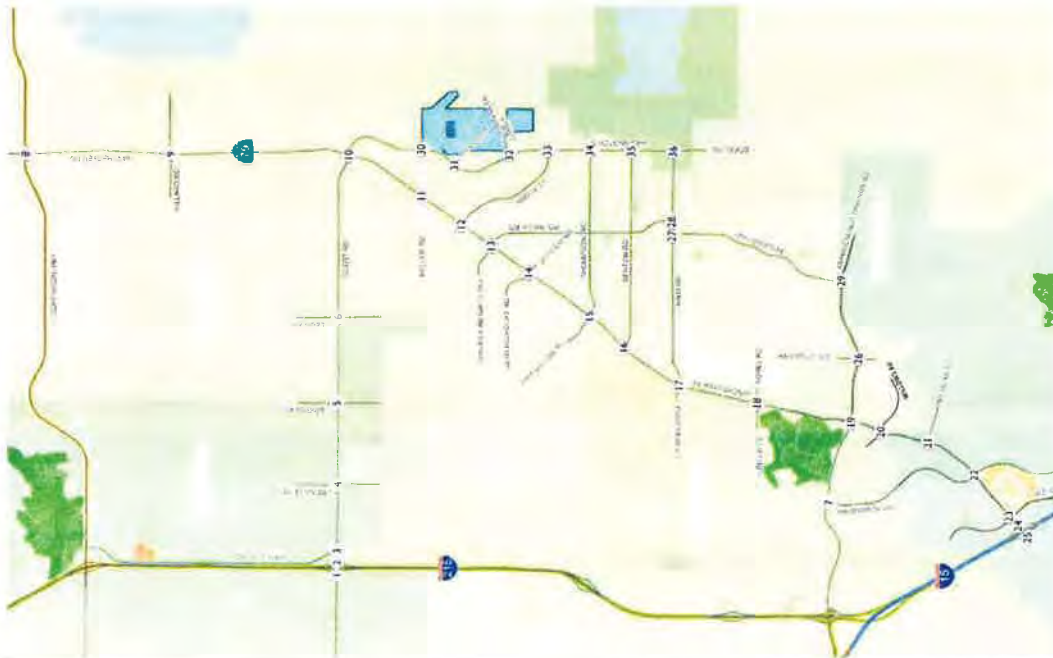
24



Not to Scale

Source: Urban Crossroads, 2013.





1	F215 SB Ramps & Scott Rd.	$\begin{array}{r} 501 \\ - 102 \\ \hline 399 \end{array}$ $\begin{array}{r} 464 \\ - 408 \\ \hline 56 \end{array}$	2	F215 NB Ramps & Scott Rd.	$\begin{array}{r} 415 \\ - 850 \\ \hline 435 \end{array}$ $\begin{array}{r} 115 \\ - 611 \\ \hline 496 \end{array}$	3	Antelope Rd. & Scott Rd.	$\begin{array}{r} 45 \\ - 95 \\ \hline 50 \end{array}$ $\begin{array}{r} 132 \\ - 461 \\ \hline 329 \end{array}$	4	Merilee Rd. & Scott Rd.	$\begin{array}{r} 87 \\ - 85 \\ \hline 2 \end{array}$ $\begin{array}{r} 42 \\ - 386 \\ \hline 344 \end{array}$	5	Bliggs Rd. & Scott Rd.	$\begin{array}{r} 562 \\ - 62 \\ \hline 500 \end{array}$ $\begin{array}{r} 12 \\ - 40 \\ \hline 48 \end{array}$	6	Leon Rd. & Scott Rd.	$\begin{array}{r} 18 \\ - 340 \\ \hline 322 \end{array}$ $\begin{array}{r} 8 \\ - 266 \\ \hline 258 \end{array}$	7	Marquette Rd. & Murrieta Hot Springs Hwy.	$\begin{array}{r} 1089 \\ - 259 \\ \hline 830 \end{array}$ $\begin{array}{r} 56 \\ - 800 \\ \hline 744 \end{array}$	8	Winchester Rd./ (SR-79) & Dominguez Pkwy.	$\begin{array}{r} 855 \\ - 358 \\ \hline 497 \end{array}$ $\begin{array}{r} 69 \\ - 579 \\ \hline 112 \end{array}$	9	Winchester Rd./ (SR-79) & Holland Rd.	$\begin{array}{r} 501 \\ - 464 \\ \hline 36 \end{array}$ $\begin{array}{r} 408 \\ - 344 \\ \hline 64 \end{array}$	10	Winchester Rd./ (SR-79) & Scott Rd.	$\begin{array}{r} 415 \\ - 850 \\ \hline 435 \end{array}$ $\begin{array}{r} 115 \\ - 611 \\ \hline 496 \end{array}$	11	Winchester Rd./ (SR-79) & Keller Rd.	$\begin{array}{r} 45 \\ - 95 \\ \hline 50 \end{array}$ $\begin{array}{r} 132 \\ - 461 \\ \hline 329 \end{array}$	12	Winchester Rd./ (SR-79) & Abella St.	$\begin{array}{r} 87 \\ - 85 \\ \hline 2 \end{array}$ $\begin{array}{r} 42 \\ - 386 \\ \hline 344 \end{array}$	13	Winchester Rd./ (SR-79) & Pourroy Rd.	$\begin{array}{r} 562 \\ - 62 \\ \hline 500 \end{array}$ $\begin{array}{r} 12 \\ - 40 \\ \hline 48 \end{array}$	14	Winchester Rd./ (SR-79) & Skyview Rd.	$\begin{array}{r} 18 \\ - 340 \\ \hline 322 \end{array}$ $\begin{array}{r} 8 \\ - 266 \\ \hline 258 \end{array}$	15	Winchester Rd./ (SR-79) & Thompson Rd.	$\begin{array}{r} 1089 \\ - 259 \\ \hline 830 \end{array}$ $\begin{array}{r} 56 \\ - 800 \\ \hline 744 \end{array}$	16	Winchester Rd./ (SR-79) & Benton Rd.	$\begin{array}{r} 855 \\ - 358 \\ \hline 497 \end{array}$ $\begin{array}{r} 69 \\ - 579 \\ \hline 112 \end{array}$	17	Winchester Rd./ (SR-79) & Aud Rd.	$\begin{array}{r} 501 \\ - 464 \\ \hline 36 \end{array}$ $\begin{array}{r} 408 \\ - 344 \\ \hline 64 \end{array}$	18	Winchester Rd./ (SR-79) & Hunter Rd.	$\begin{array}{r} 415 \\ - 850 \\ \hline 435 \end{array}$ $\begin{array}{r} 115 \\ - 611 \\ \hline 496 \end{array}$	19	Winchester Rd./ (SR-79) & Murrieta Hot Springs Rd.	$\begin{array}{r} 45 \\ - 95 \\ \hline 50 \end{array}$ $\begin{array}{r} 132 \\ - 461 \\ \hline 329 \end{array}$	20	Winchester Rd./ (SR-79) & Willows Av.	$\begin{array}{r} 87 \\ - 85 \\ \hline 2 \end{array}$ $\begin{array}{r} 42 \\ - 386 \\ \hline 344 \end{array}$	21	Winchester Rd./ (SR-79) & Nicholas Rd.	$\begin{array}{r} 562 \\ - 62 \\ \hline 500 \end{array}$ $\begin{array}{r} 12 \\ - 40 \\ \hline 48 \end{array}$	22	Winchester Rd./ (SR-79) & Marquette Rd.	$\begin{array}{r} 18 \\ - 340 \\ \hline 322 \end{array}$ $\begin{array}{r} 8 \\ - 266 \\ \hline 258 \end{array}$	23	Winchester Rd./ (SR-79) & Winchester Rd.	$\begin{array}{r} 1089 \\ - 259 \\ \hline 830 \end{array}$ $\begin{array}{r} 56 \\ - 800 \\ \hline 744 \end{array}$	24	Winchester Rd./ (SR-79) & F5 SB Ramps	$\begin{array}{r} 855 \\ - 358 \\ \hline 497 \end{array}$ $\begin{array}{r} 69 \\ - 579 \\ \hline 112 \end{array}$	25	Winchester Rd./ (SR-79) & F5 SB Ramps	$\begin{array}{r} 501 \\ - 464 \\ \hline 36 \end{array}$ $\begin{array}{r} 408 \\ - 344 \\ \hline 64 \end{array}$	26	Callista Dr. & Murrieta Hot Springs Rd.	$\begin{array}{r} 415 \\ - 850 \\ \hline 435 \end{array}$ $\begin{array}{r} 115 \\ - 611 \\ \hline 496 \end{array}$	27	Pourroy Rd. (West) & Aud Rd.	$\begin{array}{r} 45 \\ - 95 \\ \hline 50 \end{array}$ $\begin{array}{r} 132 \\ - 461 \\ \hline 329 \end{array}$	28	Pourroy Rd. (East) & Aud Rd.	$\begin{array}{r} 87 \\ - 85 \\ \hline 2 \end{array}$ $\begin{array}{r} 42 \\ - 386 \\ \hline 344 \end{array}$	29	Pourroy Rd. & Murrieta Hot Springs Rd.	$\begin{array}{r} 562 \\ - 62 \\ \hline 500 \end{array}$ $\begin{array}{r} 12 \\ - 40 \\ \hline 48 \end{array}$	30	Washington St. & Keller Rd.	$\begin{array}{r} 18 \\ - 340 \\ \hline 322 \end{array}$ $\begin{array}{r} 8 \\ - 266 \\ \hline 258 \end{array}$	31	Washington St. & Fields Dr.	$\begin{array}{r} 1089 \\ - 259 \\ \hline 830 \end{array}$ $\begin{array}{r} 56 \\ - 800 \\ \hline 744 \end{array}$	32	Washington St. & Autumn Glen Cr.	$\begin{array}{r} 855 \\ - 358 \\ \hline 497 \end{array}$ $\begin{array}{r} 69 \\ - 579 \\ \hline 112 \end{array}$	33	Washington St. & Abella St.	$\begin{array}{r} 45 \\ - 95 \\ \hline 50 \end{array}$ $\begin{array}{r} 132 \\ - 461 \\ \hline 329 \end{array}$	34	Washington St. & Thompson Rd.	$\begin{array}{r} 18 \\ - 340 \\ \hline 322 \end{array}$ $\begin{array}{r} 8 \\ - 266 \\ \hline 258 \end{array}$	35	Washington St. & Benton Rd.	$\begin{array}{r} 1089 \\ - 259 \\ \hline 830 \end{array}$ $\begin{array}{r} 56 \\ - 800 \\ \hline 744 \end{array}$	36	Washington St. & Aud Rd.	$\begin{array}{r} 855 \\ - 358 \\ \hline 497 \end{array}$ $\begin{array}{r} 69 \\ - 579 \\ \hline 112 \end{array}$
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Verify  
TM  
data  
based  
on  
correct  
ADT  
(AM/PM)



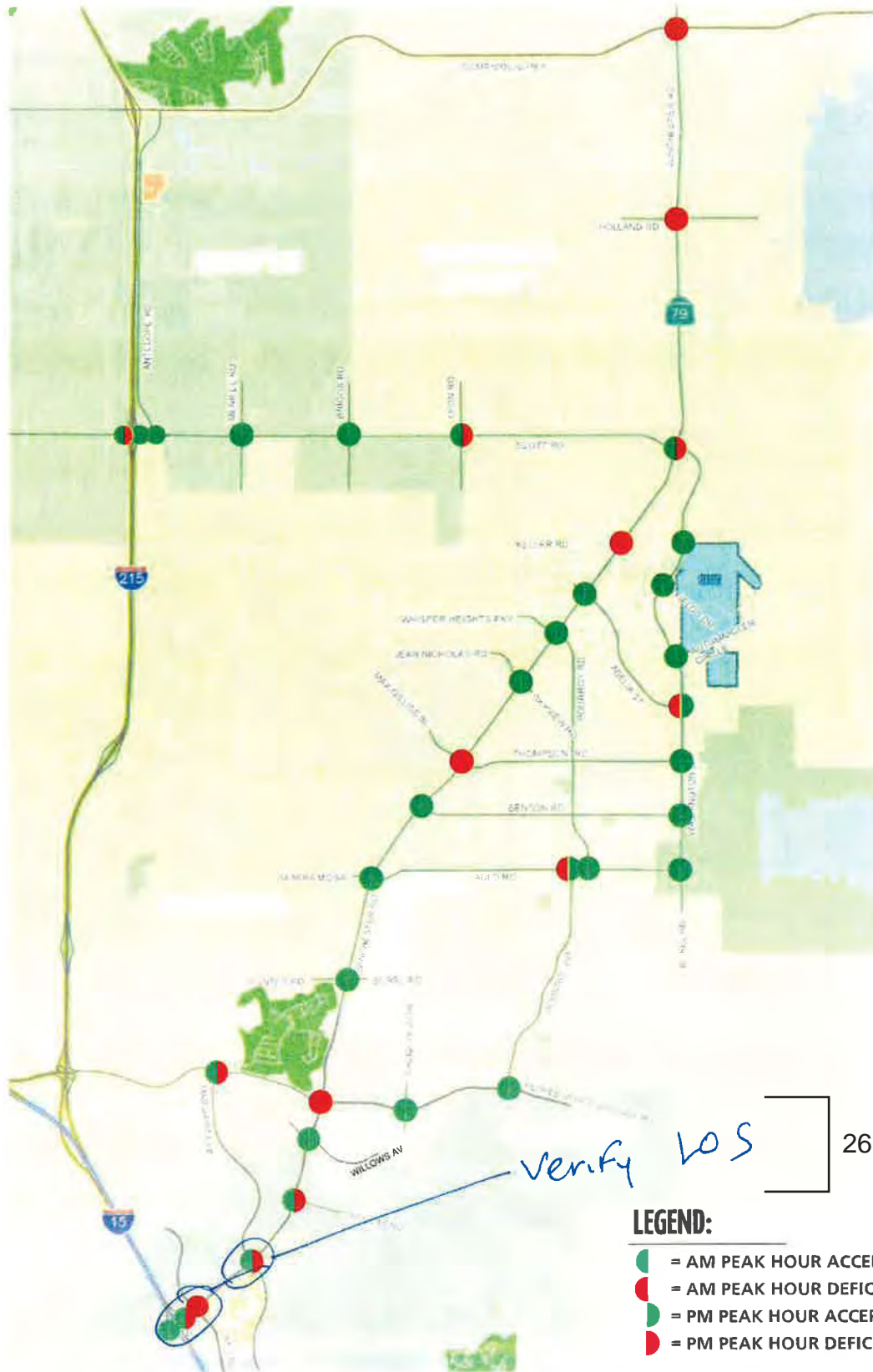
Not to Scale

25

Source: Urban Crossroads, 2013.

Figure IV.O-24  
Existing-With-Project  
(725 Dwelling Units) AM Peak-Hour Intersection Volumes

CAJA Environmental Services, LLC



26

**LEGEND:**

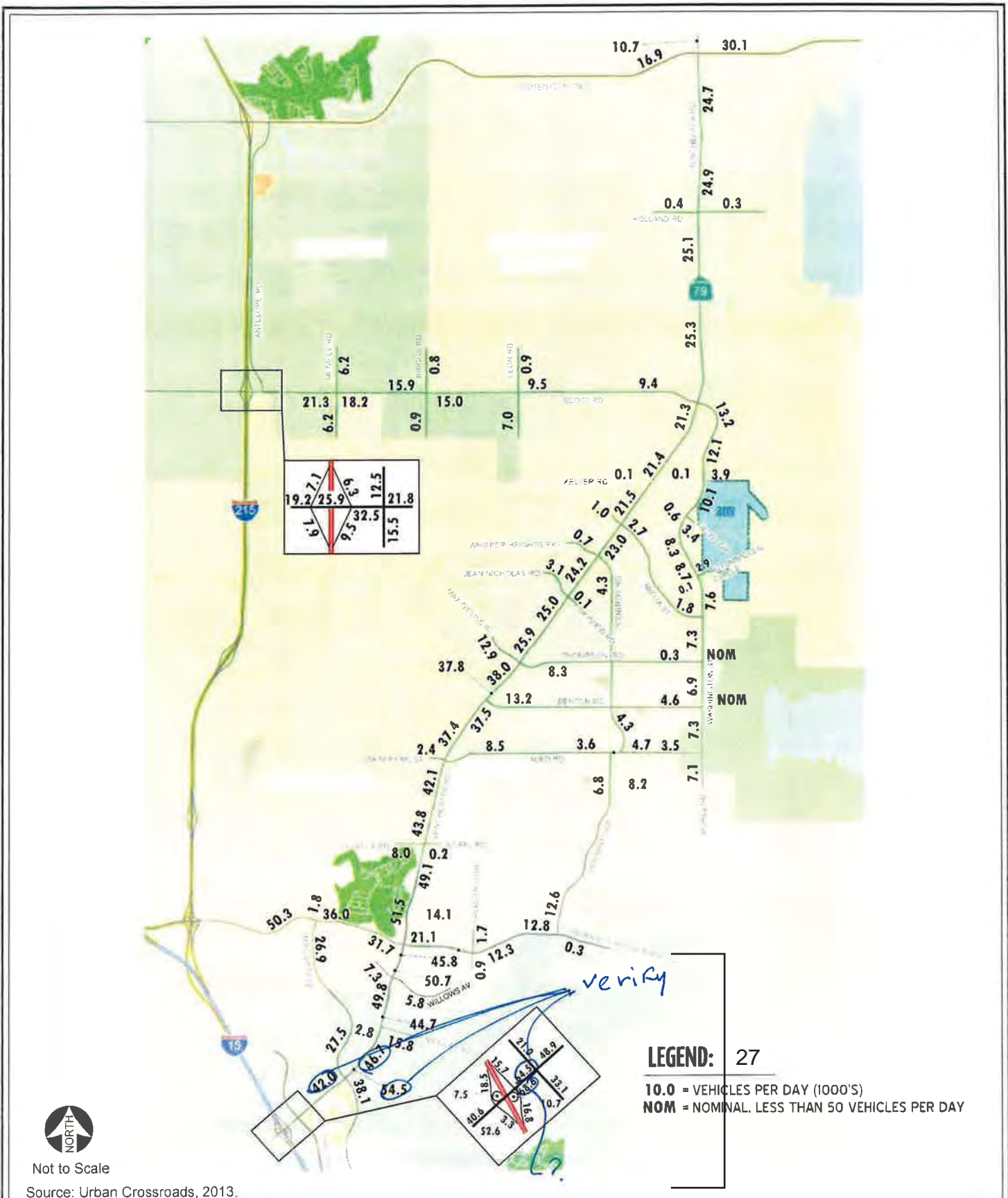
- = AM PEAK HOUR ACCEPTABLE LOS
- = AM PEAK HOUR DEFICIENT LOS
- = PM PEAK HOUR ACCEPTABLE LOS
- = PM PEAK HOUR DEFICIENT LOS



Not to Scale

Source: Urban Crossroads, 2013.







1	I-215 SB Ramps & Scott Rd	2	I-215 NB Ramps & Scott Rd	3	Antelope Rd. & Scott Rd.	4	Merilee Rd. & Scott Rd.	5	Briggs Rd. & Scott Rd	6	Leon Rd. & Scott Rd	7	Margatite Rd. & Murrieta Hot Springs Pkwy.	8	Winchester Rd. / (SR-79) & Dominguez Pkwy.
9	Winchester Rd. / (SR-79) & Holland Rd	10	Winchester Rd. / (SR-79) & Scott Rd.	11	Winchester Rd. / (SR-79) & Keller Rd.	12	Winchester Rd. / (SR-79) & Abella St.	13	Winchester Rd. / (SR-79) & Pourroy Rd.	14	Winchester Rd. / (SR-79) & Skyview Rd.	15	Winchester Rd. / (SR-79) & Thompson Rd.	16	Winchester Rd. / (SR-79) & Benton Rd.
17	Winchester Rd. / (SR-79) & Auld Rd	18	Winchester Rd. / (SR-79) & Hunter Rd.	19	Winchester Rd. / (SR-79) & Murrieta Hot Springs Rd.	20	Winchester Rd. / (SR-79) & Willows Av.	21	Winchester Rd. / (SR-79) & Nicolas Rd.	22	Winchester Rd. / (SR-79) & Margatite Rd.	23	Winchester Rd. / (SR-79) & Ynez Rd.	24	Winchester Rd. / (SR-79) & I-15 NB Ramps
25	Winchester Rd. / (SR-79) & I-15 SB Ramps	26	Callatope Dr. & Murrieta Hot Springs Rd.	27	Pourroy Rd. (West) & Auld Rd.	28	Pourroy Rd. (East) & Auld Rd.	29	Pourroy Rd. & Murrieta Hot Springs Rd.	30	Washington St. & Keller Rd.	31	Washington St. & Fields Dr.	32	Washington St. & Autumn Glen Ct.
33	Washington St. & Abella St.	34	Washington St. & Thompson Rd.	35	Washington St. & Benton Rd.	36	Washington St. & Auld Rd.								

Verify AM/PM

28



Not to Scale

Figure IV.O-28  
Existing-With-Project  
(1,026 Dwelling Units) AM Peak-Hour Intersection Volumes

Source: Urban Crossroads, 2013.

CAJA Environmental Services, LLC



**LEGEND:**

- = AM PEAK HOUR ACCEPTABLE LOS
- = AM PEAK HOUR DEFICIENT LOS
- = PM PEAK HOUR ACCEPTABLE LOS
- = PM PEAK HOUR DEFICIENT LOS



Not to Scale

Source: Urban Crossroads, 2013.

Figure IV.O-30  
Existing-With-Project  
(1,026 Dwelling Units) Summary of  
Peak-Hour Intersection LOS

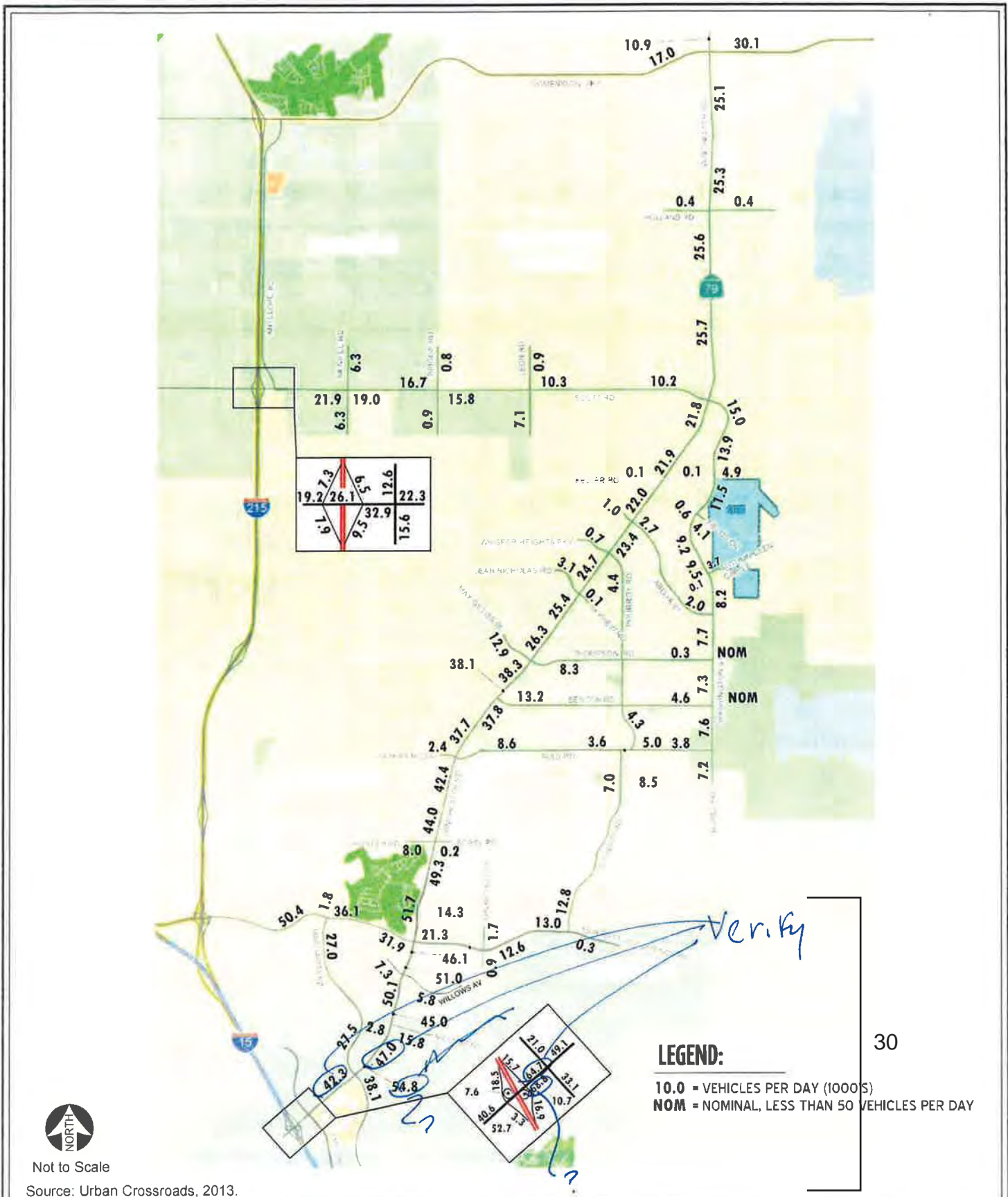


Figure IV.O-31  
Existing-With-Project  
(1,282 Dwelling Units) ADT



1	1-215 SB Ramps & Scott Rd.	2	1-215 NB Ramps & Scott Rd.	3	Antelope Rd. & Scott Rd.	4	Menlo Rd. & Scott Rd.	5	Bluffs Rd. & Scott Rd.	6	Lean Rd. & Scott Rd.	7	Margate Rd. & Murrieta Hot Springs	8	Winchester Rd. / (SR-79) & Domesticon Plwy.
9	Winchester Rd. / (SR-79) & Holland Rd.	10	Winchester Rd. / (SR-79) & Scott Rd.	11	Winchester Rd. / (SR-79) & Keller Rd.	12	Winchester Rd. / (SR-79) & Abella St.	13	Winchester Rd. / (SR-79) & Pourray Rd.	14	Winchester Rd. / (SR-79) & Skyview Rd.	15	Winchester Rd. / (SR-79) & Thompson Rd.	16	Winchester Rd. / (SR-79) & Benton Rd.
17	Winchester Rd. / (SR-79) & Auld Rd.	18	Winchester Rd. / (SR-79) & Hunter Rd.	19	Winchester Rd. / (SR-79) & Murrieta Hot Springs Rd.	20	Winchester Rd. / (SR-79) & Willows Av.	21	Winchester Rd. / (SR-79) & Nicole Rd.	22	Winchester Rd. / (SR-79) & Margate Rd.	23	Winchester Rd. / (SR-79) & Ynez Rd.	24	Winchester Rd. / (SR-79) & I-15 NB Ramps
25	Winchester Rd. / (SR-79) & I-15 SB Ramps	26	Callitoga Dr. & Murrieta Hot Springs Rd.	27	Pourray Rd. (West) & Auld Rd.	28	Pourray Rd. (East) & Auld Rd.	29	Pourray Rd. & Murrieta Hot Springs Rd.	30	Washington St. & Keller Rd.	31	Washington St. & Fines Dr.	32	Washington St. & Autumn Glen Cr.
33	Washington St. & Abella St.	34	Washington St. & Thompson Rd.	35	Washington St. & Benton Rd.	36	Washington St. & Auld Rd.								

Verify AM/PM

31



Not to Scale

Figure IV.O-32  
Existing-With-Project  
Intersection Volumes

(1,282 Dwelling Units) AM Peak-Hour Intersection Volumes

Source: Urban Crossroads, 2013.

CAJA Environmental Services, LLC

1	I-215 SB Ramps & Scott Rd	2	I-215 NB Ramps & Scott Rd	3	Antelope Rd & Scott Rd	4	Merrilee Rd & Scott Rd	5	Briggs Rd & Scott Rd	6	Leon Rd & Scott Rd	7	Margaret Rd & Murrieta Hot Springs	8	Winchester Rd / (SR-79) & Dominguez Pkwy
9	Winchester Rd / (SR-79) & Holland Rd	10	Winchester Rd / (SR-79) & Scott Rd	11	Winchester Rd / (SR-79) & Keller Rd	12	Winchester Rd / (SR-79) & Abella St	13	Winchester Rd / (SR-79) & Pourroy Rd	14	Winchester Rd / (SR-79) & Skyview Rd	15	Winchester Rd / (SR-79) & Thompson Rd	16	Winchester Rd / (SR-79) & Benton Rd
17	Winchester Rd / (SR-79) & Auld Rd	18	Winchester Rd / (SR-79) & Hunter Rd	19	Winchester Rd / (SR-79) & Murrieta Hot Springs Rd	20	Winchester Rd / (SR-79) & Willows Av	21	Winchester Rd / (SR-79) & Nicholas Rd	22	Winchester Rd / (SR-79) & Margaret Rd	23	Winchester Rd / (SR-79) & Vine Rd	24	Winchester Rd / (SR-79) & I-15 NB Ramps
25	Winchester Rd / (SR-79) & I-15 SB Ramps	26	Calatopa Dr & Murrieta Hot Springs Rd	27	Pourroy Rd (West) & Auld Rd	28	Pourroy Rd (East) & Auld Rd	29	Pourroy Rd & Murrieta Hot Springs Rd	30	Washington St & Keller Rd	31	Washington St & Fields Dr	32	Washington St & Autumn Glen Cr.
33	Washington St & Abella St	34	Washington St & Thompson Rd	35	Washington St & Benton Rd	36	Washington St & Auld Rd								



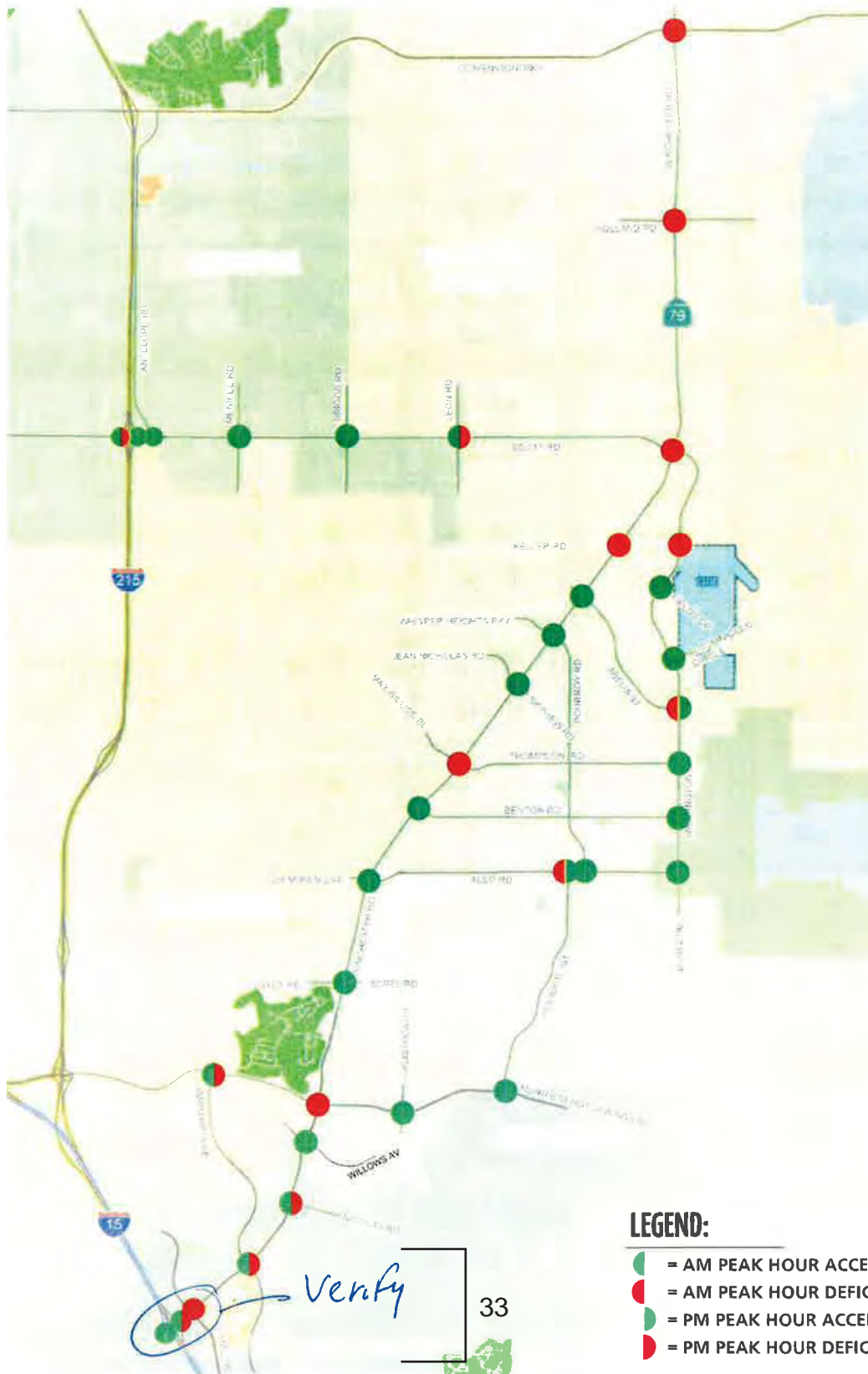
Not to Scale

Figure IV.O-33  
Existing-With-Project  
(1,282 Dwelling Units) PM Peak-Hour Intersection Volumes

32

Source: Urban Crossroads, 2013.

CAJA Environmental Services, LLC



Not to Scale

Source: Urban Crossroads, 2013.



**Table IV.O-13**  
**Cumulative Development Land Use Summary**

TAZ	Project			2014	2035
16	Specific Plan 312 A-1	Single Family Housing	1,671 DU	505	100%
		Elementary School	600 STU		
		Parks	32.1 AC		
17	Keller Crossing Specific Plan	Single Family Housing	98 DU	50%	100%
		Continuing Care Retirement Community	225 DU		
		General Office	250.000 TSF		
		Shopping Center	400.000 TSF		
18	Murrieta Marketplace	Commercial Retail	548.055 TSF	100%	100%
19	Harveston Commercial	Neighborhood Commercial	12.000 SF	100%	100%
		Service Commercial	92.65 AC		
20	Mosque	Church	24.943 TSF	100%	100%
21	Roripaugh Ranch	Single Family Housing	290 DU	100%	100%
	Walcott Estates	Single Family Housing	45 DU	100%	100%
22	Mountain View Church	Church	101.619 TSF	100%	100%

Source: Urban Crossroads, 2013.

### **Near-Term (2014) Traffic Conditions**

#### *Roadway Improvements*

The lane configurations and traffic controls assumed to be in place for near-term (2014) traffic conditions are consistent with those shown previously on Figure IV.O-2, with the exception of the following:

- Project driveways and those facilities assumed to be constructed by the Project to provide site access (e.g., site access improvements at Washington Street at Keller Road and Washington Street at Autumn Glenn Circle) are also assumed to be in place for near-term (2014) conditions
- Four-leg intersection configurations assumed at the intersections of SR-79 at Benton Road and Pourroy Road at Murrieta Hot Springs Road to accommodate access for cumulative development projects

Due to the uncertainty of the completion of the planned Clinton Keith Road extension, a two-lane extension of Clinton Keith Road between the I-215 Freeway and SR-79, analyses has been performed for the scenario "without the Clinton Keith Road extension" only for near-term (2014) traffic conditions in an effort to conduct a conservative analysis and overstate as opposed to understate potential traffic impacts.

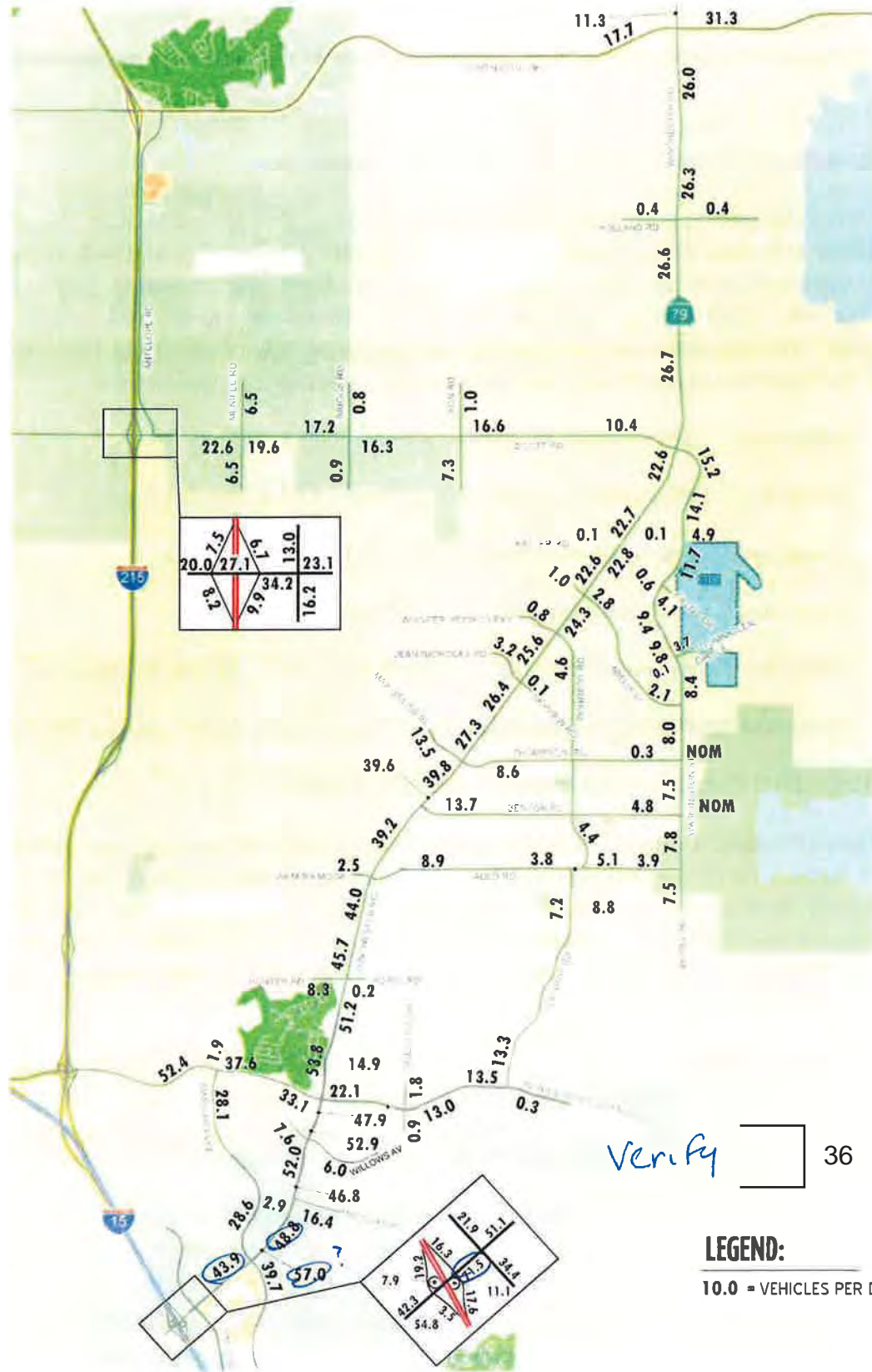
*What about extension of Butterfield Stage Road - Murrieta Hot Springs to La Serena Way? Include French Valley Parkway SB off-ramps at I-15*

34



Not to Scale

Source: Urban Crossroads, 2013.



Not to Scale

Source: Urban Crossroads, 2013.

CAJA Environmental Services, LLC

Figure IV.O-38  
Near-Term (2014)  
Ambient-With-Project ADT



1	I-15 SB Ramps & Scott Rd.	2	I-15 NB Ramps & Scott Rd.	3	Antelope Rd & Scott Rd.	4	Menifee Rd & Scott Rd.	5	Biola Rd & Scott Rd.	6	Leon Rd & Scott Rd.	7	Margatta Rd & Murrieta Hot Springs	8	Winchester Rd / (SR-79) & Dominguez Pkwy.		
9	Winchester Rd / (SR-79) & Holland Rd.	10	Winchester Rd / (SR-79) & Scott Rd.	11	Winchester Rd / (SR-79) & Keller Rd.	12	Winchester Rd / (SR-79) & Abella St.	13	Winchester Rd / (SR-79) & Pourroy Rd.	14	Winchester Rd / (SR-79) & Skyview Rd.	15	Winchester Rd / (SR-79) & Thompson Rd.	16	Winchester Rd / (SR-79) & Benton Rd.		
17	Winchester Rd / (SR-79) & Auld Rd.	18	Winchester Rd / (SR-79) & Hunter Rd.	19	Winchester Rd / (SR-79) & Murrieta Hot Springs Rd.	20	Winchester Rd / (SR-79) & Williams Av.	21	Winchester Rd / (SR-79) & Nicolas Rd.	22	Winchester Rd / (SR-79) & Margatta Rd.	23	Winchester Rd / (SR-79) & Ynez Rd.	24	Winchester Rd / (SR-79) & I-15 NB Ramps		
25	Winchester Rd / (SR-79) & I-15 SB Ramps	26	Calliope Dr. & Murrieta Hot Springs Rd.	27	Pourroy Rd. (West) & Auld Rd.	28	Pourroy Rd. (East) & Auld Rd.	29	Pourroy Rd. & Murrieta Hot Springs Rd.	30	Washington St. & Keller Rd.	31	Washington St. & Fields Dr.	32	Washington St. & Autumn Glen Cr.	36	Washington St. & Auld Rd.

Verify  
AM/PM

37

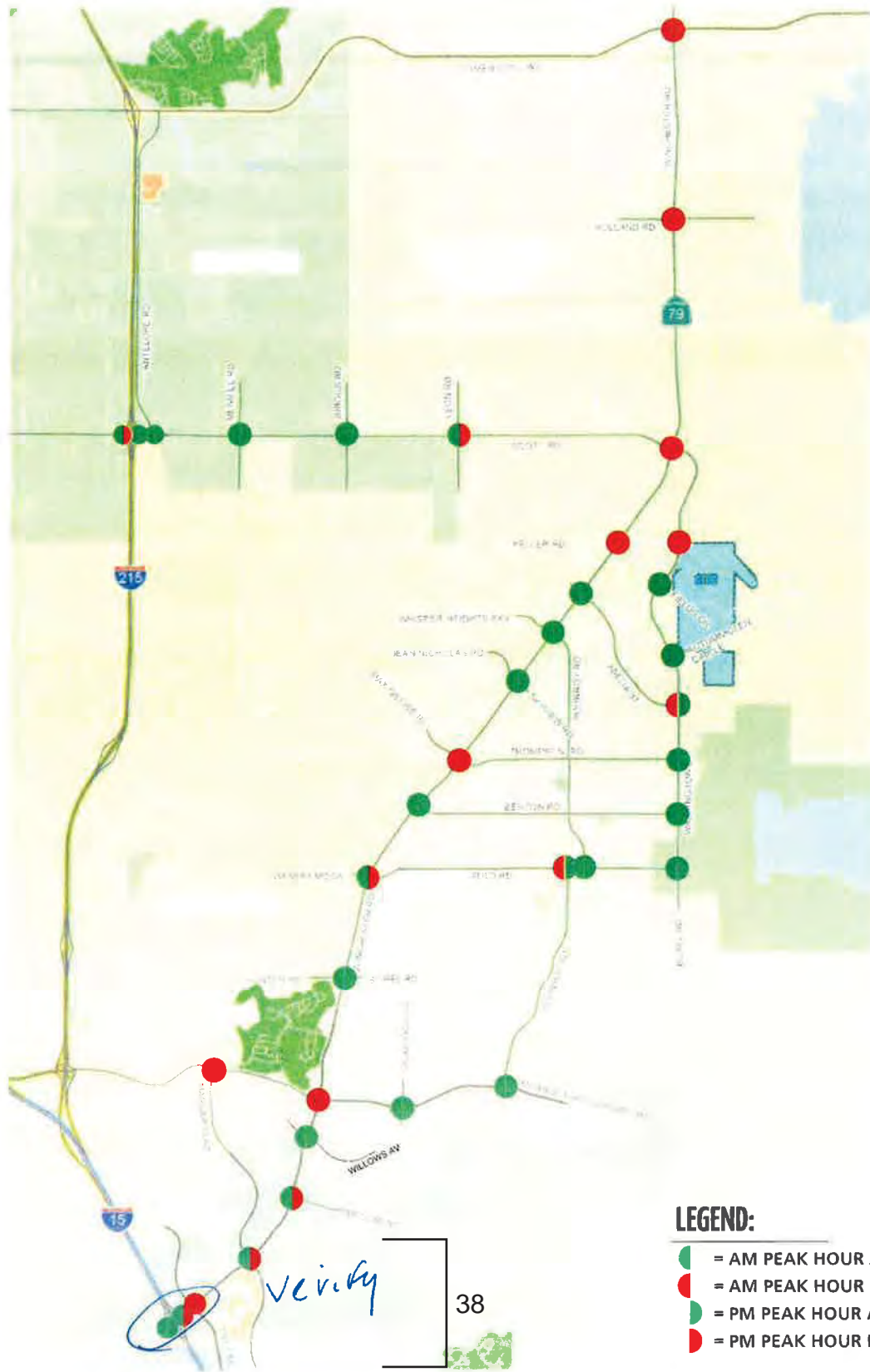


Not to Scale

Figure IV.O-39  
Near-Term (2014)  
Ambient-With-Project AM Peak-Hour Intersection Volumes

Source: Urban Crossroads, 2013.

CAJA Environmental Services, LLC



Not to Scale

Source: Urban Crossroads, 2013.



August 2014

Coun. of Riverside

Table IV-O-14  
Intersection Operations Analysis Summary For Near-Term (2014) Ambient-With-Project Conditions

#	Intersection	Traffic Control	Existing (2012)						(360 DUs)						(725 DUs)						(1,026 DUs)						(1,282 DUs)							
			Delay <sup>1</sup> (Secs.)		Level of Service				Delay <sup>1</sup> (Secs.)		Level of Service				Delay <sup>1</sup> (Secs.)		Level of Service				Delay <sup>1</sup> (Secs.)		Level of Service				Delay <sup>1</sup> (Secs.)		Level of Service					
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM		
1	I-215 SB Ramps / Scott Rd	TS	31.3	46.8	C	D	34.3	62.0	C	F <sup>3</sup>	35.5	66.6	D	F <sup>3</sup>	36.7	71.0	D	F <sup>3</sup>	37.8	75.8	D	F <sup>3</sup>	38.5	81.5	D	F <sup>3</sup>	39.5	85.5	D	F <sup>3</sup>	40.5	89.5		
2	I-215 NB Ramps / Scott Rd	TS	19.0	31.7	B	C	20.4	45.2	C	D	20.4	46.3	C	D	20.4	47.4	C	D	20.5	48.5	C	D	20.5	49.5	C	D	20.5	50.5	C	D	20.5	51.5		
3	Andropole Rd / Scott Rd	TS	34.7	38.6	C	D	36.3	40.6	D	D	36.6	41.1	D	D	36.9	41.6	D	D	37.2	42.2	D	D	37.2	42.2	D	D	37.2	42.2	D	D	37.2	42.2		
4	Menifee Rd / Scott Rd	TS	27.3	30.2	C	C	27.9	31.5	C	C	28.3	30.7	C	C	28.7	30.8	C	C	29.0	31.0	C	C	29.0	31.0	C	C	29.0	31.0	C	C	29.0	31.0		
5	Briggs Rd / Scott Rd	TS	20.0	20.5	B	C	20.1	20.9	C	C	20.2	21.2	C	C	20.3	21.5	C	C	20.4	21.8	C	C	20.4	21.8	C	C	20.4	21.8	C	C	20.4	21.8		
6	Leon Rd / Scott Rd	AWS	13.4	16.0	B	C	16.3	25.6	C	D	19.5	43.3	C	F <sup>3</sup>	23.9	65.2	C	F <sup>3</sup>	30.0	88.0	D	F	30.0	88.0	D	F	30.0	88.0	D	F	30.0	88.0		
7	Margarita Rd / Murietta Hot Springs Rd	TS	49.9	111.6	D	F	54.7	126.0	D	F	55.7	127.9	E	F	56.4	129.4	E	F	57.0	130.9	E	F	57.0	130.9	E	F	57.0	130.9	E	F	57.0	130.9		
8	Winchester Rd (SR-79) / Dominguez Pkwy	TS	>200.0	179.0	F	F	>200.0	>200.0	F	F	>200.0	>200.0	F	F	>200.0	>200.0	F	F	>200.0	>200.0	F	F	>200.0	>200.0	F	F	>200.0	>200.0	F	F	>200.0	>200.0		
9	Winchester Rd (SR-79) / Holland Rd	CSS	41.2	69.6	E	F	55.6	>100.0	F	F	66.4	>100.0	F	F	74.6	>100.0	F	F	82.1	>100.0	F	F	82.1	>100.0	F	F	82.1	>100.0	F	F	82.1	>100.0		
10	Winchester Rd (SR-79) / Scott Rd	TS	21.9	22.7	C	C	31.0	46.1	C	D	50.8	78.7	D	E	75.6	118.3	F <sup>3</sup>	F	100.9	162.5	F	F	100.9	162.5	F	F	100.9	162.5	F	F	100.9	162.5		
11	Winchester Rd (SR-79) / Keller Rd	CSS	34.4	52.1	D	F	40.6	64.4	E	F	44.1	72.2	E	F	47.3	79.4	E	F	50.3	86.3	F	F	50.3	86.3	F	F	50.3	86.3	F	F	50.3	86.3		
12	Winchester Rd (SR-79) / Abelia St	TS	21.8	19.1	C	B	22.1	22.1	C	C	22.5	22.3	C	C	22.8	22.5	C	C	23.3	22.8	D	C	23.3	22.8	D	C	23.3	22.8	D	C	23.3	22.8		
13	Winchester Rd (SR-79) / Pourroy Rd	TS	11.5	14.5	B	B	12.2	16.3	B	B	12.2	16.4	B	B	13.1	16.6	B	B	13.1	16.8	B	B	13.1	16.8	B	B	13.1	16.8	B	B	13.1	16.8		
14	Winchester Rd (SR-79) / Sky view Rd	TS	14.7	14.7	B	B	14.7	16.2	B	B	15.1	16.7	B	B	15.2	16.9	B	B	15.5	16.9	B	B	15.5	16.9	B	B	15.5	16.9	B	B	15.5	16.9		
15	Winchester Rd (SR-79) / Thompson Rd	TS	78.2	65.5	F <sup>3</sup>	E	84.1	70.6	F	F <sup>3</sup>	88.5	75.0	F	F <sup>3</sup>	93.5	80.9	B	F	93.6	87.6	F	F	93.6	87.6	F	F	93.6	87.6	F	F	93.6	87.6		
16	Winchester Rd (SR-79) / Benton Rd	TS	17.9	26.1	B	C	18.1	28.8	B	C	18.1	29.8	B	C	18.2	30.9	B	C	19.3	31.9	B	C	19.3	31.9	B	C	19.3	31.9	B	C	19.3	31.9		
17	Winchester Rd (SR-79) / Auld Rd	TS	29.5	33.6	C	C	32.6	48.3	C	F <sup>3</sup>	33.4	51.7	C	F <sup>3</sup>	34.3	61.1	C	F <sup>3</sup>	34.9	63.4	C	F <sup>3</sup>	34.9	63.4	C	F <sup>3</sup>	34.9	63.4	C	F <sup>3</sup>	34.9	63.4		
18	Winchester Rd (SR-79) / Hunter Rd	TS	12.6	20.3	B	C	13.2	22.1	B	C	13.4	22.6	B	C	13.5	23.2	B	C	13.6	23.9	B	C	13.6	23.9	B	C	13.6	23.9	B	C	13.6	23.9		
19	Winchester Rd (SR-79) / Murietta Hot Springs Rd	TS	75.0	135.2	E	F	79.0	142.3	E	F	87.7	142.5	F	F	99.2	142.8	F	F	113.1	157.6	F	F	113.1	157.6	F	F	113.1	157.6	F	F	113.1	157.6		
20	Winchester Rd (SR-79) / Willows Av	TS	29.4	33.4	C	C	30.2	35.9	C	D	30.6	36.4	C	D	30.7	37.1	C	D	31.4	37.9	C	D	31.4	37.9	C	D	31.4	37.9	C	D	31.4	37.9		
21	Winchester Rd (SR-79) / Nicholas Rd	TS	43.5	99.5	D	F	45.5	114.4	D	F	45.8	118.2	D	F	46.1	121.4	D	F	48.9	124.0	D	F	48.9	124.0	D	F	48.9	124.0	D	F	48.9	124.0		
22	Winchester Rd (SR-79) / Margarita Rd	TS	28.8	178.9	C	F	29.1	194.9	C	F	29.1	198.9	C	F	29.3	>200.0	C	F	30.4	>200.0	C	F	30.4	>200.0	C	F	30.4	>200.0	C	F	30.4	>200.0		
23	Winchester Rd (SR-79) / Ynez Rd	TS	56.3	82.1	E	F	62.5	87.1	E	F	62.6	91.9	E	F	65.1	98.2	E	F	69.9	106.0	F	F	69.9	106.0	F	F	69.9	106.0	F	F	69.9	106.0		
24	Winchester Rd (SR-79) / I-15 NB Ramps	TS	28.1	62.9	C	E	28.4	71.0	C	F <sup>3</sup>	28.4	71.3	C	F <sup>3</sup>	29.4	79.3	C	F <sup>3</sup>	30.5	87.3	C	F <sup>3</sup>	30.5	87.3	C	F <sup>3</sup>	30.5	87.3	C	F <sup>3</sup>	30.5	87.3		
25	Winchester Rd (SR-79) / I-15 SB Ramps	TS	23.8	22.5	C	C	24.2	23.4	C	C	25.3	23.4	C	C	25.9	24.4	C	C	25.9	25.0	C	C	25.9	25.0	C	C	25.9	25.0	C	C	25.9	25.0		
26	Calsiega Dr / Murietta Hot Springs Rd	TS	27.3	27.5	C	C	27.4	27.7	C	C	27.5	27.9	C	C	27.6	28.0	C	C	27.6	28.1	C	C	27.6	28.1	C	C	27.6	28.1	C	C	27.6	28.1		
27	Pourroy Rd - West / Auld Rd	AWS	32.4	10.0	D	A	45.6	10.6	F <sup>3</sup>	B	54.2	11.0	F	B	61.7	11.4	F	B	68.6	11.8	F	B	68.6	11.8	F	B	68.6	11.8	F	B	68.6	11.8		
28	Pourroy Rd - East / Auld Rd	CSS	25.5	15.8	D	C	28.8	17.1	D	C	30.4	17.8	D	C	31.7	18.5	D	C	32.9	19.1	D	C	32.9	19.1	D	C	32.9	19.1	D	C	32.9	19.1		
29	Pourroy Rd / Murietta Hot Springs Road	AWS	13.3	13.7	B	B	14.3	15.1	B	C	14.8	15.8	B	C	15.2	16.5	C	C	15.6	17.1	C	C	15.6	17.1	C	C	15.6	17.1	C	C	15.6	17.1		
30	Washington St / Keller Rd	CSS	11.1	10.1	B	B	14.9	13.8	B	B	20.6	20.6	C	C	29.5	34.7	D	D	68.8	>100.0	F	F	68.8	>100.0	F	F	68.8	>100.0	F	F	68.8	>100.0		
31	Washington St / Fields Dr	TS	27.8	26.5	C	C	28.4	29.6	C	C	29.0	30.9	C	C	29.2	32.2	C	C	29.4	33.4	C	C	29.4	33.4	C	C	29.4	33.4	C	C	29.4	33.4		
32	Washington St / Autumn Glen Cu	CSS	11.9	11.6	B	B	14.9	15.7	B	B	17.5	20.8	C	C	20.1	27.1	C	D	23.0	35.0	C	D	23.0	35.0	C	D	23.0	35.0	C	D	23.0	35.0		
33	Washington St / Abelia St	Css	44.9	12.1	E	B	68.3	13.4	F	B	94.9	14.7	F	B	>100.0	16.2	F	C	>100.0	17.7	F	C	>100.0	17.7	F	C	>100.0	17.7	F	C	>100.0	17.7	F	C
34	Washington St / Thompson Rd	CSS	17.5	12.2	C	B	20.2	13.3	C	B	22.6	14.2	C	B	24.2	15.2	C	C	25.7	16.0	D	C	25.7	16.0	D	C	25.7	16.0	D	C	25.7	16.0		
35	Washington St / Benon Rd	AWS	13.6	9.7	B	A	15.9	10.5	C	B	17.8	11.2	C	B	20.0	11.8	C	B	22.4	12.5	C	B	22.4	12.5	C	B	22.4	12.5	C	B	22.4	12.5		
36	Washington St / Auld Rd	CSS	17.3	11.5	C	B	19.6	13.0	C	B	21.2	14.3	C	B	22.5	15.4	C	B	23.9	16.7	C	C	23.9	16.7	C	C	23.9	16.7	C	C	23.9	16.7		

**BOLD** Significant impact. If the pre-Project condition is at or above LOS 'D' and the Project condition is already below LOS 'D' (i.e. LOS 'E' or 'F' and the Project contributes 50 or more peak hour vehicle trips the Project's contribution is considered 'Significant'. Consistent with County traffic study guidelines, the impact will be improved back to acceptable LOS (i.e. LOS 'D' or better) thus reducing the Project's contribution to the impact. Less than significant.

<sup>1</sup> Delay and D, calculated using the TETRA-TX operation analysis software. Traffic Version 8.0 (2008), based on the 2000 Highway Capacity Manual (HCM) Method. Synchro 8 (Version 8.2011) has been utilized to calculate delay and LOS for intersections along Winchester Road (SR-79) from I-215 to Scott Rd, and the I-15 Extension ramp at Winchester Road (SR-79).

**BOLD** Significant impact 1) the pre-project condition is at or above LOS 'D' and Project traffic along with cumulative traffic causes deterioration below LOS 'D' or 2) if the pre-project condition is already below LOS 'D' (i.e. LOS 'E' or 'F') and the Project contributes 50 or more peak hour vehicle trips the Project's contribution is considered 'significant' (consistent with 'County traffic study guidelines. The impact will be improved back to acceptable LOS (i.e. LOS 'D' or better) thus reducing the Project's contribution to the impact 'less-than-significant'

<sup>3</sup> Delay and LOS calculated using the TRAFIX operation analysis software Traffic Version 8.0 (2008) based on the 2000 Highway Capacity Manual (HCM) Method Synchro 8 (Version 8 2011) has been utilized to calculate delay and LOS for intersections along Winchester Road (SR-79) the I-215 freeway ramps at Scott Road and the I-15 freeway ramps at Winchester Road (SR-79)

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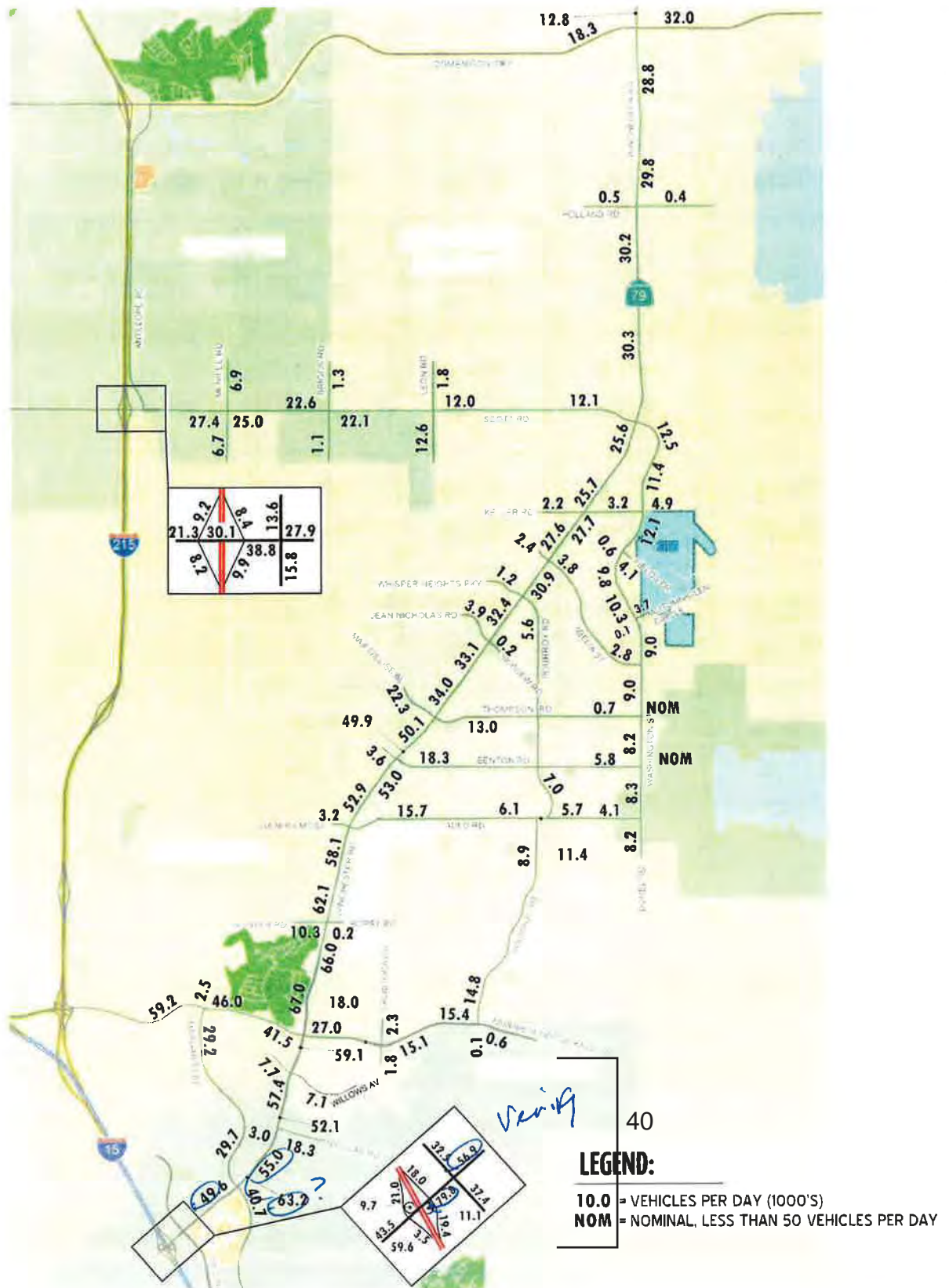
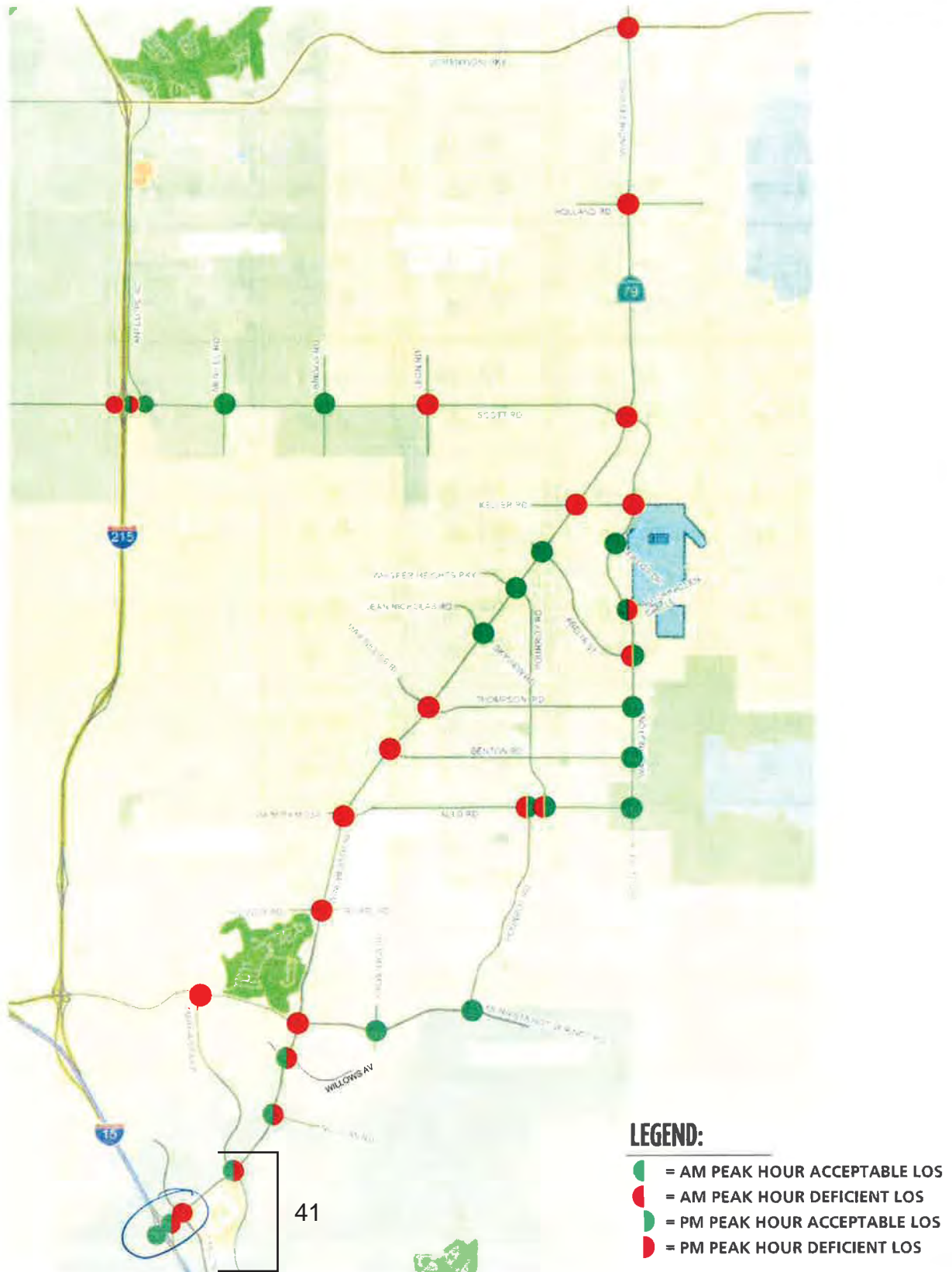


Figure IV.O-42  
Near-Term (2014)  
Cumulative-With-Project ADT





Not to Scale

Source: Urban Crossroads, 2013.

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County of Riverside

Table IV.O-15  
Intersection Operations Analysis Summary For Near-Term (2014) Cumulative-With-Project Conditions

#		Intersection	Traffic Control	Intersection Approach Lanes <sup>1</sup>												Delay <sup>2</sup> (Secs.)		Level of Service		
				Northbound				Southbound				Eastbound								Westbound
				L	T	R	L	T	R	L	T	R	L	T	R	L	T	R	AM	PM
1	I-215 SB Ramps / Scott Rd	TS	0	0	0	0	1	1	1	0	1	1	1	1	1	0	72.4	120.4	F <sup>4</sup>	F
2	I-215 NB Ramps / Scott Rd	TS	0	1	1	0	0	0	1	1	1	1	1	1	1	1	21.8	77.6	C	F <sup>4</sup>
3	Antelope Rd / Scott Rd	TS	2	1	1	1	1	1	1	1	2	0	1	2	0	39.2	47.8	D	D	
4	Menifee Rd / Scott Rd	TS	1	1	1	1	1	0	1	2	0	1	2	0	30.1	33.7	C	C		
5	Briggs Rd / Scott Rd	TS	0	1	0	0	1	1	1	2	0	1	2	1	21.3	22.1	C	C		
6	Leon Rd / Scott Rd	AWS	0	1	0	0	1	0	0	1	0	1	0	1	0	>100.0	>100.0	F	F	
7	Margaria Rd / Murrieta Hot Springs Rd	TS	2	1	1	0	1	1	1	2	1	2	1	3	0	109.1	183.5	F	F	
8	Winchester Rd (SR-79) / Domenigoni Pkwy	TS	1	2	1	1	2	1	2	2	1	2	3	1	>200.0	>200.0	F	F		
9	Winchester Rd (SR-79) / Holland Rd	CSS	1	1	0	1	1	0	1	0	1	0	1	0	>100.0	>100.0	F	F		
10	Winchester Rd (SR-79) / Scott Rd	TS	1	2	0	1	2	0	0	1	0	1	0	1	0	85.8	150.1	F	F	
11	Winchester Rd (SR-79) / Keller Rd	CSS	0	1	0	0	1	0	0	1	0	1	0	1	0	>100.0	>100.0	F	F	
12	Winchester Rd (SR-79) / Abella St	TS	1	2	1	1	2	1	1	1	2	0	1	2	0	28.7	32.4	C	C	
13	Winchester Rd (SR-79) / Pourroy Rd	TS	1	2	1	2	2	1	1	1	1	1	1	1	1	13.5	20.2	B	C	
14	Winchester Rd (SR-79) / Skyview Rd	TS	1	2	1	1	2	1	1	2	1	1	1	1	1	17.6	17.5	B	B	
15	Winchester Rd (SR-79) / Thompson Rd	TS	1	2	0	1	2	1	1	1	1	1	1	1	0	192.5	>200.0	F	F	
16	Winchester Rd (SR-79) / Benton Rd	TS	1	2	1	1	2	0	1	1	1	0	2	1	1	74.2	151.5	E	F	
17	Winchester Rd (SR-79) / Auld Rd	TS	1	2	1	1	2	0	1	1	0	1	1	1	0	119.3	>200.0	F	F	
18	Winchester Rd (SR-79) / Hunter Rd	TS	1	2	0	1	2	0	1	2	0	1	1	1	0	57.9	133.2	E	F	
19	Winchester Rd (SR-79) / Murrieta Hot Springs Rd	TS	2	3	1	2	3	1	2	3	1	2	2	2	1	166.6	>200.0	F	F	
20	Winchester Rd (SR-79) / Willows Av	TS	1	3	d	1	3	d	1	1	1	d	1	1	1	33.4	92.7	C	F	
21	Winchester Rd (SR-79) / Nicholas Rd	TS	1	3	1	1	3	1	1	1	1	0	2	1	1	49.6	148.4	D	F	
22	Winchester Rd (SR-79) / Margaria Rd	TS	2	3	1	2	3	d	2	2	2	1	2	2	1	30.9	>200.0	C	F	
23	Winchester Rd (SR-79) / Ynez Rd	TS	2	4	1	2	4	0	2	2	2	1	3	2	1	85.3	194.6	F	D	
24	Winchester Rd (SR-79) / I-15 NB Ramps	TS	0	3	1	0	3	2	0	0	0	1	1	1	32.4	97.0	C	F		
25	Winchester Rd (SR-79) / I-15 SB Ramps	TS	0	3	1	0	3	0	2	1	1	0	0	0	27.6	36.8	C	D		
26	Calistoga Dr / Murrieta Hot Springs Rd	TS	1	d	1	1	1	1	1	2	2	d	1	2	d	28.9	29.7	C	C	
27	Pourroy Rd -West / Auld Rd	AWS	0	1	0	0	0	0	0	1	1	1	2	0	92.2	15.7	F	C		
28	Pourroy Rd -East / Auld Rd	CSS	0	0	0	1	0	1	0	1	0	1	0	1	0	48.9	31.7	E	D	
29	Pourroy Rd / Murrieta Hot Springs Road	AWS	0	1	0	1	1	1	1	2	1	0	1	2	d	19.6	22.2	C	C	
30	Washington St / Keller Rd	CSS	0	1	0	0	1	0	0	1	0	1	0	1	0	>100.0	>100.0	F	F	
31	Washington St / Fields Dr	TS	1	3	0	1	3	d	1	0	1	0	1	0	29.5	33.5	C	C		
32	Washington St / Autumn Glen Cir	CSS	1	1	0	1	1	0	1	1	0	1	0	1	0	24.6	39.2	C	E	
33	Washington St / Abella St	Css	1	1	0	0	1	1	1	1	0	1	0	0	0	>100.0	>100.0	F	C	
34	Washington St / Thompson Rd	CSS	0	1	0	0	1	0	1	0	1	0	1	0	1	31.2	18.5	D	C	
35	Washington St / Benton Rd	AWS	0	1	0	0	1	0	0	1	0	1	0	1	0	29.6	14.4	D	B	
36	Washington St Auld Rd	CSS	0	1	0	0	1	0	1	0	1	0	0	0	0	26.8	18.4	D	C	

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*County of Riverside**August 2014*

Intersection 8: SR-79/Domenigoni Parkway – LOS F, AM and PM peak hours

Intersection 9: SR-79/Holland Road – LOS F, AM and PM peak hours

Intersection 10: SR-79/Scott Road – LOS F, AM and PM peak hours

Intersection 11: SR-79/Keller Road – LOS F, AM and PM peak hours

Intersection 15: SR-79/Thompson Road – LOS F, AM and PM peak hours

Intersection 16: SR-79/Benton Road – LOS E, AM peak hour; LOS F, PM peak hour

Intersection 17: SR-79/Auld Road – LOS F, AM and PM peak hours

Intersection 18: SR-79/Hunter Road – LOS E, AM peak hour; LOS F, PM peak hour

Intersection 19: SR-79/Murrieta Hot Springs Road - LOS F, AM and PM peak hours

Intersection 20: SR-79/Willows Avenue – LOS F, PM peak hour

Intersection 21: SR-79/Nicolas Road – LOS F, PM peak hour

Intersection 22: SR-79/Margarita Road – LOS F, PM peak hour

Intersection 23: SR-79/Ynez –LOS F, AM and PM peak hours — verify

Intersection 24: SR-79/I-15 Northbound Ramps – LOS F, PM peak hour verify

Intersection 27: Pourroy Road-West/Auld Road – LOS F, AM peak hour

Intersection 28: Pourroy Road-East/Auld Road – LOS E, PM peak hour

Intersection 30: Washington Street/Keller Road (North Street) – LOS F, AM and PM peak hours

Intersection 32: Washington Street/Autumn Glen Circle (South Street) – LOS E, PM peak hour

Intersection 33: Washington Street/Abelia Street – LOS F, AM peak hour

### ***Long-Term (2035) Cumulative Traffic Conditions***

The Long-Term (2035) Cumulative traffic volumes have been derived from the 2035 Riverside County Transportation and Analysis Model (RivTAM) using accepted procedures for model forecast refinement and smoothing. The traffic forecasts reflect the area-wide growth anticipated between Existing (2012) conditions and Long-Term (2035) Cumulative traffic conditions. In most instances the traffic model zone

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- The SR-79 Bypass which runs parallel to SR-79, approximately along the Washington Street alignment, is another proposed extension that could potentially provide relief to SR-79 by serving as an alternative parallel route.
- Holland Road overcrossing at the I-215 Freeway is anticipated to provide relief to eastbound and westbound through traffic that would otherwise have to utilize either Newport Road or Scott Road, potentially impacting the interchanges.
- Keller Road extension between SR-79 and the I-215 Freeway and the Keller Road interchange at the I-215 Freeway would provide relief to Scott Road as an alternative route to the I-215 Freeway.
- The French Valley Parkway (new roadway in the City of Temecula) and the French Valley Parkway interchange at the I-15 Freeway are anticipated to serve as a parallel route to SR-79 through the City of Temecula. The French Valley Parkway is a proposed roadway connecting Jefferson Avenue and Ynez Road and includes the construction of a new interchange at the I-15 Freeway. The construction of this connection is anticipated to reduce through volumes along SR-79 within the City of Temecula.
- The ~~Butterfield Ranch~~ <sup>Stage</sup> Road extension is anticipated to provide a parallel route to SR-79 through the City of Temecula. The ~~Butterfield Ranch~~ <sup>Stage</sup> Road extension includes the completion of Butterfield Ranch Road to provide a connection between Rancho California Road and Murrieta Hot Springs Road. The construction of this connection is anticipated to reduce through volumes along SR-79 within the City of Temecula.

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*Long-Term (2035) Cumulative-Without-Project Traffic Volume Forecasts*

This scenario includes the refined post-processed volumes obtained from the 2035 RivTAM. The volumes have been developed to assume the currently adopted roadway circulation network in the immediate vicinity of the proposed Project site. The weekday ADT volumes associated with the Long-Term (2035) Cumulative-Without-Project traffic conditions are shown on Figure IV.O-46. Figures IV.O-47 and IV.O-48 and Table IV.O-16 show the AM and PM peak-hour intersection turning movement volumes for Long-Term (2035) Cumulative-Without-Project traffic conditions. Figure IV.O-49 summarizes the study area intersection peak hour LOS under Long-Term (2035) Cumulative-Without-Project traffic conditions.



1	I-215 SB Ramps & Scott Rd.	2	I-215 NB Ramps & Scott Rd.	3	Anelope Rd. & Scott Rd.	4	Menifee Rd. & Scott Rd.	5	Bridges Rd. & Scott Rd.	6	Leon Rd. & Scott Rd.	7	Marquette Rd. & Murrieta Hot Springs Pkwy.	8	Winchester Rd. & Domenighi Pkwy.
9	Winchester Rd. / (SR-79) & Holland Rd.	10	Winchester Rd. / (SR-79) & Scott Rd.	11	Winchester Rd. / (SR-79) & Keller Rd.	12	Winchester Rd. / (SR-79) & Abella St.	13	Winchester Rd. / (SR-79) & Pourroy Rd.	14	Winchester Rd. / (SR-79) & Skyview Rd.	15	Winchester Rd. / (SR-79) & Thompson Rd.	16	Winchester Rd. / (SR-79) & Benton Rd.
17	Winchester Rd. / (SR-79) & Auld Rd.	18	Winchester Rd. / (SR-79) & Hunter Rd.	19	Winchester Rd. / (SR-79) & Murrieta Hot Springs Rd.	20	Winchester Rd. / (SR-79) & Willow Ave.	21	Winchester Rd. / (SR-79) & Nicolas Rd.	22	Winchester Rd. / (SR-79) & Marquette Rd.	23	Winchester Rd. / (SR-79) & Ynez Rd.	24	Winchester Rd. / (SR-79) & I-15 NB Ramps
25	Winchester Rd. / (SR-79) & I-15 SB Ramps	26	Callisoga Dr. & Murrieta Hot Springs Rd.	27	Pourroy Rd. (West) & Auld Rd.	28	Pourroy Rd. (East) & Auld Rd.	29	Pourroy Rd. & Murrieta Hot Springs Rd.	30	Washington St. & Keller Rd.	31	Washington St. & Fields Dr.	32	Washington St. & Autumn Glen Cr.
33	Washington St. & Abella St.	34	Washington St. & Thompson Rd.	35	Washington St. & Benton Rd.	36	Washington St. & Auld Rd.								

Long or Near?



Not to Scale

Figure IV.O-47  
Near-Term (2035)  
Cumulative-Without-Project AM Peak-Hour Intersection Volumes

Source: Urban Crossroads, 2013.

CAJA Environmental Services, LLC



Long or Near?

Figure IV.O-48  
Near-Term (2035)  
Cumulative-Without-Project PM Peak-Hour Intersection Volumes

CAJA Environmental Services, LLC

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Table IV.O-17  
Summary of Improvements and Rough Order of Magnitude Costs

#	Intersection Location	Jurisdiction	EAPC (2014) Recommended Improvements	Horizon Year 2035 Recommended Improvements	Improvements in Country TUMF / RBBB / DIF?	Total Cost <sup>2,3</sup>	Fair Share % <sup>4</sup>	Fair Share Cost <sup>5</sup>
			overlap phasing on the NB right turn lane and implement a 145-second cycle length during the PM peak hour only					
21	Winchester Rd (SR-79) / Caltrans, Temecula		Construct 2nd SB left turn lane Construct 3rd WB left turn lane Modify traffic signal to implement overlap phasing on the NB right turn lane	Same Improvement as EAPC (2014) Same Improvement as EAPC (2014) Modify traffic signal to implement overlap phasing on the SB and WB right turn lanes	No No No	Total \$185,500 \$74,200 \$74,200 \$111,300	10.2%	\$18,371 \$0 <sup>6</sup> \$0 <sup>6</sup> \$0 <sup>6</sup>
22	Winchester Rd (SR-79) / Caltrans, Temecula		Construct 4th NB through lane Construct 4th SB through lane Construct SB right turn lane Construct 2nd WB right turn lane w/ overlap phasing Modify traffic signal to implement overlap phasing on the SB right turn lane and implement a 145-second cycle length during the PM peak hour only	Construct 5th NB through lane Construct 3rd SB left turn lane Same Improvement as EAPC (2014) Same Improvement as EAPC (2014) Construct 3rd EB through lane Construct WB free-right turn lane	No No No No No No	Total \$259,700 \$534,240 \$74,200 \$267,120 \$74,200 \$267,120 \$519,400	6.2%	\$0 \$33,287 \$4,623 \$16,643 \$4,623 \$16,643 \$32,362
23	Winchester Rd (SR-79) / Ynez Rd	Caltrans, Temecula	Construct 2nd NB right turn lane w/ overlap phasing Modify traffic signal to implement overlap phasing on the EB right turn lane, implement a 145-second cycle length during the PM peak hour only, and implement protected left turn phasing on the EB and WB approaches	Construct 5th NB through lane Construct NB free-right turn lane Same Improvement as EAPC (2014)	No No No	Total \$1,847,580 \$267,120 \$519,400	4.0%	\$115,117 \$10,744 \$20,891
24	Winchester Rd (SR-79) / I-15 NB Ramps	Caltrans, Temecula	Construct SB free-right turn lane	Same Improvement as EAPC (2014)	Yes (TUMF)	Total \$897,820 \$519,400	6.8%	\$36,112 \$35,429
25	Winchester Rd (SR-79) / I-15 SB Ramps	Caltrans, Temecula		Construct SB right turn lane	Yes (TUMF)	Total \$519,400 \$74,200	6.4%	\$35,429 \$4,764
26	Calistoga Dr / Murrieta Hwy	Riverside County		Construct 2nd SB left turn lane	No	Total \$74,200 \$74,200	11.2%	\$4,764 \$8,302

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Intersection 19: SR-79/Murrieta Hot Springs Road - LOS F, AM and PM peak hours

Intersection 20: SR-79/Willows Avenue - LOS F, PM peak hour

Intersection 21: ~~SR-79~~ <sup>Windsor Rd (SR-79)</sup> Nicolas Road - LOS F, AM and PM peak hours

Intersection 22: ~~SR-79~~ Margarita Road - LOS E, AM peak hour; LOS F, PM peak hour

Intersection 23: ~~SR-79~~ Ynez - LOS F, AM and PM peak hours

Intersection 24: ~~SR-79~~ I-15 Northbound Ramps - LOS F, PM peak hour

Intersection 25: ~~SR-79~~ I-15 Southbound Ramps - LOS F, AM and PM peak hours

Intersection 26: Calistoga Drive/Murrieta Hot Springs Road - LOS E, PM peak hour

Intersection 27: Pourroy Road-West/Auld Road - LOS F, AM and PM peak hours

Intersection 28: Pourroy Road-East/Auld Road - LOS F, AM and PM peak hours

Intersection 29: Pourroy Road/Murrieta Hot Springs - - LOS F, AM and PM peak hours

Intersection 30: Washington Street/Keller Road (North Street) - LOS F, AM and PM peak hours

Intersection 32: Washington Street/Autumn Glen Circle (South Street) - LOS F, AM and PM peak hours

Intersection 33: Washington Street/Abelia Street - LOS F, AM and PM peak hours

Intersection 34: Washington Street/Thompson Road - LOS F, AM and PM peak hours

Intersection 35: Washington Street/Benton Road - LOS F, AM and PM peak hours

Intersection 36: Washington Street/Auld Road - LOS F, AM and PM peak hours

It should be noted that the intersection of SR-79 at Domenigoni Parkway is anticipated to operate at an acceptable LOS with existing lane geometrics due to the decrease in volumes anticipated at this intersection under Long-Term (2035) Cumulative traffic conditions. The decrease in peak-hour volumes is attributable to the future proposed SR-79 Freeway Realignment Project (with a ramp located just south of the Domenigoni Parkway intersection). As such, any near-term improvements at this intersection to address near-term peak hour deficiencies would be considered "throw-away" as they are not necessary to achieve acceptable peak-hour operations under Long-Term (2035) Cumulative traffic conditions.

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- Modify the traffic signal to implement overlap phasing on the eastbound right-turn lane — *Not feasible due to access agreement to maintain U-Turns for NB* 49
- Intersection 24: *SR-79/I-15 Northbound Ramps*  
*Winchester Rd (SR 79)* 50
- Construct a southbound free-right-turn lane *or provide fair-share cost for improvements* 51

O-2: Prior to issuance of building permits, the Project Applicant(s) shall participate in the funding of improvements to mitigate traffic conditions through the payment of DIF for the following improvements that are within the County:

Intersection 27: Pourroy Road-West/Auld Road

- Install a traffic signal

Intersection 33: Washington and Abelia Street

- Install a traffic signal

If the improvements would not be completed through the DIF or any other fee program or by the County or any other project, the Applicant shall construct the improvements prior to the issuance of a Certificate of Occupancy, subject to reimbursement or fee credit issues by the County.

#### *Existing-With-Project (2012) – 725 Dwelling Units*

O-3: Prior to issuance of building permits, the Project Applicant(s) shall participate in the funding of improvements to mitigate cumulative traffic conditions through the payment of DIF, TUMF and RBBD fees (refer to Table IV.O-17) for the following improvements that are outside the County:

Intersection 6: Leon Road and Scott Road:

- Install a traffic signal
- Construct a northbound left turn lane
- Construct a southbound left turn lane
- Construct an eastbound left turn lane
- Construct a westbound left-turn lane

Intersection 10: SR-79 and Scott Road:

- Construct a westbound left-turn lane



*Any imp in Temecula? Wouldn't previous imp apply here?* 52

- Construct a westbound right-turn lane

*Existing-With-Project (2012) – 1,026 Dwelling Units*

No additional mitigation measures necessary to reduce traffic impacts associated with the development of up to 1,026 dwelling units to less than significant for the Existing-With-Project traffic conditions beyond those previously listed under Existing-With-Project (725 Dwelling Units) traffic conditions.

*Existing-Plus-Project (2012) – 1,282 Dwelling Units*

- O-4: Prior to issuance of building permits, the Project Applicant(s) shall participate in the funding of improvements to mitigate cumulative traffic conditions through the payment of DIF, TUMF, and RBBF fees (refer to Table IV.O-17) for the following improvement that is outside the County:

Intersection 10: SR-79/Scott Road

- Construct an eastbound left-turn lane.

- O-5: Prior to issuance of building permits, the Project Applicant shall participate in the funding of improvements to mitigate traffic conditions through the payment of DIF for the following improvements that are within the County:

Intersection 30: Washington Street/Keller Road (North Street):

- Install a traffic signal
- Construct a northbound left-turn lane
- Construct a southbound left-turn lane
- Construct an eastbound left-turn lane
- Construct a westbound left-turn lane and a shared through-right-turn lane

If the improvements would not be completed through the DIF or any other fee program or by the County or any other project, the Applicant shall construct the improvements prior to the issuance of a Certificate of Occupancy and may seek a fee credit.

***B. Improvements for Project Contribution to Near-Term (2014) and Long-Term (2035) Cumulative Conditions***

Cumulative impacts are deficiencies in the transportation network's LOS that would not be directly caused by the Project. However, the Project would contribute traffic to these deficient facilities along with other cumulative development projects, resulting in a cumulatively considerable impact.





## PECHANGA CULTURAL RESOURCES

*Temecula Band of Luiseño Mission Indians*

Post Office, Box 2183 • Temecula, CA 92593  
Telephone (951) 308-9295 • Fax (951) 506-9491

September 15, 2014

### VIA E-MAIL and USPS

Mr. Matt Straite  
Project Planner  
Riverside County TLMA  
4080 Lemon Street, 9<sup>th</sup> Floor  
Riverside, CA 92502

**Re: Pechanga Tribe Comments on Draft Environmental Impact Report No. 531 for the Belle Terre Specific Plan, State Clearinghouse No. 2012111070**

Dear Mr. Straite:

This comment letter is written on behalf of the Pechanga Band of Luiseño Indians (hereinafter, "the Tribe"), a federally recognized Indian tribe and sovereign government. The Tribe formally requests, pursuant to Public Resources Code §21092.2, to be notified and involved in the entire CEQA environmental review process for the duration of the above referenced project (the "Project"). If you have not done so already, please add the Tribe to your distribution list(s) for public notices and circulation of all documents, including environmental review documents, archeological reports, and all documents pertaining to this Project. The Tribe further requests to be directly notified of all public hearings and scheduled approvals concerning this Project. Please incorporate these comments into the record of approval for this Project as well.

The Tribe submits these comments concerning the Projects potential impacts to cultural resources in conjunction with the environmental review of the Project and to assist the County in developing appropriate avoidance and preservation standards for the significant Luiseño habitation that the Project will impact. The Tribe does have concerns regarding the inclusion of Cahuilla territory information in the archaeological study and the Draft Environmental Impact Report (DEIR) as well as some of the information and language outlined in the mitigation measures.

The Tribe believes it has provided sufficient documentation to show that the French Valley region of western Riverside County was inhabited by the Luiseño Tribe. Ethnographic documents note that the Cahuilla did not arrive in this area until the late 1800s, primarily to find employment. Luiseño oral traditions, historic and ethnographic information, linguistic data and other archaeological research confirms that the Pechanga Tribe's ancestors were the inhabitants of this area. Thus, we request that the information containing reference to the Cahuilla living in the French Valley be deleted, specifically regarding the prehistoric timeframe.

Chairperson:  
Mary Bear Magee

Vice Chairperson:  
Darlene Miranda

Committee Members:  
Evie Gerber  
Bridgett Barcello Maxwell  
Richard B. Searce, III  
Germaine Arenas

Director:  
Gary DuBois

Coordinator:  
Paul Macarro

Cultural Analyst:  
Anna Hoover

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The Tribe thanks the County and the applicant for working with the Tribe to preserve and protect the important resources identified within the Project boundaries and off-site improvement areas. We do have concerns regarding the mitigation measure language. These are addressed in greater detail below.

The Tribe also thanks the Developer who has diligently worked with the Tribe to assure that the cultural resources located on the Property will be protected and treated with respect. The Tribe has an agreement with the Developer for the treatment of the items, including curation at Pechanga's curatorial facility (which meets or exceeds 36 C.F.R. Part 79 requirements) as well as the treatment of the known cultural resources on the property during construction. Pursuant to agreement of the parties, a method known as "controlled-grading" will be used for those areas known to have resources in order to minimize or avoid impacts to cultural deposits (see measure F-5, below).

**THE COUNTY OF RIVERSIDE MUST INCLUDE INVOLVEMENT OF AND  
CONSULTATION WITH THE PECHANGA TRIBE IN ITS ENVIRONMENTAL  
REVIEW PROCESS**

It has been the intent of the Federal Government<sup>1</sup> and the State of California<sup>2</sup> that Indian tribes be consulted with regard to issues which impact cultural and spiritual resources, as well as other governmental concerns. The responsibility to consult with Indian tribes stems from the unique government-to-government relationship between the United States and Indian tribes. This arises when tribal interests are affected by the actions of governmental agencies and departments. In this case, it is undisputed that the project lies within the Pechanga Tribe's traditional territory. Therefore, in order to comply with CEQA and other applicable Federal and California law, it is imperative that the County of Riverside consult with the Tribe throughout the life of any project in order to guarantee an adequate basis of knowledge for an appropriate evaluation of the Project effects, as well as generating adequate mitigation measures.

**LEAD AGENCY CONSULTATION WITH THE PECHANGA TRIBE REQUIRED  
PURSUANT TO CAL. GOVT. C. §§ 65351, 65352, 65352.3, AND 65352.4  
(SENATE BILL 18 – TRADITIONAL TRIBAL CULTURAL PLACES LAW)**

As a Specific Plan Amendment is being processed for this Project, the County of Riverside is required to consult with the Pechanga Tribe pursuant to a State law entitled Traditional Tribal Cultural Places (also known as SB 18; Cal. Govt. C. § 65352.3). The purpose of consultation is to identify any Native American sacred places and any geographical areas

<sup>1</sup> See e.g., Executive Memorandum of April 29, 1994 on Government-to-Government Relations with Native American Tribal Governments, Executive Order of November 6, 2000 on Consultation and Coordination with Indian Tribal Governments, Executive Memorandum of September 23, 2004 on Government-to-Government Relationships with Tribal Governments, and Executive Memorandum of November 5, 2009 on Tribal Consultation.

<sup>2</sup> See California Public Resource Code §5097.9 et seq.; California Government Code §§65351, 65352.3 and 65352.4



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which could potentially yield sacred places, identify proper means of treatment and management of such places, and to ensure the protection and preservation of such places through agreed upon mitigation (Cal. Govt. C. 65352.3; SB18, Chapter 905, Section 1(4)(b)(3)). Consultation must be government-to-government, meaning directly between the Tribe and the Lead Agency, seeking agreement where feasible (Cal. Govt. C. § 65352.4; SB18, Chapter 905, Section 1(4)(b)(3)). Lastly, any information conveyed to the County concerning Native American sacred places shall be confidential in terms of the specific identity, location, character and use of those places and associated features and objects. This information is not subject to public disclosure pursuant the California Public Records Act (Cal. Govt. C. 6254(r)).

The Tribe requested consultation with the County on December 10, 2012 and met with County representatives several times on this project. We further have coordinated with the County and the Applicant to ensure that the cultural resources impacted within the Project boundaries and any off-site improvements be appropriately mitigated, preserved and avoided. The Tribe thanks the County and the Applicant for consulting with the Tribe through SB18.

**THE PECHANGA TRIBE IS CULTURALLY AFFILIATED TO LANDS WITHIN  
THE COUNTY OF RIVERSIDE'S JURISDICTION**

The Pechanga Tribe asserts that the Project area is part of Luiseño, and therefore the Tribe's, aboriginal territory as evidenced by the existence of an ancient Luiseño village, *tóota yixélval* (rock art, pictographs, petroglyphs), and an extensive Luiseño artifact record in the vicinity of the Project. This culturally sensitive area is affiliated with the Pechanga Band of Luiseño Indians because of the Tribe's well-documented cultural ties to this area as well as extensive history with projects within this area and our thorough database of cultural resources documented in the French Valley region.

The Pechanga Tribe's knowledge of our ancestral boundaries is based on reliable information passed down to us from our elders; published academic works in the areas of anthropology, history and ethno-history; and through recorded ethnographic and linguistic accounts. Of the many anthropologists and historians who have presented boundaries of the Luiseño traditional territory, none have excluded the French Valley area from their descriptions (Sparkman 1908; Kroeber 1925; White 1963; Harvey 1974; Oxendine 1983; Smith and Freers 1994), and such territory descriptions correspond almost identically with that communicated to the Pechanga people by our elders. While historic accounts and anthropological and linguistic theories are important in determining traditional Luiseño territory, the most critical sources of information used to define our traditional territories are our songs, creation accounts, and oral traditions.

Luiseño history originates with the creation of all things at *'éxva Teméeku*, in the present day City of Temecula, and dispersing out to all corners of creation (what is today known as Luiseño territory). It was at Temecula that the Luiseño deity *Wuyóot* lived and taught the people, and here that he became sick, finally expiring at Lake Elsinore. Many of our songs relate the tale

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(Cont.)

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of the people taking the dying *Wuyóot* to the many hot springs at Elsinore, where he died (DuBois 1908). He was cremated at '*éxva Teméeku*. It is the Luiseño creation account that connects Elsinore to Temecula, and thus to the Temecula people who were evicted and moved to the Pechanga Reservation, and now known as the Pechanga Band of Luiseño Mission Indians (the Pechanga Tribe). From Elsinore, the people spread out, establishing villages and marking their territories. The first people also became the mountains, plants, animals and heavenly bodies.

Thus, our songs and stories, our indigenous place names, as well as academic works, demonstrate that the Luiseño people who occupied what we know today as the community of French Valley in unincorporated western Riverside County are ancestors of the present-day Luiseño/Pechanga people, and as such, Pechanga is culturally affiliated to this geographic area. Pechanga has also been the only tribe named Most Likely Descendant (MLD) for remains identified within the French Valley/Murrieta region.

The Tribe welcomes the opportunity to meet with the County to further explain and provide documentation concerning our specific cultural affiliation to lands within your jurisdiction, if desired.

### **PROJECT IMPACTS TO CULTURAL RESOURCES AND RECOMMENDED MITIGATION MEASURES**

The Tribe knows the Project area is located within a yet-unnamed Luiseño Village that is quite extensive and extends outside of the Project boundaries. Because of the high water table, abundance of resources and well documented habitation activities that happened in this area, the possibility of impacting human remains during any earthmoving of previously undisturbed soils in this area is extremely high. Further, as preservation of site CA-RIV-10950/H is unfeasible to the Project Applicant, the Tribe has requested specific mitigation activities to occur prior to any brushing, grubbing, trenching and deep grading activities to ensure that no significant subsurface deposits were missed during the Phase II Testing Program which will be impacted by the development. The Tribe appreciates the inclusion of measures designed to protect and preserve sites CA-RIV-10949/H and CA-RIV-11084 during development. However, there is no long-term preservation plan mandated in the measures. The Tribe requests that this be developed between the Applicant and the Tribe once the Project is fully approved.

Given the sensitivity of the area, the Tribe believes that the mitigation measures as posed should be revised to include a long-term preservation plan for the sites that will be avoided and any new sites that might be discovered during the course of development. A few additional changes are also recommended for measures F1 to F-9 provided in the DEIR and we request that they be included in the Final Environmental Impact Report as mitigation measures and conditions of approval. These are outlined below (strikeouts are deletions; underlines are additions.)

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F-1: Prior to the issuance of a grading permit for any Project construction, the Project Applicant shall retain a County-qualified archaeologist to monitor all ground-disturbing activities in an effort to identify any unknown historic archaeological resources. During the demolition and grading process all earthmoving activities, the archaeological monitor should be present to monitor freshly excavated all previously undisturbed soils and to identify, document, and further explore evaluate any intact artifact-filled deposits potential historic, archaeological or cultural resources that may become unearthed. This would include field and laboratory analysis of any artifacts that are recovered during the fieldwork. The locations of any new discoveries shall be plotted on a site map and described in detail in the archaeological monitoring report and updated in the appropriate existing or new DPR form. Further comparative analysis of the recovered artifacts from CA-RIV-10949/H with other historic-age farmstead sites in the region and interpretation of the data should also be carried out by a County-qualified archaeologist.

F-2: At least 30 days prior to any grading activities, the Project Applicant shall contact the Soboba Band or Pechanga Tribe to notify them of grading, excavation, and proposed monitoring program, and to coordinate with the County and the Soboba Band or Pechanga Tribe to develop a Cultural Resources Treatment and Monitoring Agreement. monitoring discovery and treatment plan. The plan The Agreement shall require the Applicant to retain a professional Tribal Monitor County-qualified archaeologist to monitor all ground disturbing activities, including within a 60 meter radius of CA RIV 10950/H, in an effort to identify any unknown subsurface archaeological and cultural resources. The Agreement shall address the treatment of known cultural resources, the designation, responsibilities, and participation of professional Native American Tribal monitors during grading, excavation and ground disturbing activities; project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site. The plan shall address the treatment of known cultural resources, the designation, responsibilities, and participation of the Soboba Band or Pechanga Tribe monitors during on-site and off-site grading, excavation, and ground disturbing activities; project grading and development scheduling; terms of compensation; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site. During the demolition and grading process, the archaeological monitor should be present to monitor freshly excavated soil and to identify, document, and further explore any intact artifact-filled deposits that may become unearthed. This would include field and laboratory analysis of any artifacts that are recovered during the fieldwork. The locations of any new discoveries shall be plotted on the site map

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(Cont.)



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~~and described in detail. The archaeological monitor's authority to stop and redirect grading shall be exercised in consultation with the Soboba Band or Pechanga Tribe in order to evaluate the significance of any archaeological resources discovered on the property. Further comparative analysis of any recovered artifacts from CA-RIV-10950/H with other Archaic-age sites in the region and from CA-RIV-10949/H with other historic-age farmstead sites in the region and interpretation of the data should also be carried out by a County-qualified archaeologist.~~

F-3: Prior to the beginning of any ground-disturbing activities, the County-qualified archaeologist shall file a pre-grading report with the County (if required) to document the proposed methodology for grading activity observation. Said methodology shall include the requirement for a qualified archaeological monitor to be present and to have the authority to stop and redirect grading activities. In accordance with the agreement required in Mitigation Measure F-2, the archaeological monitor's authority to stop and redirect grading shall be exercised in consultation with the appropriate local Soboba Band or Pechanga Tribe in order to evaluate the significance of any archaeological resources discovered on the property. Soboba Band or Pechanga Tribe monitors shall be allowed to monitor all on-site and off-site grading, excavation, and groundbreaking activities, and shall also have the authority to stop and redirect grading activities in consultation with the project archaeologist.

The Plan shall address the appropriate protocols should archaeological, historic or cultural resources be located; the process for identification, evaluation, and any potential avoidance, preservation or other mitigation options; This would include protocols for field and laboratory analysis of any artifacts that are recovered during the fieldwork which shall take in to account traditional Tribal practices; documentation of any new sites and artifacts; and any other appropriate methodology. The locations of any new discoveries shall be plotted on the site map and described in detail. The archaeological monitor's authority to stop and redirect grading shall be exercised in consultation with the Soboba Band or Pechanga Tribe in order to evaluate the significance of any archaeological resources discovered on the property. Further comparative analysis of any recovered artifacts from CA-RIV-10950/H with other Archaic-age sites in the region and from CA-RIV-10949/H with other historic-age farmstead sites in the region and interpretation of the data should also be carried out by a County-qualified archaeologist. The archaeologist shall also be responsible for a post-grading monitoring report to be submitted to the County, the Project Applicant, the Eastern Information Center, and the Pechanga Tribe and the Soboba Band of Luiseno Indians no later than 45 days after completion of all monitoring activities. In accordance with the agreement required in Mitigation Measure F-2, the archaeological monitor's authority to stop and redirect grading shall be exercised



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~~in consultation with the appropriate local Soboba Band or Pechanga Tribe in order to evaluate the significance of any archaeological resources discovered on the property. Soboba Band or Pechanga Tribe monitors shall be allowed to monitor all on-site and off-site grading, excavation, and groundbreaking activities, and shall also have the authority to stop and redirect grading activities in consultation with the project archaeologist. The archaeologist shall also be responsible for a post grading monitoring report to be submitted to the County, the Project Applicant, the Eastern Information Center, and the Pechanga Tribe and the Soboba Band of Luiseno Indians no later than 45 days after completion of all monitoring activities.~~

F-4: During the Project's construction phase, the area labeled "Avoided Cultural Resource" on the land use map (on file with the County) shall be avoided and fenced as appropriate to deter any potential impacts to the area. Fencing shall be conducted prior to grading in the area and the fencing shall be removed once all earthmoving activities have been completed in the area.

F-5: The Project Applicant, the Soboba Band or Pechanga Tribe, and the County-qualified archaeologist shall conduct controlled grading utilizing a paddle grader during construction impacts to CA-RIV-10951/H. The purpose of the controlled grading at and around the site as outlined in the area labeled as "Controlled Grade Area" is to afford the opportunity to determine whether any subsurface resources are associated with the site and if so, to collect the resources for appropriate treatment pursuant to Section V(g) of the Agreement and in the Monitoring Plan to be developed by the project archaeologist in consultation with the Soboba Band or Pechanga Tribe. The Developer shall only use a paddle grader, and no other ground disturbing equipment or methods, in the "Controlled Grade Area" delineated and labeled on the attached land use map. All controlled grading shall be monitored according to the provisions of Mitigation Measure F-2.

F-6: If inadvertent discoveries of subsurface archaeological/cultural resources are discovered during grading, the Developer, the project archaeologist, and the Soboba Band or Pechanga Tribe shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. Pursuant to California Public Resources Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources. If the Developer, the project archaeologist and the Soboba Band or Pechanga Tribe cannot agree on the significance or the mitigation for such resources, these issues will be presented to the Planning Director for decision. The Planning Director shall make the determination based on the provisions of CEQA with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the Soboba Band or Pechanga Tribe. Notwithstanding any other rights

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available under the law, the decision of the Planning Director shall be appealable to the Planning Commission and/or Board of Supervisors.

F-7: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts that are found on the project area to the ~~appropriate local~~ Soboba Band or Pechanga Tribe for proper treatment and disposition as outlined in the Treatment and Monitoring Agreement required in Mitigation Measure F-2.

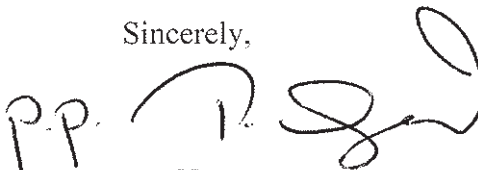
F-8: If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the "most likely descendant(s)" of receiving notification of the discovery. The most likely descendant(s) shall then make recommendations within 48 hours, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98 and the Treatment Agreement described in Mitigation Measure F-2.

F-9: All sacred sites, should they be encountered within the Project area, shall be avoided and preserved as the preferred mitigation, if feasible.

The Tribe reserves the right to fully participate in the environmental review process, as well as to provide further comment on the Project's impacts to cultural resources and potential mitigation for such impacts.

The Pechanga Tribe looks forward to continuing to work together with the County of Riverside in protecting and preserving the invaluable Pechanga cultural resources found in the Project area. Please contact me at 951-770-8104 or via e-mail at [ahoover@pechanga-nsn.gov](mailto:ahoover@pechanga-nsn.gov) once you have had a chance to review these comments. Thank you.

Sincerely,

A handwritten signature in dark ink, appearing to read 'P.P. Hoover', with a stylized flourish at the end.

Anna Hoover  
Cultural Analyst

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Re: Pechanga Tribe Comments on the Belle Terre SP  
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Cc Pechanga Office of the General Counsel  
Heather Thomson, Riverside County Archaeologist



August 7, 2014

Attn: Matt Straite, Project Planner  
 Riverside County Planning Department  
 P.O. Box 1409  
 Riverside, CA 92502-1409

**Re: Review of Draft EIR No. 531 Belle Terre Specific Plan Project  
 342.3-Acre project located at Washington Street and Keller Road with approximately 218  
 acres on the west side of the San Diego Canal with the remainder of the site on the east side  
 of the canal  
 SCH No. 2012111070**

The Soboba Band of Luiseño Indians has reviewed the August 2014 Draft Environmental Impact Report and has drafted comments to this document accordingly. The tribe is concerned about protecting both the known resources within the project area, as well as inadvertent discoveries that may be encountered during the course of the project and therefore recommends. Below are comments and recommendations from the tribe in pertaining to the following sections of the DEIR:

#### **Section IV. Environmental Impact Analysis F. Cultural Resources**

- Pages IV.F-27 through IV.F-42 list detailed information regarding the location of the cultural sites, including Assessor's Parcel Numbers and proximity to physical landmarks, including roads and other geographic features. This information is too detailed and violates the right to confidentiality in regards to the protection of these exposed resources.

The Soboba Band is requesting that this information not be included in the EIR which would be circulated to the public, but instead appear in a confidential appendix to the EIR. Vague information regarding these sites may be acceptable for inclusion in the document upon approval from the consulting tribes.

#### **Section IV. F Cultural Resources Summary of Mitigation Measures**

- The Soboba Band requests **avoidance of all known cultural resources** within the project area, and controlled grading in those areas
- F-2 states, "At least 30 days prior to any grading activities, the Project Applicant shall **contact the Soboba Band or the Pechanga Tribe** to notify them of grading, excavation, and the proposed monitoring program, and to coordinate with the County and the Soboba Band or the Pechanga Tribe to develop a monitoring discovery and treatment plan..."

The Project Applicant shall notify **both** the Soboba Band and the Pechanga Band to notify them of grading, excavation, and the proposed monitoring program. Due to the shared use area both Luiseño tribes have monitored ground disturbing activities in conjunction with one another on numerous projects in the area, many have been on rotating schedules.

1

2

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A Treatment and Dispositions Agreement between the developer and the Soboba Band shall be **provided to the County of Riverside prior to the issuance of a grading permit** and before conducting any additional archaeological fieldwork.

3  
(Cont.)

- F-2 through F-7

Language in these sections consistently states the **Soboba Band or the Pechanga Tribe**. The Soboba band is requesting that the language in these sections be changed to read the **Soboba Band and the Pechanga Band**.

4

These specifics will be detailed regarding treatment and disposition of cultural items will be discussed in the previously establish Treatment and Dispositions Agreement that will be in place between the tribe and the developer.

Sincerely,

Joseph Ontiveros  
Cultural Resource Director  
Soboba Band of Luiseño Indians  
P.O. Box 487  
San Jacinto, CA 92581  
Phone (951) 654-5544 ext. 4137  
Cell (951) 663-5279  
[jontiveros@soboba-nsn.gov](mailto:jontiveros@soboba-nsn.gov)





## South Coast Air Quality Management District

21865 Copley Drive, Diamond Bar, CA 91765 -4178  
(909) 396 -2000 ✉ [www.aqmd.gov](http://www.aqmd.gov)

SENT VIA USPS AND E-MAIL:  
[mstraite@rctlma.org](mailto:mstraite@rctlma.org)

September 17, 2014

Mr. Matt Straite  
Riverside County Planning Department  
4080 Lemon Street, 12<sup>th</sup> Floor  
P.O. Box 1409  
Riverside, CA 92502-1409

### **Draft Environmental Impact Report (Draft EIR) for the Proposed Belle Terre Specific Plan Project**

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the revised or final Environmental Impact Report as appropriate.

Based on a review of the Draft EIR, the SCAQMD staff is concerned about the significant operational-related air quality impacts from the proposed project. Specifically, the lead agency determined that the project will exceed the SCAQMD's CEQA regional significance thresholds for VOC, NO<sub>x</sub>, CO, and PM<sub>10</sub> thresholds during operations primarily from motor vehicles that access the proposed project site. As specified in the Draft EIR, the proposed project could add up to 12, 205 more vehicle trips to and from the proposed project site on its peak day, with up to 1,282 vehicles entering and existing the proposed project site in the peak afternoon hour. As a result, the SCAQMD staff recommends the following measures be incorporated into the Final EIR pursuant to Section 15126.4 of the CEQA Guidelines, in addition to the mitigation measures included the Air Quality Section starting on page IV.D-30.

#### **Additional Operational Mitigation Measures – Energy Efficiency**

- ☒ Maximize use of solar energy including solar panels; installing the maximum possible number of solar energy arrays on the building roofs and/or on the proposed project site to generate solar energy for the facility.
- ☒ Require all lighting fixtures, including signage, to be the most energy efficient possible, require that new traffic signals have light-emitting diode (LED) bulbs, and require that light fixtures be energy efficient compact fluorescent and/or LED light bulbs. Where feasible use solar powered lighting.
- ☒ Use light colored paving and roofing materials.
- ☒ Use passive heating, natural cooling, solar hot water systems, and reduced pavement.
- ☒ Limit the hours of operation of outdoor lighting.

1

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**ENVIRONMENTAL IMPACT REPORT No. 531,  
ADDENDUM No. 1  
for  
Tentative Tract Map No. 37449,  
Belle Terre Specific Plan No. 382 -  
*Substantial Conformance No. 1*, and  
Change of Zone No. 1800020**



Lead Agency:

**County of Riverside  
Planning Department**  
4800 Lemon Street, 12<sup>th</sup> Floor  
Riverside, California 92502



Prepared by:

**Albert A. WEBB Associates**  
3788 McCray Street  
Riverside, California 92506

**DATE:** October 15, 2019

## **INTRODUCTION TO ENVIRONMENTAL IMPACT REPORT No. 531, ADDENDUM No. 1**

On December 9, 2014, the Riverside County Board of Supervisors approved Belle Terre Specific Plan No. 382 (SP382) and certified Environmental Impact Report No. 531 (SCH# 2012111070), which was prepared pursuant to the authority granted to the County by California Government Code, Title 7, Division 1, Chapter 3, Article 8, Section 65450 to 65457. SP382 included land uses which allowed for development of up to 1,282 homes in varying densities from 0.5 to 14.0 dwelling units per acre, as well as recreational areas, open spaces, streets and other infrastructure (SP382, p. III-1). In conjunction with its approval of the SP382, the County of Riverside (County) complied with the California Environmental Quality Act ("CEQA") by preparing and certifying Environmental Impact Report No. 531 (EIR531).

Under the *State CEQA Guidelines*, Section 15162, if an Environmental Impact Report (EIR) has been prepared for a project, there is a strong presumption against requiring further environmental review. Public Resources Code 21166 provides that once an EIR has been completed, the lead agency may not require a subsequent or supplemental EIR unless:

- Substantial changes are proposed in the project that will require major revisions of the EIR;
- Substantial changes have occurred with respect to the circumstances under which the project is being undertaken which will require major revisions in the EIR; or
- New information of substantial importance to the project that was not known and could not have been known at the time the EIR was certified as complete, becomes available.

The *State CEQA Guidelines* further clarify these criteria by providing that further environmental review is required only if proposed changes to the project will require "major revisions" to the previously approved EIR because of new significant environmental impacts or a substantial increase in the severity of previously identified significant impacts (14 CCR 15162). Therefore, once an EIR has been approved, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

- Substantial changes are proposed in the project which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, shows any of the following:
  - a) The project will have one or more significant effects not discussed in the previous EIR;
  - b) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
  - c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

- d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative. (14 CCR 15162).

In processing Tentative Tract Map No. 37449 (TTM37449), Specific Plan No. 382, Substantial Conformance No. 1 (SP382S1), and Change of Zone No. 1800020 (CZ) in conformity with CEQA, the attached Environmental Assessment (EA) was conducted to determine if the changes proposed by the Project, will trigger any new or more severe significant environmental impacts as compared to those analyzed in the context of EIR531. The EA therefore classifies impacts in one of four ways:

☐ Potentially Significant New Impact

*This category is utilized for any potentially significant new impact that was not analyzed in EIR531.*

☐ Less than Significant New Impact with Mitigation Incorporated

*This category is utilized for any new impacts which were not analyzed or found less than significant in EIR531, but are nonetheless found to be less than significant with mitigation incorporated.*

*This category is also utilized to identify impacts which are equal to or less than the impacts found and analyzed EIR531, that require revised or eliminated mitigation measures that are specific to the proposed Project.*

☐ Less than Significant New Impact

*This category is utilized for any new impacts which were not analyzed or found in EIR531, but which are nonetheless less than significant.*

☐ No New Impact

*This category is utilized for impacts which are equal to or less than the impacts found and analyzed in EIR531.*

The result of the EA is that the environmental impacts of the proposed Project, as modified by TTM37449 and the planning area (PA) boundary and land use modifications in SP382S1, do not require substantial changes to EIR531, will not create any form of significant environmental impacts which were not previously analyzed in EIR531, nor will the impacts of the modified project be more severe than those already analyzed in the EIR531. Given that fact, the Riverside County Planning Department, serving as the CEQA lead agency, determined that an Addendum to EIR531 is the proper form of environmental review for TTM37449 based on the following facts:

- No changes to the overall SP382 Planning Area boundary are being proposed. As a result, the environmental impacts to natural land resources that are associated with the physical boundary of the Project have already been analyzed. For example, potential impacts to agricultural resources, biological resources, cultural resources, geology and soils, hydrology/water quality, and mineral resources would be no greater than the effects that were previously analyzed.
- As demonstrated in detail in Section V. Environmental Issues Assessment of this document, the proposed Project would not require major revisions to the previously-certified EIR531 because the proposed Project would neither result in any new significant impacts to the physical environment that were not already disclosed in the EIR531 nor result in substantial increases in the severity of the environmental impacts previously disclosed in the EIR531.
- Although the proposed Project would include residential uses, the number of residential homes as part of this Addendum will be substantially less (from 1,282 homes to 856 homes within overall SP boundary and 372 lots as part of TTM37449) than the number of residential homes previously analyzed in the EIR531. As such, the proposed Project was accounted for in the

aggregate unit count that was used to prepare the Water Supply Assessment for EIR531. Therefore, the proposed Project would not increase water demand beyond what was previously analyzed.

- No land uses are being proposed that will increase the intensity of the site, the potential impacts to air quality are no worse than those previously analyzed.
- The proposed Project will not result in an increase to the number of trips per day than those estimated in EIR531.
- The proposed Project will not substantially alter the present or planned land use of the area, and noise impacts from operations will be similar to those examined previously.
- Subsequent to the certification of EIR531, no new information of substantial importance has become available which was not known or could not have been known at the time EIR531 was prepared.
- Mitigation measures identified in EIR531 remain appropriate and feasible for the proposed Project.

This Introduction, the checklist below, and the mitigation monitoring and reporting program collectively make up the Environmental Impact Report No. 531, Addendum No. 1 (EIR531-A1), applicable to TTM37449, SP00382S01, and CZ1800020, referred to from this point on as the proposed "Project."



## COUNTY OF RIVERSIDE

### ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY

**Environmental Assessment (CEQ / EA) Number:** CEQ180016

**Project Case Type (s) and Number(s):** Tentative Tract Map No. 37449 TTM37449, Specific Plan No. 382, Substantial Conformance No. 1 (SP00382S01), and Change of Zone No. 1800020 (CZ1800020)

**Lead Agency Name:** Riverside County Planning Department

**Address:** 4080 Lemon Street 12<sup>th</sup> Floor, Riverside, CA 92502-1409

**Contact Person:** Russell Brady, Project Planner

**Telephone Number:** (951) 955-3025

**Applicant's Name:** Regent French Valley, Contact: Jeff Dinkin

**Applicant's Address:** 11990 San Vicente Blvd, Suite 200 Los Angeles, CA 90049

#### I. PROJECT INFORMATION

##### **Project Background:**

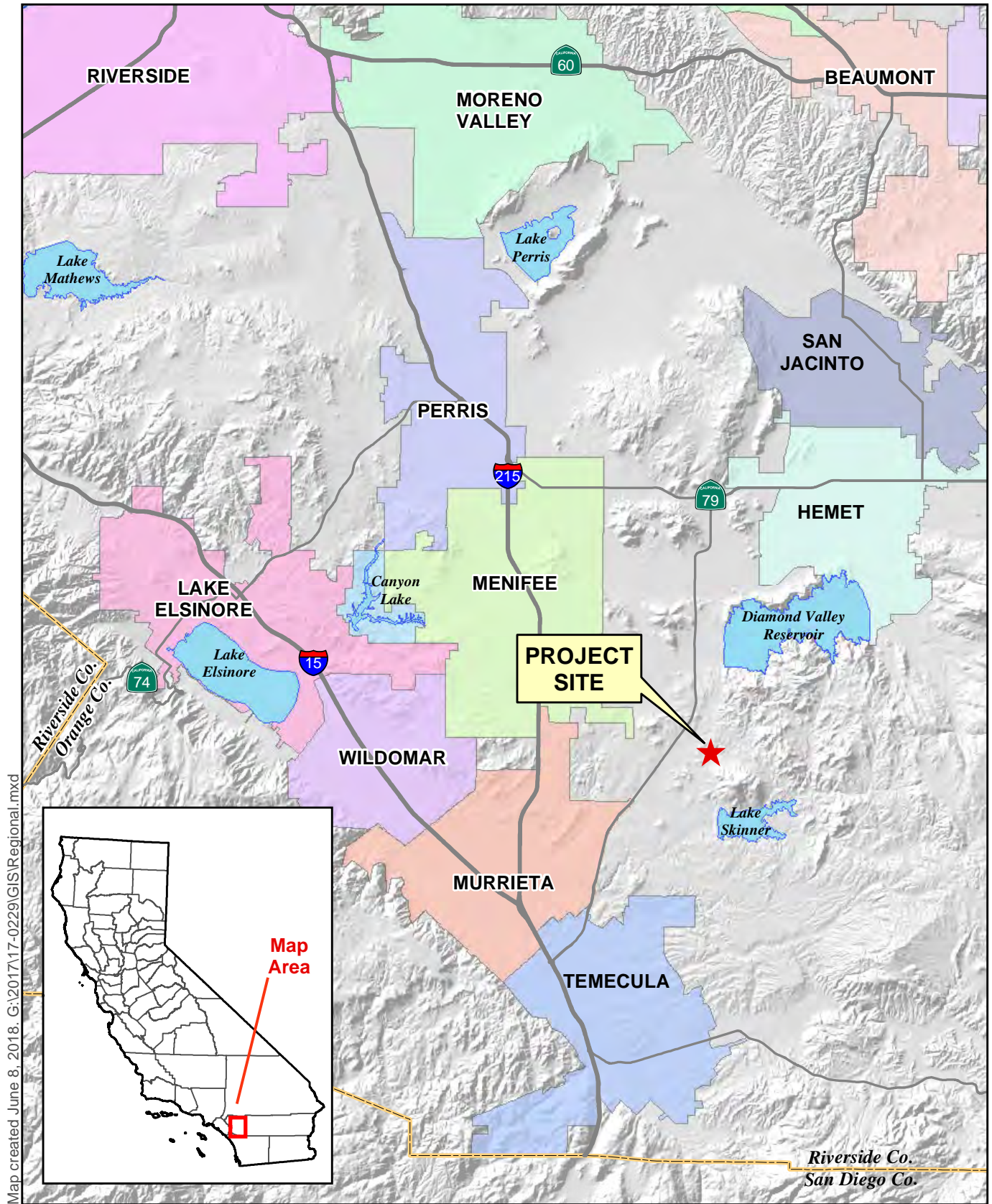
Since the approval of SP382 and certification of EIR531, the County has requested modification to SP382 to bring the specific plan land use plan consistent with the Valley-Wide Recreation and Park District (Valley-Wide) requirements for park programming. As a result, revisions to the land use plan for SP382 for Valley-Wide park requirements are being processed through Substantial Conformance No. 1 to SP382, Case No. SP00382S01 (SP382S1) along with a Change of Zone, Case No. CZ1800020 (CZ) to ensure consistency with Valley-Wide and the revised land use plan and SP382 zoning ordinance. TTM37449 is an implementing residential development within the boundaries of SP382. As such, EIR531-A1, analyzes the impacts of the proposed TTM37449, SP382S1 and CZ.

##### **Project Description:**

##### ***Belle Terre Specific Plan No. 382, Substantial Conformance No. 1***

SP382S1 consists of approximately 344 acres located in the French Valley Area of Riverside County as reflected in **Figure 1 – Regional Map** and is located west of Washington Street and south of Keller Road as depicted in **Figure 2 – Aerial Boundary**. SP382S1 has merged and refined planning area boundaries to allow for additional park acreage to meet Valley-Wide Park requirements. Changes proposed as part of SP382S1 are identified in **Table A, Belle Terre Land Use Comparison** and **Figure 3 – Land Use Plan**, below.

The updated land use plan has merged planning areas (PA-10 and PA-11) into one Medium High Density Residential Planning Area (new PA-28); removed the low density residential planning area (previously PA-14) and replaced it with a combination of Medium Density Residential (new PA-13), a large open space area (new PA-14); removed a portion of the linear park and trail due to the steep grades (previously PA-8) and merged into the adjacent planning area (new PA-9 and PA-28) and changed the Planning Area number for the remaining acreage to PA-25; changed PA-12 from Medium High Density Residential to Open Space-Recreational (to be maintained by Valley-Wide); split PA-15 into two planning areas (new PA-15 and new PA-27) to provide two separate areas for a detention basin and a park; identifies a segment of Fields Drive (east of the intersection of Fields Drive and proposed Autumn Glenn Circle, formerly "South Street") as a local street; adds a roundabout at Fields Drive and Belle Terre Parkway (formerly "North Street"); removes Rebecca Street (east of new PA-11, PA-12, PA-16, and PA-19) as a connection between the northern and southern planning areas and instead provides connection via a canal crossing to provide a direct link to minimize secondary traffic east of the canal;

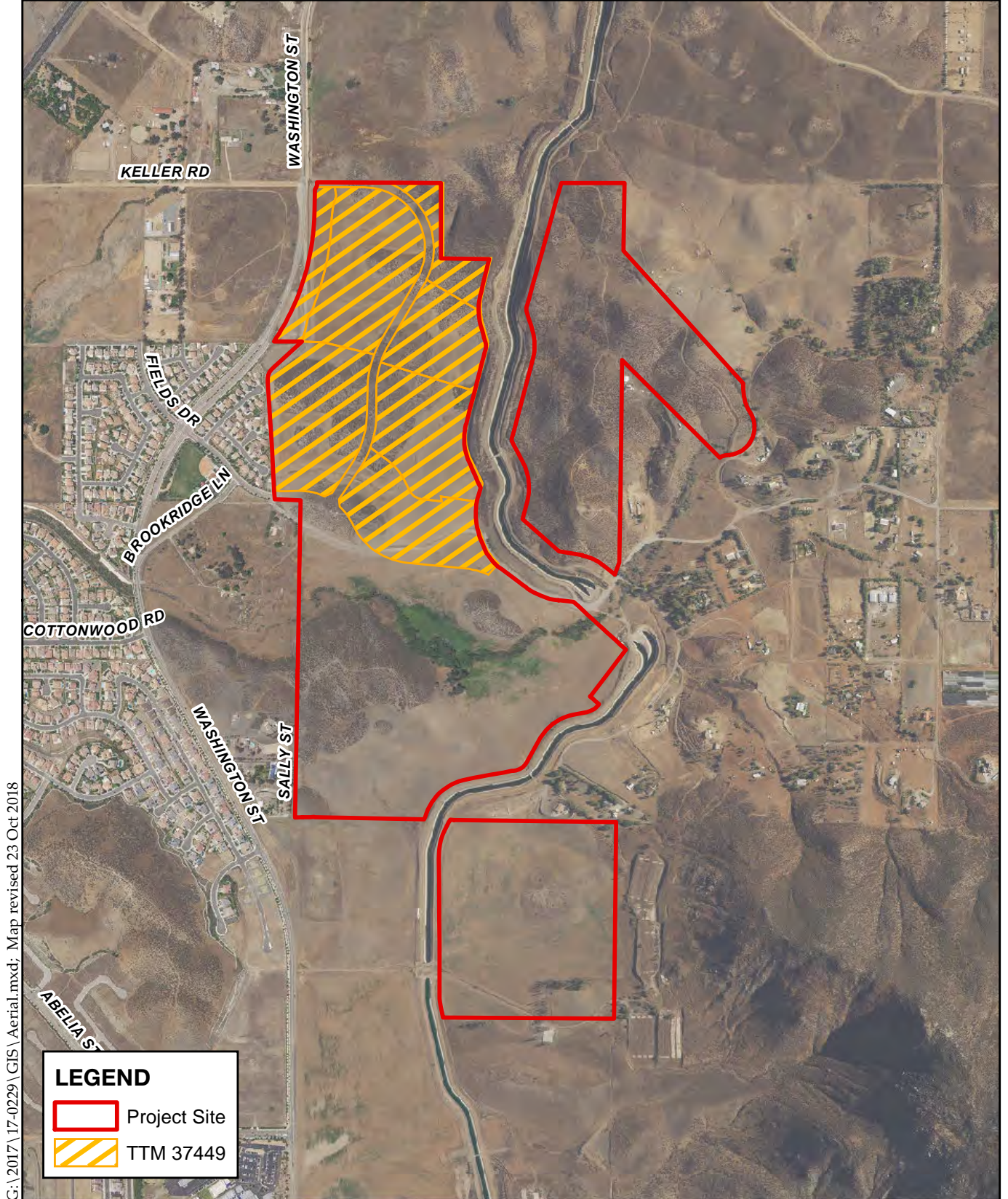


**Figure 1 – Regional Map**

Belle Terre







**Figure 2 - Aerial Map**

Belle Terre

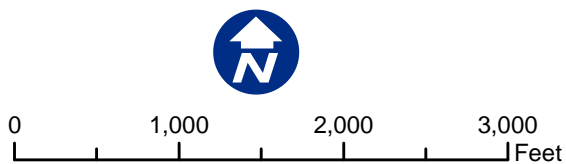


Table A, Belle Terre Land Use Comparison




APPROVED SPECIFIC PLAN						SPECIFIC PLAN SUBSTANTIAL CONFORMANCE NO. 1					
Planning Area	Land Use Designation	Density Range (DU/AC) <sup>1</sup>	Average Density (DU/AC)	Gross Area (Acres)	Maximum Dwelling Units	NEW Planning Area Number	NEW Land Use Designation	NEW Density Range (DU/AC)	NEW Average Density (DU/AC)	NEW Gross Area (Acres)	NEW Maximum Dwelling Units
PA-1	MHDR	5.0-8.0	7.95	32.8	261	PA-1	MDR	2.0-5.0	4.4	21.8	97
PA-2	HDR	8.0-14.0	14	14.0	196	PA-2	HDR	8.0-14.0	13.9	11.7	163
PA-3	MHDR	5.0-8.0	8	14.0	112	PA-3	MDR	2.0-5.0	4.6	20.8	95
PA-4	MHDR	5.0-8.0	8	14.5	116	PA-4	MHDR	5.0-8.0	5.5	17.4	95
PA-5	OS-R	-		2.7		PA-5	OS-R			4.0	
PA-6	MHDR	5.0-8.0	8	6.3	50	PA-6	OS-C			4.9	
PA-7	MHDR	5.0-8.0	8	13.7	110	PA-7	MHDR	5.0-8.0	5.2	16.5	85
PA-8	OS-R			9.5		PA-25	OS-R			1.6	
PA-9	MHDR	5.0-8.0	8	7.7	62	PA-9	MHDR	5.0-8.0	7.2	19.6	142
PA-10	MHDR	5.0-8.0	7.95	23.4	186	PA-28	MHDR	5.0-8.0	5.7	17.4	99
PA-11	MHDR	5.0-8.0	8	3.5	28						
PA-12	MHDR	5.0-8.0	8	5.2	42	PA-12	OS-R			5.6	
PA-13	MDR	2.0-5.0	5	16.6	83	PA-13	MDR	2.0-5.0	4.3	18.8	80
PA-14	LDR	0.5-2.0	1.95	19.2	37	PA-14	OS-C			15.3	
PA-15	OS-R/B	-		10.5		PA-15	OS-C			8.9	
PA-16A	OS-C	-		2.7		PA-8	OS-C			4.8	
PA-16B	OS-C	-		5.6		PA-10	OS-R			6.0	
PA-16C	OS-C	-		1.8							
PA-16D	OS-C	-		2.4		PA-11	OS-C			2.2	
PA-16E	OS-C	-		4.8		PA-16	OS-C			4.0	
PA-16F	OS-C	-		4.2		PA-24	OS-C			4.7	
PA-17	OS-CH	-		69.0		PA-17	OS-CH			67.7	
PA-18	OS-CH	-		31.6		PA-18	OS-CH			32.5	
PA-19	OS-CH	-		1.8		PA-19	OS-CH			2.2	
PA-20	OS-CH	-		1.3		PA-20	OS-CH			1.3	
PA-21	OS-CH	-		2.9		PA-21	OS-CH			3.2	
						PA-22	OS-C			0.4	
						PA-23	OS-C			2.5	
						PA-26	OS-C			1.2	
						PA-27	OS-R			6.4	
Streets	-	-		20.6		Streets	ROW			20.4	
Total				342.3	1,282	Total				344	856

Notes:  
1. DU/AC = Dwelling Units per Acre  
2. **FONT** = Denotes a change











# BELLE TERRE

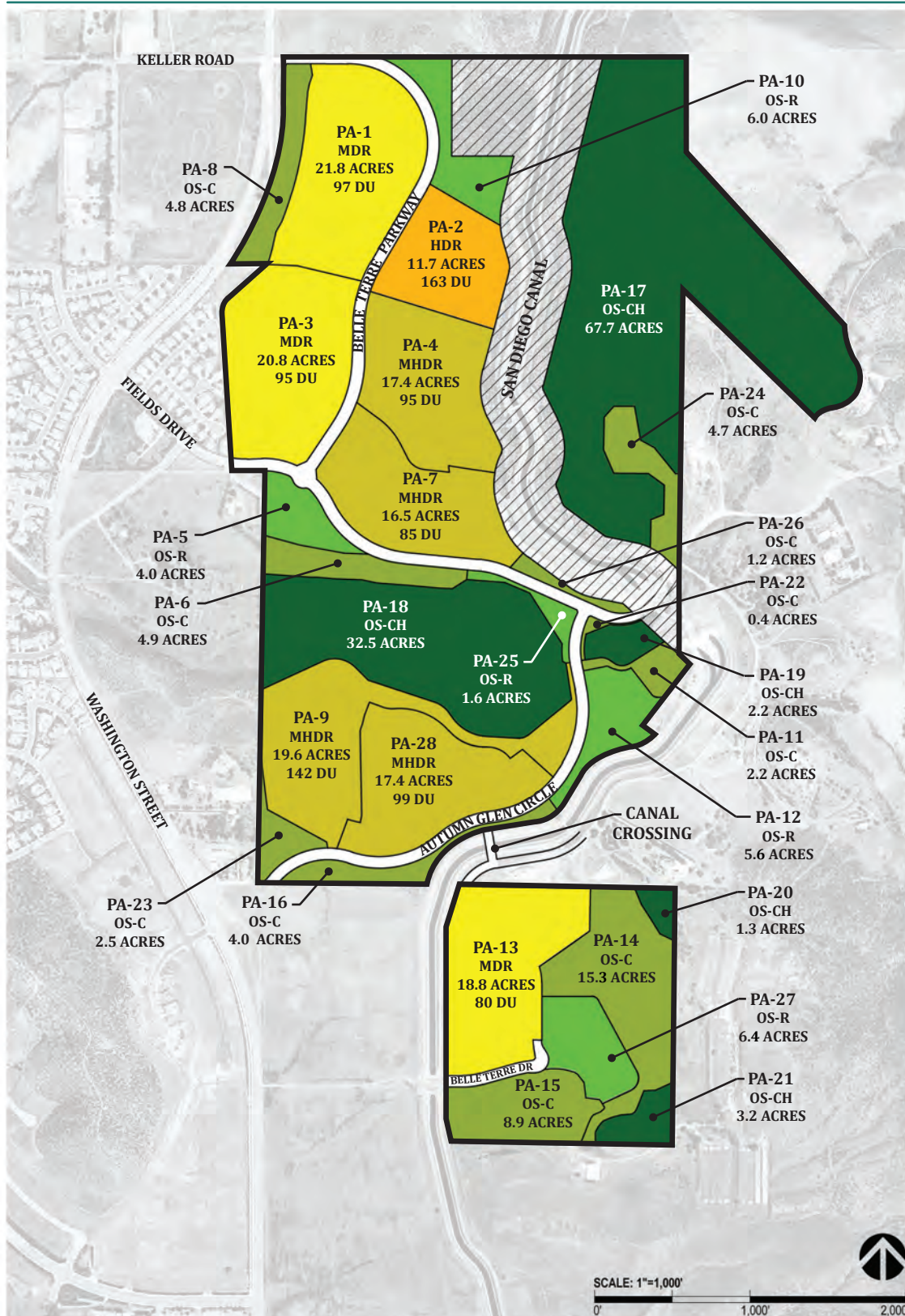
-  **Project Boundary**
-  **Planning Areas**
-  **Not a Part**

### LEGEND

- |   |   |
|---|---|
|    | <b>MEDIUM DENSITY<br/>RESIDENTIAL (MDR)</b>             |
|    | <b>MEDIUM HIGH DENSITY<br/>RESIDENTIAL (MHDR)</b>       |
|    | <b>HIGH DENSITY<br/>RESIDENTIAL (HDR)</b>               |
|    | <b>OPEN SPACE-<br/>CONSERVATION-(OS-C)</b>              |
|   | <b>OPEN SPACE-<br/>CONSERVATION<br/>HABITAT (OS-CH)</b> |
|  | <b>OPEN SPACE-<br/>RECREATION (OS-R)</b>                |

**DWELLING UNITS**  
**856 TOTAL DWELLING UNITS**

### Figure 3 Land Use Plan





changes Belle Terre Drive to a Collector; and includes approximately 16 acres of parks (new PA-5, PA-12, and PA-27) to be maintained by Valley-Wide as well as approximately 8 acres of Community Parks (new PA-10 and PA-25) that may include dog park/run, recreational center, community garden, farmhouse, and/or farmhouse associated uses.

The revised plan provides for twenty eight planning areas (PA). Eight of the twenty eight planning areas are planned for residential development with planned residential density ranges for medium density (2.0-5.0 du/ac<sup>1</sup>), medium-high density (5.0-8.0 du/ac), and high density (8.0-14.0 du/ac). These eight planning areas include up to 856 homes to be developed across 144 acres, five active parks on approximately 24 acres, and approximately 23 acres of open space for detention basins. The revised plan will continue to provide the required 106.85 acres of land to remain undeveloped for habitat conservations purposes.

### ***Change of Zone***

The Change of Zone proposes changes to the SP382 Zoning Ordinance text to in accordance with changes identified in **Table A**, above, as well as development standards to ensure both CZ and SP382S1 comply with one another.

### ***Tentative Tract Map 37449***

Tentative Tract Map No. 37449 (TTM37449), reflected in **Figure 4 – Tentative Tract Map No. 37449**, below, includes existing parcels totaling approximately 270 acres; a portion of the approximately 344 acre Belle Terre Specific Plan.

TTM 37449 proposes to subdivide approximately 76.5 acres for residential development. Approximately 53.9 acres will consist of 372 lots for residential development (192 Medium Density Residential (MDR) lots for development in Planning Areas 1 and 3 and 180 Medium High Density Residential (MHDR) lots for development within PA 4 and 7. Approximately 4.2 acres will be developed as open space and approximately 18.4 acres will be developed as roadway improvements.

Approximately 9.8 acres within Planning Areas 6 and 8 is proposed to develop as water quality basins to serve the proposed 372 lots.

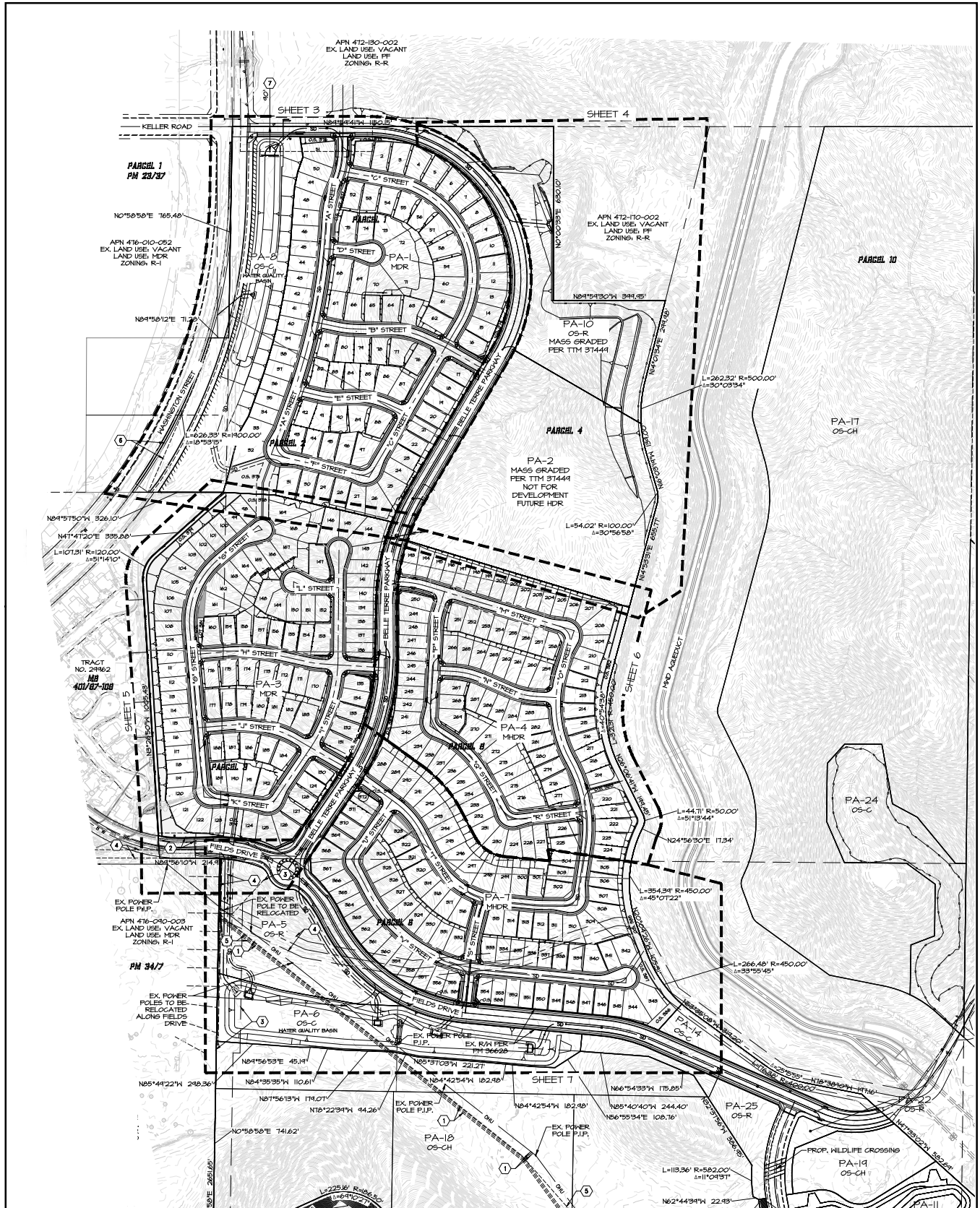
Approximately 51.2 acres includes construction of a 25 foot construction access road and mass grading of Planning Areas 2, 9, 15 and 23. These Planning Areas will be mass graded but no development is proposed under this map at this time.

The remaining 132.6 acres is to create parcels consistent with the SP land use planning areas 5, 10, 11, 12, 14, 16, 17, 18, 19, 22, 24, and 25 as the existing lot lines do not currently match the proposed land use plan. However, no improvements or impacts are proposed for these areas at this time.

The area proposed for residential development is proposed to be constructed in three phases across the approximately 76.5 acres as follows:

- Phase 1 – Construct 97 single family detached homes
- Phase 2 – Construct 95 single family detached homes
- Phase 3 – Construct 180 single family detached homes

<sup>1</sup> du/ac = dwelling units per acre



### Figure 4 - TTM 37449

## Belle Terre



ALBERT A.  
**WEBB**  
ASSOCIATES

### Storm Drain

An underground storm drain system is proposed to convey the flows from catch basins to proposed on-site infiltration basin or bio-retention facility, or to existing storm drain systems located downstream of TTM37449 to the west, existing storm drain Line A (Fields Drive Storm Drain), or Storm Drain Line F crossing Washington Street approximately 700 feet south of Keller Road.

### Water

Water service will be provided by Eastern Municipal Water District (EMWD) and is currently conveyed from the Pat Road Booster Station and a 48 inch diameter transmission main in Leon Road primarily through an 18 inch transmission main along Ruft Road and Abelia Street to the eastern border of the 1627 pressure zone, where the Belle Terre community is located. The nearest storage tank for the 1627 pressure zone is the Menifee Village Tank located about 7 miles northwest of the Belle Terre site with a storage volume of 5 million gallons. The Pat Road Booster Station, located on the southern border of the 1627 pressure zone, is the nearest source of supply to Belle Terre community and the French Valley area. Facilities are proposed to accommodate the demands of the Belle Terre community and improve the hydraulic performance of the existing water facilities in the neighboring French Valley area. The following facilities are proposed as part of TTM37449:

- 18 inch diameter along Fields Drive between Washington St. and proposed water tank in Planning Area 24 of SP382S1 ( $\pm 5,600$  feet).
- 12 inch diameter pipeline along Belle Terre Parkway and Washington Street from the end of the existing 12 inch diameter pipeline in Washington Street to Fields Drive ( $\pm 5,100$  ft)
- 8 inch diameter pipelines within tract streets for TTM37499

### Sewer

EMWD will provide sewer service to the site. Currently, there are no existing sewer gravity pipelines larger than 12 inch diameter adjacent to the project site. The nearest trunk sewer pipeline (18 inch diameter) is located near the intersection of Winchester Road and Abelia Street, approximately 4,300 linear feet (lf) westerly from the west boundary of the site. Between the 18 inch diameter trunk sewer pipeline and the proposed project site, lies an existing single family residential development with local streets and no major or arterial road right-of-way consistent with a future trunk sewer main. There is one potential sewer connection point at the intersection of Summer Sweet Drive and Washington Street. The remaining capacity in the existing system between the connection point and Abelia Street sewer, however, will only be enough for 444 dwelling units and is anticipated to be reduced to 360 dwelling due to future development of neighboring tract maps 33423 and TR 33423-1. These projects are expected to be constructed and connect to the existing system first. However, another possible connection point is to the existing 24 inch diameter sewer pipeline located at the intersection of Pourroy Road and Benton Road, approximately 16,900 lf southwesterly of the project site.

At final build-out of the entire Belle Terre community, 0.76 cubic feet per second (cfs) peak flow will be generated. However, an interim connection will be made to the existing 8 inch diameter line recently installed by tract 33423-1 in Washington Street to handle flows from the proposed Project while the French Valley Channel sewer is constructed. Further, a system of 10 inch and 12 inch diameter off-site pipes will be required.

EMWD has confirmed the existing 18 inch sewer pipeline in Abelia Street has capacity to handle this additional flow generated by the overall Belle Terre community. Sewage generated in from the proposed Project will flow in 8 inch and 10 inch lines to the western project boundary in Fields Drive. Flows will then follow existing public right-of-ways in proposed 10 inch and 12 inch lines as they flow west to Washington Street. The flows will then join flows from tract 33423-1 and head south to the French Valley Channel. The flows will then be directed west using a 12 inch line in a 30 foot wide access road right-of-way along the north boundary of the channel to reach the connection point in Abelia Street.

### Grading

The remaining 188.75 acres reflected on TTM37449 are reflected for the purposes of mass grading and identifying future development. It is anticipated that earthwork for the proposed Project will be balanced onsite and that TTM37449 will be mass graded in four phases.

Phase 1 grading will consist of the following improvements:

- Construction of Belle Terre Parkway street improvements and all underground utilities up to PA-3, northerly boundary (All Planning Areas are as identified in **Figure 3**, above).
- Construct a 25 foot emergency access only on Belle Terre Parkway from PA-3 northerly boundary to Washington Street.
- Construct Fields Drive street improvements and all underground utilities up to PA-6 easterly boundary.
- Construct a 25 foot construction access only on Fields Drive from PA-6 easterly boundary to Autumn Glen Circle.
- Construct a 25 foot construction access only on Autumn Glen Circle from Fields Drive to mass graded PA-9, PA-23, and PA-28.
- Construct half width street improvements and all street improvements and all underground utilities on Washington Street.
- Construct PA-3 street improvements, underground utilities, rough grading and southern water quality basin on PA-6.

Phase 2 grading will consist of the following improvements:

- Construct Belle Terre Parkway street improvements and all utilities underground from PA-3 northerly boundary to Washington Street.
- Construct PA-1 street improvements, underground utilities, rough grading and Northern Water Quality Basin on PA-8.

Phase 3 grading will consist of the following improvements:

- Construct Fields Drive street improvements and all underground utilities from PA-6 easterly boundary to easterly project boundary.
- Construct PA-7 street improvements, underground utilities, and rough grading.

Phase 4 grading will consist of the following improvements:

- Construct PA-4 street improvements, underground utilities, and rough grading.



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

**B. Total Project Area:** Approximately 344 acres

<b>Residential Acres:</b> 76.5	<b>Lots:</b> 388	<b>Units:</b> 372	<b>Projected No. of Residents:</b> 2,540 <sup>2</sup>
<b>Commercial Acres:</b> 0	<b>Lots:</b> 0	<b>Sq. Ft. of Bldg. Area:</b> 0	<b>Est. No. of Employees:</b> N/A
<b>Industrial Acres:</b> 0	<b>Lots:</b> 0	<b>Sq. Ft. of Bldg. Area:</b> 0	<b>Est. No. of Employees:</b> N/A
<b>Other:</b> <ul style="list-style-type: none"> <li>▪ 9.8 acres proposed to develop as water quality basins</li> <li>▪ 51.2 acres proposed to be mass graded</li> <li>▪ 206.5 acres to be left undeveloped and unimproved at this time</li> </ul>			

**C. Assessor's Parcel No(s):**

472-170-022, 472-170-023, 472-170-024, 472-170-025, 472-170-026, 472-180-033, 472-180-034, 472-180-035, and 472-180-036.

**Street References:** The proposed Project is located southeast of the intersection of Washington Street and Keller Road, within the French Valley area of unincorporated Riverside County, California as shown on.

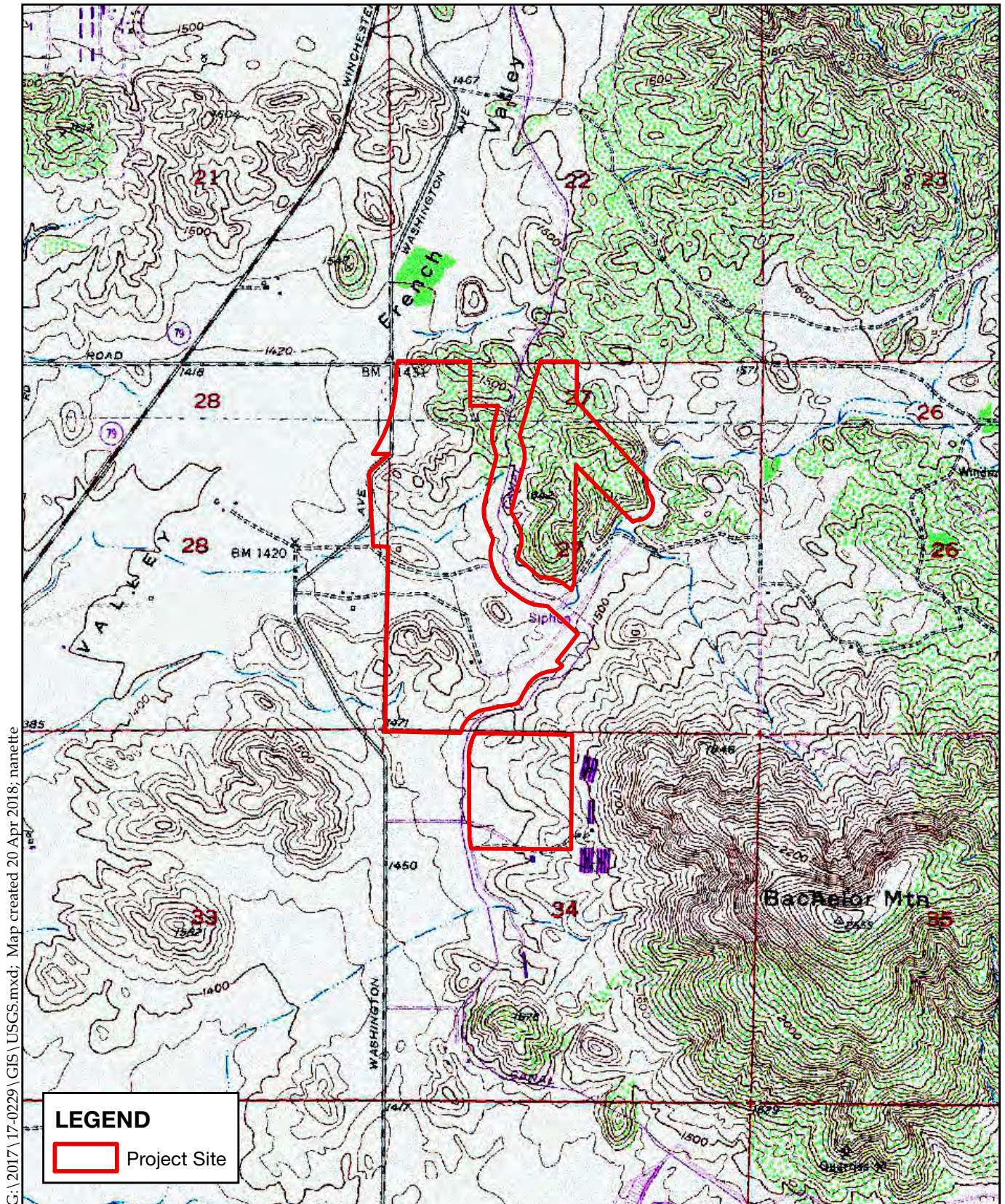
**D. Section, Township & Range Description or reference/attach a Legal Description:** Section 27, Township 6 South, Range 2 West, San Bernardino Baseline and Meridian Map as shown on **Figure 5 - USGS Map.**

**E. Brief description of the existing environmental setting of the Project site and its surroundings:**

The proposed Project site is relatively flat but contains some hilly terrain in the northeastern portion of the site that contains moderate to steep slopes with elevations ranging from 1,560 to 1,680 feet above mean sea level. The Project site is undeveloped and is comprised of vacant, undeveloped areas and lies within the Belle Terre Specific Plan No. 382. The Project site is surrounded by vacant land to the north and south; vacant land and scattered single-family residential to the east; and vacant land, scattered single family residential, residential housing tracts and Washington Park to the west (see **Figure 1** above).

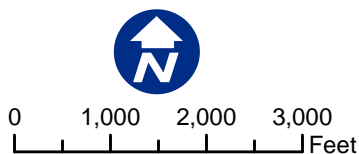
<sup>2</sup> 372 Dwelling Units x 3.11 residents per dwelling unit per DEIR531





Sources: ESRI / USGS 7.5min Quad  
DRGs: BACHELOR/WINCHESTER

**Figure 5 - USGS Map**  
Belle Terre





## II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

### A. General Plan Elements/Policies:

1. **Land Use:** The Project site's existing General Plan land use designations include the following: Community Development: Medium Density Residential (CD:MDR); Community Development: Medium High Density Residential (CD:MHDR); Community Development: High Density Residential (CD:HDR); Open Space: Open Space-Conservation Habitat (OS:OS-CH); Open Space: Open Space-Conservation (OS:OS-C); and Open Space: Open Space-Recreation (OS:OS-R). The Project is consistent with these land use designations. Therefore, the proposed Project will not conflict with any General Plan Land Use policies.
2. **Circulation:** No general plan circulation changes are proposed. No policies are applicable. Thus, the proposed Project will not conflict with any General Plan Circulation Element policies.
3. **Multipurpose Open Space:** The proposed Project will not conflict with areas identified for conservation, preservation, or reservation within the Multipurpose Open Space Element. The proposed Project is located within the boundaries of the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP) but with implementation of mitigation measures identified in EIR531, will not conflict with the MSHCP. The proposed Project will not conflict with any General Plan Multipurpose Open Space policies.
4. **Safety:** The proposed Project site is not located within a Fault Zone. The site is located in a subsidence zone and has a low to very low potential for liquefaction. Mitigation measures identified in EIR531 will reduce these impacts to less than significant. The Project site is not located within any airport master plan or influence area. The proposed Project is not located within a 100-year flood plain, dam inundation area or will cause flooding; the Project will be constructed to be consistent with the drainage plan and Water Quality Management Plan (WQMP). The proposed Project is located within High and Very High fire hazard areas and does propose future structures to be occupied by humans. However, the Project will be required to provide a fuel modification plan and the structures will be required to comply with all local and state regulations including the California Building Code to ensure the health and safety of future occupants.

There are no known hazardous waste sites in the area, and the Project consists of primarily residential land uses which are not associated with hazardous materials that would pose a significant risk to the environment. Potential hazardous materials might be used during construction, such as paints, adhesives, surface coatings, cleaning agents, fuels, and oils. The Project will comply with all applicable state and local laws concerning the handling, storage and disposal of hazardous wastes.

5. **Noise:** Noise from the proposed Project will be generated during construction, from future on-site activities, and from future Project specific traffic. During the lifetime of the Project, noise impacts to the Project site will be generated from vehicular-sourced noise from nearby roadways. EIR531 identified mitigation measures to reduce noise impacts to less than significant. With implementation of these mitigation measures, the Project will not conflict with any General Plan Noise Element policies.
6. **Housing:** Implementation of the proposed Project does not entail the displacement of significant numbers of existing housing nor does it create a need for new housing; thus, the proposed Project will not conflict with General Plan Housing Element policies.
7. **Air Quality:** The proposed Project includes site preparation and construction-related activities. The proposed Project will comply with all applicable regulatory requirements to control fugitive dust during construction and grading activities and will not conflict with policies in the General Plan Air Quality Element.

- 8. Healthy Communities:** The site is surrounded by vacant land and residential housing that is similar in nature to the Project. The Project is not located in an established community that could be divided or disrupted by the Project. Nonetheless, the proposed Project will mitigate impacts to ensure Project will not conflict with any Healthy Community Element policies.
- B. General Plan Area Plan(s):** The Project site is located within the Southwest Area Plan.
- C. Foundation Component(s):** The Project site is located within the Community Development Foundation Component and Open Space Foundation Component
- D. Land Use Designation(s):** The Project site's existing General Plan land use designations include the following: Community Development: Medium Density Residential (CD:MDR); Community Development:Medium High Density Residential (CD:MHDR); Community Development: High Density Residential (CD:HDR); Open Space: Open Space-Conservation Habitat (OS:OS-CH); Open Space: Open Space-Conservation (OS:OS-C); and Open Space :Open Space-Recreation(OS:OS-R).
- E. Overlay(s), if any:** None.
- F. Policy Area(s), if any:** The Project is located in the Highway 79 Policy Area.
- G. Adjacent and Surrounding:**
- 1. General Plan Area Plan(s):** Southwest Area Plan
  - 2. Foundation Component(s):** Community Development Foundation Component and Open Space Foundation Component
  - 3. Land Use Designation(s):** Surrounding General Plan land use designations are Community Development: Low Density Residential (CD:LDR) and Community Development: Rural Residential (CD:RR) to the north; Community Development: Medium Density Residential (CD:MDR) and Community Development: Low Density Residential (CD:LDR) to the west; Community Development: Medium Density Residential (CD:MDR), and Open Space: Open Space-Conservation (OS:OS-C) to the south; and Open Space: Open Space-Conservation Habitat (OS:OS-CH), Community Development: Public Facilities (CD:PF) to the east.
  - 4. Overlay(s), if any:** Community Development Overlay to the northwest of the Project site.
  - 5. Policy Area(s), if any:** Highway 79 Policy Area.
- H. Adopted Specific Plan Information**
- 1. Name and Number of Specific Plan, if any:** Belle Terre Specific Plan No. 382 (SP382)
  - 2. Specific Plan Planning Area, and Policies, if any:** Planning Areas 1-28
- I. Existing Zoning:** Specific Plan (SP) - Belle Terre Specific Plan No. 382
- J. Proposed Zoning, if any:** A Change of Zone proposes changes to the SP382 Zoning Ordinance text to in accordance with changes identified in **Table A**, above, as well as development standards to ensure both CZ and SP382S1 comply with one another
- K. Adjacent and Surrounding Zoning:** The surrounding zoning immediately adjacent to the Project site includes A-1-5 (Light Agriculture), A-1-10 (Light Agriculture), and SP Zone (Domenigoni Barton Specific Plan No. 310) to the north; R-R (Rural Residential) and A-P (Light Agriculture with Poultry) to the east; A-P (Light Agriculture with Poultry) and R-1 (One-Family Dwellings) to the south; and R-1 (One-Family Dwellings), R-5 (Open Area Combining Zone Residential Developments) , A-1-2 ½ (Light Agriculture), and SP Zone (Winchester Specific Plan No. 286) to the west.

### III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below (X) were identified in EIR No. 531 and/or by current Project proposals as being potentially affected by this Project, involving at least one impact that is a, "Potentially Significant Impact" or "Less than Significant with Mitigation Incorporated," as indicated by the checklist on the following pages.

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

All topics below were found to be consistent with EIR No. 531 with only the mitigation measures previously required in the original EIR or less than significant with the exception of boxes marked with a red "X." These topics include new or updated mitigation measures.

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

### IV. DETERMINATION

On the basis of this initial evaluation:

<b>A PREVIOUS ENVIRONMENTAL IMPACT REPORT/NEGATIVE DECLARATION WAS NOT PREPARED</b>
<input type="checkbox"/> I find that the proposed project <b>COULD NOT</b> have a significant effect on the environment, and a <b>NEGATIVE DECLARATION</b> will be prepared.
<input type="checkbox"/> I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project, described in this document, have been made or agreed to by the project proponent. <b>A MITIGATED NEGATIVE DECLARATION</b> will be prepared.
<input type="checkbox"/> I find that the proposed project MAY have a significant effect on the environment, and an <b>ENVIRONMENTAL IMPACT REPORT</b> is required.

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

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

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

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

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Russell Brady  
Printed Name



## V. ENVIRONMENTAL ISSUES ASSESSMENT

The County prepared the following Environmental Checklist as suggested by Section 15164(d) of the *State CEQA Guidelines*. The *State CEQA Guidelines* include a suggested checklist to indicate whether the conditions set forth in Section 15162 of the *State CEQA Guidelines*, which would require a subsequent or supplemental EIR, are met and whether there would be new significant impacts resulting from the Project not examined in the previously certified EIR531.

There are four possible responses to each of the environmental issues included on the Environmental Checklist.

☐ Potentially Significant New Impact

This category is utilized for any potentially significant new impact that was not analyzed in EIR531.

☐ Less than Significant New Impact with Mitigation Incorporated

This category is utilized for any new impacts which were not analyzed or found less than significant in EIR531, but are nonetheless found to be less than significant with mitigation incorporated.

This category is also utilized to identify impacts which are equal to or less than the impacts found and analyzed EIR531, that require revised or eliminated mitigation measures that are specific to the proposed Project.

☐ Less than Significant New Impact

This category is utilized for any new impacts which were not analyzed or found in EIR531, but which are nonetheless less than significant.

☐ No New Impact

This category is utilized for impacts which are equal to or less than the impacts found and analyzed in EIR531.

The Environmental Checklist and accompanying responses provide the information and analysis necessary to assess relative environmental impacts of the proposed Project in the context of environmental impacts addressed for Belle Terre Specific Plan (SP382) in the previously certified EIR531. In doing so, the County will determine the extent of additional environmental review, if any, for the current Project.

<b>AESTHETICS</b> Would the project:				
<b>1. Scenic Resources</b>				
a) Have a substantial effect upon a scenic highway corridor within which it is located?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: EIR531, GP, CALTRANS

Findings of Fact:

- a) *EIR531 Conclusion: No Impact. Not specifically addressed in EIR531 because the Environmental Assessment (EA42506) prepared as part of the Notice of Preparation for EIR351 (NOP) determined that that no scenic highway corridors would be affected by the project (DEIR531, p. IV.B-14; p. 6 of Appendix I).*

**No New Impact.** The proposed Project lies within the same area as previously analyzed in EIR531. There are no scenic highways within the vicinity of the Project area (GP, Figure C-8). No new scenic highways have been designated in the vicinity since EIR531 was prepared (CALTRANS). Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

- b-c) *EIR531 Conclusion: Less than Significant Impact. EIR531 determined that views of scenic vistas are mostly available from private properties. No unique or landmark features are located within the project area. EIR531 noted that future development within the project area would follow detailed landscape and architectural design guidelines (outlined in SP382) to establish thematic and visual elements within the project area that ties into the natural environment of the surrounding area. Thus, EIR531 concluded less than significant impacts related to scenic resources. (DEIR531, pp. IV.B-14 – IV.B-15).*

**No New Impact.** The proposed Project lies within the same area as previously analyzed in EIR531. Consistent with the findings in EIR531, the Project is not located in an urbanized area and no scenic resources are located on the Project site, and public views of scenic vistas will not be affected. The Project will follow the detailed landscape and architectural design guidelines of SP382 to ensure implementation of the proposed Project is not aesthetically offensive. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

Mitigation: All mitigation measures related to this issue that were identified in EIR531 remain in effect.

Monitoring: Monitoring for all mitigation measures remains as identified in EIR531.

**2. Mt. Palomar Observatory**

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

☐☐☐☒

Source(s): EIR531, ORD 655

**Findings of Fact:**

- a) *EIR531 Conclusion: Less than Significant Impact. EIR531 stated that implementation of the project would create new sources of light and glare; however, EIR531 stated that implementation of the project would comply with County Ordinance No. 655 and the lighting requirements outlined in SP382 thus minimizing the potential amount of light and glare. EIR 531 concluded that impacts would be less than significant (DEIR531, p. IV.B-15 – IV.B-16).*

**No New Impact.** The proposed Project occupies the same area as previously analyzed in EIR531 and will have the same land uses as SP382. The Project will comply with County Ordinance No. 655 (ORD 655), which requires certain design techniques to reduce light and glare. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

**Mitigation:** All mitigation measures related to this issue that were identified in EIR531 remain in effect.

**Monitoring:** Monitoring for all mitigation measures remains as identified in EIR531.

<b>3. Other Lighting Issues</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Expose residential property to unacceptable light levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): EIR531, ORD 655

Findings of Fact:

- a-b) *EIR531 Conclusion: Less than Significant Impact. EIR531 stated that implementation of the project would create new sources of light and glare; however, EIR531 stated that implementation of the project would comply with County Ordinance No. 655 and the lighting requirements outlined in SP382 thus minimizing the potential amount of light and glare. EIR 531 concluded that impacts would be less than significant (DEIR531, p. IV.B-15 – IV.B-16).*

**No New Impact.** The proposed Project occupies the same area as previously analyzed in EIR531 and will have the same land uses as SP382. The Project will comply with the light design standards outlined in SP382 to reduce light and glare, and use window glazing (energy-efficient and ultraviolet protective glazing, no reflective glazing) to further reduce glare. Additionally, the Project will comply with County Ordinance No. 655 (ORD 655), which requires certain design techniques to reduce light and glare. The Project will not expose residential properties to unacceptable light levels with compliance with SP382 standards and ORD 655. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

Mitigation: All mitigation measures related to this issue that were identified in EIR531 remain in effect.

Monitoring: Monitoring for all mitigation measures remains as identified in EIR531.

<b>AGRICULTURE &amp; FOREST RESOURCES</b> Would the project:				
<b>4. Agriculture</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm")?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: EIR531, DOC, FMMP, ORD 625

Findings of Fact:

- a) *EIR531 Conclusion: No Impact. EIR531 determined that the project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, and therefore concluded no impacts related to Farmlands (DEIR531, p.IV.A-1).*

**No New Impact.** The proposed Project occupies the same area as previously analyzed in the EIR531. As depicted on the California Department of Conservation's (DOC's) Farmland Mapping and Monitoring Program (FMMP), the Project site is located within Farmland of Local Importance, Grazing Land, and Other Land. Since the Project site does not have any land designated as Prime, Unique, or Farmland of Statewide Importance, no conversion of Farmland to non-agricultural use will occur. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

- b) *EIR531 Conclusion: Less than Significant Impact. EIR531 stated that the project site is not under Williamson Act Contract and is not within the County's Agricultural Preserve. EIR531 noted that a portion of the project area west of the San Diego Canal is zoned Light Agriculture-10 Acre Minimum (A-1-10) and Light Agriculture-5 Acre Minimum (A-1-5), and a portion of the project site east of the San Diego Canal is zoned residential Agriculture-2 ½ Acre Minimum (A-A-2 ½). However, the County's General Plan land use designation for the project area designated the properties west of the San Diego Canal as Medium Density Residential and designated the properties east of the San Diego Canal as Rural Mountainous. As part of the SP382 and EIR531, amendments to the General Plan and a Zone Change were included to allow for the development of 1,282 homes. EIR531 determined that the Zone Change would be consistent with the existing General Plan land use designation for residential land uses and stated that the County's General Plan identified other areas best suited for agricultural use in the future. As such, EIR531 concluded that implementation of the project would not conflict with agricultural land uses since the project would generally be consistent with the type of development called out in the County's General Plan. EIR531 concluded impacts would be less than significant. (DEIR531, pp. IV.C-7 – IV.C-8).*



**No New Impact.** The proposed Project occupies the same area as previously analyzed in EIR531. The Project site is currently zoned SP (Belle Terre Specific Plan No. 382). According to the DOC's Williamson Act Map, there are no Williamson Act contracts on the Project site and the site is not in a Riverside County Agricultural Preserve (DOC). Thus, implementation of the proposed Project will not conflict with agricultural zoning, Williamson Act, or Riverside County Agricultural Preserve as none exist. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

- c) *EIR531 Conclusion: No Impacts.* EIR531 noted that a portion of the project area west of the San Diego Canal is zoned Light Agriculture-10 Acre Minimum (A-1-10) and Light Agriculture-5 Acre Minimum (A-1-5), and a portion of the project site east of the San Diego Canal is zoned residential Agriculture-2 ½ Acre Minimum (A-A-2 ½). However, the County's General Plan land use designation for the project area designated the properties west of the San Diego Canal as Medium Density Residential and designated the properties east of the San Diego Canal as Rural Mountainous. As part of the project and EIR531, amendments to the General Plan and a Zone Change were included to allow for the development of 1,282 homes. EIR531 determined that the Zone Change would be consistent with the existing General Plan land use designation for residential land uses and stated that the County's General Plan identified other areas best suited for agricultural use in the future.

EIR531 stated that pursuant to County Ordinance No. 625, property owners within the project area would be notified of the presence of existing agricultural zoning/uses within 300 feet of applicable properties and the potential for conflicts related to issues such as noise, dust, and odors. Since implementation of the project will comply with all the requirements (including notification of agricultural zoning/uses) of County Ordinance No. 625 the EIR531 concluded less than significant impacts related to County Ordinance No. 625 (DEIR531, pp. IV.C-7 – IV.C-8).

**No New Impact.** The proposed Project occupies the same area as previously analyzed in the EIR531. As part of the approved SP382 and certified EIR531, amendments to the GP and a Zone Change removed agricultural zoning from the Project site. Consequently, the current zoning on the Project site is SP (Belle Terre Specific Plan No. 382). Consistent with the analysis in EIR531, the Project will comply with all the requirements of County Ordinance No. 625 (ORD 625). Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

- d) *EIR531 Conclusion: No Impact.* EIR531 determined that the project site is not designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, and therefore concluded no impacts related to Farmlands (DEIR531, p.IV.A-1, p.IV.C-7).

**No New Impact.** The proposed Project occupies the same area as previously analyzed in EIR531. As part of the approved SP382 and certified EIR531, amendments to the GP and a Zone Change removed agricultural zoning from the Project site. Consequently, the current zoning on the Project site is SP (Belle Terre Specific Plan No. 382). Consistent with the analysis in EIR531, the Project will comply with all the requirements of ORD 625. As depicted on the DOC's FMMP, the Project site is located within Farmland of Local Importance, Grazing Land, and Other Land (FMMP). Since the Project site does not contain any land designated as Prime, Unique, or Farmland of Statewide Importance, implementation of the Project will not involve other changes in the existing environment that will result in the conversion of Farmland to non-agricultural use as none exists. Further, the Project site does not contain any land used as forest land. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

Mitigation: All mitigation measures related to this issue that were identified in EIR531 remain in effect.

Monitoring: Monitoring for all mitigation measures remains as identified in EIR531.

<b>5. Forest</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: EIR531

Findings of Fact:

- a-c) *EIR531 Conclusion: No Impact. EIR531 determined that the project is not zoned as timberland or forest land and does not contain any forest land. Consequently, EIR531 determined there are no impacts related to forest land. (DEIR531, pp. IV.A-1 – IV.A-2).*

**No New Impact.** The proposed Project lies within the same area as previously analyzed in EIR531. The current zoning on the Project site is SP (Belle Terre Specific Plan No. 382) which does not include forest land, timberland, or Timberland Production. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

Mitigation: All mitigation measures related to this issue that were identified in EIR531 remain in effect.

Monitoring: Monitoring for all mitigation measures remains as identified in EIR531.

<b>AIR QUALITY</b> Would the project:				
<b>6. Air Quality Impacts</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Expose sensitive receptors, which are located within one (1) mile of the project site, to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: EIR531, SCAQMD, WEBB-C

Findings of Fact:

- a) *EIR531 Conclusion: Significant and Unavoidable. The project is located in the South Coast Air Quality Management District (SCAQMD), with its Air Quality Management Plan (AQMP) being the applicable policy document. The AQMP works with Southern California Association of Governments (SCAG) to forecast population growth for the region and develops a long-term attainment plan to accommodate the air pollution impacts of such growth. Even though the project is consistent with regional population projections, EIR531 determined that the project is considered inconsistent with the SCAQMD's 2012 AQMP because the County's General Plan designation for the site would allow approximately 1,128 homes whereas the project would allow for 1,282 homes thus resulting in an increase in homes as compared to the local growth projections and existing General Plan designations. Therefore, the project would have a significant and unavoidable cumulative effect on regional air pollution. A Statement of Overriding Consideration was prepared and certified with the Final EIR531. (DEIR531, p. IV.D-26 – IV.D-28, IV.D-31).*

*Further, EIR531 determined that regional construction impacts would not exceed SCAQMD threshold for volatile organic compound (VOC), carbon monoxide (CO), sulfur oxides (SO<sub>x</sub>), particulate matter less than 2.5 microns in size (PM<sub>2.5</sub>), and particulate matter less than 10 microns in size (PM<sub>10</sub>); however regional construction impacts would exceed SCAQMD threshold for nitrogen oxides (NO<sub>x</sub>). Implementation of Mitigation Measures **D-1** through **D-15** would reduce NO<sub>x</sub> levels during construction activities to less than significant.*

*EIR531 determined that local construction impacts would not exceed SCAQMD threshold for VOC, CO, and SO<sub>x</sub>; however, local construction impacts would exceed SCAQMD threshold for NO<sub>x</sub>, PM<sub>10</sub>, and PM<sub>2.5</sub>. Implementation of Mitigation Measures **D-1** through **D-15** would reduce NO<sub>x</sub>, PM<sub>2.5</sub>, and PM<sub>10</sub> levels during construction activities to less than significant. Given the short-term construction schedule, EIR531 concluded that the proposed project would not result in a long-term source of toxic air contaminants (TACs). (DEIR531 pp. IV.D-20 – IV.D-22, IV.D-28 – IV.D-30).*

*EIR531 determined that regional operational impacts would exceed the SCAQMD significance thresholds for VOC, NO<sub>x</sub>, CO, and PM<sub>10</sub>. Implementation of Mitigation Measures **D-16** through **D-22** would reduce operational impacts, however, impacts would remain significant and unavoidable.*

*EIR531 concluded that CO concentrations at traffic study intersections would not exceed the state one- and eight-hour CO standards and thus localized CO concentrations would be less than significant. EIR531 concluded that based on a the limited activity of TAC sources and given that the project would not locate residential or other sensitive uses near existing or planned sources of TACs, the potential for TAC impacts would be less than significant. (DEIR531 pp. IV.D-22 – IV.D-24, IV.D-30, FEIR531 pp. IV-12 – IV-13).*

**No New Impact.** The proposed Project lies within the same area as previously analyzed in EIR531. The Project site is located in the South Coast Air Basin (Basin), which is under the jurisdiction of the SCAQMD. The SCAQMD has adopted a series of AQMPs to reduce air emissions in the Basin. When EIR531 was certified, the SCAQMD's 2012 AQMP was the applicable air quality plan for the Basin. Since that time, the SCAQMD has adopted several updates to the AQMP, including the 2016 AQMP which was approved in March 2017 and is in effect at this time. For purposes of evaluation and to determine whether the proposed Project may have the potential to result in any new or more severe air quality impacts than disclosed in the certified EIR531, consistency with the 2016 AQMP, which is applicable today, is discussed below.

The land uses of SP382S1 remain the same as those previously analyzed in EIR531. However, residential land uses within the Belle Terre community will be reduced overall from 1,282 homes to 856 homes. TTM37449 proposes development of 372 homes within Planning Areas 1, 3, 4, and 7 which is less than the 599 homes previously analyzed for development within these Planning Areas. The Project will not result in air pollutant emissions that were not anticipated by the 2016 AQMP and will not exceed the AQMP's long-term growth assumptions because the Project will implement the same land uses contemplated in SP382 on the Project site with a lower density. As such, the proposed Project was accounted for in the regional growth projections that were used to prepare the 2016 AQMP.

Further, TTM37449 will generate approximately 3,512 daily trips (WEBB-C, p. 4-2), which is well within the 12,205 daily trips anticipated to be generated for the entire Belle Terre Specific Plan (DEIR531, p. IV.O-39). As vehicle emissions are the primary cause related to an increase in air emissions, it can be concluded that because SP382S1 will reduce homes by 426 and because TTM37449 will develop 227 fewer homes than previously analyzed for Planning Areas 1, 3, 4, and 7 under EIR531, implementation of the proposed Project will result in fewer traffic trips and not result in an increase in air emissions. Implementation of Mitigation Measures **D-1** through **D-22** will reduce air quality impacts during construction and operational activities. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531. Mitigation Measures **D-17** and **D-22** have been revised for clarity as follows:

***Mitigation Measure D-17: Operational Emissions***

The owners of implementing projects shall incorporate into the project Covenants, Conditions & Restrictions (CC&Rs) a requirement to use low VOC cleaning supplies in future households. Homeowner Associations (HOAs) shall notify residents of this requirement. The CC&Rs with this requirement shall be provided to the County to approve prior to map recordation.

Prior to issuance of a certificate of occupancy, the County Building Department shall ensure that the Project uses low VOC cleaning supplies.

***Mitigation Measure D-22***



The owners of implementing project shall incorporate into the project CC&Rs a requirement to use electric lawn mowers and leaf blowers in future households. HOAs shall notify residents of this requirement. The CC&Rs with this requirement shall be provided to the County to approve prior to map recordation.

~~Prior to issuance of a certificate of occupancy, the County Planning Department shall ensure that that the Project's Homeowner's Association enforces the use of electric lawn mowers and leaf blowers.~~

Thus, the Project will not conflict with or obstruct implementation of the AQMP to a greater degree than the approved SP382 and certified EIR531. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

- b) *EIR531 Conclusion: Less than Significant Impact. EIR531 determined that the proposed project, including the 22 other related projects in the study area, are not expected to contribute to cumulative localized concentrations for NO<sub>x</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, or CO on a long-term basis based on compliance with SCAQMD localized significance thresholds (LSTs). EIR531 noted that future development that contribute to cumulative growth would be required to address the SCAQMD's LST thresholds and perform dispersion modeling if potential violations of health standards were to occur. As such, EIR531 concluded that no significant cumulative impacts on local air quality would occur. (DEIR531 p. IV.D-26).*

**No New Impact.** The proposed Project lies within the same area, and has the same type of residential land uses identified in SP382, which was previously analyzed in EIR531. The proposed Project reduces the number of homes from 1,282 homes to 856 homes and thus, implementation of the Project will not increase the site's intensity beyond what was already analyzed in EIR531. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

- c) *EIR531 Conclusion: Less than Significant Impact. The EIR531 concluded that the project would not generate localized emissions in excess of SCAQMD's significance thresholds. Thus, implementation of the project would not expose sensitive receptors to substantial pollutant concentrations. (DEIR531 p. IV.D-24, FEIR531 p. IV-12).*

**No New Impact.** The proposed Project lies within the same area, and has the same type of residential land uses identified in SP382. The proposed Project reduces the number of homes from 1,282 homes to 856 homes and thus, implementation of the Project will not increase the site's intensity beyond what was already analyzed in EIR531. Additionally, as discussed in the Transportation section in this document, the proposed Project will not result in traffic trips beyond those already analyzed as part of SP382 and EIR531. As vehicle emissions are the primary cause related to an increase in air emissions, it can be concluded that because the proposed Project will reduce homes by 426 homes, implementation of the proposed Project will result in fewer traffic trips than analyzed in EIR531. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

- d) *EIR531 Conclusion: No Impact. This issue was not specifically addressed in EIR531 because the Environmental Assessment (EA42506) prepared as part of the NOP determined that no objectionable odors would be created based on the type of development. Since the project includes the development of residential land uses, these uses would not create objectionable odors that would affect a substantial number of people. (DEIR531, p. IV.D-15, p. 9 of Appendix I).*

**No New Impact.** The proposed Project lies within the same area as previously analyzed in EIR531. The proposed Project may have the potential to produce odors during construction activities resulting from construction equipment exhaust, and/or the application of architectural coatings; however, standard construction practices will minimize the odor emissions and their associated impacts. Furthermore, any odors emitted during construction will be temporary, short-term, and intermittent in nature, and will cease upon the completion of the construction activities. In addition, construction activities on the Project site is required to comply with SCAQMD Rule 402, which prohibits the discharge of odorous emissions that would create a public nuisance (SCAQMD). Accordingly, the proposed Project will not create objectionable odors affecting a substantial number of people during construction, and short-term impacts will be less than significant.

During long-term operation, the proposed Project includes residential uses and open space, consistent with the land uses noted in SP382 and analyzed in EIR531. These type of proposed land uses are not typically associated with objectionable odors. Consequently, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

Mitigation: Mitigation measures **D-1** through **D-16**, and **D-18** through **D-21**, related to this issue that were identified in EIR531 remain in effect as well as revised mitigation measures **D-17** and **D-22**.

Monitoring: Monitoring for all mitigation measures remains as identified in EIR531.

<b>BIOLOGICAL RESOURCES</b> Would the project:				
<b>7. Wildlife &amp; Vegetation</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: CE-A, CE-B, EIR531

**Findings of Fact:**

- a, g) *EIR531 Conclusion: Less than Significant Impact with Mitigation. EIR531 determined that with implementation of Mitigation Measures E-1 through E-7, the project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, and would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands). For the project, these plans and policies include the Western Riverside Multiple Species Habitat Conservation Plan (MSHCP), Riverside County General Plan, Riverside County Code, and other state regulations. A joint Project Review (14-02-06-01) was completed by the Western Riverside Regional Conservation Authority pursuant to Section 6.6.2 of the MSHCP on April 7, 2014 which concluded that the project was consistent with both Criteria and Other Plan requirements. (DEIR531 pp. IV.E-64 – IV.E-74, IV.E-88 – IV.E-90, FEIR531 p. IV-13).*

**No New Impact.** The proposed Project lies within the same area previously analyzed in EIR531. A *Biological Resources Technical Report* was prepared by Cadre Environmental in July 2019 (CE-A), and a *MSHCP Determination of Biologically Equivalent or Superior Preservation/Consistency Analysis* was also prepared in July 2019 (CE-B) which covered the proposed Project and boundary of SP382S1.

The Project site is located within the Western Riverside County Multiple Species Habitat Conservation Plan (MSHCP) Planning Area. The MSHCP is a comprehensive multi-jurisdictional effort that includes western Riverside County and multiple cities, including the study area. Rather than address sensitive species on an individual basis, the MSHCP focuses on the conservation of 146 species, proposing a reserve system of approximately 500,000 acres and a mechanism to fund and implement the reserve system. Most importantly, the MSHCP allows participating entities to issue take permits for listed species so that individual applicants need not seek their own permits from the United States Fish and Wildlife Service (USFWS) and/or California Department of Fish and Wildlife (CDFW). The MSHCP was adopted on June 7, 2003 by the Riverside County Board of Supervisors. The Incidental Take Permit was issued by both the USFWS and CDFW on June 22, 2004.

The MSHCP consists of a Criteria Area that assists in facilitating the process by which individual properties are evaluated for inclusion and subsequent conservation. In addition to Criteria Area requirements, the MSHCP requires consistency with Sections 6.1.2 (Protection of Species within Riparian/Riverine Areas and Vernal Pools), 6.1.3 (Protection of Narrow Endemic Plant Species), 6.1.4 (Urban Wildlands Interface), 6.3.2 (Additional Survey Needs and Procedures), Appendix C (Standard Best Management Practices), and 7.5.3 (Construction Guidelines). The MSHCP serves as a comprehensive, multi-jurisdictional Habitat Conservation Plan (HCP), pursuant to Section (a)(1)(B) of the Endangered Species Act (ESA), as well as the Natural Communities Conservation Plan (NCCP) under the State NCCP Act of 2001.

The MSHCP establishes "Criteria Area" boundaries in order to facilitate the process by which properties are evaluated for inclusion in the MSHCP Conservation. The Criteria Area is an area significantly larger than what may be needed for inclusion in the MSHCP Conservation Area, within which property will be evaluated using MSHCP Conservation Criteria. The Criteria Area is an analytical tool which assists in determining which properties to evaluate for acquisition and conservation under the MSHCP.

Pursuant to the provisions of the MSHCP, all discretionary development projects within the Criteria Area are to be reviewed for compliance with the "Property Owner Initiated Habitat Evaluation and Acquisition Negotiation Strategy" (HANS) process or equivalent process. The HANS process "ensures that an early determination will be made of what properties are needed for the MSHCP Conservation Area, that the owners of property needed for the MSHCP Conservation Area are compensated, and that owners of land not needed for the MSHCP Conservation Area shall receive Take Authorization of Covered Species Adequately Conserved through the Permits issued to the County and Cities pursuant to the MSHCP." The entire 343 acre Belle Terre community underwent the HANS process receiving an initial HANS determination July 23, 2012 and an updated determination November 15, 2015. The entire Belle Terre community is located within five (5) Criteria Area Cells. Specifically, the Belle Terre community is located within Cell 5279 Independent – Subunit 2 (SU2) French Valley/Lower Sedco Hills, Cell 5278 S, Cell 5274 S, Cell 5373 S, and Cell 5471 S – SU4 Cactus Valley/SWRCMSR/Johnson Ranch (CE-B, p. 47). The changes to planning area boundaries within SP382S1 do not negatively impact any of the planning areas identified for conservation habitat. The plan maintains MSHCP consistency through the French Valley Creek corridor. In

fact, changes to the boundaries of Planning Areas (PA) 17, 18, 19, 20, and 21 provide more benefit to the French Valley Creek (the riparian drainage feature consisting of PA's 18 and 19) because more land use buffers are provided along these sensitive habitat areas. The Belle Terre community will continue to maintain wildlife movement with the ultimate construction of a wildlife crossing between PA's 18 and 19. Impacts previously associated with improvements to Rebecca Road have been reduced because the Road is no longer being improved, reducing impacts to drainage features D-11, D-12, and a portion of D-13.

Under the original approved Belle Terre Specific Plan included 23.70 acres off-site impacts and 218.40 acres of on-site impacts. The updated plan (SP382S1) impacts only 15.54 off-site acres (an 8.16 acre reduction) and 218.13 on-site acres (a 0.27 acre reduction). Additionally, pursuant to the Joint Project Review (JPR) which was completed on May 24, 2014, 106.85 acres were to be dedicated towards MSHCP conservation. Project will continue to dedicate 106.9 acres towards MSHCP conservation.

As such, the following mitigation measures have been revised for clarity:

***Mitigation Measure E-5: MSHCP Proposed Conservation Area***

~~Prior to issuance of a grading permit, the Project Applicant shall provide the RCA or similar.~~ Prior to issuance of a grading permit, the Project Applicant shall provide/initiate legal agreements (i.e Donation Agreement) with the RCA or similar entity with fee title/ownership and management responsibilities for the 106.85/106.90-acre MSHCP Proposed Conservation Area designated by the County of Riverside EPD as illustrated on Figure III-1 (refer to Section III [Project Description]).

***Mitigation Measure E-6: Riparian/Riverine/Vernal Pool Resources***

To meet the criteria of a biologically equivalent or superior alternative, the Project Applicant shall offset impacts to 4.29/1.13 acre of MSHCP riparian/riverine habitat by restoring 2.584.21 acres of non-riparian/riverine habitat as directed by the RCA, USFWS, CDFW, USACE, and RWQCB. The 2.584.21 acres of mitigation lands shall be identified, restored and located adjacent to the existing, on-site riparian corridor. Specifically, the proposed restoration shall occur within the on-site MSHCP Proposed Conservation Area, which shall have been conveyed in fee title, or by conservation easement, to the RCA. An MSHCP DBESP shall be prepared and submitted to the County, RCA, and wildlife agencies for review and approval prior to issuance of a grading permit

***Mitigation Measure E-7: Riparian/Riverine/Vernal Pool Resources***

Prior to issuance of a grading permit, the Project Applicant shall obtain a 404 Nationwide Permit from the USACE, 1602 SAA from CDFW, and a 401 Certification issued by the RWQCB pursuant to the California Water Code Section 13260. During the permit process a Habitat Mitigation Monitoring Plan (HMMP) shall be developed and approved by the County EPD, RCA, and applicable regulatory and wildlife agencies. As outlined in E-6, mitigation ratios and restoration efforts shall occur on-site within the MSHCP Proposed Conservation Area adjacent to the riparian corridor (French Valley Creek). A total of 2.584.21 acres shall be restored.

Implementation of Mitigation Measures **E-1** through **E-4** and revised Mitigation Measures **E-5** through **E-7** ensures compliance with all relevant plans, policies, and ordinances related to biological resources and impacts remain less than significant. Therefore, no new or substantially



increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

- b-c) *EIR531 Conclusion: Less than Significant Impact with Mitigation. EIR531 determined that with implementation of Mitigation Measures E-1 through E-7, the project would not have a substantial adverse effect either directly or through habitat modifications on any endangered or threatened species as list 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), or on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service. The project would have a less than significant impact on any federal/state threatened or endangered plant species due to a lack of significant presence on site. Sensitive wildlife was detected within the project site during focused surveys, but impacts would be reduced to less than significant with Mitigation Measures E-1 through E-7 incorporated. (DEIR531 pp. IV.E-78 – IV.E-80, IV.E-88 – IV.E-90, FEIR531 p. IV-13).*

**No New Impact.** The proposed Project lies within the same area previously analyzed in EIR531. As discussed in EIR531, there is a less than significant impact on sensitive plant species, and a less than significant impact with Mitigation Measures E-1 through E-4 and revised Mitigation Measures E-5 through E-7 incorporated related to wildlife species. These mitigation measures remains in effect for the proposed Project to ensure impacts remain less than significant. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

- d) *EIR531 Conclusion: Less than Significant Impact with Mitigation. Implementation of the project would result in the temporary direct impact to a regional wildlife travel route (French Valley Creek) which flows in a west/southwest direction off-site to Warm Springs Creek, where it represents an impaired travel route due to existing development (residential/road networks) located adjacent to the Creek. Although constrained, this tributary to Warm Springs Creek remains a regional travel route for wildlife species. This regional wildlife travel route also represents a segment of the MSHCP Proposed Constrained Linkage 18, which extends from designated open space conservation habitat (Southwestern Riverside Multi-Species Reserve) west through the project site to the confluence with Warm Springs Creek. Direct interference with a regional wildlife movement corridor would be considered a significant impact prior to mitigation. Implementation of Mitigation Measures E-1 through E-7 will reduce this impact to less than significant. (DEIR531 pp. IV.E-80 – IV.E-81, IV.E-88 – IV.E-90, FEIR531 p. IV-13).*

**No New Impact.** The proposed Project lies within the same area previously analyzed in EIR531. The proposed Project will still be required to provide for a wildlife crossing between PA's 18 and 19 to ensure impacts to wildlife movement remains less than significant. With implementation of Mitigation Measures E-1 through E-4 and revised Mitigation Measures E-5 through E-7 and conditions of approval, impacts will remain less than significant. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

- e-f) *EIR531 Conclusion: Less than Significant Impact with Mitigation. EIR531 concluded that direct impacts to field croplands, ruderal/disturbed, developed and exotic habitats would be less than significant. EIR531 determined that impacts to 58.81 acres of Riversidean sage scrub habitat associations and 0.80 acre of riparian habitats would be less than significant with implementation of Mitigation Measures E-1 through E-7. A total of 0.098 acre of U.S. Army Corps of Engineers, 0.252 acre of Regional Water Quality Control Board, and 1.439 acres of California*

*Fish and Wildlife jurisdictional resources would be impacted but would be reduced to less than significant with implementation of Mitigation Measures E-1 through E-7. (DEIR pp. IV.E-81 – IV.E-90, FEIR p. IV-13).*

**No New Impact.** The proposed Project lies within the same area previously analyzed in EIR531. As discussed above, impacts are reduced to less than significant impact with Mitigation Measures E-1 through E-4 and revised Mitigation Measures E-5 through E-7. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

Mitigation: Mitigation measures E-1 through E-4 related to this issue that were identified in EIR531 remain in effect as well as revised mitigation measures E-5 through E-7.

Monitoring: Monitoring for mitigation measures E-1 through E-4 and revised E-5 through E-7, remains as identified in EIR531.

<b>CULTURAL RESOURCES</b> Would the project:				
<b>8. Historic Resources</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Alter or destroy a historic site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of a historical resource, pursuant to California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: EIR531

Findings of Fact:

- a-b) *EIR531 Conclusion: Less than Significant Impact. EIR531 identified one significant historic resource, the San Diego Canal, located adjacent to the project site. Because the significance of the Second San Diego Canal stems from its association with an important historical event, and its setting does not play a substantial role in the measure of its historical integrity, residential development near its perimeter would not cause a substantial adverse change in the significance of the Second San Diego Canal. Thus, implementation of the project has no potential to directly or indirectly affect the significance of this resource. The EIR531 concluded impacts were less than significant. (DEIR531 p. IV.F-40).*

**No New Impact.** The proposed Project lies within the same area previously analyzed. As such, development of the proposed Project will result in the same disturbance area for which impacts were found to be less than significant. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

Mitigation: All mitigation measures related to this issue that were identified in EIR531 remain in effect.

Monitoring: Monitoring for all mitigation measures remains as identified in EIR531.

<b>9. Archaeological Resources</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Alter or destroy an archaeological site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource, pursuant to California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: EIR531

Findings of Fact:

- a-b) *EIR531 Conclusion: Less than Significant Impact with Mitigation. EIR531 identified four significant archeological resource sites within the project's Area of Potential Effects (APE): CA-RIV-10949/H, CA-RV-10950/H, CA-RV-11084, and 33-021033. Implementation of Mitigation Measures F-1 through F-10 would ensure that impacts to archeological resources are reduced to less than significant. (DEIR531 pp. IV.F-40 – IV.F-47, FEIR531 pp. IV-14 – IV-16).*

**No New Impact.** The proposed Project lies within the same area previously analyzed in EIR531. As such, development of the proposed Project will result in the same disturbance area. Mitigation Measures F-1 through F-10 remain in effect for this Project, to ensure impacts remain less than significant. Mitigation Measures F-1 through F-3, and F-5 through F-9, have been revised for clarity as follows:

***Mitigation Measure F-1: Cultural Resources***

***60 Series***

Project Archaeologist. Prior to issuance of grading permits: The applicant/developer shall provide evidence to the County of Riverside Planning Department that a County certified professional archaeologist (Project Archaeologist) has been contracted to implement a Cultural Resource Monitoring Program. A Cultural Resource Monitoring Plan shall be developed that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this project. A fully executed copy of the contract and a wet-signed copy of the Monitoring Plan shall be provided to the County Archaeologist to ensure compliance with this condition of approval.

Working directly under the Project Archaeologist, an adequate number of qualified Archaeological Monitors shall be present to ensure that all earth moving activities are observed and shall be on-site during all grading activities for areas to be monitored including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections will be determined by the Project Archaeologist. Prior to the issuance of a grading permit for any Project construction, the Project Applicant shall retain a County-qualified archaeologist to monitor all ground-disturbing activities in an effort to identify any unknown historic archaeological resources. During all earthmoving activities, the archaeological monitor should be present to monitor all previously undisturbed soils and to identify, document, and evaluate any potential historic, archaeological, or cultural resources that may become unearthed. This would include field and laboratory analysis of any artifacts that are recovered during the fieldwork. The locations of any new discoveries shall be plotted on a site map and

~~described in detail in the archaeological monitoring report and updated in the appropriate existing or new DPR form. Further comparative analysis of the recovered artifacts from CA-RIV-10949/H with other historic-age farmstead sites in the region and interpretation of the data should also be carried out by a County-qualified archaeologist.~~

### **Mitigation Measure F-2: Cultural Resources**

#### 60 Series

Native American Monitor. Prior to the issuance of grading permits, the developer/permit applicant shall enter into an agreement with the consulting tribe(s) for a Native American Monitor.

The Native American Monitor(s) shall be on-site during all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading and trenching,. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources.

The developer/permit applicant shall submit a fully executed copy of the agreement to the County Archaeologist to ensure compliance with this condition of approval. Upon verification, the Archaeologist shall clear this condition.

This agreement shall not modify any condition of approval or mitigation measure. At least 30 days prior to any grading activities, the Project Applicant shall contact the Soboba Band and Pechanga Tribe to notify them of grading, excavation, and proposed monitoring program, and to coordinate with the County and the Soboba Band or Pechanga Tribe to develop a Cultural Resources Treatment and Monitoring Agreement. The Agreement shall require the Applicant to retain a professional Tribal Monitor to monitor all ground-disturbing activities, in an effort to identify any historic, archaeological, and cultural resources. The Agreement shall address the treatment of known cultural resources, the designation, responsibilities, and participation of professional Native American Tribal monitors during grading, excavation, and ground disturbing activities; project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site.

### **Mitigation Measure F-3: Cultural Resources**

A Cultural Resource Monitoring Plan (CRMP) shall be developed that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this project. This CRMP should be prepared in conjunction with the consulting tribe. ~~Prior to the beginning of any ground-disturbing activities, the County qualified archaeologist shall file a pre-grading report with the County (if required) to document the proposed methodology for grading activity observation. Said methodology shall include the requirement for a qualified archaeological monitor to be present and to have the authority to stop and redirect grading activities. In accordance with the agreement required in Mitigation Measure F-2, the archaeological monitor's authority to stop and redirect grading shall be exercised in consultation with the Soboba Band or Pechanga Tribe in order to evaluate the significance of any archaeological resources~~



~~discovered on the property. Soboba Band or Pechanga Tribe monitors shall be allowed to monitor all on-site and offsite grading, excavation, and groundbreaking activities, and shall also have the authority to stop and redirect grading activities in consultation with the project archaeologist.~~

~~The Agreement shall address the appropriate protocols should archaeological, historical, or cultural resources be found; the process for identification, evaluation, and any potential avoidance, preservation, or other mitigation options; protocols for field and laboratory analysis of any artifacts that are recovered during the fieldwork that shall take into account traditional Tribal practices; documentation of any new sites and artifacts; and any other appropriate methodology. Further comparative analysis of any recovered artifacts from CA-RIV-10950/H with other Archaic-age sites in the region and from CA-RIV-10949/H with other historic-age farmstead sites in the region and interpretation of the data should also be carried out by a County-qualified archaeologist. The archaeologist shall also be responsible for a post-grading monitoring report to be submitted to the County, the Project Applicant, the Eastern Information Center, and the Pechanga Tribe and the Soboba Band of Luiseno Indians no later than 45 days after completion of all monitoring activities.~~

***Mitigation Measure F-5: Cultural Resources***

~~The Project Applicant, the Soboba Band or Pechanga consulting Tribe, and the County-qualified archaeologist shall conduct controlled grading utilizing a paddle grader during construction impacts to CA-RIV-10950/H. A controlled grading plan will be developed by the Project Archaeologist. The controlled grading plan shall require the systematic removal of the ground surface to allow for the identification, documentation and recovery of any subsurface cultural deposits. Results of the controlled grading program shall be included in the Phase IV monitoring report.~~

~~Upon completion of the implementation phase (clearing, grubbing, grading trenching), a Phase IV Cultural Resources Monitoring Report shall be submitted that complies with the Riverside County Planning Department's requirements for such reports for all ground disturbing activities associated with this grading permit. The report shall follow the County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scopes of Work posted on the TLMA website. The report shall include results of any feature relocation or residue analysis required as well as evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting.~~

~~The purpose of the controlled grading at and around the site as outlined in the area labeled as "Controlled Grade Area" is to afford the opportunity to determine whether any subsurface resources are associated with the site and if so, to collect the resources for appropriate treatment pursuant to Section V(g) of the Agreement and in the Monitoring Plan to be developed by the project archaeologist in consultation with the Soboba Band or Pechanga Tribe. The Developer shall only use a paddle grader, and no other ground disturbing equipment or methods, in the "Controlled Grade Area" delineated and labeled on the attached land use map. All controlled grading shall be monitored according to the provisions of Mitigation Measure F-2.~~

***Mitigation Measure F-6: Cultural Resources***

15 Series

Unanticipated Resources. The developer/permit holder or any successor in interest shall comply with the following for the life of this permit.

If during ground disturbance activities, unanticipated cultural resources\* are discovered, the following procedures shall be followed:

All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted and the applicant shall call the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the developer, the project archaeologist\*\*, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc) for the cultural resource. Resource evaluations shall be limited to nondestructive analysis.

Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished.

\* A cultural resource site is defined, for this condition, as being a feature and/or three or more artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to sacred or cultural importance.

\*\* If not already employed by the project developer, a County approved archaeologist shall be employed by the project developer to assess the value/importance of the cultural resource, attend the meeting described above, and continue monitoring of all future site grading activities as necessary. If inadvertent discoveries of subsurface archaeological/cultural resources are discovered during grading, the Developer, the project archaeologist, and the Soboba Band or Pechanga Tribe shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. Pursuant to California Public Resources Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources. If the Developer, the project archaeologist and the Soboba Band or Pechanga Tribe cannot agree on the significance or the mitigation for such resources, these issues will be presented to the Planning Director for decision. The Planning Director shall make the determination based on the provisions of CEQA with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the Soboba Band or Pechanga Tribe. Notwithstanding any other rights available under the law, the decision of the Planning Director shall be appealable to the Planning Commission and/or Board of Supervisors.

### ***Mitigation Measure F-7: Cultural Resources***

#### 15 Series

#### Artifact Disposition

In the event cultural resources are identified during ground disturbing activities, the landowner(s) shall relinquish ownership of all cultural resources, (with the exception of sacred items, burial goods, and Human Remains) and Provide evidence to the satisfaction of the County Archaeologist that all archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier

project, such as testing of archaeological sites that took place years ago), have been handled through one of the following methods.

1. A fully executed reburial agreement with the appropriate culturally affiliated Native American tribe(s) or band(s). This shall include measures and provisions to protect the reburial area from any future impacts. Reburial shall not occur until all cataloguing, analysis and special studies have been completed on the cultural resources. Details of contents and location of the reburial shall be included in the Phase IV Report. Upon completion of the implementation phase (clearing, grubbing, grading trenching), a Phase IV Cultural Resources Monitoring Report shall be submitted that complies with the Riverside County Planning Department's requirements for such reports for all ground disturbing activities associated with this grading permit. The report shall follow the County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scopes of Work posted on the TLMA website. The report shall include results of any feature relocation or residue analysis required as well as evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting.

2. Curation at a Riverside County Curation facility that meets federal standards per 36 CFR Part 79 and therefore will be professionally curated and made available to other archaeologists/researchers and tribal members for further study. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence shall be in the form of a letter from the curation facility identifying that archaeological materials have been received and that all fees have been paid.

If more than one Native American Group is involved with the project and cannot come to a consensus as to the disposition of cultural resources, the landowner(s) shall then proceed with curation at the Western Science Center. The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts that are found on the project area to the Soboba Band or Pechanga Tribe for proper treatment and disposition as outlined in the Treatment and Monitoring Agreement required in Mitigation Measure F-2.

#### ***Mitigation Measure F-8: Human Remains***

##### 15 Series

##### Human Remains

If human remains are found on this site, the developer/permit holder or any successor in interest shall comply with the following codes:

Pursuant to State Health and Safety Code Section 7050.5, if human remains are encountered, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. The Coroner will have two working days to determine if the remains are subject to his or her authority as part of a crime.

If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission (NAHC) shall be contacted by the Coroner within the period specified by law (24 hours). The NAHC shall immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, inspect the site of the discovery of the Native American human

remains and may recommend means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall make recommendations or preferences for treatment within 48 hours of being granted access to the site.

Upon the discovery of Native American remains, the landowner shall ensure that the immediate vicinity, where the Native American human remains are located, is not damaged or disturbed. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment. The descendants' preferences for treatment may include the following:

- The nondestructive removal and analysis of human remains and items associated with Native American human remains.
- Preservation of Native American human remains and associated items in place.
- Relinquishment of Native American human remains and associated items to the descendants for treatment.
- Other culturally appropriate treatment.

The parties may also mutually agree to extend discussions, taking into account the possibility that additional or multiple Native American human remains, as defined in this section, are located in the project area, providing a basis for additional treatment measures.

Human remains of a Native American may be an inhumation or cremation, and in any state of decomposition or skeletal completeness. Any items associated with the human remains that are placed or buried with the Native American human remains are to be treated in the same manner as the remains, but do not by themselves constitute human remains.

Whenever the commission is unable to identify a descendant, or the descendants identified fail to make a recommendation, or the landowner or his or her authorized representative rejects the recommendation of the descendants and the mediation provided for in subdivision (k) of Section 5097.94, if invoked, fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall reinter the human remains and items associated with Native American human remains with appropriate dignity on the property in a location not subject to further and future subsurface disturbance. To protect these sites, the landowner shall do one or more of the following:

- Record the site with the commission or the appropriate Information Center.
- Utilize an open-space or conservation zoning designation or easement.
- Record a document with the county in which the property is located. The document shall be titled "Notice of Reinternment of Native American Remains" and shall include a legal description of the property, the name of the owner of the property, and the owner's acknowledged signature, in addition to any other information required by this section. The document shall be indexed as a notice under the name of the owner. Upon the discovery of multiple Native American human remains during a ground disturbing land development activity, the landowner may agree that additional conferral with the

descendants is necessary to consider culturally appropriate treatment of multiple Native American human remains.

Human remains from other ethnic/cultural groups with recognized historical associations to the project area shall also be subject to consultation between appropriate representatives from that group and the County Archaeologist. If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the "most likely descendant(s)" of receiving notification of the discovery. The most likely descendant(s) shall then make recommendations within 48 hours, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98 and the Treatment Agreement described in Mitigation Measure F-2.

***Mitigation Measure F-9: Cultural Resources***

All sacred sites, as described in Public Resource Code section 5097.9, should they be encountered within the Project area, shall be avoided and preserved as the preferred mitigation, if feasible.

Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

- c) *EIR531 Conclusion: Less than Significant Impact with Mitigation. This threshold is not specifically addressed in EIR531 because the Environmental Assessment (EA42506) prepared as part of the NOP determined a less than significant impact. No human remains are known to exist within the project site, but the project site is in an archaeologically sensitive area, and it is possible that undiscovered human remains could exist. However, if human remains are encountered, the Project Applicant would be required to immediately notify the County Coroner of the find. State Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the County Coroner has made a determination of origin and disposition pursuant to Public Resources Code Section 5097.98. If the remains are determined to be Native American, the County Coroner shall notify the Native American Heritage Commission within 24 hours, who shall determine and notify the appropriate most likely descendent(s) (MLD) within 48 hours of receiving notification of the discovery. The descendent(s) shall inspect the site of the discovery and make a recommendation as to the appropriate mitigation. After the recommendations have been made, the land divider, the MLD, and a County representative shall meet to determine the appropriate mitigation measures and corrective actions to be implemented as provided in Public Resources Code 5091.98. This is incorporated in EIR531 as Mitigation Measure F-8. Given the above discussion, impacts related to human remains would be less than significant with mitigation incorporated. (DEIR531 pp. I-22, IV.F-34, p. IV.F-45, p. 11 of Appendix I, FEIR p. IV-14).*

**No New Impact.** The proposed Project lies within the same area previously analyzed by EIR531. As such, development of the proposed Project will result in the same disturbance area. The Project Applicant will be required to comply with the State Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 and implement Mitigation Measure F-8 as



revised above in the event any human remains are discovered during implementation of the proposed Project. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

Mitigation: Mitigation measures **F-4** and **F-10** related to this issue that were identified in EIR531 remain in effect as well as revised mitigation measures **F-1** through **F-3**, and **F-5** through **F-9**.

Monitoring: Monitoring for all mitigation measures remains as identified in EIR531.

<b>ENERGY</b> Would the project:				
<b>10. Energy Impacts</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: EIR531, CARB 2012, CEC

Findings of Fact:

- a-b) *EIR531 Conclusion: EIR531 inadvertently omitted a direct discussion of this threshold. The County of Riverside does not have any adopted energy conservation plans. However, the energy impacts of the project were discussed within the Utility and Service Systems section of EIR531. This section found that the project would not result in an inefficient use of energy, and impacts related to energy utilities would be less than significance with the inclusion of project design features that conserve energy, as listed in EIR531 on pages IV.P-35 through IV.P-37. EIR531 also includes Mitigation Measures **H-1** and **H-2**, which also relate to energy conservation. In addition to the project design features and Mitigation Measures **H-1** and **H-2**, the project will also comply with State Title 24 standards and the CalGreen Code that increase energy efficiency. Thus, the project will not have a significant impact on energy use, and energy conservation measures are in effect. (DEIR531, pp. IV.P-35 – IV.P-39).*

**No New Impact.** The proposed Project lies within the same area as previously analyzed and is subject to current Riverside County General Plan policies and requirements regarding energy efficiency. However, the County does not have any adopted energy conservation plans which will be adversely affected by the proposed Project.

The proposed Project would consume energy during both construction and operation. Construction of the proposed Project would require the use of construction equipment for grading, building construction, paving, and architectural coating activities; additionally, construction workers and vendors traveling to and from the site of the proposed Project consumes fuel. Construction equipment and heavy duty trucks generally requires diesel as the fuel source whereas worker trips consume gasoline. Fuel energy consumed during construction would be temporary in nature and would not represent a significant demand on energy resources. Construction equipment is also required to comply with regulations limiting idling to five minutes or less (CCR Title 13 §2449(d)(3)). Furthermore, there are no unusual characteristics of the proposed Project that would necessitate the use of construction equipment that would be less energy-efficient than at comparable construction sites in other parts of the State. Therefore, it is expected that construction-related fuel consumption associated with the Project would not be any more inefficient, wasteful, or unnecessary than at other construction sites in the region.

Operation of the Project requires the use of electricity and natural gas for space and water heating and fuel usage from vehicle trips by employees and trucks. The Project will promote building energy efficiency through compliance with energy efficiency standards (Title 24 and Cal Green). The Project also reduces vehicle fuel usage due to compliance with regulatory programs. Specifically, the Project will comply with the following regulations, among others, to reduce fuel usage:

- AB 1493 ("the Pavley Standard") requires reduction in GHG emissions from non-commercial passenger vehicles and light-duty trucks of model year 2009 and thereafter (CAP, p. 1-8).
- Executive Order S-01-07 went into effect in 2010 and requires a reduction in the carbon intensity of transportation fuels used in California by at least 10 percent by 2020 (CAP, p. 4-3). It imposes fuel requirements on fuel that will be sold in California that will decrease GHG emissions by reducing the full fuel-cycle and the carbon intensity of the transportation fuel pool in California.
- The Advanced Clean Cars program, introduced in 2012, combines the control of smog, soot causing pollutants and greenhouse gas emissions into a single coordinated package of requirements for model years 2017 through 2025 (CARB 2012).

Southern California Edison (SCE), the electricity provider for the Project site, produced approximately 84 billion kWh of electricity in 2017 and SoCal Gas (SCG), the natural gas provider for the site, produced approximately 5.1 billion therms in 2017. (CEC). At full build-out, the Project's electricity demand would be a negligible amount of the existing electricity demand in SCE's service area and the natural gas demand would be a negligible percent of the existing natural gas use in SCG's service area. As such, there will be adequate capacity to serve the proposed Project.

Collectively, compliance with regulatory programs, implementation of the Riverside County Climate Action Plan (CAP) Screening Table measures (Appendix F), implementing project design features as written in EIR531 on pages IV.P-35 through IV.P-37 and Mitigation Measures **H-1** and **H-2**, would ensure that the Project would not result in the inefficient, unnecessary, or wasteful consumption of energy during construction or operation. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

Mitigation: All mitigation measures related to this issue that were identified in EIR531 remain in effect.

Monitoring: Monitoring for all mitigation measures remains as identified in EIR531.

**GEOLOGY AND SOILS** Would the project directly or indirectly:**11. Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zones**
☐ ☐ ☐ ☐

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

Sources: EIR531, GW

Findings of Fact:

- a) *EIR531 Conclusion: No Impact. EIR531 determined that the project site is not within an Alquist-Priolo Earthquake Fault Zone or a County Fault Hazard Zone. Thus, EIR531 concluded no impacts related to exposing people or structures to a known earthquake fault zone. (DEIR531, p. IV.A-2).*

**No New Impact.** The proposed Project lies within the same area previously analyzed. A *Geotechnical Update Report* was prepared by Geocon West, Inc., dated October 2017 (GW) for the entire SP382S1 boundary which includes the proposed Project site (TTM 37499). The purpose of the report was to evaluate subsurface soil and geologic conditions to ensure conditions have not changed from what was previously analyzed in a manner that may pose potentially significant impacts beyond what was originally analyzed. Seismic activity is expected in southern California. However, the Project site is not located within an Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zone. The nearest active fault is the Casa Loma segment of the San Jacinto Fault zone located approximately 4 miles northeast of the site (GW, p. 6). The proposed Project will still be required to implement all requirements of the current edition of the California Building Standards Code (CBC), applicable to the Project, which provides criteria for the seismic design of buildings. Seismic design criteria account for peak ground acceleration, soil, profile, and other site conditions; furthermore, they establish corresponding design standards intended to primarily protect public safety and secondly to minimize property damage. Further, the Project will be conditioned to provide a final Geotechnical Investigation prior to grading as identified by Mitigation Measure **G-2**, which will include site-specific recommendations to address seismic design considerations, geotechnical design considerations, site grading recommendations, construction considerations, foundations design and construction, floor slab design and construction, retaining wall design and construction, and pave design parameters. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

Mitigation: All mitigation measures related to this issue that were identified in EIR531 remain in effect.

Monitoring: Monitoring for all mitigation measures remains as identified in EIR531.

**12. Liquefaction Potential Zone**

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

☐ ☐ ☐ ☒

Sources: EIR531, GW

Findings of Fact:

- a) *EIR531 Conclusion: Less than Significant Impact with Mitigation. EIR531 determined via site-specific analysis that the liquefaction potential at the project site is considered a concern due to shallow saturated loose alluvium soil. More specifically, liquefaction potential exists in localized areas within the northwestern portion of the project site due to saturated interbedded silt and sand layers at depths of 5 to 18 feet. However, liquefaction-induced settlement would be minimal with implementation of proper remedial grading measures. Furthermore, implementation of Mitigation Measures G-1 and G-2 will ensure impacts to the project related to liquefaction are reduced to less than significant. (DEIR531 pp. IV.G-10 – IV.G-11, IV.G-15 – IV.G-16).*

**No New Impact.** The proposed Project lies within the same area as previously analyzed. The Project site is located in a Low Liquefaction Potential Zone with shallow soils overlaying metamorphic bedrock. Liquefaction typically occurs when a site is located in a zone with seismic activity, onsite soils are cohesionless/silt or clay with low plasticity, static groundwater is encountered within 50 feet of the surface, and soil relative densities are less than about 70 percent. If the four previous criteria are met, a seismic event may have the potential to result in a rapid pore-water pressure increase from the earthquake-generated ground accelerations. Seismically induced settlement may occur whether the potential for liquefaction exists or not. (GW, p. 11). Groundwater was encountered at depths of 6 to 13 feet in 2000 and 2007 within the area south of Fields Roads. Groundwater was not encountered in other areas of the site. (GW, p. 5). Thus, true groundwater is likely no present within the site to be developed by TTM 37449. Further, unsuitable soils will be removed and replaced with compacted fill during grading. The area in which shallow water was encountered, will not be developed. Further, the proposed Project will be conditioned to comply with recommendations of GW and implement Mitigation Measures G-1 and G-2. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

Mitigation: All mitigation measures related to this issue that were identified in EIR531 remain in effect.

Monitoring: Monitoring for all mitigation measures remains as identified in EIR531.

**13. Ground-shaking Zone**

a) Be subject to strong seismic ground shaking?

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Sources: EIR531, GW, ORD 457

Findings of Fact:

- a) *EIR531 Conclusion: No Impact. EIR531 determined that the project is susceptible to ground motion as a result of potential movement along faults in the region. However, individual developers within the project area would be required to design and construct the project in conformance to the most recently adopted CBC design parameters. The project would also be subject to County Ordinance 457, which subjects all development within an identified earthquake fault zone (which the project is not) to requirements of the Alquist-Priolo Act and the criteria*



identified in the Ordinance and Riverside County Municipal Code Chapter 15.60 and identifies requirements for development to reduce structural damage caused by fault rupture. EIR531 concluded that conformance with these standards would ensure that no significant impacts related to ground shaking would occur. (DEIR531 p. IV.G-11 – IV.G-12).

**No New Impact.** The proposed Project lies within the same area previously analyzed. A *Geotechnical Update Report* was prepared by Geocon West, Inc., dated October 2017 (GW) for the entire SP382S1 boundary which includes the proposed Project site (TTM 37499). Seismic activity is expected in southern California. However, the proposed Project will still be required to implement all requirements of the current edition of the California Building Standards Code (CBC), applicable to the Project, which provides criteria for the seismic design of buildings. Seismic design criteria account for peak ground acceleration, soil, profile, and other site conditions; furthermore, they establish corresponding design standards intended to primarily protect public safety and secondly to minimize property damage as well as County Ordinance 457 (ORD 457). Further, the Project will be conditioned to comply with recommendations of GW and provide a final Geotechnical Investigation prior to grading as identified by Mitigation Measure **G-2**, which will include site-specific recommendations to address seismic design considerations, geotechnical design considerations, site grading recommendations, construction considerations, foundations design and construction, floor slab design and construction, retaining wall design and construction, and pave design parameters. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

**Mitigation:** All mitigation measures related to this issue that were identified in EIR531 remain in effect.

**Monitoring:** Monitoring for all mitigation measures remains as identified in EIR531.

<b>14. Soils</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Be located on expansive soil, as defined in Section 1802.3.2 of the California Building Code (2007), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: EIR531, GW

**Findings of Fact:**

- a) *EIR531 Conclusion: Less than Significant Impact. EIR531 determined that with implementation of best management practices (BMPs) outlined in the Stormwater Pollution Prevention Plan (SWPPP) and the project's proposed water quality design features, impacts related to erosion and loss of topsoil would be less than significant (DEIR531 p. IV.G-13).*

**No New Impacts.** Construction activities have the potential to result in soil erosion or the loss of topsoil. However, as identified in EIR531, erosion will be addressed through the implementation of existing State and Federal requirements, and minimized through compliance with the National Pollutant Discharge Elimination System (NPDES) general construction permit which requires that a SWPPP be prepared prior to construction activities and implemented

during construction activities. The SWPPP will identify BMPs to address soil erosion. Upon compliance with these standard regulatory requirements, the proposed Project is not anticipated to result in substantial soil erosion or the loss of topsoil so impacts will be less than significant. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

- b) *EIR531 Conclusion: Less than Significant Impact with Mitigation. EIR531 determined that the project is located on expansive soil, with a medium expansion potential, based on laboratory testing of soil samples. EIR531 stated that expansive soil conditions should be evaluated for individual lots during and at the completion of rough grading to verify anticipated conditions. EIR531 concluded that implementation of Mitigation Measures **G-1** and **G-2**, requiring preparation of a Geotechnical Report including compliance with the geotechnical recommendations would not result in significant impacts related to expansive soils. (DEIR531 p. IV.G-14).*

**No New Impacts.** The proposed Project is located within the same area as previously analyzed, which was found to have expansive soils. This is confirmed by the *Geotechnical Report*, which found some expansive soil on the Project site (GW, p. 16). Similar to the analysis in EIR531, the Project will be required to comply with Mitigation Measures **G-1** and **G-2** by preparing a *Geotechnical Report* and complying with all the geotechnical recommendations outlined in the report (GW, pp. 15-33). Therefore, no new or substantially increased significant effects result from the Project beyond those previously analyzed in the certified EIR531.

- c) *EIR531 Conclusion: No Impact. EIR531 determined that the project would not use septic tanks because the project would connect to the EMWD's existing sewer system (DEIR531 p. IV.A-2).*

**No New Impacts.** The proposed Project is located within the same area as previously analyzed in EIR531. The proposed Project does not include the use of septic tanks or alternative waste water disposal system. Therefore, no new or substantially increased significant effects result from the Project beyond those previously analyzed in the certified EIR531.

Mitigation: All mitigation measures related to this issue that were identified in EIR531 remain in effect.

Monitoring: Monitoring for all mitigation measures remains as identified in EIR531.

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**15. Wind Erosion and Blowsand from project either on or off site.**

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

Source: EIR531

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Findings of Fact:

- a) *EIR531 Conclusion: Less than Significant Impact. EIR531 stated that the project is in an area with a moderate wind erodibility rate. EIR531 concluded that implementation of the project would decrease the amount of exposed soil surfaces within the SP boundary, thereby decreasing the potential for wind erosion. (DEIR531 pp. IV.A-2 – IV.A-3).*

**No New Impact.** The proposed Project lies within the same area as previously analyzed in EIR531. The Project consists of residential development that will decrease the amount of exposed soil surfaces at the Project site, thereby decreasing the potential for wind erosion.

Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

Mitigation: All mitigation measures related to this issue that were identified in EIR531 remain in effect.

Monitoring: Monitoring for all mitigation measures remains as identified in EIR531.

<b>GREENHOUSE GAS EMISSIONS</b> Would the project:				
<b>16. Greenhouse Gas Emissions</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: EIR531, CAP

Findings of Fact:

- a) *EIR531 Conclusion: Significant and Unavoidable. EIR531 stated that the project will generate direct and indirect greenhouse gas (GHG) emissions that will result in a significant impact on the environment, even with the inclusion of Mitigation Measures H-1 and H-2. Mitigation Measures H-1 and H-2 will enforce design features that reduce GHG emissions 13 percent from a business-as-usual (BAU) scenario. However this reduction will not be great enough to achieve the County's recommended threshold of 30 percent reduction from BAU. Ultimately, significant further reductions in mobile and energy sources would be needed to achieve the reductions recommended by the County. Those further reductions would require implementation of mitigation measures that are not considered feasible for this type of residential project at this time. (DEIR531 pp. IV.H-38 – IV.H-40, IV.H-22 – IV.H-29, FEIR531 pp. IV-17 – IV-18).*

**No New Impact.** The proposed Project lies within the same area as previously analyzed in EIR531. The land uses of SP382S1 remain the same as those previously analyzed in EIR531, but will be reduced in density from 1,282 homes to 856 homes. TTM37449 proposes development of 372 homes within Planning Areas 1, 3, 4, and 7 which is less than the 599 homes previously analyzed for development within these Planning Areas. Given fewer homes will be constructed within these planning areas, construction-related GHG emissions from the proposed Project will be less than what was analyzed under EIR531. Still, the Project will implement Mitigation Measures H-1 and H-2 to ensure that GHG emissions are reduced as analyzed in EIR531. Moreover, the Project will comply with the County of Riverside Climate Action Plan (CAP), updated in July 2018. The CAP provides guidance on how to analyze GHG emissions and determine significance during the CEQA review of proposed development projects within the County of Riverside. The CAP includes measures developed in order to reduce GHG emissions from new development by 2020. (CAP, Appendix F, p. 1).

Mitigation of GHG emissions impacts during the development review process of projects provides a cost effective way of implementing the GHG reduction strategies for reducing community-wide emissions associated with new development. (CAP, Appendix F, p. 1).

The County's development review process is streamlined by 1) applying an emissions level that is determined to be less than significant for small projects, and 2) utilizing Screening Tables to mitigate project GHG emissions. Projects have the option of preparing a project-specific technical analysis to quantify and mitigate GHG emissions in lieu of the utilizing the Screening Tables. A review standard of 3,000 MT (metric tons) CO<sub>2</sub>e (carbon dioxide equivalents) per year is used to identify projects that require the use of Screening Tables or a project-specific technical analysis to quantify and mitigate project emissions. (CAP, Appendix F, p. 1).

Projects that exceed the 3,000 MTCO<sub>2</sub>e per year are required to either achieve a minimum 100 points per the Screening Tables or prepare a project-specific technical analysis to quantify and

mitigate project emissions. Consistent with CEQA guidelines, such projects would be determined to have a less than significant individual and cumulative impact for GHG emissions. (CAP, Appendix F, p. 7).

Due to the Project's size, its GHG emissions are presumed to exceed to the 3,000 MTCO<sub>2</sub>e per year threshold and as such the Screening Table approach has been utilized to demonstrate consistency with the County CAP. Mitigation measure **MM GHG 1**, provided below, requires that the Project implement measures totaling a minimum of 100 points from the Screening Tables. Because the Project will implement at least 100 points from the Screening Tables, the Project is consistent with the CAP and its GHG impacts are less than significant. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

- b) *EIR531 Conclusion: No Impact. EIR531 stated that the project will not conflict with any applicable plan, policy, or regulation regarding GHG emissions, including consistency with Assembly Bill 32 and Senate Bill 375 policy objectives. Table IV.H-5 and Table IV.H-6 in EIR531 demonstrates how the project is consistent with Assembly Bill 32 and Senate Bill 375, respectively. (DEIR531 pp. IV.H-29 – IV.H-37).*

**No New Impact.** The proposed Project lies within the same area as previously analyzed in EIR531. The land uses of SP382S1 remain the same as those previously analyzed in EIR531, but will be reduced in density from 1,282 homes to 856 homes. TTM37449 proposes development of 372 homes within Planning Areas 1, 3, 4, and 7 which is less than the 599 homes previously analyzed for development within these Planning Areas. Given fewer homes are proposed overall than considered under the previously approved SP382, impacts from GHG emissions from the proposed land uses will be less than those examined previously certified EIR531. The Project does not introduce any significant changes that will change the consistency with AB 32 and SB 375 (DEIR531, Tables IV.H-5 and IV.H-6). Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

Mitigation: All mitigation measures related to this issue that were identified in EIR531 remain in effect and include the following additional:

**MM GHG 1:** Prior to issuance of building permits, the Project applicant shall provide documentation to the County of Riverside Building and Safety Department demonstrating that the following measures or any other combination thereof are incorporated from the County's 2018 Greenhouse Gas Emissions Screening Tables, shown in Appendix F, as needed to achieve the required 100 points. Documentation may include measures incorporated into construction plans and specifications, development agreements, and/or other mechanisms.

Monitoring: Monitoring for all mitigation measures remains as identified in EIR531.

HAZARDS AND HAZARDOUS MATERIALS Would the project:				
<b>17. Hazards and Hazardous Materials</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter (1/4) mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: EIR531, CDTSC

Findings of Fact:

- a) *EIR531 Conclusion: Less than Significant Impact with Mitigation. Short-term construction activities related to the project would involve the temporary transport, use, and disposal of potentially hazardous materials, including paints, adhesives, surface coatings, cleaning agents, fuels, and oils. EIR531 stated that all potentially hazardous materials would be used and stored in accordance with manufactures' instructions and handled in compliance with applicable standards and regulations. Since construction of the project would comply with applicable regulations and would not expose persons to substantial risk resulting from the release of hazardous materials or exposure to health hazards in excess of regulatory standards, EIR531 concluded that impacts related to hazards and hazardous materials would be less than significant.*

*The project would include residential uses, which typically do not generate hazardous materials. The types of potentially hazardous materials associated with residential units include solvents, paint, batteries, fertilizers, and petroleum products that are packaged and stored for consumer sales. The users of these materials would be required to comply with all local, state and federal laws pertaining to the management of hazardous materials and wastes. Through compliance with these laws, EIR531 concluded that implementation of the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials and impacts would be less than significant. (DEIR531 p. IV.A-3).*

**No New Impact.** The proposed Project lies within the same area as previously analyzed in EIR531. The land uses of SP382S1 remain the same as those previously analyzed in EIR531, but will be reduced in density from 1,282 homes to 856 homes. TTM37449 proposes development of 372 homes within Planning Areas 1, 3, 4, and 7 which is less than the 599 homes previously analyzed for development within these Planning Areas. Similar to the analysis in EIR531, all potentially hazardous materials will be handled in compliance with applicable standards and regulations, and users of any hazardous materials will be required to comply with



all related laws. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

- b) *EIR531 Conclusion: No Impact. A Phase I Environmental Site Assessment (ESA) was prepared for the project. The Phase I ESA concluded that no historical Recognized Environmental Conditions or de minimis environmental conditions were identified as a result of activities or conditions at the project site or nearby properties, and no additional action or assessment is recommended as a result of the Phase I ESA. EIR531 stated that portions of the project site historically have been used for agricultural activities, which can result in potential environmental impacts related to the application of pesticides and herbicides and sometimes involve on-site storage of hazardous materials, as well as maintenance, repair and operation of farm equipment. No direct evidence of these activities was identified at the project site. In the absence of evidence of a significant release of agricultural chemicals, EIR531 concluded there is no regulatory requirement for sampling at the project site and no significant impacts would occur. (DEIR531 p. IV.I-14).*

**No New Impact.** The proposed Project lies within the same area as previously analyzed. As such, development of the proposed Project will result in the same disturbance area. EIR531 concluded there to be no significant impacts related to the potential release of hazardous materials into the environment. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

- c) *EIR531 Conclusion: Less than Significant Impact with Mitigation. EIR531 stated that construction of the project, including development of new roadways and improvements within existing roadways, could result in temporary traffic obstructions. In particular, Washington Street to the west, Keller Road to the north, Fields Drive to the west, and Jean Nicholas to the southwest are major arterials in the vicinity of the project. However, EIR531 concluded that with implementation of Mitigation Measure I-1, potential impacts related to interference with the County's Emergency Operations Plan would be reduced to less than significant. (DEIR531 p. IV.I-14).*

**No New Impact.** The proposed Project lies within the same area as previously analyzed in EIR531. The Project site is bordered by Washington Street to the west, and is in close proximity to Keller Road (near the northwest corner of the Project site) and Fields Drive (to the west of the Project site). Similar to EIR531, the proposed Project will be required to implement Mitigation Measure I-1 to ensure that there are no conflicts or interference with the County's Emergency Operations Plan. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

- d-e) *EIR531 Conclusion: No Impact. EIR531 stated that the types of hazardous materials associated with the project would be those typically related to residential land uses and would not pose a significant risk to the environment, including any school land uses. EIR531 stated that all potentially hazardous materials would be used and stored in accordance with manufactures' instructions and handled in compliance with applicable standards and regulations. According to the Phase I ESA prepared as part of EIR531, the project site is not located on list of hazardous materials sites compiled pursuant to Government Code Section 65962.5; therefore, EIR531 concluded no impacts related hazards and hazardous materials. (DEIR531 pp. IV.A-3 – IV.A-4).*

**No New Impact.** The proposed Project lies within the same area as previously analyzed and is not located on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (CDTSC). The Project will be required to comply with all applicable federal, state, and local laws and regulations pertaining to the transport, use, disposal, handling, and

storage of hazardous waste, including but not limited to Title 49 of the Code of Federal Regulations implemented by Title 13 of the California Code of Regulations, which describes strict regulations for the safe transportation of hazardous materials. Compliance with all applicable federal, state, and local laws related to hazardous materials will ensure that impacts in regards to emitting hazardous emissions or materials within one-quarter mile of a school will be less than significant. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

Mitigation: All mitigation measures related to this issue that were identified in EIR531 remain in effect.

Monitoring: Monitoring for all mitigation measures remains as identified in EIR531.

<b>18. Airports</b>				
a) Result in an inconsistency with an Airport Master Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require review by the Airport Land Use Commission?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) For a project within the vicinity of a private airstrip, or heliport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: EIR531, RCALUC

Findings of Fact:

a-d) *EIR531 Conclusion: No Impact. EIR531 determined that the project site does not fall within an Airport Master Plan, does not fall within the boundaries of an airport influence area, is not located within two miles of an airport, and is not located within the vicinity of a private airstrip or heliport. The airport closest to the project is the French Valley airport. EIR531 stated that review of County's Airport Land Use Compatibility Plan and Map show that the project is outside of the French Valley Airport compatibility zones. Thus, EIR531 concluded no impacts related to these thresholds would occur. (DEIR531 pp. IV.A-4, IV.A-6).*

**No New Impact.** The proposed Project occupies the same area as previously analyzed in EIR531. No new airports have been located in the vicinity of the Project site since EIR531 was certified. The French Valley Airport is the closest airport to the Project site, located approximately 3 miles southwest of the Project site. Additionally, the Project site is located outside of the French Valley Airport's compatibility zones (RCALUC). Therefore, no new or substantially increased impacts result from the Project beyond those previously analyzed in the certified EIR531.

Mitigation: All mitigation measures related to this issue that were identified in EIR531 remain in effect.

Monitoring: Monitoring for all mitigation measures remains as identified in EIR531.

<b>HYDROLOGY AND WATER QUALITY</b> Would the project:				
<b>19. Water Quality Impacts</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in substantial erosion or siltation on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) In flood hazard, tsunami, or seiche zones, risk the release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: EIR531, FEMA, GW, WEBB-A, WEBB-B

Findings of Fact:

- a) *EIR531 Conclusion: Less than Significant Impact. EIR531 stated that during construction, the soil-disturbing activities associated with the project would necessitate the implementation of a SWPPP and related construction BMPs that would achieve best conventional pollutant control technology (BCT) and best available technology economically achievable (BAT) performance standards. Submittal of a NOI and implementation of the SWPPP and its associated BMPs throughout the construction phase of the project would address anticipated and expected pollutants of concern as a result of construction activities. EIR531 stated that compliance with the General Construction Permit requirements would ensure that water quality standards are met/exceeded during the project's construction. Therefore, EIR531 concluded that impacts related to water quality standards and waste discharge requirements would be less than significant.*

*The long-term operation of the project necessitates the implementation of post-construction BMPs that would achieve BCT and BAT performance standards, in order to mitigate and abate pollutants that may compromise the French Valley Creek, Murrieta Creek, Santa Margarita River beneficial uses and water quality. As required by the County, at the time of submittal of an application for a new development, the project proponents shall be required to submit a Water*

*Quality Management Plan (WQMP) to the County, using the County's Stormwater Quality Best Management Practice Design Handbook, that outlines approved post-construction BMPs including site-design and source and treatment control BMPs selected for the particular development to reduce pollutants in post-development runoff to meet the BAT/BCT performance standard. Collectively, the site-design, source, and treatment-control BMPs would address the anticipated and expected pollutants of concern from the operational phase of the project and ensure that water quality standards are met. Therefore, EIR 531 concluded that potential impacts related to water quality would be less than significant. (DEIR531 pp. IV.J-20 – IV.J-30).*

**No New Impact.** The proposed Project lies within the same area as previously analyzed under EIR531. A *Preliminary Hydraulic Study for TTM37449* was prepared by Albert A. WEBB Associates dated July 2018 (WEBB-A). WEBB-A is consistent with the drainage recommendations of the hydrology study that was completed for approved SP382 and provides project-specific recommendations for TTM37449 for onsite and offsite flows to be conveyed via subsurface storm drains to water quality/flow mitigation basins.

Onsite storm runoff is conveyed by local streets to catch basins at sag locations or at locations where street capacity is insufficient. An underground storm drain system is proposed to convey the flows from the catch basins to the designated water quality/mitigation basins. Preliminary street, catch basin and storm drain pipe capacities calculations were performed to initially size the proposed storm drain systems. Several existing storm drain systems are located downstream of TTM37449 to the west. These existing drainage facilities have been designed to convey the ultimate conditions 100-year peak flow rates and were part of the development of Tract 29962 which is located immediately downstream of the project site. Existing storm drain Line A, known as Fields Drive Storm Drain and maintained by the Riverside County Flood Control and Water Conservation District (RCFW&WCD), is located in Fields Drive. Line A is a 54-inch reinforced concrete pipe (RCP) sized to carry 154 cubic feet per second (cfs). Storm Drain Line F is a 48-inch RCP culvert crossing Washington Street approximately 700 feet south of Keller Road and is maintained by the Riverside County Transportation Department. Line F is sized to carry 108 cfs. Both facilities are proposed as drainage outlet points for TTM37449. (WEBB-A, Section 1).

A new Water Quality Management Plan for projects located within the Santa Margarita Watershed was adopted in 2014 which identifies directions for using low impact development (LID) principles in addressing post-project water quality and hydromodification criteria for new developments. As such, the use of infiltration facilities is prioritized in the LID facilities hierarchy and percolation tests were performed at the proposed basins locations: Basin H (Planning Area 8 of SP382S1) and Basin B (Planning Area 6 of SP382S1). Unfeasible infiltration rates were identified for Basin H at less than 1.6 inches per hour (in/hr), while favorable infiltration rates were identified for Basin B at more than 1.6 in/hr. As a result, Basin H is proposed as a bio-retention with underdrain water quality/mitigation basin and Basin B is proposed as infiltration water quality/mitigation basin. (WEBB-A, Section 1).

Runoff from the site will be collected and conveyed via the proposed storm drain to Basins H and B. Basin B is an infiltration basin and Basin H is a bioretention facility with no lining; both of which will allow infiltration of flows from impervious areas to infiltrate into the ground to facilitate the dispersion of the collected runoff over pervious areas before leaving the site. (WEBB-B, p. 10).

The 100-year peak flow rates for Basin H and B as well as the capacity of the corresponding existing downstream facilities are reflected in **Table B, Peak Flow Rates**, below. **Table B**

identifies flows generated from Basin H are within the capacity of the existing downstream outlet facility, while 100-year mitigation of the peak flow rate is required for Basin B. (WEBB-A, Section 2).

**Table B, Peak Flow Rates**

<b>Proposed Basin</b>	<b>Peak Flow Rate (RM)<sup>1</sup></b>	<b>Peak Flow Rate (UH)<sup>2</sup></b>	<b>Outlet Facility Capacity</b>
H	75 cfs	74.9	Line F – 108 cfs
B	287 cfs	287.7	Line A – 154 cfs

Source: WEBB-A, Table 2-1

Notes

1. RM = Rational Method
2. US = Unit Hydrograph

Two different methodologies were used for mitigation of the increased runoff for the basins: the Santa Margarita Region Hydrology Model (SMRHM) for storm events between 2-year and 10-year as required by the Santa Margarita River WQMP, and the Basin Routing Program for the 100-year storm event. **Table C, Hydromodification Summary** and **Table D, Routing Summary** provide a hydromodification and routing summary, consecutively, of the basins for the 2-year, 5-year, 10-year, and 100-year storm events. (WEBB-A, Section 2).

The 100-year mitigation does not take in considerations any volumes below water quality water surface elevations or any filtration through bio-retention media or ground infiltration. The results of **Table D**, show that the mitigated 100-year peak flows for each basin are less than the capacity of the existing downstream facilities. The Basin H bottom elevation is 1,431 feet and its maximum water depth is 1.8 which results in maximum water surface elevation of 1,432.8 feet. The Basin B bottom elevation is 1,430 feet and its maximum water depth is four feet which results in maximum water surface elevation of 1,434 feet. Basin H bottom footprint is approximately 26,500 square feet and Basin B bottom footprint is 81,800 square feet. Basin H is proposed with 4:1 side slopes and Basin B with combination of 4:1 and 2:1 slopes. Both basins have minimum of one foot freeboard. (WEBB-A, Section 3).

Catch basins are proposed at street low points and at locations where the street section is not sufficient to convey the generated flows according to the Riverside County requirements. In no case does the 10-year street flows exceed the top of curb elevation nor does the 100-year flows exceed the right-of-way elevation. Further, the storm drain system was extended to locations where street flows are expected to splash over driveway entrances due to high velocities and depths close to top of curb elevation.

Additionally, the proposed Project will encroach slightly into the existing French Valley Creek Floodplain. The proposed water quality/increased runoff basin is located along the northerly side of French Valley Creek. Analysis for Basin B was conducted to determine flow velocities and cut off wall depths along the outer slope of the proposed water quality basin which resulted in elevating the southerly maintenance road of the Basin above the calculated flow depth. (WEBB-A, Section 4). Since all facilities have been designed to capture increase flows from the developed site condition and because no facilities will exceed existing capacity, impacts to resulting from runoff water will be less than significant.

**Table C, Hydromodification Summary**

Storm Event	BASIN H Conditions					BASIN B Conditions				
	Predeveloped 47.5 Acres		Mitigated 38.8 acres			Predeveloped 112.2 Acres		Mitigated 126.6 Acres		
	Peak Flow (cfs)	Routed Peak (cfs)	Basin Volume <sup>1</sup> (Ac-Ft)	Basin Depth <sup>2</sup> (Ft)	Basin WS Elev. (Ft)	Peak Flow (cfs)	Routed Peak (cfs)	Basin Volume <sup>3</sup> (Ac-Ft)	Basin Depth <sup>4</sup> (Ft)	Basin WS Elev. (Ft)
2	13.0	12.1	0.39	0.68	1432.2	38.2	27.6	3.83	1.84	1432.9
5	17.9	17.0	0.43	0.76	1432.3	51.5	48.3	4.57	2.16	1433.2
10	28.4	24.4	0.50	0.86	1432.4	79.3	69.1	5.33	2.49	1433.55

Source: WEBB-A, Tables 3-1 and 3-3

## Notes

1. Does not include Vbmp below 1431.5 elevation
2. Above Vbmp Depth at 1431.5
3. Does not include Vbmp below 1431.06 elevation
4. Above Vbmp depth at 1431.06

**Table D, Routing Summary**

Storm Event	Duration (Hour)	BASIN H Conditions						BASIN B Conditions					
		Proposed 126.6 acres		Basin Routing Results				Proposed 38.8 acres		Basin Routing Results			
		Peak Flow (cfs)	Total Volume (Ac-Ft)	Routed Peak (cfs)	Basin Volume <sup>1</sup> (Ac-Ft)	Basin Depth <sup>2</sup> (Ft)	Basin WS Elev. (Ft)	Peak Flow (cfs)	Total Volume (Ac-Ft)	Routed Peak (cfs)	Basin Volume <sup>3</sup> (Ac-Ft)	Basin Depth <sup>4</sup> (Ft)	Basin WS Elev. (Ft)
100	1	74.9	3.106	65.6	0.786	1.31	1432.8	288.0	11.47	149.9	6.815	2.97	1434.0
	3	44.1	3.630	40.9	0.620	1.06	1432.6	165.0	14.15	143.5	6.043	2.66	1433.7
	6	39.2	4.475	36.5	0.591	1.01	1432.5	146.0	17.18	141.6	5.762	2.55	1433.6
	24	15.7	6.605	15.3	0.393	0.69	1432.2	61.2	26.40	53.3	5.007	2.24	1433.3

Source: WEBB-A, Tables 3-2 and 3-4

## Notes

1. Does not include Vbmp below 1431.5 elevation
2. Above Vbmp Depth at 1431.5
3. Does not include Vbmp below 1431.06 elevation
4. Above Vbmp depth at 1431.06



A *Preliminary Project Specific Water Quality Management Plan* for TTM 37449 was prepared by Albert A. WEBB Associates dated July 2018 (WEBB-B) which contains project-specific recommendations for compliance with water quality standards, waste discharge requirements, and Best Management Practices (BMP) for maintaining water quality (WEBB-B, p. 3). The Project Applicant will also prepare and submit a NOI and SWPPP with BMPs that achieve BCT and BAT performance standards. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

- b) *EIR531 Conclusion: Less than Significant Impact. All runoff from the project would be directed to storm drain infrastructure and/or detention basins and discharged to the existing downstream receiving waters (i.e., French Valley Creek, Murrieta Creek, Santa Margarita River) at rates and volumes not to exceed existing conditions. As such, the runoff volumes from the project would continue to be available for groundwater recharge in the watershed area; no deficit to groundwater or lowering of the groundwater table would occur as a result of drainage changes at the project site. Additionally, as discussed in the Utilities and Service Systems section, the water supply assessment (WSA) prepared for the approved project by Eastern Municipal Water District (EMWD) concluded that EMWD could accommodate the project's demand for water supply, and no additional sources (such as additional groundwater) would be needed for the project. Thus, EIR531 concluded that the project would not affect any groundwater wells in the region. (DEIR531 p. IV.J-31).*

**No New Impact.** The proposed Project lies within the same area as previously analyzed under EIR531. Overall runoff volumes of SP382S1 will have a less than significant effect on groundwater recharge as additional open space will be provided as a result of 426 fewer homes than originally proposed. Development of TTM37449 entails approximately 50 percent of surfaces to be become impervious. However, proposed Basins H and B will allow flows from these impervious areas to be retained and infiltrated to the extent of the natural infiltration capacity of the underlying soil. Project design considerations minimize the impacts of the addition of impervious surfaces to the site by providing for open spaces, parks and water quality basins allowing for infiltration. Further, runoff from rooftops will be directed to adjacent landscape areas for infiltration into the groundwater system. Remaining runoff is collected and conveyed via the proposed storm drain to Basins H and B. Basin B is an infiltration basin and Basin H is a bioretention facility with no lining; both of which will allow infiltration of flows from impervious areas to infiltrate into the ground. (WEBB-B, pp. 9-10). EIR531 identified that the Project is served by EMWD which can accommodate the Project's demand for water supply and that no additional sources (such as additional groundwater) are required to meet water demand. As SP382S1 will result in 426 fewer homes and TTM 37449 proposes development of 372 homes within Planning Areas 1, 3, 4, and 7 which is less than the 599 homes previously analyzed for development within these Planning Areas, further support that additional sources to meet water demand such as groundwater, are not required. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

- c-e) *EIR531 Conclusion: Less than Significant Impact. EIR531 determined that 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, and the project would not result in substantial erosion or siltation on- or off-site. During construction of the project, the project applicant would be required to prepare and submit a Notice of Intent (NOI) prior to commencement of construction activities and prepare and implement a Storm Water Pollution*

*Prevention Program (SWPPP) in compliance with General Construction Permit requirements. The SWPPP would describe the BMPs to be implemented during the project construction activities. Through compliance with the General Construction Permit requirements, no significant impacts related to erosion and sedimentation would occur as a result of construction activities. During the project operation, water quality design features would address potential erosion and siltation impacts. Thus, EIR531 concluded impacts would be less than significant. (DEIR531 pp IV.J-19 – IV.J-20).*

*With implementation of BMPs outlined in the SWPPP and the project's proposed water quality design features, impacts related to erosion and loss of topsoil would be less than significant (DEIR531 p. IV.G-13). Further, the project would provide adequate stormwater drainage capacity to control the rate and volume of runoff from the project to not to exceed existing conditions. The project would not cause flooding on or off of the project site. Therefore, EIR531 concluded that impacts related to flooding would be less than significant. (DEIR531 p. IV.J-40).*

**No New Impact.** The proposed Project lies within the same area as previously analyzed in EIR531 and is still subject to the National Pollutant Discharge Elimination System (NPDES) permit requirements which includes preparation and implementation of a SWPPP for the prevention of runoff during construction. Erosion, siltation and other possible pollutants associated with long-term implementation of the Project are addressed as part of the project-specific Preliminary WQMP and grading permit process. A *Preliminary Hydraulic Study for TTM37449* was prepared by Albert A. WEBB Associates dated July 2018 (WEBB-A) which identifies that Basin H (Planning Area 8 of SP382S1) may be susceptible to hydromodification which is the alteration of the natural flow of water through a landscape. However, as discussed above, the site will be designed to mitigate increased runoff to reduce impacts from hydromodification. Additionally, a *Preliminary Project Specific Water Quality Management Plan* for TTM 37449 was prepared by Albert A. WEBB Associates dated July 2018 (WEBB-B) which identifies existing drainage patterns through SP382S1 Planning Areas 18 and 25. However, these Planning Areas have been preserved and will ultimately be dedicated for preservation in perpetuity to the Riverside Conservation Authority along with approximately 68 acres of open space (SP382S1 Planning Area 17) to be preserved in its natural drainage patterns. (WEBB-B, p. 9). Further, the Project will be required to prepare and submit a SWPPP with BMPs prior to the commencement of construction activities, and incorporate water quality design features to address potential erosion and siltation impacts and, as discussed above, the drainage facilities for the proposed Project are designed so as to capture increased flows so as not to cause flooding on or off the Project site.

Thus, through project design and compliance with existing regulations and policies, the proposed Project will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, and will not result in substantial erosion or siltation on- or off-site, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

- f) *EIR531 Conclusion: Less than Significant Impact. Implementation of the project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems. A drainage plan was developed for the project. A total of six existing storm drain systems and one proposed storm drain system have been identified that would limit the maximum flow rate the project could convey to the connection point. As a result, the storm drain*

*alignments and hydrology were prepared in a manner to balance the project's watershed areas. The balancing of the watershed would result in a drainage solution for the proposed condition flow rates to produce flow rates that would be equal or less than the existing approved flow rates for the downstream systems. Additionally, the proposed storm drain alignments identified potential locations for detention basins and Low Impact Development "Best Management Practices" (LID BMPs) that would function as part of the drainage solution. The detention basins would be used to mitigate increased runoff to satisfy the criteria for "Hydrological Conditions of Concern" (HCOC). The project's drainage would require several detention basins at the downstream end of the proposed facilities in order to satisfy the criteria for HCOCs. Thus, EIR531 concluded that the project would provide adequate stormwater drainage capacity and would not exceed the existing or planned stormwater drainage system; impacts would be less than significant. (DEIR531 pp. IV.J-31 – IV.J-39).*

**No New Impact.** The proposed Project lies within the same area as previously analyzed under EIR531. Further, the Project will not increase capacity beyond plan drainage system. As further discussion above, a WQMP for projects located within the Santa Margarita Watershed was adopted in 2014 which identifies directions for using low impact development (LID) principles in addressing post-project water quality and hydromodification criteria for new developments. Thus, all water will be treated before entering the storm drain system so as not to provide substantial additional sources of polluted runoff. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

- g) *EIR531 Conclusion: Less than Significant Impact. As stated previously, the project is located partially in the Federal Emergency Management Agency (FEMA) Flood Zone D and partially in an area zoned as a "No Special Flood Hazard Area." The project would implement the use of a natural stream and proposes planning areas that would encroach into the 100-year flood plain. A roadway (South Street; named "Autumn Glen Circle" in SP382S1) would be constructed across the 100-year flood plain that would include the use of a concrete culvert structure to allow the 100-year flow rate to pass under the road. Moreover, rip-rap armoring would be used along the roadway slopes to protect against erosion and scour. The proposed culvert would be designed in a manner that would not elevate the water surface elevation in order not to impact upstream or downstream property owners. Therefore, EIR531 concluded that the project impacts related to the 100-year flood plain would be less than significant. (DEIR531 p. IV.J-39).*

**No New Impact.** The proposed Project lies within the same area as previously analyzed under EIR531. Further, the Project has been designed to accommodate flows for the 100-year storm event. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

- h) *EIR531 determined that the project is not located near any volcanoes, and does not have steep slopes subject to mudflows. Regarding seiches, there are two lakes (Lake Skinner and Diamond Valley Lake) located in the region, but the Geotechnical Report prepared for EIR531 concluded that the project is far enough away from these lakes that the risk of flooding due to seicheing is negligible. Therefore, EIR531 concluded no significant impacts related to seiche, mudflow, or volcanic hazard would occur. (DEIR531 p. IV.G-13).*

**No New Impact.** The proposed Project lies within the same area as previously analyzed in EIR531 and thus will not be subject to seiche, mudflow, or volcanic hazard given the site's distance to the water bodies and volcanoes. Tsunamis and seiches are not a considerable risk at the Project site (GW, p. 12). No other geologic hazards were identified in prior analysis.

Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

- i) *EIR531 Conclusion: Not specifically analyzed because this threshold was not applicable at the time of EIR531. However, adequate information is provided in EIR531 to make an impact determination. EIR531 states the project is located within the regulatory boundaries of the Water Quality Control Plan for the San Diego Regional Water Quality Control Board (San Diego RWQCB). As stated in EIR531, the Water Quality Control Plan generally defines, "...the condition of the existing water quality, the beneficial uses of the regions surface and ground water, and local water quality conditions and problems (DEIR531 p. IV.J-3)." Further, "...[Water Quality Control] plans are to conform to the policies set forth in the Porter-Cologne Act and established by the SWRCB [State Water Resources Control Board] in its State water policy. The Porter-Cologne Act provides that a RWQCB may include within its [water quality control] plan water [sic] discharge prohibitions applicable to particular conditions, areas, or types of waste (DEIR531 p. IV.J-8)." The beneficial uses of each receiving water to which the Project is tributary are reproduced from the Water Quality Control Plan and listed in Table IV.J-1, including the list of constituents causing water quality impairments to any of said receiving waters (i.e. Clean Water Act Section 303(d)). (DEIR531 p. IV.J-3). The watershed-wide municipal stormwater permit ("MS4 permit") implements one of many efforts described in the Water Quality Control Plan that are designed to improve water quality and achieve the Plan's water quality objectives. EIR531 describes how the project is subject to the requirements of the MS4 permit in the form of a "Water Quality Management Plan (WQMP)." The WQMP describes post-construction best management practices (BMPs) that would achieve Best Conventional pollutant control Technology (BCT) and Best Available economically achievable Technology (BAT) performance standards that target primary pollutants of concern (Table IV.J-2) (DEIR531, p. IV.J-23). EIR531 evaluates the effectiveness of the water quality measures designed for the Project from the Preliminary WQMP and determines the seven proposed extended detention basins and other smaller elements would address the anticipated and expected pollutants of concern from the operational phase of the project and ensure that water quality standards are met. Because the project as described in EIR531 will be conditioned to meet current regulations that implement construction-phase and operational-phase BMPs for the protection of water resources as adopted and regulated by the San Diego RWQCB and SWRCB as is consistent with their water quality control plans, the project will not conflict or obstruct the Water Quality Control Plan for the watershed.*

*EIR531 identifies that the project is located within the Santa Margarita River Watershed and overlies the Temecula Valley Groundwater Basin as defined by the state Department of Water Resources' Bulletin 118 report (DEIR531 p. IV.J-4). The project includes Site Design, Source Control and Treatment Control BMPs to reduce impacts on groundwater quality (DEIR531, p. IV. J-26). Further, the Project drainage system is designed so that "...runoff volumes from the site would continue to be available for groundwater recharge...and no deficit to groundwater or lowering of the groundwater table would occur as a result of drainage changes to the Project site" (DEIR531, p. IV.J-31). Additionally, as discussed in EIR531 Section IV.P (Utilities and Service Systems – Water), the water supply assessment (WSA) prepared for the Project by Eastern Municipal Water District (EMWD, 2013) concluded that EMWD could accommodate the Project's demand for water supply, and no additional sources (such as additional groundwater) would be needed for the Project (based on the analysis in EMWD's 2010 Urban Water Management Plan [UWMP]). Thus, the Project would not affect any groundwater wells in the region. (It can be assumed therefore that the Project was accounted for in EMWD's 2015 UWMP*

*as well.) EIR531 concludes the Project impacts related to groundwater recharge would be less than significant. (DEIR531, p. J-31)*

The proposed Project lies within the same area as previously analyzed under EIR531. While, EIR531 did not clarify that the Santa Margarita River Watershed is an adjudicated watershed (for both surface and groundwater). As of January 1, 2015, adjudicated areas are not required to prepare a sustainable groundwater management plan, but instead are required by the Sustainable Groundwater Management Act (SGMA) to report groundwater elevation, extraction, recharge, consumption, and change in storage information to the state on an annual basis according to Water Code 10720.8. The Santa Margarita River Watershed Watermaster is the court-appointed entity that administers and enforces provisions regarding rights to surface water and groundwater throughout the watershed, and who publishes an annual report with this information. Because the Project is located within an adjudicated basin that is not required to prepare a sustainable groundwater management plan, it will not conflict or obstruct a sustainable groundwater management plan. It can be deduced from this analysis that because there would be a less than significant impact to recharge as previously analyzed in EIR531, the same level of impact from the Project would occur if a sustainable groundwater management plan had been in place, and that plan would have been well aware of the Project proposal and accounted for, and the Project would not conflict or obstruct the activities of said plan. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

Mitigation: All mitigation measures related to this issue that were identified in EIR531 remain in effect.

Monitoring: Monitoring for all mitigation measures remain as identified in EIR531.

LAND USE/PLANNING Would the project:				
<b>20. Land Use</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: EIR531, WEBB-C

Findings of Fact:

- a) *EIR531 Conclusion: Less than Significant. The project's existing zoning, per SP382 and its associated zoning ordinance, is Specific Plan (SP) Zone (Belle Terre Specific Plan No. 382). The surrounding zoning immediately adjacent to the Project site includes A-1-5 (Light Agriculture), A-1-10 (Light Agriculture), and SP Zone (Domenigoni Barton Specific Plan No. 310) to the north; R-R (Rural Residential) and A-P (Light Agriculture with Poultry) to the east; A-P (Light Agriculture with Poultry) and R-1 (One-Family Dwellings) to the south; and R-1 (One-Family Dwellings), R-5 (Open Area Combining Zone Residential Developments), A-1-2 ½ (Light Agriculture), and SP Zone (Winchester Specific Plan No. 286) to the west. Existing land use designations surrounding the project site include Low-Density Residential (LDR) to the north; Medium-Density Residential (MDR) to the south; Rural Mountainous to the east; and Medium-Density Residential to the west. As discussed previously, the project site is surrounded by existing and planned residential developments to the north, west, and southwest. Domenigoni-Barton Specific Plan (SP 310) lies directly to the north and northwest of the project site. The Keller Crossing Specific Plan (SP 380) is located to the northwest of the project site, across State Route 79. Located immediately west and southwest of the project is the master planned community of Winchester 1800 (SP 286). Other residential developments planned west and southwest of the project are Tentative Tract Map (TTM) 30837 with 320 single-family residential lots (approved in 2004), TTM 33423 with 132 single-family residential lots, and TTM 29883 with 491 single-family residential lots (currently under review by the County Planning Department). The remaining boundaries of the project adjoin existing open space, low-density rural development, and agricultural lands. Scattered, large lots, rural homesteads, and vacant parcels lie to the north, south and east of the project. The project includes development of residential and open space land uses that are similar to those that already existing in the project area and/or proposed. For this reason, the project would not develop land uses that are incompatible with existing and planned surrounding land uses. Therefore, EIR531 concluded impacts related to land uses would be less than significant. (DEIR531 pp. IV.K-6 – IV.K-7, FEIR531 p. IV-19). Based on the existing land use designations for the project, EIR531 determined that the project could be developed with approximately 1,128 residential dwelling units, an increase of 154 units as compared to what is planned under the existing land use designations. As such, although the project would result in more residential dwelling units than planned for the in the County's General Plan, the land uses and the number of dwelling units are substantially similar to what was planned for the site by the County. Nonetheless, EIR531 incorporated Mitigation Measure **K-1** to ensure that no significant impacts related to land use and planning would occur based on the generation of more traffic than what was originally allowed for under the Highway 79 policies.*



*The project is consistent with the applicable land use designations and policies of the County's General Plan, including the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy and applicable County General Plan policies (refer to Table IV.K-3 in DEIR531, pp. IV.K-15 – IV.K-55). The project is within the Highway 79 Policy Area; EIR531 determined that implementation of the proposed Project would be consistent with the policy with implementation of Mitigation Measure K-1. (DEIR pp. IV.K-7 – IV.K-55, IV.K-57, FEIR531 p. IV-19). Thus, EIR531 concluded that impacts would be less than significant, with implementation of Mitigation Measure K-1. (DEIR531 pp. I-29 - I-30, IV.K-5 – IV.K-6, IV.K-57, FEIR531 p. IV-18)*

**No New Impact.** The proposed Project is located within the same area as previously analyzed in EIR531. SP382S1 reduces the overall number of homes in the Belle Terre community from 1,282 homes to 856 homes which will result in 426 fewer housing units overall than previously analyzed in EIR531. TTM37449 proposes 372 homes within Planning Areas 1, 3, 4, and 7 which is less than the 599 home previously analyzed for development within these planning areas (272 fewer than originally proposed) and consistent with SP382S1 and as analyzed by EIR531; similar to surrounding land uses that have developed as single family homes. Hence, the Project will not develop land uses that are incompatible with existing and planned surrounding land uses. Further, EIR531 identified that the Project was consistent with the Highway 79 Policy Area with implementation of Mitigation Measure K-1 which identified that in order to be consistent with the Highway 79 Policy Area the number of units that may be constructed cannot exceed 6,892 trips (associated with development of 724 units) unless transportation improvements are implemented. Not only does the project implement project design features and mitigation measures to reduce impacts from traffic but the Project proposes construction of 372 dwelling units generating 3,512 daily trips (WEBB-C, p. 4-2); well under the cap. To maintain consistency with the Highway 79 Policy Area, as was previously analyzed in EIR531, the number of dwelling units that may be constructed from future implementing projects under SP382S1, cannot exceed 6,892 trips (associated with development of 724 dwelling units) unless transportation improvements are implemented. SP382S1 reduces the overall number of units that may be developed within the entire Belle Terre community from 1,282 to 856 units. However, future implementing projects that may exceed the overall trip or unit count for the Belle Terre site, shall still be required to implement additional transportation improvements. As such, the proposed Project remains in compliance with the Highway 79 area policies. Mitigation Measures K-1 has been revised for clarity as follows:

***Mitigation Measure K-1: Highway 79 Policies***

Prior to approval of an implementing project issuance of building permits, the County shall ensure compliance with the Highway 79 Policy Area Condition of Approval. The calculated maximum amount of dwelling units within the Specific Plan is 724 for typical consistency with the Highway 79 Policy Area. The allowable number of units may be altered ~~shall be determined~~ utilizing the ITE Trip Generation in consideration of: (a) TDM measures; (b) product types; (c) transportation improvements; or (d) a combination of (a), (b), and (c). If the County establishes a fee program to achieve compliance with the Highway 79 policies, the Project Applicant may participate in such program as an alternative to compliance with the Highway 79 Policy Area Condition of Approval. If the Highway 79 policies are amended, implementing projects shall show how they are consistent with the policies as amended ~~the Highway 79 condition may be amended in a corresponding fashion~~. If the Highway 79 policies are repealed, the application of the Highway 79 policies' requirements Condition of Approval ~~will terminate~~. In any such instance, the environmental impacts of developing 1,282 units as originally approved in

the Specific Plan have been evaluated throughout the Belle Terre Specific Plan EIR.

Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

- b) *EIR531 Conclusion: No Impact. The project site is undeveloped and is located near other single-family residential developments. The project is not located in an established community that could be divided or disrupted by the project (including a low-income or minority community). Thus, EIR531 concluded no impacts would occur (DEIR531, p. IV.A-5).*

**No New Impact.** The proposed Project is located within an undeveloped area with no established community and occupies the same area as previously analyzed. Thus, the Project will not disrupt or divide an established community (including a low-income or minority community). Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

Mitigation: Mitigation measure K-1 related to this issue as identified in EIR531 remains in effect as revised.

Monitoring: Monitoring for all mitigation measures remains as identified in EIR531.

<b>MINERAL RESOURCES</b> Would the project:				
<b>21. Mineral Resources</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Potentially expose people or property to hazards from proposed, existing, or abandoned quarries or mines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: EIR531

Findings of Fact:

- a) *EIR531 Conclusion: Less than Significant Impact. The project comprises a designation of Mineral Resource Zone 3A (MRZ-3A), where available geologic information indicates that mineral deposits are likely to exist, but the significance of the deposit is undetermined, and unstudied. MRZ-3A covers thousands of acres in the County thus EIR531 determined that development of the project would not substantially affect the availability of any mineral deposits beneath the site, given that these potential mineral resources are likely available throughout the County. Therefore, EIR531 concluded impacts related to the loss of availability of a known mineral resource would be less than significant. (DEIR531 p. IV.A-5).*

**No New Impact.** The proposed Project lies within the same area as previously analyzed. As such, development of the proposed Project will result in the same disturbance area which lies within MRZ-3A. As analyzed by EIR531, the proposed Project will not result in the loss of availability of a known mineral resource in an area classified or designated by the State that is of value to the region or the residents of the State. Therefore, no new or substantially increased impacts result from the Project beyond those previously analyzed in the certified EIR531.

- b-c) *EIR531 Conclusion: No Impact. EIR531 stated that the project does not contain a mineral resource recovery site, is not located near any active mines, and is not part of nor located near any abandoned quarries or mines. Thus, EIR531 concluded no impacts would occur. (DEIR531 p. IV.A-5).*

**No New Impact.** The proposed Project occupies the same area as previously analyzed in EIR531 which does not contain a mineral resource recovery site, is not located near any active mines, and is not part of nor located near any abandoned quarries or mines. Therefore, no new or substantially increased impacts result from the Project beyond those previously analyzed in the certified EIR531.

Mitigation: All mitigation measures related to this issue that were identified in EIR531 remain in effect.

Monitoring: Monitoring for all mitigation measures remain as identified in EIR531.

**NOISE** Would the project result in:**22. Airport Noise**

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

☐ ☐ ☐ ☒

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

☐ ☐ ☐ ☒

Sources: EIR531, RCALUC

Findings of Fact:

a-b) *EIR531 Conclusion: No Impact. EIR531 determined that the project site does not fall within an Airport Master Plan, does not fall within the boundaries of an airport influence area, is not located within two miles of an airport, and is not located within the vicinity of a private airstrip or heliport. The airport closest to the project is the French Valley airport. EIR531 stated that review of County's Airport Land Use Compatibility Plan and Map show that the project is outside of the French Valley Airport compatibility zones. Thus, EIR531 concluded no impacts related to these thresholds would occur. (DEIR531 pp. IV.A-4, IV.A-6).*

**No New Impact.** The proposed Project occupies the same area as previously analyzed in EIR531. No new airports have been located in the vicinity of the Project site since EIR531 was certified. The French Valley Airport is the closest airport to the Project site, located approximately 3 miles southwest of the Project site. Additionally, the Project site is located outside of the French Valley Airport's compatibility zones (RCALUC). Therefore, no new or substantially increased impacts result from the Project beyond those previously analyzed in the certified EIR531.

Mitigation: All mitigation measures related to this issue that were identified in EIR531 remain in effect.

Monitoring: Monitoring for all mitigation measures remains as identified in EIR531.

**23. Noise Effects by the Project**

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

☐ ☐ ☐ ☒

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

☐ ☐ ☐ ☒

Sources: EIR531, WEBB-C

Findings of Fact:

a) *EIR531 Conclusion: Significant and Unavoidable. EIR531 stated that future residents of the project site would be exposed to noise levels associated with traffic traveling on roadways near the site, and consequently there may be a potential highway noise impact (DEIR531, p. 24 of Appendix I). EIR531 does analyze the impacts of traffic noise on roadway segments surrounding the project site. While the project will cause increases in traffic noise for all the roadway*

*segments, traffic noise levels along Washington Street from Winchester Road to Keller Road and Washington Street from Fields Drive to Keller Road during the AM and PM peak hours and along Washington Street from Fields Drive to Autumn Glen Circle during the PM peak hour would exceed the significance thresholds; thus, EIR531 concluded impacts would be significant and unavoidable along these segments. (DEIR531 pp. IV.L-21 – IV.L-24, IV.L-29, FEIR531 p. IV-19).*

*EIR531 concluded that with implementation of Mitigation Measure L-3, the project would not result in a substantial permanent increase in ambient noise levels associated with on-site operation in the project vicinity above levels existing without the project. However, traffic noise levels along Washington Street from Winchester Road to Keller Road and Washington Street from Fields Drive to Keller Road during the AM and PM peak hours and along Washington Street from Fields Drive to Autumn Glen Circle during the PM peak hour would exceed the significance thresholds; thus, EIR531 concluded impacts would be significant and unavoidable along these segments. (DEIR531 pp. IV.L-21 – IV.L-24, IV.L-29, FEIR531 p. IV-19).*

*EIR531 stated that increased ambient noise levels at adjacent single-family housing and park near the intersection of Fields Drive and Brookridge Lane would be substantial during construction phases with significant heavy-duty equipment in operation near this intersection. However, EIR531 concluded that the project would have to comply with County regulations governing construction noise (included as Mitigation Measures L-1 and L-2) that would ensure temporary noise impacts related to construction noise would be less than significant. (DEIR531 pp. IV.L-19 – IV.L-21, IV.L-28).*

*The project would include noise-sensitive residential receptors within the project area. To assess potential impacts on future residents, a 24-hour Community Noise Equivalent Level (CNEL) noise measurement was performed to evaluate whether ambient noise levels in the project area are compatible for new residential uses. Ambient noise at the project site is approximately 52.7 CNEL. As shown on Table IV.L-2 of DEIR531, the California State Department of Health Services considers these levels to be “Normally Acceptable.” Conventional building construction and features such as single-glazed windows and fresh air supply system or air conditioning would be included in the project’s design that reduce noise by about 24 dBA. The resulting 28.7 dBA would not exceed the 45 dBA maximum set by the California Noise Insulation Standards (California Code of Regulations, Title 24). Therefore, EIR531 concluded impacts related to noise and land use compatibility would be less than significant. (DEIR531 p. IV.L-24).*

**No New Impact.** The proposed Project lies within the same area that was previously analyzed in EIR531. The land uses of SP382S1 remain the same as those previously analyzed in EIR531. However, residential land uses will be reduced in density for the overall Belle Terre site from 1,282 homes to 856 homes. Implementing TTM37449, proposes development of 372 homes within Planning Areas 1, 3, 4, and 7 which is less than the 599 homes previously analyzed for development within these Planning Areas and will generate traffic trips within what was anticipated by EIR531 and will generate approximately 3,512 daily trips (WEBB-C, p. 4-2), which is well within EIR531’s 12,205 daily trips generated for the entire Belle Terre Specific Plan (DEIR531, p. IV.O-39. As traffic trips contribute to highway noise, it can be concluded that because SP382S1 will reduce homes by 426 and TTM37449 will develop 227 fewer homes than previously analyzed for Planning Areas 1, 3, 4, and 7 under EIR531, implementation of the proposed Project will not result in an increase of highway noise. As roadway noise is a primary cause related to an increase in permanent noise levels, it can be concluded that because the SP382S1 will reduce homes by 426 and TTM37449 will develop 227 fewer homes than

previously analyzed under EIR531, implementation of the proposed Project will not result in an increase in noise levels. Further, the Project will still be conditioned and required to implement Mitigation Measure **L-3** to reduce noise impacts. Therefore, no new or substantially increased impacts result from the Project beyond those previously analyzed in the certified EIR531 related to a permanent increase in ambient noise levels.

EIR531 anticipated temporary noise increases related to project construction. Similar to the analysis in EIR531, implementation of Mitigation Measures **L-1** and **L-2** will reduce temporary, periodic noise levels to a less than significant impact and the Project will still be required to comply with County regulations regarding construction noise. Therefore, no new or substantially increased impacts result from the Project beyond those previously analyzed in the certified EIR531 related to a temporary increase in ambient noise.

Finally, the noise measurements identified within EIR531 remain applicable to the proposed Project. The Project will implement the same design features discussed in EIR351 to reduce noise levels and will not exceed the 45 dBA maximum noise threshold as set by the California Noise Insulation Standards. Therefore, no new or substantially increased impacts result from the Project beyond those previously analyzed in the certified EIR531 resulting in generation of noise in excess of established standards.

- b) *EIR531 Conclusion: Less than Significant Impact. EIR531 stated that construction groundborne vibration impacts would not exceed the potential building damage threshold of 0.2 inches per second. Vibration annoyance levels would be approximately 47 VdB which would not exceed the 75 VdB threshold for residential land uses. Therefore, EIR531 concluded impacts related to construction vibration would be less than significant. The project would not include significant stationary sources of groundborne vibration, such as heavy equipment operations. Operational groundborne vibration in the project's vicinity would be generated by vehicular travel on the local roadways. However, similar to existing conditions, project-related traffic vibration levels would not be perceptible by sensitive receptors. Further, EIR531 stated that the project is not located near any railroad and concluded no impacts would occur (DEIR531 p. IV.A-6). Therefore, EIR531 concluded impacts related to operational groundborne vibration would be less than significant. (DEIR531 pp. IV.L-24 – IV.L-25).*

**No New Impact.** The proposed Project lies within the same area as previously analyzed in EIR531. The land uses of SP382S1 remain the same but will be reduced in density for the overall Belle Terre site from 1,282 homes to 856 homes. Implementing TTM37449, proposes development of 372 homes within Planning Areas 1, 3, 4, and 7 which is less than the 599 homes previously analyzed for development within these Planning Areas. Thus, construction vibration remains as identified in EIR531 and will not exceed the 75 VdB threshold for residential land uses. Given the project will result in development of fewer homes resulting in fewer vehicular trips, traffic vibration levels with implementation of the proposed Project will be less than what was analyzed in EIR531 and will not be perceptible by sensitive receptors. Further, the proposed Project lies within the same area as previously analyzed in EIR531 and does not propose the construction of new or a modification of existing rail lines and is not located within the vicinity of a rail line. Therefore, no new or substantially increased impacts result from the Project beyond those previously analyzed in the certified EIR531.

Mitigation: All mitigation measures related to this issue that were identified in EIR531 remain in effect.

Monitoring: Monitoring for all mitigation measures remains as identified in EIR531.



**PALEONTOLOGICAL RESOURCES:****24. Paleontological Resources**

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

☐☐☐☒

Source: EIR531

Findings of Fact:

- a) *EIR531 Conclusion: Less than Significant Impact with Mitigation. EIR531 determined that the project has a combination low potential and undetermined potential for paleontological resources. Although no unique paleontological resources are known to exist within the project site, considering the low potential determination for portions of the site, in the unlikely event that paleontological resources are encountered during ground disturbing activities, Mitigation Measure F-10 shall be incorporated. EIR531 concluded that with implementation of Mitigation Measure F-10, impacts related to paleontological resources would be less than significant. (DEIR531 p. IV.F-42, FEIR531 p.IV-16).*

**No New Impact.** The proposed Project lies within the same area as previously analyzed in EIR531. As such, development of the proposed Project will result in the same disturbance area. Mitigation Measure **F-10** remains in effect for the proposed Project in the inadvertent discovery of paleontological resources. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

Mitigation: All mitigation measures related to this issue that were identified in EIR531 remain in effect.

Monitoring: Monitoring for all mitigation measures remains as identified in EIR531.

POPULATION AND HOUSING Would the project:				
<b>25. Housing</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source: EIR531

Findings of Fact:

- a) *EIR531 Conclusion: No Impact. EIR531 stated that the project site is not developed and the site does not contain any housing or residential populations. Thus, EIR531 concluded no impacts would occur. (DEIR531 p. IV.A-6).*

**No New Impact.** The proposed Project occupies the same area as previously analyzed in EIR531, and is currently vacant and undeveloped. Thus, the Project will not displace any existing housing or people, since no existing housing is present. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.b) *EIR531 Conclusion: No Impact. EIR531 stated that the project includes residential development only, and does not include retail or educational land uses that could generate lower-income employment, creating a need for low-income housing. As such, EIR531 concluded no impacts would occur. (DEIR531 pp. IV.M-7 – IV.M-8).*

**No New Impact.** The proposed Project occupies the same area as previously analyzed in EIR531, and includes residential development. No uses that create a demand for affordable housing are proposed. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.c) *EIR531 Conclusion: Less than Significant Impact. The related projects listed on Table II-1 in Section II (Environmental Setting) of DEIR531 that include residential land uses would create 3,556 dwelling units within the County. It is possible that some of the sites of these related projects already include residential land uses that would be removed with implementation of the related projects, and as such, the total net number of dwelling units that would be created would be fewer than 3,556. However, for a conservative analysis, EIR531 assumed that all 3,556 dwelling units would be net new units. With implementation of the project, the number of cumulative housing units would be 4,838 net units, generating approximately 15,397 cumulative residents (4,038 residents at the project site). This cumulative residential population and dwelling units would represent approximately 3.4 percent and 3.1 percent, respectively, of the projected increase in population and housing units between the years 2010 and 2035 in the County. Thus, cumulative growth associated with the project and the related projects would fall within the projected increase for population and housing growth for the County. Therefore, EIR531 concluded that cumulative impacts related to population growth would be less than significant. (DEIR531 pp. IV.M-11 – IV.M-12, FEIR531 p. IV-20).*

*EIR531 further concluded that construction workers are not likely to relocate their households given the short-term construction period. EIR531 stated implementation of the project, which would result in the construction of open space and residential uses, would not generate any employment opportunities. EIR531 concluded that population growth due to residential development in the project would be consistent with the projected regional growth identified by SCAG and the project's projected population increase fits within the County, Western Regional Council of Governments, and unincorporated County projections and can be balanced in relation to local growth projections.*

*Further, although some utility and roadway infrastructure associated with the project would be "oversized," all utility and roadway infrastructure would be developed to serve the project and other currently planned / approved development in the area. As such, EIR531 concluded that implementation of the project would not result in substantial population growth. (DEIR531 pp. IV.M-8 – IV.M-10).*

**No New Impact.** The proposed Project lies within the same area as was previously analyzed in EIR531. Residential land uses will be reduced in density for the overall Belle Terre site from 1,282 homes to 856 homes through SP382S1 resulting in 1,342 fewer residents to the overall Belle Terre community<sup>3</sup>. Implementing TTM37449, proposes development of 372 homes within Planning Areas 1, 3, 4, and 7 which is less than the 599 homes previously analyzed for development within these Planning Areas; thus generating 715 fewer residents by TTM37449 than was originally analyzed and anticipated for these planning areas.<sup>4</sup> Thus, the proposed Project will result in fewer housing units than previously analyzed in EIR531. Therefore, no new or substantially increased impacts result from the proposed Project

The Project includes residential development which will still not generate any employment opportunities and does not propose development of any additional infrastructure that was already analyzed that will induce population growth. SP382S1 reduces the number of homes from 1,282 homes (approved under SP382) to 856 homes which will result in fewer housing units than previously analyzed. TTM37449 proposes 372 homes within Planning Areas 1, 3, 4, and 7 which is less than the 599 homes previously analyzed for development within these Planning Areas. Thus, implementation of the Project will not increase the site's intensity or population growth projections beyond what was already analyzed in EIR531. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

**Mitigation:** All mitigation measures related to this issue that were identified in EIR531 remain in effect.

**Monitoring:** Monitoring for all mitigation measures remains as identified in EIR531.

<sup>3</sup> Population generation factor is 3.15 persons per household (pph) per EIR531. 1,282 dwelling units (DU) x 3.15 pph = 4,038 residents generated by approved SP382. Under SP382S1, 856 DU x 3.15 pph = 2,696 residents. Thus 4,038 residents-2,696 residents = 1,342 fewer residents.

<sup>4</sup> Population generation factor is 3.15 persons per household (pph) per EIR531. 599 DU x 3.15 pph = 1,887 residents generated by approved SP382. Under TTM37449, 372 DU x 3.15 pph = 1,172 residents. Thus 1,887 residents-1,172 residents = 715 fewer residents.

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

**26. Fire Services**

☐ ☐ ☐ ☒

Sources: EIR531, ORD 460, ORD 659

Findings of Fact:

- 30) *EIR531 Conclusion: Less than Significant Impact. EIR531 determined that since the project would allow up to 1,282 units, it would not generate the need for a new fire station as the County's standard for the establishment of a new fire station is the development of 2,000 dwelling units. The project includes a water tank to store extra water for emergency services, and all emergency access would be designed and constructed in consultation with the Riverside County Fire Department (RCFD) and in conformance with all RCFD standards pursuant to County Ordinance No. 460. Further, final pipeline design would insure facilities are sized to provide the maximum daily flow plus required fire flows (as determined by the County Fire Marshall) with a minimum residual pressure of 20 pounds per square inch. Any additional personnel, buildings, and materials costs (i.e., additional response unit) for fire services in the County related to buildout of the project would be offset through the payment of the required developer impact fee pursuant to County Ordinance No. 659. As such, EIR531 concluded that impacts would be less than significant related to fire services. (DEIR531 pp. IV.N-3 – IV.N-4).*

**No New Impact.** The proposed Project lies within the same area as previously analyzed in EIR531. However, residential land uses will be reduced in density for the overall Belle Terre site from 1,282 homes to 856 homes through SP382S1. Implementing TTM37449, proposes development of 372 homes within Planning Areas 1, 3, 4, and 7 which is less than the 599 homes previously analyzed for development within these Planning Areas. Thus, implementation of the Project will still remain below the County's threshold of 2,000 homes necessitating the need for a new fire station. Similar to the analysis in EIR531, the Project will comply with County Ordinances No. 460 (ORD 460) and 659 (ORD 659) regarding fire services, payment of applicable developer impact fees, and will follow all RCFD standards as outlined in those ordinances. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

Mitigation: All mitigation measures related to this issue that were identified in EIR531 remain in effect.

Monitoring: Monitoring for all mitigation measures remains as identified in EIR531.

**27. Sheriff Services**

☐ ☐ ☐ ☒

Source: EIR531

Findings of Fact:

- 31) *EIR531 Conclusion: Less than Significant Impact. EIR531 outlined a number of design features (i.e., lighting, visibility, fencing) that would reduce the project's demand on sheriff services. Additionally, the Riverside County Sheriff's Department (RCSD) would review individual developments under the project and advise on crime prevention features appropriate for the design and function of the project. Compliance with the requirements of the RCSD would reduce*

*the project's demand for sheriff services, and no new or altered facilities would be needed as a result of the project. Therefore, EIR531 concluded that impacts related to police protection services would be less than significant. (DEIR531 pp. IV.N-7 – IV.N-8).*

**No New Impact.** The proposed Project lies within the same area as previously analyzed in EIR531. Residential land uses will be reduced in density for the overall Belle Terre site from 1,282 homes to 856 homes through SP382S1. Implementing TTM37449, proposes development of 372 homes within Planning Areas 1, 3, 4, and 7 which is less than the 599 homes previously analyzed for development within these Planning Areas. The Project will be required to incorporate all applicable design features as described in EIR531 to reduce demand on sheriff services and TTM37449 will be required to be reviewed by RCSD for advisement on crime prevention features. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

Mitigation: All mitigation measures related to this issue that were identified in EIR531 remain in effect.

Monitoring: Monitoring for all mitigation measures remains as identified in EIR531.

## 28. Schools

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Sources: EIR53, TVUSD

### Findings of Fact:

- 32) *EIR531 Conclusion: Less than Significant Impact. The project would generate a total of approximately 1,032 students, including approximately 495 elementary students, 247 middle school students, and 290 high school students. EIR531 stated that it is possible that some of the students associated with the project would already reside in areas served by Hemet Unified School District (HUSD) and Temecula Valley Unified School District (TVUSD) and already would be enrolled in HUSD and TVUSD schools. For a conservative analysis, EIR531 assumed that all of the project's residential units would generate HUSD/TVUSD students and that the students associated with the project would be new to the HUSD and TVUSD. EIR531 stated that pursuant to the California Government Code, payment of the school fees established by the HUSD and TVUSD in accordance with existing rules and regulations regarding the calculation and payment of such fees would, by law, mitigate any potential direct and indirect impacts to schools. Therefore, EIR531 concluded that impacts related to school services would be less than significant. (DEIR531 pp. IV.N-13 – IV.N-14).*

**No New Impact.** The Project lies within the same areas as previously analyzed in EIR531. However, residential land uses will be reduced in density for the overall Belle Terre site from 1,282 homes to 856 homes through SP382S1. Implementing TTM37449, proposes development of 372 homes within Planning Areas 1, 3, 4, and 7 which is less than the 599 homes previously analyzed for development within these Planning Areas. The Belle Terre community is projected to generate 1,342 fewer residents to the overall while TTM37449 is projected to generate 715 fewer residents than was originally analyzed and anticipated for these planning areas. Thus, implementation of the Project will result in a decrease in the amount of future students projected to attend schools in HUSD or TVUSD as compared to the analysis in EIR531. The Project Applicant will still be required to pay all applicable school fees or special taxes related to school impacts. Further, since adoption of EIR531, a portion of HUSD boundaries have been annexed in to TVUSD which includes the entire community of Belle Terre community. TVUSD has further identified that a School Facilities Agreement dated August 15, 2011, satisfies all related landowner responsibilities and that the TVUSD no longer plans to build

a school within the Belle Terre Specific Plan (TVUSD). Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

Mitigation: All mitigation measures related to this issue that were identified in EIR531 remain in effect.

Monitoring: Monitoring for all mitigation measures remains as identified in EIR531.

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## 29. Libraries

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Sources: EIR531, ORD 659

### Findings of Fact:

- 33) *EIR531 Conclusion: Less than Significant Impact. The project would introduce approximately 4,038 residents to the project site and would increase the need for library at the site. The County's General Plan seeks to maintain a standard of 2.5 volumes and 0.5 square feet of library space per capita. Under this standard, the project would generate the need for approximately 10,095 volumes of library material and 2,019 square feet of library facilities. Under the Library District standards, the project would generate the need for approximately 4,845 volumes of library material and 2,019 square feet of library facilities. EIR531 stated that the project developers would be required to pay developer impact fees in accordance with County Ordinance No. 659 that would help to offset the project's demand for library services. Additionally, property taxes would contribute to the library system. Therefore, EIR531 concluded that impacts related to libraries would be less than significant. (DEIR531 pp. IV.N-17 – IV.N-18).*

**No New Impact.** The Project lies within the same areas as previously analyzed in EIR531. However, residential land uses will be reduced in density for the overall Belle Terre site from 1,282 homes to 856 homes through SP382S1. Implementing TTM37449, proposes development of 372 homes within Planning Areas 1, 3, 4, and 7 which is less than the 599 homes previously analyzed for development within these Planning Areas. The Belle Terre community is projected to generate 1,342 fewer residents overall, while TTM37449 is projected to generate 715 fewer residents than was originally analyzed and anticipated for these planning areas. Thus, implementation of the Project will result in a decrease in the projected number of residents requiring the need for library services compared to the analysis in EIR531. The proposed Project will still be required pay all development impact fees required per ORD 659. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

Mitigation: All mitigation measures related to this issue that were identified in EIR531 remain in effect.

Monitoring: Monitoring for all mitigation measures remains as identified in EIR531.



**30. Health Services**☐☐☐☒*Source: EIR531*Findings of Fact:

- 34) *EIR531 Conclusion: Less than Significant Impact. EIR531 stated that the residents in the project would pay property taxes and other development fees, a portion of which would go toward the maintenance, expansion, and/or development of medical facilities. Thus, implementation of the project is not expected to substantially impact health services in the area. Therefore, EIR531 concluded that impacts related to health services would be less than significant. (DEIR531 p. IV.N-21).*

**No New Impact.** The Project lies within the same areas as previously analyzed in EIR531. However, residential land uses will be reduced in density for the overall Belle Terre site from 1,282 homes to 856 homes through SP382S1. Implementing TTM37449, proposes development of 372 homes within Planning Areas 1, 3, 4, and 7 which is less than the 599 homes previously analyzed for development within these Planning Areas. The Belle Terre community is projected to generate 1,342 fewer residents overall, while TTM37449 is projected to generate 715 fewer residents than was originally analyzed and anticipated for these planning areas. Thus, implementation of the Project will result in a decrease in the projected number of residents requiring the need for health services compared to the analysis in EIR531. The proposed Project will still be required to contribute development fees, a portion of which will go towards maintenance or development of medical facilities. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

Mitigation: All mitigation measures related to this issue that were identified in EIR531 remain in effect.

Monitoring: Monitoring for all mitigation measures remains as identified in EIR531.

<b>RECREATION</b> Would the project:				
<b>31. Parks and Recreation</b>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: EIR531, RCC

Findings of Fact:

- a-b) *EIR531 Conclusion: EIR531 inadvertently omitted a direct discussion of these thresholds. EIR531 does analyze a slightly different question, which is similar to thresholds above: The Project would not result in substantial adverse physical impacts associated with the provision of new or physically altered parks and recreational facilities, need for new or physically altered parks and recreational facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks and recreational facilities, and impacts related to this issue would be less than significant (DEIR, p. IV.N-26). EIR531 stated that approximately 150.8 acres or 45.2 percent of the total acreage within the project are planned as one of the following four open space classifications: Open Space-Recreation (OS-R), Open Space-Recreation/Basin (OS-R), Open Space-Conservation (OS-C), and Open Space-Conservation Habitat (OS-CH). These areas would be designed to cater to the anticipated market segment of the project's community and comply with the intent of the County's minimum park/open space standards. As per the County's requirements of five acres of parkland per 1,000 persons, 20.6 acres are designed for active park uses as part of the project. The County would require that the project include a minimum of 20.2 acres of parkland, using an assessment factor of five acres of parkland per 1,000 residents. As such, EIR531 concluded that the amount of parkland provided as part of the project would exceed the County's requirements for parkland and impacts related to parks and recreational services would be less than significant. (DEIR531 pp. IV.N-26 – IV.N-27).*

**No New Impact.** The proposed Project lies within the same area that was previously analyzed in EIR531. The land uses of SP382S1 remain the same as those previously analyzed. However, residential land uses within the Belle Terre community will be reduced overall from 1,282 homes to 856 homes. TTM37449 proposes development of 372 homes within Planning Areas 1, 3, 4, and 7 which is less than the 599 homes previously analyzed for development within these Planning Areas. The Belle Terre community lies within the Valley-wide Recreation and Park District (VWRPD) whose park requirements are to provide a total of five acres of parkland per 1,000 persons. **Table E, Parkland Requirements for SP382S1**, and **Table F, Parkland Requirements for TTM37449**, below, identifies the required park acreage for the entire Belle Terre community as per SP382S1 and TTM37449.

**Table E, Parkland Requirements for SP382S1**

Type of Dwelling Unit	Number of Dwelling Units	VWRPD Population Generation Factor	Total Population	Park Ratio Requirement (Acres: Per Number of Residents)	Required Parkland Acreage
Single Family	693	3.12	2,162	5:1,000	10.81
Multi-Family	163	3.01	491	5:1,000	2.45
<b>Total</b>					<b>13.26</b>

**Table F, Parkland Requirements for TTM37449**

Type of Dwelling Unit	Number of Dwelling Units	VWRPD Population Generation Factor	Total Population	Park Ratio Requirement (Acres: Per Number of Residents)	Required Parkland Acreage
Single Family	327	3.12	1,020	5:1,000	5.10
<b>Total</b>					<b>5.10</b>

The overall Belle Terre community provides for 16 acres of parks that meet VWRPD requirements with an additional 7.9 acres of community recreational uses. Project developer will be conditioned to construct a public park within Planning Area 5 concurrently with any development that occurs within Planning Areas 1, 3, 4 or 7 prior to the issuance of the first occupancy permit. Planning Area 5 provides for a four acre park, just short of the 5.1 acre requirement. However, VWRPD has approved the size and location of the ultimate number of parks throughout the Belle Terre community under SP382S1. Thus, parkland requirements will ultimately be met upon buildout of the Belle Terre community and the community park areas will be provided as part of the Belle Terre community in addition providing additional park amenities throughout the community. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

- c) *EIR531 Conclusion: No Impact. EIR531 determined that the project is not located within a Community Service Area, recreation or park district. Thus, EIR531 concluded no impacts related to parks or recreation would occur. (DEIR531 p. IV.A-7).*

**No New Impact.** The proposed Project lies within the same area as previously analyzed in EIR531 and is not located within a Community Service Area or park district (RCC). Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

Mitigation: All mitigation measures related to this issue that were identified in EIR531 remain in effect.

Monitoring: Monitoring for all mitigation measures remains as identified in EIR531.

**32. Recreational Trails**☐☐☐☒

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

Source: EIR531

Findings of Fact:

a) *EIR531 Conclusion: EIR531 inadvertently omitted a direct discussion of this threshold.*

**No New Impact.** The proposed Project lies within the same area as previously analyzed in EIR531. SP382S1 contains a comprehensive sidewalk, bike lane and decomposed granite walkway systems that will connect neighborhoods to parks, recreational areas, and parks. This will help facilitate non-vehicular circulation and will not result in environmental impacts as these systems will be developed within dedicated right-of-way. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

Mitigation: All mitigation measures related to this issue that were identified in EIR531 remain in effect.

Monitoring: Monitoring for all mitigation measures remains as identified in EIR531.

<b>TRANSPORTATION</b> Would the project:				
<b>33. Transportation</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Cause an effect upon, or a need for new or altered maintenance of roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Cause an effect upon circulation during the project's construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: EIR531, RCTC, WEBB-C

Findings of Fact:

- a) *EIR531 Conclusion: Significant and Unavoidable. The project would generate traffic that would exceed the significance thresholds for intersections and road segments, but the implementation of roadway improvements would reduce this impact to less than significant. However, some of the impacted intersections fall within other jurisdictions outside of the County of Riverside. Since the County can't enforce implementation of improvements at intersections outside of their jurisdiction, impacts at these intersections and roadway segments would remain significant and unavoidable (DEIR531 pp. IV.O-38 – IV.O-71, FEIR531 p. IV-23). The impact is significant and unavoidable even with the implementation of Mitigation Measures O-1 through O-6. (DEIR531, pp. IV.O-121 – IV.O-125).*

*The project's consistency with relevant policies, plans, and programs related to transportation/traffic is discussed in detail in Section IV.K (Land Use and Planning). As discussed, the project would be consistent with all relevant policies related to public transit, bikeways, and pedestrian facilities. Therefore, impacts related to this issue would be less than significant. (DEIR531 p. IV.O-73, FEIR531 p. IV-24).*

**Less Than Significant New Impact with Mitigation Incorporated.** The proposed Project occupies the same area as previously analyzed in EIR531 and does not increase the land use site intensity. A *Traffic Impact Analysis (TIA) for TTM37449* was prepared by Albert Webb Associates dated April 2019 (WEBB-C) to analyze traffic resulting from the development of the implementing Project. The Project will generate approximately 3,512 daily trips (WEBB-C, p. 4-2), which is within the 12,205 daily trips analyzed and anticipated for buildout of the Belle Terre community under EIR531 (DEIR531, p. IV.O-39). Thus, the anticipated traffic from the proposed Project site has already been considered within EIR531.

The Project is proposed to be constructed in three phases across approximately 76.5 acres as follows:

- Phase 1 – Construct 97 single family detached homes
- Phase 2 – Construct 95 single family detached homes
- Phase 3 – Construct 180 single family detached homes

Phases 1 and 2 will have access to Belle Terre Parkway to the east which leads to Fields Drive and Keller Road. Phase 3 will have access to Belle Terre Parkway to the west which leads to Fields Drive and Keller Road.

The Phase 1 site plan includes the following:

1. North/South (N/S) driveway at Belle Terre Parkway with two-way stop control.
2. East/West (E/W) driveway at Belle Terre Parkway with one-way stop control.

The Phase 2 site plan includes the following:

1. E/W driveway (northern) at Belle Terre Parkway with one-way stop control.
2. E/W driveway (southern) at Belle Terre Parkway with two-way stop control.

The Phase 3 site plan includes the following:

1. E/W driveway (northern) at Belle Terre Parkway with one-way stop control.
2. E/W driveway (southern) at Belle Terre Parkway with two-way stop control.
3. N/S driveway at Fields Drive with one-way stop control.

Based on the TIA, a significant impact occurs if the proposed Project causes an intersection to degrade to an unacceptable level of service from an acceptable level of service or causes further delay for an already failing intersection. For intersections in the County of Riverside, the determination of significant impacts used in this study is based on the County of Riverside *Traffic Impact Analysis Guidelines Section 9.0 CEQA Compliance and Documentation*, with modifications to accommodate the varying acceptable LOS standards in different jurisdictions (WEBB-C, pp. 3-18 – 3-19):

- When existing traffic conditions (Analysis Scenario 1) exceed the General Plan target LOS.
- When project traffic, when added to existing traffic (Analysis Scenario 2), will deteriorate the LOS to below the target LOS, and impacts cannot be mitigated through project conditions of approval.
- When cumulative traffic (Analysis Scenario 3) exceeds the target LOS, and impacts cannot be mitigated through the TUMF network (or other funding mechanism), project conditions of approval, or other implementation mechanisms.

For signalized intersections impacts are considered significant if the following occur:

- Any study intersection that is operating at a LOS 'A', 'B', 'C' or 'D' for any study scenario without project traffic in which the addition of project traffic causes the intersection to degrade to a LOS 'E' or 'F'.

In this scenario, the Project shall mitigate the impact to bring the intersection back to at least LOS 'D'.

- Any study intersection that is operating at a LOS 'E' or 'F' for any study scenario without project traffic

In this scenario, the Project shall mitigate any impacts so as to bring the intersection back to the overall level of delay established prior to project traffic being added.

- For scenarios which include the addition of Cumulative Project Traffic (i.e. shared impacts).



In this scenario, the study intersections shall be mitigated to LOS 'D' or better.

And last, for unsignalized intersections an impact is considered significant if the study determines that either Section A or both Section B and Section C occur as identified below:

*Section A*

The addition of project related traffic causes the intersection to move from an acceptable LOS to an unacceptable LOS

OR

*Section B*

The project contributes additional traffic to an intersection that is already projected to operate at an unacceptable LOS with background traffic

AND

*Section C*

One or both of the following conditions are met:

- The project adds ten (10) or more trips to any approach
- The intersection meets the peak hour traffic signal warrant after the addition of project traffic.

Once a significant impact has been determined at an unsignalized intersection, mitigation shall be provided as follows:

- For scenarios involving project traffic but not Cumulative Project Traffic, the LOS shall be mitigated to either an acceptable LOS for case a) above or to pre-project LOS and delay for case b) above.
- For scenarios that include Cumulative Project Traffic study intersections shall be mitigated to an acceptable LOS.

TIA evaluated the following study scenarios for evaluation of potential traffic impacts:

- Year 2018 Existing Conditions (E)
- Year 2019 Existing Plus Project Conditions (E+P) Phase 1
- Year 2021 Existing Plus Project Conditions (E+P) Phase 2
- Year 2022 Existing Plus Project Conditions (E+P) Phase 3
- Year 2019 Existing Plus Ambient Growth Plus Project Conditions (E+A+P) Phase 1
- Year 2021 Existing Plus Ambient Growth Plus Project Conditions (E+A+P) Phase 2
- Year 2022 Existing Plus Ambient Growth Plus Project Conditions (E+A+P) Phase 3
- Year 2019 Existing Plus Ambient Growth Plus Cumulative Plus Project Conditions (E+A+C+P) Phase 1
- Year 2021 Existing Plus Ambient Growth Plus Cumulative Plus Project Conditions (E+A+C+P) Phase 2
- Year 2022 Existing Plus Ambient Growth Plus Cumulative Plus Project Conditions (E+A+C+P) Phase 3

**E**

The Existing Conditions (E) includes intersection levels of service (LOS) for the existing roadway system and the existing AM and PM peak hour intersection volumes. The following intersections are operating at an unacceptable level of service under this scenario:

1. Winchester Road (NS) / Domenigoni Parkway (EW) – LOS F in the PM peak hour

17. Winchester Road (NS) / Max Gillis Boulevard- Thompson Road (EW) – LOS F in the AM and PM peak hour

**E+P**

The Existing plus Project Conditions includes existing traffic, planned development traffic, ambient growth traffic (2 percent per year), and Project traffic.

**Phase 1**

The following intersection is operating at an unacceptable level of service under E+P Conditions (Phase 1):

1. Winchester Road (NS) / Domenigoni Parkway (EW) – LOS F in the PM peak hour
17. Winchester Road (NS) / Max Gillis Boulevard- Thompson Road (EW) – LOS F in the AM and PM peak hour

**Phase 2**

The following intersection is operating at an unacceptable level of service under E+P Conditions (Phase 1 + Phase 2):

1. Winchester Road (NS) / Domenigoni Parkway (EW) – LOS F in the PM peak hour
17. Winchester Road (NS) / Max Gillis Boulevard- Thompson Road (EW) – LOS F in the AM and PM peak hour

**Phase 3**

The following intersection is operating at an unacceptable level of service under E+P Conditions (Phase 1 + Phase 2 + Phase 3):

1. Winchester Road (NS) / Domenigoni Parkway (EW) – LOS F in the PM peak hour
17. Winchester Road (NS) / Max Gillis Boulevard- Thompson Road (EW) – LOS F in the AM and PM peak hour

**E+A+P**

The Existing plus Ambient plus Project Conditions includes existing traffic, ambient growth traffic (2 percent per year) and Project traffic.

**Phase 1**

The following intersections are operating at an unacceptable level of service under E+A+P Conditions (Phase 1):

1. Winchester Road (NS) / Domenigoni Parkway (EW) – LOS F in the PM peak hour
17. Winchester Road (NS) / Max Gillis Boulevard- Thompson Road (EW) – LOS F in the AM and PM peak hour

**Phase 2**

The following intersection is operating at an unacceptable level of service under E+A+P Conditions (Phase 1 + Phase 2):

1. Winchester Road (NS) / Domenigoni Parkway (EW) – LOS F in the PM peak hour
17. Winchester Road (NS) / Max Gillis Boulevard- Thompson Road (EW) – LOS F in the AM and PM peak hour

**Phase 3**

The following intersection is operating at an unacceptable level of service under E+A+P Conditions (Phase 1 + Phase 2 + Phase 3):

1. Winchester Road (NS) / Domenigoni Parkway (EW) – LOS F in the PM peak hour
3. Leon Road (NS) / Scott Road (EW) – LOS E in the PM peak hour

17. Winchester Road (NS) / Max Gillis Boulevard- Thompson Road (EW) – LOS F in the AM and PM peak hour

### **E+A+C+P**

The Existing plus Ambient plus Cumulative plus Project Conditions includes traffic from other nearby developments.

#### Phase 1

The following intersections are operating at an unacceptable level of service under E+A+C+P Conditions (Phase 1):

1. Winchester Road (NS) / Domenigoni Parkway (EW) – LOS F in the PM peak hour
3. Leon Road (NS) / Scott Road (EW) – LOS F in the PM peak hour
17. Winchester Road (NS) / Max Gillis Boulevard - Thompson Road (EW) – LOS F in the AM and PM peak hour
18. Winchester Road (NS) / Benton Road (EW) – LOS E in the PM peak hour

#### Phase 2

The following intersection is operating at an unacceptable level of service under E+A+C+P Conditions (Phase 1 + Phase 2):

1. Winchester Road (NS) / Domenigoni Parkway (EW) – LOS F in the PM peak hour
3. Leon Road (NS) / Scott Road (EW) – LOS F in the PM peak hour
17. Winchester Road (NS) / Max Gillis Boulevard - Thompson Road (EW) – LOS F in the AM and PM peak hour
18. Winchester Road (NS) / Benton Road (EW) – LOS E in the PM peak hour

#### Phase 3

The following intersection is operating at an unacceptable level of service under E+A+C+P Conditions (Phase 1 + Phase 2 + Phase 3):

1. Winchester Road (NS) / Domenigoni Parkway (EW) – LOS F in the PM peak hour
3. Leon Road (NS) / Scott Road (EW) – LOS E in the AM and LOS F in the PM peak hour
17. Winchester Road (NS) / Max Gillis Boulevard - Thompson Road (EW) – LOS F in the AM and PM peak hour
18. Winchester Road (NS) / Benton Road (EW) – LOS E in the PM peak hour

However, the proposed Project will implement the following project design features (PDF's) for the following phases:

### **Phase 1 PDF's**

#### *Intersection*

- Construct the intersection of "A" Street (NS) and Keller Road (EW) to include the following geometrics:  
Northbound: One lane shared by left-turn and right-turn movements. Stop- controlled.  
Southbound: Not Applicable.  
Eastbound: One lane shared by through and right turn movements.  
Westbound: One lane shared by through and right turn movements.
- Construct the intersection of Belle Terre Parkway (NS) and Fields Drive (EW) to include the following geometrics with a Traffic Circle.  
Northbound: Not Applicable.  
Southbound: One lane shared by left-turn and right-turn movements.

Eastbound: One lane shared by left-turn and right-turn movements.

Westbound: One lane shared by left-turn and right-turn movements

#### *Roadway and Safety*

- Construct full width improvements on all internal roadways
- Construct full width improvements on Keller Road at its ultimate cross-section as a local road adjacent to the project boundary line. The project will construct one lane in the eastbound direction and one lane in the westbound direction.
- Construct full width improvements on Fields Drive at its ultimate cross-section as a local road adjacent to the project boundary line. The project will construct one lane in the eastbound direction and one lane in the westbound direction.
- Construct full width improvements on Belle Terre Parkway at its ultimate cross-section as an internal local road within the project site. The project will construct one lane in northbound direction and one lane in southbound direction.
- Construct half width improvements to easterly side of Washington Street along the project boundary.
- Signing/stripping modifications on adjacent roadways should be implemented in conjunction with detailed construction plans.
- Sight distance at project driveways will be reviewed with respect to County of Riverside sight distance standards at the time of preparation of final grading, landscape, site development, and street improvement plans.
- Implement on-site traffic calming measures in parking lots and internal roadways as needed.

### **Phase 2 PDF's**

#### *Intersection*

- Construct the intersection of "A" Street (NS) and Keller Road (EW) to include the following geometrics:  
Northbound: One lane shared by left-turn and right-turn movements. Stop- controlled.  
Southbound: Not Applicable.  
Eastbound: One lane shared by through and right turn movements.  
Westbound: One lane shared by through and right turn movements.
- Construct the intersection of Belle Terre Parkway (NS) and Fields Drive (EW) to include the following geometrics with a Traffic Circle.  
Northbound: Not Applicable.  
Southbound: One lane shared by left-turn and right-turn movements.  
Eastbound: One lane shared by left-turn and right-turn movements.  
Westbound: One lane shared by left-turn and right-turn movements.

#### *Roadway and Safety*

- Construct full width improvements on all internal roadways.
- Signing/stripping modifications on adjacent roadways should be implemented in conjunction with detailed construction plans.
- Sight distance at project driveways will be reviewed with respect to County of Riverside sight distance standards at the time of preparation of final grading, landscape, site development, and street improvement plans.
- Implement on-site traffic calming measures in parking lots and internal roadways as needed.

### **Phase 3 PDF's**

#### *Intersection*

- Construct the intersection of “A” Street (NS) and Keller Road (EW) to include the following geometrics:
  - Northbound: One lane shared by left-turn and right-turn movements. Stop- controlled.
  - Southbound: Not Applicable.
  - Eastbound: One lane shared by through and right turn movements.
  - Westbound: One lane shared by through and right turn movements.
- Construct the intersection of Belle Terre Parkway (NS) and Fields Drive (EW) to include the following geometrics with a Traffic Circle.
  - Northbound: Not Applicable.
  - Southbound: One lane shared by left-turn and right-turn movements.
  - Eastbound: One lane shared by left-turn and right-turn movements.
  - Westbound: One lane shared by left-turn and right-turn movements.

*Roadway and Safety*

- Construct full width improvements on all internal roadways.
- Signing/stripping modifications on adjacent roadways should be implemented in conjunction with detailed construction plans.
- Sight distance at project driveways will be reviewed with respect to County of Riverside sight distance standards at the time of preparation of final grading, landscape, site development, and street improvement plans.
- Implement on-site traffic calming measures in parking lots and internal roadways as needed,

The Project will implement all traffic-related mitigation measures identified in EIR531 (Mitigation Measures **O-1** through **O-6**) to the extent they are applicable to the Project. **Tables G** through **I** below provide for an Intersection Analysis for the E+A+P conditions with and without improvements for each Phase described above and **Tables J** through **K** provide Intersection Analysis for the E+A+C+P conditions with and without improvements for each Phase described above.

**Table G, Intersection Analysis for E+A+P Conditions (Phase 1) with Improvements**

Intersection		Existing			EAP			EAP (w/Improvements) (Phase 1)	
		LOS Standards	Peak Hour	Traffic Control	Delay (sec)	LOS	Traffic Control	Delay (sec)	LOS
1	Winchester Road (Hwy 79) / Domenigoni Parkway	D	AM PM	Signalized	31.2 <b>86.8</b>	C F	Signalized	28.6 44.2	C D
17	Winchester Road (Hwy 79) / Max Gillis Blvd – Thompson Rd	D	AM PM	Signalized	<b>120.9</b> <b>177.9</b>	F F	Signalized	40.9 47.6	D D

Source: WEBB-C, Table 5-10

**BOLD** = Unacceptable LOS / Significant impact in delay**Table H, Intersection Analysis for E+A+P Conditions (Phase 2) with Improvements**

Intersection		Existing			EAP			EAP (w/Improvements) (Phase 1+2)	
		LOS Standards	Peak Hour	Traffic Control	Delay (sec)	LOS	Traffic Control	Delay (sec)	LOS
1	Winchester Road (Hwy 79) / Domenigoni Parkway	D	AM PM	Signalized	39.2 <b>98.2</b>	D F	Signalized	28.6 44.3	C D
17	Winchester Road (Hwy 79) / Max Gillis Blvd – Thompson Rd	D	AM PM	Signalized	<b>136.6</b> <b>207.0</b>	F F	Signalized	41.0 47.9	D D

Source: WEBB-C, Table 5-11

**BOLD** = Unacceptable LOS / Significant impact in delay



**Table I, Intersection Analysis for E+A+P Conditions (Phase 3) with Improvements**

Intersection		Existing			EAP			EAP (w/Improvements) (Phase 1)	
		LOS Standards	Peak Hour	Traffic Control	Delay (sec)	LOS	Traffic Control	Delay (sec)	LOS
1	Winchester Road (Hwy 79) / Domenigoni Parkway	D	AM PM	Signalized	40.0 <b>104.8</b>	D F	Signalized	28.7 44.4	C D
3	Leon Road / Scott Road	D	AM PM	AWSC	15.8 <b>41.4</b>	C E	Signalized	26.6 23.1	C C
17	Winchester Road (Hwy 79) / Max Gillis Blvd – Thompson Rd	D	AM PM	Signalized	<b>146.3</b> <b>218.8</b>	F F	Signalized	41.3 48.4	D D

Source: WEBB-C, Table 5-12

**BOLD** = Unacceptable LOS / Significant impact in delay

AWSC = All way stop sign

**Table J, Intersection Analysis for E+A+C+P Conditions (Phase 1) with Improvements**

Intersection		Existing			EACP			EACP (w/Improvements) (Phase 1)	
		LOS Standards	Peak Hour	Traffic Control	Delay (sec)	LOS	Traffic Control	Delay (sec)	LOS
1	Winchester Road (Hwy 79) / Domenigoni Parkway	D	AM PM	Signalized	35.4 <b>85.1</b>	D F	Signalized	35.0 43.9	D D
3	Leon Road / Scott Road	D	AM PM	AWSC	22.8 <b>67.2</b>	C F	Signalized	11.9 14.1	B B
17	Winchester Road (Hwy 79) / Max Gillis Blvd – Thompson Rd	D	AM PM	Signalized	<b>160.8</b> <b>283.4</b>	F F	Signalized	38.4 51.9	D D
18	Winchester Road (Hwy 79) / Benton Road	D	AM PM	Signalized	18.1 <b>64.6</b>	B E	Signalized	15.6 46.0	B D

Source: WEBB-C, Table 5-16

**BOLD** = Unacceptable LOS / Significant impact in delay

**Table K, Intersection Analysis for E+A+C+P Conditions (Phase 2) with Improvements**

Intersection		Existing			EACP			EACP (w/Improvements) (Phase 1+2)	
		LOS Standards	Peak Hour	Traffic Control	Delay (sec)	LOS	Traffic Control	Delay (sec)	LOS
1	Winchester Road (Hwy 79) / Domenigoni Parkway	D	AM PM	Signalized	34.7 <b>100.4</b>	C F	Signalized	35.1 44.0	D D
3	Leon Road / Scott Road	D	AM PM	AWSC	28.6 <b>90.1</b>	D F	Signalized	11.8 14.1	B B
17	Winchester Road (Hwy 79) / Max Gillis Blvd – Thompson Rd	D	AM PM	Signalized	<b>201.9</b> <b>305.7</b>	F F	Signalized	38.6 52.0	D D
18	Winchester Road (Hwy 79) / Benton Road	D	AM PM	Signalized	19.5 <b>71.2</b>	B E	Signalized	15.7 47.0	B D

Source: WEBB-C, Table 5-17

**BOLD** = Unacceptable LOS / Significant impact in delay**Table L, Intersection Analysis for E+A+C+P Conditions (Phase 3) with Improvements**

Intersection		Existing			EACP			EACP (w/Improvements) (Phase 1+2+3)	
		LOS Standards	Peak Hour	Traffic Control	Delay (sec)	LOS	Traffic Control	Delay (sec)	LOS
1	Winchester Road (Hwy 79) / Domenigoni Parkway	D	AM PM	Signalized	35.4 <b>106.7</b>	D F	Signalized	35.4 44.1	D D
3	Leon Road / Scott Road	D	AM PM	AWSC	37.3 <b>117.4</b>	EF	Signalized	11.7 14.2	B B
17	Winchester Road (Hwy 79) / Max Gillis Blvd – Thompson Rd	D	AM PM	Signalized	<b>213.4</b> <b>317.3</b>	F F	Signalized	39.0 52.5	D D
18	Winchester Road (Hwy 79) / Benton Road	D	AM PM	Signalized	20.0 <b>77.1</b>	B E	Signalized	15.9 48.5	B D

Source: WEBB-C, Table 5-18

**BOLD** = Unacceptable LOS / Significant impact in delay

As reflected in **Tables G** through **L** above, with incorporation of PDFs and Mitigation Measure **TRANS-1**, impacts are less than significant.

As stated in the EIR531, the Project will not be able to incorporate improvements on roadways that are outside the County of Riverside's jurisdiction. (DEIR531, pp. IV.O-135 – IV.O-139). However the Project will participate in the cost of off-site improvements through the payment of "fair share" fees which include Transportation Uniform Mitigation Fee (TUMF), Road and Bridge Benefit District Fees (RBBD), and Development Impact Fees (DIF) as reflected in **Table M, Project Fair Share Contribution**, below summarizing the associated fair share contribution.

**Table M, Project Fair Share Contribution**

No	Intersection	Phase	Improvement	Fair Share	
				AM %	PM %
1	Winchester Road (NS)/ Domenigoni Pkwy (EW)	All	Improve intersection geometrics to include: <ul style="list-style-type: none"> <li>Northbound-Add a right-turn overlap</li> </ul>	9.8	9.8
17	Winchester Road (NS)/ Max Gillis Road (EW)	All	Improve intersection geometrics to include: <ul style="list-style-type: none"> <li>Southbound-Add a third through lane</li> <li>Northbound-Add a third through lane</li> <li>Eastbound-Add a second through lane</li> <li>Westbound-Add a second through lane and a right turn overlap</li> </ul>	7.5	5.6
18	Winchester Road (NS)/ Benton Road	1 (EACP), 2 & 3	Improve intersection geometrics to include: <ul style="list-style-type: none"> <li>Northbound-Restripe the existing right-turn lane to provide a shared through and right-turn lane.</li> </ul>	7.8	9.1

Mitigation Measure **TRANS-2** will require the Project proponents to pay the fair share contributions as shown in **Table M**. Nevertheless, while the Project's will be conditions to contribute its fair share towards these improvements, the timing of these improvements is not known so intersections 1, 17, and 18 will continue to operate at an unacceptable LOS and impacts for these intersections will remain significant and unavoidable.

The 2011 *Riverside County Congestion Management Program* (RCTC) has designated specific roadways that need to comply with the RCTC's LOS standards (RCTC, p. 2-1). The Project is in close proximity to Highway 79 (the Project site is approximately 0.6 miles east of Highway 79), which is a designated highway under RCTC's congestion management plan (RCTC, Exhibit 2-1 and p. 2-5). The LOS standard required for this roadway under RCTC is LOS E or better (RCTC, p. 4-1). However, the Project's TIA determined that an acceptable LOS is LOS D or better (WEBB-C, p. 3-18). The TIA further determined that the Project will be able to achieve a LOS D or better on all Project area roadways (which includes areas of Highway 79 near the Project site) through PDFs and mitigation. Mitigation Measure **TRANS-2** will help reduce impacts to roadways outside the County of Riverside's jurisdiction, as shown in **Table M**. However, since the timing of these improvements is not known, intersections 1, 17, and 18 will continue to operate at an unacceptable LOS, and impacts to these intersections will remain significant and unavoidable. Further, the proposed Project will be consistent with the Highway 79 policy area as discussed above under the Land Use/Planning thresholds. Since Project impacts will not result in an unacceptable LOS for roadways under a congestion management

program, the Project does not conflict with an applicable congestion management program. The proposed Project will comply with Riverside County General Plan roadways and meets Riverside County General Plan objectives by providing for bike routes and bicycle related facilities. Because the proposed Project occupies the same area as previously analyzed in EIR531, it will be required to comply with all relevant policies, plans, and programs relating to transportation/traffic, and is thus consistent with roadway, transit, bikeway, and pedestrian facility policies. Therefore, no new or substantially increased impacts result from the Project beyond those previously analyzed in the certified EIR531.

- b) *EIR531 Conclusion: EIR531 inadvertently omitted a direct discussion of this threshold.*

**No New Impact.** The proposed Project occupies the same area as previously analyzed. A Traffic Impact Analysis (TIA) for TTM37449 was prepared by Albert Webb Associates dated April 2019 (WEBB-C) to analyze traffic resulting from the development of the implementing Project. The Riverside County Transportation Commission is the County of Riverside's designated Congestion Management Agency. The 2011 Riverside County Congestion Management Program (RCTC) has designated specific roadways that need to comply with the RCTC's LOS standards (RCTC, p. 2-1). The Project is in close proximity to Highway 79 (the Project site is approximately 0.6 miles east of Highway 79), which is a designated highway under RCTC's congestion management plan (RCTC, Exhibit 2-1 and p. 2-5). The LOS standard required for this roadway under RCTC is LOS E or better (RCTC, p. 4-1). However, the Project's TIA determined that an acceptable LOS is LOS D or better (WEBB-C, p. 3-18). The TIA further determined that the Project will be able to achieve a LOS D or better on all Project area roadways (which includes areas of Highway 79 near the Project site) through PDFs and Mitigation Measures **TRANS-1** (WEBB-C, pp. 3-3, 6-3 – 6-7). Mitigation Measure **TRANS-2** will require the Project proponents to pay the fair share contributions as shown in **Table M**. Nevertheless, while the Project's will be conditions to contribute its fair share towards these improvements, the timing of these improvements is not known so intersections 1, 17, and 18 will continue to operate at an unacceptable LOS and impacts for these intersections will remain significant and unavoidable. Further, the proposed Project will be consistent with the Highway 79 policy area as discussed previously. Since Project impacts will not result in an unacceptable LOS for roadways under a congestion management program, the Project does not conflict with an applicable congestion management program. Therefore, no new or substantially increased impacts result from the Project beyond those previously analyzed in the certified EIR531.

Senate Bill 743 (SB743) was passed by the California State Legislature and signed into law by Governor Brown in 2013. SB743 required the Office of Planning and Research and the California Natural Resources Agency to develop alternative methods of measuring transportation impacts under the California Environmental Quality Act (CEQA). In December 2018, the California Natural Resources Agency finalized updates to the CEQA Guidelines, which included SB743. Section 15064.3 of the 2019 CEQA Guidelines provide that transportation impacts of projects are, in general, best measured by evaluating the project's vehicle miles traveled (VMT). Automobile delay (often called Level of Service) will no longer be considered to be an environmental impact under CEQA. Automobile delay can, however, still be used by agencies to determine local operational impacts.

The provisions of this section are not mandatory until July 1, 2020; however, local agencies may choose to opt in before that date. At the time of preparation of this report, the County of Riverside has not updated their procedures to analyze VMT; thus, this Project is not currently subject to section 15064.3 of the 2019 CEQA Guidelines. The traffic impact study follows current guidelines with regards to state and local requirements. Further, implementation of the Project

will not increase the site's intensity beyond what was already analyzed in EIR531. Therefore, no new or substantially increased impacts result from the Project beyond those previously analyzed in the certified EIR531.

- c) *EIR531 Conclusion: No Impact. The project includes various on-site and offsite roadway improvements. Wherever necessary, roadways adjacent to the project site, site access points, and site-adjacent intersections would be constructed in consultation with the County and would be consistent with the roadway classifications and respective cross-sections in the County's General Plan Circulation Element. Additionally, all traffic signing and striping would be implemented in conjunction with detailed construction plans for the project. Sight distance at each project access point would be reviewed with respect to standard Caltrans and County sight distance standards at the time of preparation of final grading, landscape, and street improvement plans. Through compliance with applicable roadway standards, no roadway design features of the project would be hazardous. Additionally, the project would not require the use of farm equipment or any other equipment that is not typical of a residential neighborhood. Therefore, no significant impacts related to this issue would occur (DEIR531 p. IV.O-71, FEIR531 p. IV-23).*

**No New Impact.** The proposed Project occupies the same area as previously analyzed in EIR531 and will not result in an increase in traffic hazards due to design or incompatible uses. Design features meet applicable Riverside County standards. Therefore, no new or substantially increased impacts result from the Project beyond those previously analyzed in the certified EIR531.

- d) *EIR531 Conclusion: No Impact. The project includes various on-site and offsite roadway improvements, all of which would be developed and funded by the project. On-going maintenance of the roadways associated with the project would be funded through payment of development impact fees (DIFs) by the project proponents and payment of taxes by future residents of the project site. Therefore, no significant impacts related to road maintenance would occur. (DEIR531 p. IV-O-72, FEIR531 p. IV-23).*

**No New Impact.** The proposed Project occupies the same area as previously analyzed in EIR531. The proposed Project will still be required to pay development impact fees towards roadway infrastructure maintenance and improvement. Roadway maintenance will also be paid for by taxes on future residents of the Project. Therefore, no new or substantially increased impacts result from the Project beyond those previously analyzed in the certified EIR531.

- e) *EIR531 Conclusion: No Impact. The project would be developed in phases, as the market permits. During the construction phases, most of the construction equipment would be driven to the project site and stored at the site, and would not travel on the roadways on a daily basis. Daily worker trips would occur outside of the peak hours (before 7:00 AM and after 6:00 PM). Also, daily vendor and haul trips would occur during non-peak hours (after 9:00 AM and before 4:00 PM). Construction traffic would be intermittent and temporary would not create a need for new transportation infrastructure. No impacts related to this issue would occur. (FEIR531 p. IV-22).*

**No New Impact.** The proposed Project occupies the same area as previously analyzed in EIR531. During the construction of the Project, construction traffic will occur as stated in EIR531, including the storage of construction equipment and timing of daily worker, daily vendor, and haul trips outside of peak hours. Construction traffic will be intermittent, temporary, and not

create a need for new infrastructure. Therefore, no new or substantially increased impacts result from the Project beyond those previously analyzed in the certified EIR531.

- f) *EIR531 Conclusion: No Impact. All roadways adjacent to the project site, site access points, and site-adjacent intersections would be constructed in consultation with the County and would be consistent with the roadway classifications and respective cross-sections in the County's General Plan Circulation Element and requirements of the Riverside County Fire Department (RCFD). Additionally, all traffic signing and striping would be implemented in conjunction with detailed construction plans for the project. Additionally, all project development would be required to comply with County standards regarding emergency access and would be reviewed by RCFD staff to ensure that all standards are met. Therefore, no significant impacts related to emergency access would occur. (DEIR531 pp. IV.O-72 – IV.O-73, FEIR531 p. IV-23).*

*Further, the project would be developed in phases, as the market permits. During the construction phases, most of the construction equipment would be driven to the project site and stored at the site, and would not travel on the roadways on a daily basis. Daily worker trips would occur outside of the peak hours (before 7:00 AM and after 6:00 PM). Also, daily vendor and haul trips would occur during non-peak hours (after 9:00 AM and before 4:00 PM). Construction traffic would be intermittent and temporary would not create a need for new transportation infrastructure. No impacts related to this issue would occur. (FEIR531 p. IV-22).*

**No New Impact.** The proposed Project occupies the same area as previously analyzed in EIR531. All roadways are required to be designed to Riverside County standards. Emergency access throughout the proposed Project site will be developed in accordance to County policies, all traffic signing and striping will be required to be implemented in conjunction with detailed construction plans for the Project, and all Project development will be required to comply with County standards regarding emergency access. Further, all development plans will require review by RCFD staff to ensure that all standards are met. During the construction of the Project, construction traffic will occur as stated in EIR531, including the storage of construction equipment and timing of daily worker, daily vendor, and haul trips outside of peak hours. Construction traffic will be intermittent, temporary, and not create a need for new infrastructure. Therefore, no new or substantially increased impacts result from the Project beyond those previously analyzed in the certified EIR531.

Mitigation: All mitigation measures related to this issue that were identified in EIR531 remain in effect and include the following additional measure:

**MM TRANS-1:** Install a traffic signal at the intersection of Leon Road (NS) and Scott Road (EW) to include the following geometrics with signalized control:

- Northbound: One lane shared by left-turn, through and right-turn movements.
- Southbound: One lane shared by left-turn, through and right-turn movements.
- Eastbound: One lane shared by left-turn, through and right-turn movements.
- Westbound: One lane shared by left-turn, through and right-turn movements.

**MM TRANS-2:** Intersections 1, 17, and 18 shall pay fair share fees in accordance with **Table M, Project Fair Share Contribution,** of EIR531-A1.

Monitoring: Monitoring for all mitigation measures remains as identified in EIR531.

**34. Bike Trails**

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a) Include the construction or expansion of a bike system or bike lanes?

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*Source: EIR531*

Findings of Fact:

38) *EIR531 Conclusion: EIR531 inadvertently omitted a direct discussion of this threshold.*

**No New Impact.** The proposed Project lies within the same area as previously analyzed in EIR531 and will not interfere with planned development that will improve bike trails within roadways within the site. The proposed Project will comply with Riverside County General Plan roadways and meets Riverside County General Plan objectives by providing for bike routes and bicycle related facilities. Therefore, no new or substantially increased impacts result from the Project beyond those previously analyzed in the certified EIR531.

Mitigation: All mitigation measures related to this issue that were identified in EIR531 remain in effect.

Monitoring: Monitoring for all mitigation measures remains as identified in EIR531.

**TRIBAL CULTURAL RESOURCES** Would the project cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:

**35. Tribal Cultural Resources**

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)?

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b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? (In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.)

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Source: EIR531

Findings of Fact:

a-b) *EIR531 Conclusion: Less than Significant Impact with Mitigation. EIR531, prepared in 2012 (certified in 2014), did not include a discussion related to tribal cultural resources as this requirement was stemmed from Assembly Bill 52 requiring projects with a NOP or a notice of negative declaration filed or mitigated negative declaration on or after July 1, 2015 to discuss tribal cultural resources. EIR531 did comply with Senate Bill 18, which requires a city or county to consult with the NAHC and any appropriate Native American tribe for the purpose of preserving relevant Traditional Tribal Cultural Places prior to the adoption, revision, amendment, or update of a city's or county's general plan (DEIR531, p. IV.F-3). The NAHC was contacted on October 15, 2012 to elicit pertinent cultural resources information available through a Sacred Lands file search covering the project location and vicinity. In response, the NAHC stated that a Sacred Land files search did not indicate the presence of Native American cultural resources or sacred sites in the immediate project area or vicinity. However, the absence of specific site information in the Sacred Lands file does not necessarily indicate the absence of cultural resources in the project area. Therefore, the NAHC provided a list of Native American individuals and Tribal representatives within the Project region to contact for more information (DEIR531, p. IV.F-24).*

*On November 13, 2012, six Native American individuals and Tribal representatives on the NAHC contact list were contacted by letter. These individuals are nearest to the project location, and they have shown the most interest during previous studies in the French Valley region, while the others generally defer comment to them. As of December 6, 2012, two written responses from Native American individuals have been received, as discussed below (DEIR531, p. IV.F-24).*

*In a letter dated November 30, 2012, Anna Hoover, Cultural Analyst for Pechanga Tribe of Luiseño Indians, requests (1) participation in all archaeological surveys, a field visit to the property to view the recorded cultural sites, and a meeting with the County, the Applicant, and Applied EarthWorks to discuss avoidance, preservation, and archaeological testing; (2) notification once the Project begins the entitlement process; (3) copies of all applicable*

archaeological reports, site records, proposed grading plans, and environmental documents; (4) government-to-government consultation with the Lead Agency, as well as discussions with the Applicant and Project archaeologist regarding the cultural sites on the Project; (5) monitoring by a Riverside County qualified archaeologist and a professional Pechanga Tribe monitor during earthmoving activities; and reserves the right to make additional comments and recommendations once the environmental documents have been received and fully reviewed and after a meeting with the County, the Applicant, and the Project archaeologist (DEIR531, pp. IV.F-24 – IV.F-25).

Joseph Ontiveros of the Soboba Band of Luiseño Indians responded in a letter dated November 13, 2012 to request (1) consultation with the Project Applicant (developer and landowner); (2) progress reports of the project as soon as development occurs; (3) that the Tribe continues to act as a consulting tribal entity for the project; (4) that a Native American Monitor from the Tribe's Cultural Resource Department be present during and ground disturbing proceedings, including testing; and (5) that procedures (such as treatment and disposition of artifacts and/or remains) and requests of the Soboba Band be honored (DEIR531, p. IV.F-25).

In addition to tribal consultation, EIR531 identified one significant historic resource, the San Diego Canal, located adjacent to the project site. Because the significance of the Second San Diego Canal stems from its association with an important historical event, and its setting does not play a substantial role in the measure of its historical integrity, residential development near its perimeter would not cause a substantial adverse change in the significance of the Second San Diego Canal. Thus, implementation of the project has no potential to directly or indirectly affect the significance of this resource. EIR531 concluded impacts were less than significant (DEIR531 p. IV.F-40). EIR531 identified four significant archeological resource sites within the project's APE: CA-RIV-10949/H, CA-RV-10950/H, CA-RV-11084, and 33-021033. Implementation of Mitigation Measures **F-1** through **F-10** would ensure that the requests from the Pechanga Tribe of Luiseño Indians and the Soboba Band of Luiseño Indians as a result of tribal consultation are addressed, and impacts to archeological resources are reduced to less than significant. (DEIR531 pp. IV.F-40 – IV.F-47, FEIR531 pp. IV-14 – IV-16).

**No New Impact.** The proposed Project lies within the same area previously analyzed. As such, development of the proposed Project will result in the same disturbance area. Thus, development of the proposed Project will result in the same disturbance area for which impacts were found to be less than significant. Further, Mitigation Measures **F-1** through **F-10** remain in effect for this Project, with revisions to **F-1** through **F-3** and **F-5** through **F-9** as written previously to ensure impacts remain less than significant. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

**Mitigation:** Mitigation measures **F-4** and **F-10** related to this issue that were identified in EIR531 remain in effect as well as revised mitigation measures **F-1** through **F-3** and **F-5** through **F-9**.

**Monitoring:** Monitoring for all mitigation measures remains as identified in EIR531.

#### **UTILITIES AND SERVICE SYSTEMS** Would the project:

##### **36. Water**

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm

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water drainage systems, whereby the construction or relocation would cause significant environmental effects?

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

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Sources: EIR531, WEBB-A

Findings of Fact:

- a-b) *EIR531 Conclusion: Less than Significant Impact. A Water Supply Assessment (WSA) was prepared for the project for the purposes of assisting the County in determining the adequacy of EMWD's total supply and ability to serve the project. A majority of the estimated demand would be for landscape irrigation. The project would include low water-use landscaping, which would reduce the projected project demand significantly. The project would be constructed with a dual pipeline system, potable and reclaimed, such that when reclaimed facilities are constructed to the site, parks and common landscape areas would be served with reclaimed water. This would also reduce the projected project demand for treated, potable water. Thus, the existing water treatment plants would have adequate capacity to treat any water needed to supply water to the project. A water tank and access roads may be developed on this northeast parcel of the project, if additional storage is needed to create adequate water pressure for the project. In addition, the project would construct off-site and on-site water facilities needed to distribute water throughout the project area. Therefore, EIR531 concluded that impacts related to water treatment would be less than significant. The project's water supply needs would be provided by EMWD via existing pumps, reservoirs, and piping to the main points of connection. The project would use a public system of domestic and recycled water and would connect to the existing water lines in the vicinity of the project. EMWD concluded that the land use and size of the current project is consistent with the land use and size proposed by prior owners when the Riverside County Center for Demographic Research made the 2010 Projection. Thus, the water demand for the project is within the limits of projected demand accounted for in the 2010 Urban Water Management Plan and would be included in the projected demand. As such, EMWD concluded that the project's demand for water could be accommodated by EMWD's existing and projected supplies in average years, dry years, and multiple dry years. The project would not require the expansion or acquisition of new water supplies. (DEIR531 pp. IV.P-16 – IV.P-19).*

*The Project site falls within the service boundaries of the EMWD. Wastewater treatment services are provided to the Project area by the Temecula Valley Regional Water Reclamation Facility (TVRWRF), which is located in the City of Temecula approximately 12 miles southwest of the Project site. The facility currently has a capacity of 18.0 million gallons per day (mgd), though current wastewater flows through the facility are approximately 12.0 mgd. (DEIR531 p, IV.P-1)*

*Implementation of the Project would generate an approximate average daily flow of 448,700 gallons of wastewater per day. The Project includes construction of a sewer facility along Brookridge Lane and French Valley Open Channel connecting to the existing 18-inch diameter trunk line located in Abelia Street (refer to Figure III-13 in Section III [Project Description]). For the southeast 55.2-acre portion of the Project site, an 8-inch diameter sewer line would be constructed within public right-of-way within TTM #30837 parallel to the sewer line(s) constructed to serve TTM #30387 and would extend northeasterly along Washington Street. The sewer line would confluence to a proposed 15-inch diameter sewer line at Fields Drive. Internal 8-inch to 12-inch pipelines would collect wastewater within the Project site and convey to the proposed 15-inch sewer line at Fields Drive. Based on hydraulic modeling completed by*

*EMWD, the existing 18-inch trunk sewer in Abelia Street has the capacity to service the Project in its entirety. Additionally, the TVRWRF has an approximately additional daily treatment capacity of 6.0 mgd, which would be adequate to serve the Project's wastewater treatment requirements. As such, the Project would not require the expansion of wastewater treatment capacity. The analysis of Project impacts related to wastewater services, also takes into consideration development of off-site areas and assumes the access and utility infrastructure improvements. Thus, no additional wastewater services impacts beyond those already identified would occur as a result of development of the improvements. Therefore, Project impacts related to wastewater services would be less than significant. (DEIR531 pp. IV.P-1, IV.P-3 – IV.P-4).*

*Implementation of the project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems. A drainage plan was developed for the project. A total of six existing storm drain systems and one proposed storm drain system have been identified that would limit the maximum flow rate the project could convey to the connection point. As a result, the storm drain alignments and hydrology were prepared in a manner to balance the project's watershed areas. The balancing of the watershed would result in a drainage solution for the proposed condition flow rates to produce flow rates that would be equal or less than the existing approved flow rates for the downstream systems. Additionally, the proposed storm drain alignments identified potential locations for detention basins and Low Impact Development "Best Management Practices" (LID BMPs) that would function as part of the drainage solution. The detention basins would be used to mitigate increased runoff to satisfy the criteria for "Hydrological Conditions of Concern" (HCOC). The project's drainage would require several detention basins at the downstream end of the proposed facilities in order to satisfy the criteria for HCOCs. Thus, EIR531 concluded that the project would provide adequate stormwater drainage capacity and would not exceed the existing or planned stormwater drainage system; impacts would be less than significant. (DEIR531 pp. IV.J-31 – IV.J-39).*

**No New Impact.** The proposed Project lies within the same area as previously analyzed, and does not increase the land use site intensity. EIR531 identified that the entire Belle Terre project site is served by EMWD which will accommodate the Project's demand for water supply and that no additional sources (such as additional groundwater) will be required to meet water demand. As SP382S1 will result in 426 fewer homes and TTM 37449 proposes development of 372 homes within Planning Areas 1, 3, 4, and 7 which is less than the 599 homes previously analyzed for development within these Planning Areas, additional sources to meet water demand such as groundwater, are will be less than significant. Water is currently conveyed from the Pat Road Booster Station and a 48 inch diameter transmission main in Leon Road primarily through an 18 inch transmission main along Ruft Road and Abelia Street to the eastern border of the 1627 pressure zone, where the Belle Terre community is located. The nearest storage tank for the 1627 pressure zone is the Menifee Village Tank located about 7 miles northwest of the Belle Terre site with a storage volume of 5 million gallons. The Pat Road Booster Station, located on the southern border of the 1627 pressure zone, is the nearest source of supply to Belle Terre community and the French Valley area. Facilities are proposed to accommodate the demands of the Belle Terre community and improve the hydraulic performance of the existing water facilities in the neighboring French Valley area.

The following facilities are proposed as part of TTM37449:

- 18 inch diameter along Fields Dr. between Washington St. and proposed water tank (±5,600 ft)

- 12 inch diameter pipeline along Belle Terre Parkway and Washington Street from the end of the existing 12 inch diameter pipeline in Washington Street to Fields Drive (±5,100 ft)
- 8 inch diameter pipelines within tract streets for TTM37499

The proposed Project is expected to have adequate pressure when connected to the 1627 pressure zone as long as a reservoir is constructed in the French Valley area. Further, land use designations are consistent with what has already been planned and analyzed for the planning areas within SP382S1. Thus, the Project will likely generate less water supply and water treatment demand. Hence, water demand generated from the Project will be consistent with or less than the EIR531 analysis, and thus supply and water treatment capacity will be adequate for the Project site. Thus, impacts are less than significant.

A project-specific Drainage Plan has been prepared for TTM37449 (WEBB-A). As stated above, the overall Belle Terre community will result in 426 fewer homes under SP382S1 and TTM37449 proposes development of 372 homes within Planning Areas 1, 3, 4, and 7 which is less than the 599 homes previously analyzed for development within these Planning Areas. The proposed will require construction of drainage facilities, however, these facilities were contemplated as part of EIR531 and fully analyzed. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

Mitigation: All mitigation measures related to this issue that were identified in EIR531 remain in effect.

Monitoring: Monitoring for all mitigation measures remains as identified in EIR531.

### 37. Sewer

a) Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects?

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

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*Source: EIR531*

### Findings of Fact:

- a) *EIR531 Conclusion: Less than Significant Impact. The Project site falls within the service boundaries of the EMWD. Wastewater treatment services are provided to the Project area by the TVRWRF, which is located in the City of Temecula approximately 12 miles southwest of the Project site. The facility currently has a capacity of 18.0 million gallons per day (mgd), though current wastewater flows through the facility are approximately 12.0 mgd. (DEIR531 p, IV.P-1)*

*Implementation of the Project would generate an approximate average daily flow of 448,700 gallons of wastewater per day. The Project includes construction of a sewer facility along Brookridge Lane and French Valley Open Channel connecting to the existing 18-inch diameter trunk line located in Abelia Street (refer to Figure III-13 in Section III [Project Description]). For the southeast 55.2-acre portion of the Project site, an 8-inch diameter sewer line would be constructed within public right-of-way within TTM #30837 parallel to the sewer line(s) constructed to serve TTM #30387 and would extend northeasterly along Washington Street.*



*The sewer line would confluence to a proposed 15-inch diameter sewer line at Fields Drive. Internal 8-inch to 12-inch pipelines would collect wastewater within the Project site and convey to the proposed 15-inch sewer line at Fields Drive. Based on hydraulic modeling completed by EMWD, the existing 18-inch trunk sewer in Abelia Street has the capacity to service the Project in its entirety. Additionally, the TVRWRF has an approximately additional daily treatment capacity of 6.0 mgd, which would be adequate to serve the Project's wastewater treatment requirements. As such, the Project would not require the expansion of wastewater treatment capacity. The analysis of Project impacts related to wastewater services, also takes into consideration development of off-site areas and assumes the access and utility infrastructure improvements. Thus, no additional wastewater services impacts beyond those already identified would occur as a result of development of the improvements. Therefore, Project impacts related to wastewater services would be less than significant. (DEIR531 pp. IV.P-1, IV.P-3 – IV.P-4).*

**No New Impact.** The proposed Project lies within the same area as previously analyzed, and does not increase the land use site intensity.

The following facilities are proposed as part of TTM37449:

- 18 inch diameter along Fields Dr. between Washington St. and proposed water tank (±5,600 ft)
- 12 inch diameter pipeline along Belle Terre Parkway and Washington Street from the end of the existing 12 inch diameter pipeline in Washington Street to Fields Drive (±5,100 ft)
- 8 inch diameter pipelines within tract streets for TTM37499

The proposed Project is expected to have adequate pressure when connected to the 1627 pressure zone as long as a reservoir is constructed in the French Valley area. Further, land use designations are consistent with what has already been planned and analyzed for the planning areas within SP382S1. Thus, the Project will likely generate less water supply and water treatment demand. Hence, water demand generated from the Project will be consistent with or less than the EIR531 analysis, and thus supply and water treatment capacity will be adequate for the Project site. Thus, impacts are less than significant.

- b) *EIR531 Conclusion: Less than Significant Impact. EIR531 stated that the project would generate an average daily flow of approximately 448,700 gallons of wastewater per day. Based on hydraulic modeling completed by EMWD, the existing 18-inch trunk sewer in Abelia Street has the capacity to service the project in its entirety. Additionally, the Temecula Valley Regional Water Reclamation Facility has an approximately additional daily treatment capacity of 6.0 million gallons per day, which would be adequate to serve the project's wastewater treatment requirements. As such, EIR531 concluded that the project would not require the expansion of wastewater treatment capacity and impacts would be less than significant. (DEIR531 p. IV.P-3).*

**No New Impact.** The proposed Project lies within the same area as previously analyzed in EIR531. The overall Belle Terre community will result in 426 fewer homes under SP382S1 and TTM37449 proposes development of 372 homes within Planning Areas 1, 3, 4, and 7 which is less than the 599 homes previously analyzed for development within these Planning Areas. The Project will result in a lower density as fewer dwelling units are proposed than analyzed for these Planning Areas. Thus, the capacity needed to serve the proposed Project will be consistent or less than the EIR531 analysis, and wastewater capacity will be adequate to serve the Project site. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

Mitigation: All mitigation measures related to this issue that were identified in EIR531 remain in effect.

Monitoring: Monitoring for all mitigation measures remains as identified in EIR531.

### 38. Solid Waste

a) Generate solid waste in excess of State or Local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

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b) Comply with federal, state, and local management and reduction statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?

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Source: EIR531

#### Findings of Fact:

a-b) *EIR531 Conclusion: Less than Significant Impact. Because the project is not developed with any structures, no demolition activities would occur as a result of construction of the project. Construction of the project would generate a total of approximately 5,146 tons of solid waste, conservatively assuming no recycling efforts. The project would generate approximately 7.84 tons (15,679 pounds) of solid waste per day during its operation, conservatively assuming no recycling efforts. The remaining combined daily intake capacity of the landfills serving the project area is 10,605 tons per day (tpd). As such, these landfills would have adequate capacity to accommodate the average daily construction and operation waste generated by the project. Additionally, adherence to AB 939 and required use of recycling facilities would reduce further the amount of waste that could be deposited in the landfills. Therefore, impacts related to construction and operational solid waste disposal would be less than significant. (DEIR531 pp. IV.P-27 – IV.P-28).*

**No New Impact.** The proposed Project lies within the same area as previously analyzed in EIR531. The overall Belle Terre community will result in 426 fewer homes under SP382S1 and TTM37449 proposes development of 372 homes within Planning Areas 1, 3, 4, and 7 which is less than the 599 homes previously analyzed for development within these Planning Areas. The Project will result in a lower density as fewer dwelling units are proposed than analyzed for these Planning Areas. Thus, the solid waste generated from the proposed Project will be consistent to or less than the EIR531 analysis, and landfill capacity will be adequate to serve the Project site. Further, the Project will be required to comply with all relevant statutes, regulations, and recycling policies. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

Mitigation: All mitigation measures related to this issue that were identified in EIR531 remain in effect.

Monitoring: Monitoring for all mitigation measures remains as identified in EIR531.

### 39. Utilities

Would the project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects?

a) Electricity?

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b) Natural gas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Communications systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Street lighting?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source: EIR531

Findings of Fact:

- a-b) *EIR531 Conclusion: Less than Significant Impact. Southern California Edison (SCE) would supply the project from its existing system in the vicinity of the project site. Electrical conduits, wiring, and associated infrastructure would be brought from existing SCE lines in the surrounding streets to the project during construction. The project itself would not require new (off-site) energy supply facilities and distribution infrastructure. Therefore, the project would not result in the need for additional distribution facilities. According to the County of Riverside General Plan Update EIR, electrical consumption at buildout (year 2030) of the General Plan would be roughly 684,601,745 kilowatts per hour (kWh) per year, which is supplied by SCE annually. The conservatively estimated project-related annual electricity consumption of 7,213,173 kWh per year would represent approximately two percent of this forecasted electricity consumption in 2030 for the County of Riverside as a whole. Therefore, it is anticipated that SCE's existing and planned electrical capacity and electricity supplies would be sufficient to support the project's electricity consumption. Therefore, the project would not require the acquisition of additional electricity resources beyond those that are anticipated by SCE. In addition, the project's consistency with the CALGreen Code for building efficiency would help alleviate electrical demand. It should also be again noted that the project's estimated electricity consumption is based on usage rates that conservatively do not account for the project's energy conservation features (design features). Therefore, the project's actual electricity consumption would likely be lower than that forecasted. Overall, impacts related to electricity would be less than significant.*

*The design features for building efficiency would help to reduce the project's overall natural gas demand. Southern California Gas (SoCal Gas) has an obligation to serve projects in its service area. Therefore, SoCal Gas would be able to accommodate the project's demand for natural gas with existing natural gas supplies. The natural gas demand is based on natural gas usage rates from the SCAQMD and conservatively does not account for the project's energy conservation features that would reduce natural gas usage. the project's natural gas consumption of roughly 5.1 million cf/month would represent a fraction of one percent of SoCal Gas's total natural gas consumption for projected year 2030 in the County, which is roughly 5.3 billion cf. The project would not require the acquisition of additional natural gas resources beyond those that are anticipated by SoCal Gas. The project's operation would result in the irreversible consumption of non-renewable natural gas and would thus limit the availability of this resource. However, the continued use of natural gas would be on a relatively small scale and consistent with regional and local growth expectations for the area. In addition, the project's design features would help alleviate a portion of the forecasted demand for natural gas. The project would be in compliance with Title 24 requiring building energy efficiency standards to be incorporated into the project. Overall, impacts related to natural gas would be less than significant. (DEIR531 pp. IV.P.4-37 – IV.P.4-39).*

**No New Impact.** The proposed Project lies within the same area as previously analyzed, and does not increase the land use site intensity The Project will result in a lower density as fewer

dwelling units are proposed than analyzed for these Planning Areas. Thus, as the Project proposed fewer dwelling units than planned, demand for electricity and gas will be consistent with or less than the EIR531 analysis, and thus capacity to fulfill this demand will be adequate to serve the Project site. Further, the Project will comply with all SP382 design features regarding gas and electricity consumption, and be consistent with Title 24 building energy efficiency standards. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

- c-e) *EIR531 Conclusion: No Impact. The applicant shall be responsible for financing construction of the infrastructure improvements required to support the project, such as perimeter and internal streets, water lines, sewers, and storm drains. All necessary infrastructure improvements shall be developed in conjunction with the roadway improvements. The financing of construction, operation, and maintenance of public improvement and facilities would include funding through a combination of financing mechanisms. However, the developer shall be ultimately responsible for all fair-share costs associated with implementing the project, including but not limited to the costs of providing infrastructure and complying with mitigation measures, conditions of approval, and other requirements of the project.*

*Financing may involve a combination of impact fees and exacting, special assessment districts, landscaping and lighting districts, and other mechanisms agreed to by the developer and the County. Developer-funded improvements may be subject to a reimbursement agreement or credits against fees pursuant to provisions of a development agreement or conditions of approval. The County and developer will cooperate to ensure that the public/utility facilities are built in accordance with all requirements of SP382 and EIR531. A development agreement and conditions of approval may be used to facilitate this process. Thus, no impacts related to these issues would occur as a result of the project, and no further analysis of these issues is required. (DEIR531 pp. IV.A-7 – IV.A-8).*

**No New Impact.** The proposed Project lies within the same area as previously analyzed in EIR531. The overall Belle Terre community will result in 426 fewer homes under SP382S1 and TTM37449 proposes development of 372 homes within Planning Areas 1, 3, 4, and 7 which is less than the 599 homes previously analyzed for development within these Planning Areas. The Project will result in a lower density as fewer dwelling units are proposed than analyzed for these Planning Areas. As stated in EIR531, the Project applicant and developer will be responsible for financing construction and infrastructure improvements, and that they are built to the requirements of SP382 and EIR531. The proposed Project does not result in an overall increase in intensity. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

- f) *EIR531 Conclusion: EIR531 inadvertently omitted a direct discussion of this threshold. However, no other governmental services were anticipated so the project would not result in significant impacts.*

**No New Impact.** The proposed Project lies within the same area as previously analyzed in EIR531. The overall Belle Terre community will result in 426 fewer homes under SP382S1 and TTM37449 proposes development of 372 homes within Planning Areas 1, 3, 4, and 7 which is less than the 599 homes previously analyzed for development within these Planning Areas. The Project will result in a lower density as fewer dwelling units are proposed than analyzed for these Planning Areas. Thus, no other governmental services are anticipated. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

Mitigation: All mitigation measures related to this issue that were identified in EIR531 remain in effect.

Monitoring: Monitoring for all mitigation measures remains as identified in EIR531.

**WILDFIRE** If located in or near a State Responsibility Area (“SRA”), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, would the project:

**40. Wildfire Impacts**

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Sources: EIR531, GP, ORD 787, RCIT

Findings of Fact:

- a) *EIR531 Conclusion: Less than Significant Impact with Mitigation. EIR531 stated that construction of the project, including development of new roadways and improvements within existing roadways, could result in temporary traffic obstructions. In particular, Washington Street to the west, Keller Road to the north, Fields Drive to the west, and Jean Nicholas to the southwest are major arterials in the vicinity of the project. However, EIR531 concluded that with implementation of Mitigation Measure I-1, potential impacts related to interference with the County’s Emergency Operations Plan would be reduced to less than significant. (DEIR531 p. IV.I-14).*

**No New Impact.** The proposed Project lies within the same area as previously analyzed in EIR531. The Project site is bordered by Washington Street to the west, and is in close proximity to Keller Road (near the northwest corner of the Project site) and Fields Drive (to the west of the Project site). Similar to EIR531, the proposed Project will be required to implement Mitigation Measure I-1 to ensure that there are no conflicts or interference with the County’s Emergency Operations Plan. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

- b-d) *EIR531 Conclusion: No Impact. Per EIR531, the Project site is not located within a high fire area (as designated by the County of Riverside; the State defers to local municipalities to make these designations). Thus no further analysis of this issue is required. (DEIR531 p. IV.I-13 – IV.I-14). Elevations within the project site range from approximately 1,300 feet above mean sea level to 1,600 feet above mean sea level. The overall topography of the project site slopes gently-to-moderately in a southwesterly direction. However, relatively steep slopes/ridges are located within the northeastern portion of the project site. Development would occur within the flatter*



*portions of the project site. The northeastern portion with the hillier terrain would be preserved as open space. The overall topography of the site would not change substantially as a result of the project. Therefore, EIR531 concluded no significant impacts related to slopes would occur. (DEIR531 p. IV.G-13, FEIR531 p. IV-17). Further, the project would not include cut or fill slopes greater than 2:1 or higher than 10 feet (DEIR531 p. IV.A-2).*

**No New Impact.** The proposed Project lies within the same area as previously analyzed in EIR531. Similar to EIR531, development of the Project site will avoid the steeper northeastern area, mostly remaining to the west of the San Diego Canal. The planning areas east of the San Diego Canal remain as open space. Overall topography of the Project site will not change. There are no cut/fill slopes will be greater than 2:1. There are some cut/fill slopes proposed as higher than 10 feet. However, these slopes have been designed in accordance with the 2016 California Building Code and per the recommendations of the Geotechnical Report so as not to create any significant impacts.

According to Figure S-11 in the Riverside County General Plan (GP), and confirmed by Riverside County's Map Viewer (RCIT), the proposed Project is now located within a high fire risk area of high and very high fire hazard. Riverside County's Wildland Urban Interface identifies that communities create extremely dangerous and complex fire conditions, posing a threat to public and firefighter safety. As wildland fires meet structural developments, vegetation ceases to burn but catastrophic fire can continue, sustained by structures igniting. Thus, the proposed Project may have the potential to expose people or structures to a significant risk of loss, injury or death involving wildland fires. However, Ordinance No. 787 (ORD 787) requires that any proposed development located within an identified Hazardous Fire Area prepare and implement a Fire Protection Plan (FPP). The FPP will identify the setback/fuel modification distance and measurement criteria for application of fuel modified areas, including determination of fuel-modified vegetation and improvements and maintenance. The County Fire Department will review new developments and fire services to ensure adequate emergency services and facilities to residents and businesses. Further, all new construction is required to comply with the California Fire and Building Codes and County Fire staff will review the design and will require emergency vehicle access, per County Fire Department standards. As conditions of approval will require compliance with all regulatory requirements concerning fire protection, impacts are less than significant. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

- e) *EIR531 Conclusion: No Impact. Per EIR531, the Project site is not located within a high fire area (as designated by the County of Riverside; the State defers to local municipalities to make these designations). Thus no further analysis of this issue is required. (DEIR531 p. IV.I-13 – IV.I-14).*

**No New Impact.** According to Figure S-11 in the GP, and confirmed by RCIT, the proposed Project is located within a high fire risk area of high and very high fire hazard. Riverside County's Wildland Urban Interface identifies that communities create extremely dangerous and complex fire conditions, posing a threat to public and firefighter safety. As wildland fires meet structural developments, vegetation ceases to burn but catastrophic fire can continue, sustained by structures igniting. Thus, the proposed Project may have the potential to expose people or structures to a significant risk of loss, injury or death involving wildland fires. However, ORD 787 requires that any proposed development located within an identified Hazardous Fire Area prepare and implement a FPP. The FPP will identify the setback/fuel modification distance and measurement criteria for application of fuel modified areas, including determination of fuel-

modified vegetation and improvements and maintenance. The County Fire Department will review new developments and fire services to ensure adequate emergency services and facilities to residents and businesses. Further, all new construction is required to comply with the California Fire and Building Codes and County Fire staff will review the design and will require emergency vehicle access, per County Fire Department standards. As conditions of approval will require compliance with all regulatory requirements concerning fire protection, impacts are less than significant. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

Mitigation: All mitigation measures related to this issue that were identified in EIR531 remain in effect.

Monitoring: Monitoring for all mitigation measures remains as identified in EIR531.

**MANDATORY FINDINGS OF SIGNIFICANCE** Does the Project:

41. Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?
- ☐ ☐ ☐ ☒

Sources: EIR531, above checklist

Findings of Fact:

- 45) *EIR531 Conclusion: Less Than Significant Impact with Mitigation with Respect to Biological Resources, Less Than Significant With Mitigation, Less than Significant, and No Impact with Respect to Cultural Resources, and Less than Significant Impact with Mitigation with Respect to Tribal Cultural Resources.*

**No New Impact.** Implementation of the proposed Project will not substantially degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife populations to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory. The proposed Project does not result in any impacts beyond what was previously analyzed and all mitigation remains in effect. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

Mitigation: All mitigation measures related to this issue that were identified in EIR531 remain in effect.

Monitoring: Monitoring for all mitigation measures remains as identified in EIR531.

42. Have impacts which are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, other current projects and probable future projects)?
- ☐ ☐ ☐ ☒

Sources: EIR531, above checklist

Findings of Fact:

- 46) *EIR531 Conclusion: Less Than Significant Impact with Mitigation for all thresholds (at most) except Air Quality, Greenhouse Gas Emissions, Noise, and Transportation/Traffic; which were found to be Significant and Unavoidable.*

**No New Impact.** The Project does not have impacts which are individually limited, but cumulatively considerable as discussed above. The proposed Project does not result in any impacts beyond what was previously analyzed and all mitigation remains in effect. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

Mitigation: All mitigation measures related to this issue that were identified in EIR531 remain in effect.

Monitoring: Monitoring for all mitigation measures remains as identified in EIR531.

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<p><b>43.</b> Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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*Sources: EIR531, above checklist*

Findings of Fact:

47) *EIR531 Conclusion: EIR531 determined in its Initial Study that the project has a potentially significant impact (DEIR531 Appendix I, p. 34).*

**No New Impact.** The proposed Project will not result in environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly. The proposed Project does not result in any impacts beyond what was previously analyzed. Therefore, no new or substantially increased impacts result from the proposed Project beyond those previously analyzed in the certified EIR531.

Mitigation: All mitigation measures related to this issue that were identified in EIR531 remain in effect.

Monitoring: Monitoring for all mitigation measures remains as identified in EIR531.

## VI. EARLIER ANALYSES

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

Earlier Analyses Used, if any:

Environmental Impact Report 531 (SCH No. 2012111070) certified December 2, 2014

Location Where Earlier Analyses, if used, are available for review:

Location: County of Riverside Planning Department  
4080 Lemon Street, 12th Floor  
Riverside, CA 92505

## VII. AUTHORITIES CITED

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

## VIII. REFERENCES

- CALTRANS California Department of Transportation, *California Scenic Highway Mapping System, Riverside County*, dated September 7, 2011. (Available at [http://www.dot.ca.gov/hq/LandArch/16\\_livability/scenic\\_highways/index.htm](http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm), accessed June 17, 2018).
- CAP County of Riverside, *Climate Action Plan*, July 2018. (Available at <https://planning.rctlma.org/CAP>, accessed April 15, 2019.)
- CARB 2012 California Air Resources Board, *LEV III and ZEV Regulation Amendments for Federal Compliance Option*, December 31, 2012. (Available at <http://www.arb.ca.gov/regact/2012/leviiidtc12/leviiidtc12.htm>, accessed April 15, 2019.)
- CDTSC California Department of Toxic Substances Control, *Hazardous Waste and Substances Site List*, dated 2018. (Available at [https://www.dtsc.ca.gov/SiteCleanup/Cortese\\_List.cfm](https://www.dtsc.ca.gov/SiteCleanup/Cortese_List.cfm), accessed August 1, 2018.)
- CEC California Energy Commission, *Electricity and Natural Gas Consumption by Entity*. (Available online at <http://ecdms.energy.ca.gov/Default.aspx>, accessed April 16, 2019.)
- CE-A Cadre Environmental, *Biological Resources Technical Report, Belle Terre Project Site, Unincorporated Riverside County, California*, dated July 2019. (Appendix A)
- CE-B Cadre Environmental, *MSHCP Determination of Biological Equivalent of Superior Preservation/Consistency Analysis, Belle Terre Project Site, Unincorporated Riverside County, California*, dated July 2019. (Appendix A)
- DOC California Department of Conservation, *Riverside County Williamson Act FY 2015/2016 Sheet 1 of 3*, dated 2016. (Available at [ftp://ftp.consrv.ca.gov/pub/dlrp/wa/Riverside\\_w\\_15\\_16\\_WA.pdf](ftp://ftp.consrv.ca.gov/pub/dlrp/wa/Riverside_w_15_16_WA.pdf), accessed June 11, 2018).
- EIR531 County of Riverside, *Environmental Impact Report No. 531 to the Belle Terre Specific Plan No. 382*, certified December 9, 2014. (Available at the County of Riverside).
- FEMA Federal Emergency Management Agency, Flood Map Service Center, Panels 06065C2090G and 06065C2730G (both unprinted). (Available at <https://msc.fema.gov/portal/home>, accessed October 29, 2018).
- FMMP California Department of Conservation, *Farmland Mapping and Monitoring Program Riverside County Important Farmland 2016 Sheet 1 of 3*, dated July 2017. (Available at [ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/riv16\\_w.pdf](ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/riv16_w.pdf), accessed June 11, 2018).
- GHG Tables County of Riverside, *Greenhouse Gas Screening Tables, Belle Terre Tract No. 37449*. (Appendix F).
- GP County of Riverside, *County of Riverside General Plan*, dated December 8, 2015. (Available at <http://planning.rctlma.org/ZoningInformation/GeneralPlan.aspx>, accessed June 19, 2018).



GW	Geocon West, Inc., <i>Geotechnical Update, Belle Terre, East of Washington Street, South of Keller Road, French Valley Area, Riverside County, California</i> , dated October 6, 2017. (Appendix B)
ORD 457	County of Riverside, <i>Ordinance 457.103</i> , adopted September 28, 2010. (Available at <a href="https://www.rivcocob.org/ords/400/457.pdf">https://www.rivcocob.org/ords/400/457.pdf</a> , accessed May 22, 2019).
ORD 460	County of Riverside, <i>Ordinance 460 (As Amended through 460.154)</i> , last amended July 15, 2014. (Available at <a href="https://www.rivcocob.org/wp-content/uploads/2009/10/Final-Ordinance-No.-460.pdf">https://www.rivcocob.org/wp-content/uploads/2009/10/Final-Ordinance-No.-460.pdf</a> , accessed May 22, 2019).
ORD 625	County of Riverside, <i>Ordinance 625 (As Amended through 625.1)</i> , last amended November 8, 1994. (Available at <a href="https://www.rivcocob.org/ords/600/625.1.pdf">https://www.rivcocob.org/ords/600/625.1.pdf</a> , accessed May 22, 2019).
ORD 655	County of Riverside, <i>Ordinance 655 (As Amended through 559.7)</i> , last amended October 26, 2000. (Available at <a href="http://www.rivcocob.org/ords/500/559.7.pdf">http://www.rivcocob.org/ords/500/559.7.pdf</a> , accessed May 9, 2019).
ORD 659	County of Riverside, <i>Ordinance 659 (As Amended through 659.13)</i> , last amended January 13, 2015. (Available at <a href="https://www.rivcocob.org/wp-content/uploads/2009/10/659.13.pdf">https://www.rivcocob.org/wp-content/uploads/2009/10/659.13.pdf</a> , accessed May 22, 2019).
ORD 787	County of Riverside, <i>Ordinance 787 (As Amended through 787.8)</i> , last amended November 15, 2016. (Available at <a href="https://www.rivcocob.org/ords/700/787.pdf">https://www.rivcocob.org/ords/700/787.pdf</a> , accessed May 22, 2019).
RCALUC	Riverside County Airport Land Use Commission, <i>French Valley Airport Policies and Compatibility Map</i> , dated January 2012. (Available at <a href="http://www.rcaluc.org/Portals/0/15%20-%20Vol.%201%20French%20Valley%20Amd%202011.pdf?ver=2016-08-15-151151-090">http://www.rcaluc.org/Portals/0/15%20-%20Vol.%201%20French%20Valley%20Amd%202011.pdf?ver=2016-08-15-151151-090</a> , accessed June 19, 2018).
RCC	Riverside County Community and Cultural Services Division, <i>County Service Areas</i> . (Available at <a href="https://rivcoccsd.org/csa/">https://rivcoccsd.org/csa/</a> , accessed June 4, 2018).
RCIT	Riverside County Information Technology, <i>Riverside County Map My County</i> , dated 2018. (Available at <a href="https://gis.rivcoit.org/">https://gis.rivcoit.org/</a> , accessed October 24, 2018).
RCTC	Riverside County Transportation Commission, <i>2011 Riverside County Congestion Management Plan</i> , dated December 14, 2011. (Available at <a href="http://www.rctcdev.info/uploads/media_items/congestionmanagementprogram.original.pdf">http://www.rctcdev.info/uploads/media_items/congestionmanagementprogram.original.pdf</a> , accessed October 24, 2018).
SCAQMD	South Coast Air Quality Management District, <i>Rule 402 Nuisance</i> , dated May 7, 1976. (Available at <a href="http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-402.pdf?sfvrsn=4">http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-402.pdf?sfvrsn=4</a> , accessed July 23, 2018).
SP382	County of Riverside, <i>Belle Terre Specific Plan No. 382</i> , dated February 2015. (Available at <a href="http://planning.rctlma.org/SpecificPlans/ApprovedSpecificPlansDocuments.aspx">http://planning.rctlma.org/SpecificPlans/ApprovedSpecificPlansDocuments.aspx</a> , accessed June 4, 2018).
TVUSD	Temecula Valley Unified School District, <i>Letter regarding Belle Terre Specific Plan and School Facilities Agreement</i> , dated March 12, 2019. (Appendix E)
WEBB-A	Albert A. Webb Associates, <i>Preliminary Hydraulic Study, Belle Terre Tentative Tract Map 37449, Riverside County, California</i> , dated July 2018. (Appendix C)

- WEBB-B      Albert A. Webb Associates, *Project Specific Preliminary Water Quality Management Plan for TTM 37449*, dated July 10, 2018. (Appendix C)
- WEBB-C      Albert A. Webb Associates, *Traffic Impact Analysis for TT37449*, dated April 2019. (Appendix D)

**IX. ACRONYMS**

<b><u>Acronym</u></b>	<b><u>Definition</u></b>
A-1-2 ½	Light Agriculture
A-1-5	Light Agriculture
A-1-10	Light Agriculture
A-P	Light Agriculture with Poultry
AB	Assembly Bill
AQMP	Air Quality Management Plan
APE	Area of Potential Effects
Basin	South Coast Air Basin
BAU	Business-As-Usual
BAT	Best Available Technology Economically Achievable
BCT	Best Conventional Pollutant Control Technology
BMP	Best Management Practices
Caltrans	California Department of Transportation
CAP	County of Riverside Climate Action Plan
CBC	California Building Code
CC&Rs	Covenants, Conditions & Restrictions
CDFW	California Department of Fish and Wildlife
CE	Cadre Environmental
CEQA	California Environmental Quality Act
cf	cubic feet
CNEL	Community Noise Equivalent Level
CO	Carbon Monoxide
County	County of Riverside
CSA	Community Service Area
CWA	Clean Water Act
CZ1800020	Belle Terre Specific Plan No. 382, Change of Zone No. 1800020
dba	A-weighted decibels
DBESP	Determination of Biological Equivalent or Superior Preservation
DEIR531	Draft Environmental Impact Report No. 531
DIF	Development Impact Fee
DOC	California Department of Conservation
DU/AC	Dwelling units/acre
EA	Environmental Assessment
EA42506	Environmental Assessment No. 42506
EIR	Environmental Impact Report
EIR531	Environmental Impact Report No. 531
EIR531-A1	Environmental Impact Report No. 531, Addendum No. 1
EMWD	Eastern Municipal Water District
EPD	Environmental Programs Division
ESA	Environmental Site Assessment
FCWCD	Riverside County Flood Control and Water Conservation District
FEIR531	Final Environmental Impact Report 531
FEMA	Federal Emergency Management Agency
FIRM	Flood Insurance Rate Map
FMMP	Farmland Mapping and Monitoring Program
GHG	Greenhouse Gas
GP	City of Menifee General Plan
HCOC	Hydrological Conditions of Concern
HCP	Habitat Conservation Plan
HDR	High Density Residential

HOA	Homeowner Association
HUSD	Hemet Unified School District
kWh	Kilowatt hour
LDR	Low Density Residential
LID	Low Impact Development
LST	Localized Significance Threshold
MBTA	Migratory Bird Treaty Act
MDR	Medium Density Residential
MHDR	Medium High Density Residential
MLD	Most likely descendants
MRZ	Mineral Resource Zone
MSHCP	Western Riverside Multiple Species Habitat Conservation Plan
NOI	Notice of Intent
NOP	Notice of Preparation
NO <sub>x</sub>	Nitrogen Oxides
OS-C	Open Space - Conservation
OS-CH	Open Space – Conservation Habitat
OS-R	Open Space – Recreation and Open Space – Recreation/Basin
PA	Planning Area
PDF	Project Design Feature
PF	Public Facilities
PM <sub>10</sub>	Particulate matter less than 10 microns in size
PM <sub>2.5</sub>	Particulate matter less than 2.5 microns in size
Project	SP382S1, TTM37449, EIR531-A1, and CZxxxx
R-A-2 ½	Residential Agriculture - 2 ½ Acre Minimum
R-1	One-Family Dwellings
R-5	Open Area Combining Zone Residential Developments
RCA	Western Riverside County Regional Conservation Authority
RCFD	Riverside County Fire Department
RCHCA	Riverside County Habitat Conservation Agency
RCSD	Riverside County Sheriff's Department
RCTC	Riverside County Transportation Commission
RM	Rural Mountainous
RR or R-R	Rural Residential
RWQCB	Regional Water Quality Control Board
SAA	Streambed Alteration Agreement
SB	Senate Bill
SCAQMD	South Coast Air Quality Management District
SCAG	Southern California Association of Governments
SCE	Southern California Edison
SKR	Stephen's Kangaroo Rat
SO <sub>x</sub>	Sulfur oxides
SoCal Gas	Southern California Gas
SP	Specific Plan
SP286	Winchester Specific Plan No. 286
SP310	Domenigoni Specific Plan No. 310
SP380	Keller Crossing Specific Plan No. 380
SP382	Belle Terre Specific Plan No. 382
SP382S1	Belle Terre Specific Plan No. 382, Substantial Conformance No. 1
SWPPP	Stormwater Pollution Prevention Plan
TAC	Toxic Air Contaminant
tpd	Tons per day
TTM	Tentative Tract Map

TTM29883	Tentative Tract Map No. 29883
TTM30837	Tentative Tract Map No. 30837
TTM33423	Tentative Tract Map No. 33423
TTM37449	Tentative Tract Map No. 37449
TVUSD	Temecula Valley Unified School District
USACE	United States Army Corps of Engineers
USFWS	United States Fish and Wildlife Service
Valley-Wide	Valley-Wide Recreation and Park District
VdB	Vibration velocity level
VOC	Volatile organic compound
WQMP	Water Quality Management Plan
WSA	Water Supply Assessment

### Mitigation Monitoring and Reporting Program

Mitigation Measures	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
IV.D Air Quality				
Mitigation Measure D-1: Construction Emissions During the Project's construction phase, water or a stabilizing agent shall be applied to exposed surfaces at least three times per day to prevent generation of dust plumes.	On-going through any construction phase	County of Riverside - Building and Safety Division		
Mitigation Measure D-2: Construction Emissions During the Project's construction phase, the construction contractor shall utilize at least one of the following measures at each vehicle egress from the project site to a paved public road: <ul style="list-style-type: none"><li>• Install a pad consisting of washed gravel maintained in clean condition to a depth of at least six inches and extending at least 30 feet wide and at least 50 feet long;</li><li>• Pave the surface extending at least 100 feet and at least 20 feet wide;</li><li>• Utilize a wheel shaker/wheel spreading device consisting of raised dividers at least 24 feet long and 10 feet wide to remove bulk material from tires and vehicle undercarriages; or</li><li>• Install a wheel washing system to remove bulk material from tires and vehicle undercarriages.</li></ul>	On-going through any construction phase	County of Riverside - Building and Safety Division		
Mitigation Measure D-3: Construction Emissions During the Project's construction phase, all haul trucks hauling soil, sand, and other loose materials shall be covered (e.g., with tarps or other enclosures that would reduce fugitive dust emissions).	On-going through any construction phase	County of Riverside - Building and Safety Division		
Mitigation Measure D-4: Construction Emissions During the Project's construction phase, construction activity on unpaved surfaces shall be suspended when wind speed exceed 25 miles per hour (such as instantaneous gusts).	On-going through any construction phase	County of Riverside - Building and Safety Division		
Mitigation Measure D-5: Construction Emissions During the Project's construction phase, ground cover in disturbed areas shall be replaced as quickly as possible.	On-going through any construction phase	County of Riverside - Building and Safety Division		



Mitigation Measures	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<b>Mitigation Measure D-6: Construction Emissions</b> During the Project's construction phase, apply non-toxic soil stabilizers according to manufacturers' specifications to all inactive construction areas (previously graded areas inactive for ten days or more).	On-going through any construction phase	County of Riverside - Building and Safety Division		
<b>Mitigation Measure D-7: Construction Emissions</b> During the Project's construction phase, traffic speeds on all unpaved roads to be reduced to 15 mph or less.	On-going through any construction phase	County of Riverside - Building and Safety Division		
<b>Mitigation Measure D-8: Construction Emissions</b> During the Project's construction phase, sweep streets at the end of the day if visible soil is carried onto adjacent public paved roads. If feasible, use water sweepers with reclaimed water.	On-going through any construction phase	County of Riverside - Building and Safety Division		
<b>Mitigation Measure D-9: Construction Emissions</b> During the Project's construction phase, heavy-duty equipment operations shall be suspended during first and second stage smog alerts.	On-going through any construction phase	County of Riverside - Building and Safety Division		
<b>Mitigation Measure D-10: Construction Emissions</b> During the Project's construction phase, equipment and vehicle engines shall be maintained in good condition and in proper tune per manufacturers' specifications.	On-going through any construction phase	County of Riverside - Building and Safety Division		
<b>Mitigation Measure D-11: Construction Emissions</b> During the Project's construction phase, all diesel-powered off-road construction equipment greater than 50 horsepower shall meet USEPA Tier 4 or higher emissions standards. In addition, all construction equipment shall be outfitted with best available control technology (BACT) devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a CARB-defined Level 3 diesel emissions control strategy for a similarly sized engine.	On-going through any construction phase	County of Riverside - Building and Safety Division		
<b>Mitigation Measure D-12: Construction Emissions</b> During the Project's construction phase, all diesel-powered construction equipment shall use CARB Level 2 or higher diesel particulate filters.	On-going through any construction phase	County of Riverside - Building and Safety Division		

Mitigation Measures	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
Mitigation Measure D-13: Construction Emissions During the Project's construction phase, electricity shall be utilized from power supply sources rather than temporary gasoline or diesel power generators, as feasible.	On-going through any construction phase	County of Riverside - Building and Safety Division		
Mitigation Measure D-14: Construction Emissions During the Project's construction phase, heavy-duty trucks shall be prohibited from idling in excess of five minutes, both on- and off-site.	On-going through any construction phase	County of Riverside - Building and Safety Division		
Mitigation Measure D-15: Construction Emissions During the Project's construction phase, the Project shall utilize low VOC paints for the interior and exterior of structures.	On-going through any construction phase	County of Riverside - Building and Safety Division		
Mitigation Measure D-16: Operation Emissions Prior to issuance of a building permit, the County Building Department shall ensure that the Project does not include hearths or includes only natural gas hearths.	Prior to issuance of any building permit	County of Riverside - Building and Safety Division		
Mitigation Measure D-17: Operation Emissions (Revised) <u>The owners of implementing projects shall incorporate into the project Covenants, Conditions &amp; Restrictions (CC&amp;Rs) a requirement to use low VOC cleaning supplies in future households. Homeowner Associations (HOAs) shall notify residents of this requirement. The CC&amp;Rs with this requirement shall be provided to the County to approve prior to map recordation.</u> <del>Prior to issuance of a certificate of occupancy, the County Building Department shall ensure that the Project uses low VOC cleaning supplies.</del>	<del>Prior to issuance of any certificate of occupancy map recordation</del>	County of Riverside - Building and Safety Division		
Mitigation Measure D-18: Operation Emissions Prior to issuance of a certificate of occupancy, the County Waste Management Department shall ensure that the Project incorporates compost and recycling services.	Prior to issuance of any certificate of occupancy	County of Riverside - Building and Safety Division		
Mitigation Measure D-19: Operation Emissions Prior to issuance of a building permit, the County Building Department shall ensure that the Project incorporates water conservation strategies designed to meet CalGreen reductions of 20 percent in indoor water use. This should include incorporating low water, Energy Star-compliant	Prior to issuance of any building permit	County of Riverside - Building and Safety Division		

Mitigation Measures	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
appliances and furniture, dual flush or toilets that use less than 1.6 gallons per flush (gpm), install faucets and showerheads using 2.5 gpm or less, water-saving landscape techniques such as drip irrigation.				
Mitigation Measure D-20 The Project shall incorporate light-colored paving and roofing materials.	Prior to issuance of certificate of occupancy	County of Riverside - Building and Safety Division		
Mitigation Measure D-21 Prior to issuance of a certificate of occupancy, the County Building and Safety Department shall ensure that electric or propane outlets are provided for barbecues in residential areas.	Prior to issuance of certificate of occupancy	County of Riverside - Building and Safety Division		
Mitigation Measure D-22 (Revised) <u>The owners of implementing project shall incorporate into the project CC&amp;Rs a requirement to use electric lawn mowers and leaf blowers in future households. HOAs shall notify residents of this requirement. The CC&amp;Rs with this requirement shall be provided to the County to approve prior to map recordation.</u> <del>Prior to issuance of a certificate of occupancy, the County Planning Department shall ensure that that the Project's Homeowner's Association enforces the use of electric lawn mowers and leaf blowers.</del>	<del>Prior to issuance of a certificate of occupancy</del> <u>Prior to issuance of a certificate of occupancy map recordation</u>	County of Riverside - Planning Division		
<b>IV.E Biological Resources</b>				
Mitigation Measure E-1: MSHCP Local Development Mitigation Fee Payment Prior to issuance of a grading permit, the Project Applicant shall pay MSHCP Local Development Mitigation fees as established and implemented by the County.	Prior to issuance of grading permit	County of Riverside - Environmental Programs Division		
Mitigation Measure E-2: SKR HCP Fee Assessment Area Fee Payment Prior to issuance of a grading permit, the Project Applicant shall pay the fees pursuant to County Ordinance 663.10 for the Riverside County SKR HCP Fee Assessment Area as established and implemented by the County.	Prior to issuance of grading permit	County of Riverside - Environmental Programs Division		

Mitigation Measures	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p><b>Mitigation Measure E-3: Burrowing Owl</b></p> <p>Prior to issuance of a grading permit, a 30-day burrowing owl preconstruction survey shall be conducted immediately prior to the initiation of ground-disturbing construction to ensure protection for this species and compliance with the conservation goals as outlined in the MSHCP. The survey shall be conducted in compliance with both MSHCP and CDFW guidelines. A report of the findings prepared by a qualified biologist shall be submitted to the County prior to any permit or approval for ground disturbing activities.</p> <p>If burrowing owls are detected on-site during the 30-day preconstruction survey, during the breeding season (February 1 to August 31), then construction activities shall be limited to beyond 300 feet of the active burrows until a qualified biologist has confirmed that nesting efforts are complete or not initiated. In addition to monitoring breeding activity, if during the breeding season, a burrowing owl mitigation plan shall be developed based on the County EPD, CDFW, and USFWS requirements for the active relocation of individuals to the Lake Mathews Preserve.</p>	Prior to issuance of any grading permit	County of Riverside - Environmental Programs Division		
<p><b>Mitigation Measure E-4: Migratory Bird Treaty Act</b></p> <p>Mitigation for potential direct/indirect impacts to common and MSHCP covered sensitive passerine and raptor species shall require compliance with the federal MBTA. Construction outside the nesting season (between September 1 and January 31) does not require pre-removal nesting bird surveys. If construction is proposed between February 1 and August 31, a qualified biologist shall conduct a nesting bird survey(s) no more than fourteen days prior to initiation of grading to document the presence or absence of nesting birds within or directly adjacent (100 feet) to the Project site.</p> <p>The survey(s) shall focus on identifying any raptors and/or passerines nests that could be directly or indirectly affected by construction activities. If active nests are documented, species-specific measures shall be prepared by a qualified biologist and implemented to prevent abandonment of the active nest. At a minimum, grading in the vicinity of a nest shall be deterred until the young birds have fledged. A minimum exclusion buffer of 100 feet shall be maintained during construction, depending on the species and location. The perimeter of the nest setback zone shall be fenced or adequately demarcated with stakes and flagging at 20-foot intervals, and</p>	Prior to issuance of any grading permit	County of Riverside - Environmental Programs Division		

Mitigation Measures	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
construction personnel and activities restricted from the area. A survey report by a qualified biologist verifying that no active nests are present, or that the young have fledged, shall be submitted to the County prior to initiation of grading in the nest-setback zone. The qualified biologist shall serve as a construction monitor during those periods when construction activities occur near active nest areas to ensure that no inadvertent impacts on these nests occur. A report of the findings prepared by a qualified biologist shall be submitted to the County prior to construction that has the potential to disturb any active nests during the nesting season. Any nest permanently vacated for the season would not warrant protection pursuant to the MBTA.				
Mitigation Measure E-5: MSHCP Proposed Conservation Area (Revised) Prior to issuance of a grading permit, the Project Applicant shall <del>provide</del> <u>initiate legal agreements (i.e Donation Agreement)</u> the RCA or similar entity with fee title/ownership and management responsibilities for the <del>406.85-106.90</del> <u>106.90</u> -acre MSHCP Proposed Conservation Area designated by the County of Riverside EPD as illustrated on Figure III-1 (refer to Section III [Project Description]).	Prior to issuance of grading permit	County of Riverside - Environmental Programs Division		
Mitigation Measure E-6: Riparian/Riverine/Vernal Pool Resources (Revised) To meet the criteria of a biologically equivalent or superior alternative, the Project Applicant shall offset impacts to <del>4.29</del> <u>1.13</u> acres of MSHCP riparian/riverine habitat by restoring <del>2.58</del> <u>4.21</u> acres of non-riparian/riverine habitat as directed by the RCA, USFWS, CDFW, USACE, and RWQCB. The <del>2.58</del> <u>4.21</u> acres of mitigation lands shall be identified, restored and located adjacent to the existing, on-site riparian corridor. Specifically, the proposed restoration shall occur within the on-site MSHCP Proposed Conservation Area, which shall have been conveyed in fee title, or by conservation easement, to the RCA. An MSHCP DBESP shall be prepared and submitted to the County, RCA, and wildlife agencies for review and approval prior to issuance of a grading permit.	Prior to the issuance of grading permit	County of Riverside - Environmental Programs Division		
Mitigation Measure E-7: Riparian/Riverine/Vernal Pool Resources (Revised) Prior to issuance of a grading permit, the Project Applicant shall obtain a 404 Nationwide Permit from the USACE, 1602 SAA from CDFW, and a	Prior to issuance of a grading permit	California Department of Fish and Wildlife Regional Water Quality Control Board		

Mitigation Measures	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
401 Certification issued by the RWQCB pursuant to the California Water Code Section 13260. During the permit process a Habitat Mitigation Monitoring Plan (HMMP) shall be developed and approved by the County EPD, RCA, and applicable regulatory and wildlife agencies. As outlined in E-6, mitigation ratios and restoration efforts shall occur on-site within the MSHCP Proposed Conservation Area adjacent to the riparian corridor (French Valley Creek). A total of <del>2.584</del> 2.1 acres shall be restored.		County of Riverside - Environmental Programs Division		
<b>IV.F Cultural Resources</b>				
<p>Mitigation Measure F-1: Cultural Resources (Revised)</p> <p><u>60 Series</u></p> <p><u>Project Archaeologist. Prior to issuance of grading permits: The applicant/developer shall provide evidence to the County of Riverside Planning Department that a County certified professional archaeologist (Project Archaeologist) has been contracted to implement a Cultural Resource Monitoring Program. A Cultural Resource Monitoring Plan shall be developed that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this project. A fully executed copy of the contract and a wet-signed copy of the Monitoring Plan shall be provided to the County Archaeologist to ensure compliance with this condition of approval.</u></p> <p><u>Working directly under the Project Archaeologist, an adequate number of qualified Archaeological Monitors shall be present to ensure that all earth moving activities are observed and shall be on-site during all grading activities for areas to be monitored including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The frequency and location of inspections will be determined by the Project Archaeologist. Prior to the issuance of a grading permit for any Project construction, the Project Applicant shall retain a County-qualified archaeologist to monitor all ground-disturbing activities in an effort to</u></p>	Prior to issuance of any grading permit	County of Riverside – Planning Department Pechanga Tribe or Soboba Band		



Mitigation Measures	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p>identify any unknown historic archaeological resources. During all earthmoving activities, the archaeological monitor should be present to monitor all previously undisturbed soils and to identify, document, and evaluate any potential historic, archaeological, or cultural resources that may become unearthed. This would include field and laboratory analysis of any artifacts that are recovered during the fieldwork. The locations of any new discoveries shall be plotted on a site map and described in detail in the archaeological monitoring report and updated in the appropriate existing or new DPR form. Further comparative analysis of the recovered artifacts from CA-RIV-10949/H with other historic-age farmstead sites in the region and interpretation of the data should also be carried out by a County-qualified archaeologist.</p>				
<p>Mitigation Measure F-2: Cultural Resources (Revised)</p> <p><u>60 Series</u></p> <p><u>Native American Monitor. Prior to the issuance of grading permits, the developer/permit applicant shall enter into an agreement with the consulting tribe(s) for a Native American Monitor.</u></p> <p><u>The Native American Monitor(s) shall be on-site during all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading and trenching.. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) shall have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources.</u></p> <p><u>The developer/permit applicant shall submit a fully executed copy of the agreement to the County Archaeologist to ensure compliance with this condition of approval. Upon verification, the Archaeologist shall clear this condition.</u></p> <p><u>This agreement shall not modify any condition of approval or mitigation measure. At least 30 days prior to any grading activities, the Project Applicant shall contact the Soboba Band and Pechanga Tribe to notify them of grading, excavation, and proposed monitoring program, and to coordinate with the County and the Soboba Band or Pechanga Tribe to develop a Cultural Resources Treatment and Monitoring Agreement. The Agreement shall require the Applicant to retain a professional Tribal Monitor to monitor all ground disturbing activities, in an effort to identify any</u></p>	<p>Prior to issuance of any grading permit</p>	<p>County of Riverside – Planning Department Pechanga Tribe or Soboba Band</p>		

Mitigation Measures	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
historic, archaeological, and cultural resources. The Agreement shall address the treatment of known cultural resources, the designation, responsibilities, and participation of professional Native American Tribal monitors during grading, excavation, and ground disturbing activities; project grading and development scheduling; terms of compensation for the monitors; and treatment and final disposition of any cultural resources, sacred sites, and human remains discovered on the site.				
<p>Mitigation Measure F-3: Cultural Resources (Revised)</p> <p><u>A Cultural Resource Monitoring Plan (CRMP) shall be developed that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural and historic resources to a level that is less than significant as well as address potential impacts to undiscovered buried archaeological resources associated with this project. This CRMP should be prepared in conjunction with the consulting tribe. Prior to the beginning of any ground-disturbing activities, the County qualified archaeologist shall file a pre-grading report with the County (if required) to document the proposed methodology for grading activity observation. Said methodology shall include the requirement for a qualified archaeological monitor to be present and to have the authority to stop and redirect grading activities. In accordance with the agreement required in Mitigation Measure F-2, the archaeological monitor's authority to stop and redirect grading shall be exercised in consultation with the Soboba Band or Pechanga Tribe in order to evaluate the significance of any archaeological resources discovered on the property. Soboba Band or Pechanga Tribe monitors shall be allowed to monitor all on-site and offsite grading, excavation, and groundbreaking activities, and shall also have the authority to stop and redirect grading activities in consultation with the project archaeologist.</u></p> <p>The Agreement shall address the appropriate protocols should archaeological, historical, or cultural resources be found; the process for identification, evaluation, and any potential avoidance, preservation, or other mitigation options; protocols for field and laboratory analysis of any artifacts that are recovered during the fieldwork that shall take into account traditional Tribal practices; documentation of any new sites and artifacts; and any other appropriate methodology. Further comparative analysis of any recovered artifacts from CA-RIV-10950/H with other Archaic-age sites in the region and from CA-RIV-10949/H with other historic-age farmstead</p>	Prior to issuance of any grading permit	County of Riverside – Planning Department Pechanga Tribe or Soboba Band		

Mitigation Measures	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
sites in the region and interpretation of the data should also be carried out by a County-qualified archaeologist. The archaeologist shall also be responsible for a post-grading monitoring report to be submitted to the County, the Project Applicant, the Eastern Information Center, and the Pechanga Tribe and the Soboba Band of Luiseno Indians no later than 45 days after completion of all monitoring activities.				
<p>Mitigation Measure F-4: Cultural Resources</p> <p>During the Project's construction phase, the area labeled "Avoided Cultural Resource" on the land use map (on file with the County) shall be avoided and fenced as appropriate to deter any potential impacts to the area. Fencing shall be installed prior to grading in the area, and the fencing shall be removed after all earthmoving activities have been completed in the area.</p>	On-going during any construction	County of Riverside – Planning Department Pechanga Tribe or Soboba Band		
<p>Mitigation Measure F-5: Cultural Resources (Revised)</p> <p>The Project Applicant, the <del>Soboba Band or Pechanga</del> consulting Tribe, and the County-qualified archaeologist shall conduct controlled grading utilizing a paddle grader during construction impacts to CA-RIV-10950/H. <u>A controlled grading plan will be developed by the Project Archaeologist. The controlled grading plan shall require the systematic removal of the ground surface to allow for the identification, documentation and recovery of any subsurface cultural deposits. Results of the controlled grading program shall be included in the Phase IV monitoring report.</u></p> <p><u>Upon completion of the implementation phase (clearing, grubbing, grading trenching), a Phase IV Cultural Resources Monitoring Report shall be submitted that complies with the Riverside County Planning Department's requirements for such reports for all ground disturbing activities associated with this grading permit. The report shall follow the County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scopes of Work posted on the TLMA website. The report shall include results of any feature relocation or residue analysis required as well as evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting.</u></p> <p>The purpose of the controlled grading at and around the site as outlined in the area labeled as "Controlled Grade Area" is to afford the opportunity to determine whether any subsurface resources are associated with the site and if so, to collect the resources for appropriate treatment pursuant to</p>	On-going during any construction	County of Riverside – Planning Department Pechanga Tribe or Soboba Band		

Mitigation Measures	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
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Section V(g) of the Agreement and in the Monitoring Plan to be developed by the project archaeologist in consultation with the Soboba Band or Pechanga Tribe. The Developer shall only use a paddle grader, and no other ground disturbing equipment or methods, in the "Controlled Grade Area" delineated and labeled on the attached land use map. All controlled grading shall be monitored according to the provisions of Mitigation Measure F-2.				
<p>Mitigation Measure F-6: Cultural Resources (Revised)</p> <p><u>15 Series</u></p> <p><u>Unanticipated Resources. The developer/permit holder or any successor in interest shall comply with the following for the life of this permit.</u></p> <p><u>If during ground disturbance activities, unanticipated cultural resources* are discovered, the following procedures shall be followed:</u></p> <p><u>All ground disturbance activities within 100 feet of the discovered cultural resource shall be halted and the applicant shall call the County Archaeologist immediately upon discovery of the cultural resource. A meeting shall be convened between the developer, the project archaeologist**, the Native American tribal representative (or other appropriate ethnic/cultural group representative), and the County Archaeologist to discuss the significance of the find. At the meeting with the aforementioned parties, a decision is to be made, with the concurrence of the County Archaeologist, as to the appropriate treatment (documentation, recovery, avoidance, etc) for the cultural resource. Resource evaluations shall be limited to nondestructive analysis.</u></p> <p><u>Further ground disturbance shall not resume within the area of the discovery until the appropriate treatment has been accomplished.</u></p> <p><u>* A cultural resource site is defined, for this condition, as being a feature and/or three or more artifacts in close association with each other, but may include fewer artifacts if the area of the find is determined to be of significance due to sacred or cultural importance.</u></p> <p><u>** If not already employed by the project developer, a County approved archaeologist shall be employed by the project developer to assess the value/importance of the cultural resource, attend the meeting described above, and continue monitoring of all future site grading activities as necessary. If inadvertent discoveries of subsurface archaeological/cultural</u></p>	On-going during any construction	County of Riverside – Planning Department Pechanga Tribe or Soboba Band		

Mitigation Measures	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
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resources are discovered during grading, the Developer, the project archaeologist, and the Soboba Band or Pechanga Tribe shall assess the significance of such resources and shall meet and confer regarding the mitigation for such resources. Pursuant to California Public Resources Code § 21083.2(b) avoidance is the preferred method of preservation for archaeological resources. If the Developer, the project archaeologist and the Soboba Band or Pechanga Tribe cannot agree on the significance or the mitigation for such resources, these issues will be presented to the Planning Director for decision. The Planning Director shall make the determination based on the provisions of CEQA with respect to archaeological resources and shall take into account the religious beliefs, customs, and practices of the Soboba Band or Pechanga Tribe. Notwithstanding any other rights available under the law, the decision of the Planning Director shall be appealable to the Planning Commission and/or Board of Supervisors.				
<p>Mitigation Measure F-7: Cultural Resources (Revised)</p> <p><u>15 Series</u></p> <p><u>Artifact Disposition</u></p> <p><u>In the event cultural resources are identified during ground disturbing activities, the landowner(s) shall relinquish ownership of all cultural resources, (with the exception of sacred items, burial goods, and Human Remains) and Provide evidence to the satisfaction of the County Archaeologist that all archaeological materials recovered during the archaeological investigations (this includes collections made during an earlier project, such as testing of archaeological sites that took place years ago), have been handled through one of the following methods.</u></p> <p><u>1. A fully executed reburial agreement with the appropriate culturally affiliated Native American tribe(s) or band(s). This shall include measures and provisions to protect the reburial area from any future impacts. Reburial shall not occur until all cataloguing, analysis and special studies have been completed on the cultural resources. Details of contents and location of the reburial shall be included in the Phase IV Report. Upon completion of the implementation phase (clearing, grubbing, grading trenching), a Phase IV Cultural Resources Monitoring Report shall be submitted that complies with the Riverside County Planning Department's</u></p>	Prior to issuance of any grading permit	County of Riverside – Planning Department Pechanga Tribe or Soboba Band		

Mitigation Measures	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
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<p>requirements for such reports for all ground disturbing activities associated with this grading permit. The report shall follow the County of Riverside Planning Department Cultural Resources (Archaeological) Investigations Standard Scopes of Work posted on the TLMA website. The report shall include results of any feature relocation or residue analysis required as well as evidence of the required cultural sensitivity training for the construction staff held during the required pre-grade meeting.</p> <p>2. Curation at a Riverside County Curation facility that meets federal standards per 36 CFR Part 79 and therefore will be professionally curated and made available to other archaeologists/researchers and tribal members for further study. The collection and associated records shall be transferred, including title, and are to be accompanied by payment of the fees necessary for permanent curation. Evidence shall be in the form of a letter from the curation facility identifying that archaeological materials have been received and that all fees have been paid.</p> <p>If more than one Native American Group is involved with the project and cannot come to a consensus as to the disposition of cultural resources, the landowner(s) shall then proceed with curation at the Western Science Center. The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts that are found on the project area to the Soboba Band or Pechanga Tribe for proper treatment and disposition as outlined in the Treatment and Monitoring Agreement required in Mitigation Measure F-2.</p>				
<p>Mitigation Measure F-8: Human Remains (Revised)</p> <p>15 Series</p> <p>Human Remains</p> <p>If human remains are found on this site, the developer/permit holder or any successor in interest shall comply with the following codes:</p> <p>Pursuant to State Health and Safety Code Section 7050.5, if human remains are encountered, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin. The Coroner will have two working days to determine if the remains are subject to his or her authority as part of a crime.</p> <p>If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission (NAHC) shall be</p>	On-going during any construction	County of Riverside – Planning Department NAHC		



Mitigation Measures	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
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<p>contacted by the Coroner within the period specified by law (24 hours). <u>The NAHC shall immediately notify those persons it believes to be most likely descended from the deceased Native American. The descendants may, inspect the site of the discovery of the Native American human remains and may recommend means for treatment or disposition, with appropriate dignity, of the human remains and any associated grave goods. The descendants shall make recommendations or preferences for treatment within 48 hours of being granted access to the site.</u></p> <p><u>Upon the discovery of Native American remains, the landowner shall ensure that the immediate vicinity, where the Native American human remains are located, is not damaged or disturbed. The landowner shall discuss and confer with the descendants all reasonable options regarding the descendants' preferences for treatment. The descendants' preferences for treatment may include the following:</u></p> <ul style="list-style-type: none"> <li><u>• The nondestructive removal and analysis of human remains and items associated with Native American human remains.</u></li> <li><u>• Preservation of Native American human remains and associated items in place.</u></li> <li><u>• Relinquishment of Native American human remains and associated items to the descendants for treatment.</u></li> <li><u>• Other culturally appropriate treatment.</u></li> </ul> <p><u>The parties may also mutually agree to extend discussions, taking into account the possibility that additional or multiple Native American human remains, as defined in this section, are located in the project area, providing a basis for additional treatment measures.</u></p> <p><u>Human remains of a Native American may be an inhumation or cremation, and in any state of decomposition or skeletal completeness. Any items associated with the human remains that are placed or buried with the Native American human remains are to be treated in the same manner as the remains, but do not by themselves constitute human remains.</u></p> <p><u>Whenever the commission is unable to identify a descendant, or the descendants identified fail to make a recommendation, or the landowner or his or her authorized representative rejects the recommendation of the descendants and the mediation provided for in subdivision (k) of Section 5097.94, if invoked, fails to provide measures acceptable to the landowner, the landowner or his or her authorized representative shall reinter the</u></p>				

Mitigation Measures	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p>human remains and items associated with Native American human remains with appropriate dignity on the property in a location not subject to further and future subsurface disturbance. To protect these sites, the landowner shall do one or more of the following:</p> <ul style="list-style-type: none"> <li>• Record the site with the commission or the appropriate Information Center.</li> <li>• Utilize an open-space or conservation zoning designation or easement.</li> <li>• Record a document with the county in which the property is located. The document shall be titled "Notice of Reinternment of Native American Remains" and shall include a legal description of the property, the name of the owner of the property, and the owner's acknowledged signature, in addition to any other information required by this section. The document shall be indexed as a notice under the name of the owner. Upon the discovery of multiple Native American human remains during a ground disturbing land development activity, the landowner may agree that additional conferral with the descendants is necessary to consider culturally appropriate treatment of multiple Native American human remains.</li> </ul> <p>Human remains from other ethnic/cultural groups with recognized historical associations to the project area shall also be subject to consultation between appropriate representatives from that group and the County Archaeologist. If human remains are encountered, California Health and Safety Code Section 7050.5 states that no further disturbance shall occur until the Riverside County Coroner has made the necessary findings as to origin. Further, pursuant to California Public Resources Code Section 5097.98(b) remains shall be left in place and free from disturbance until a final decision as to the treatment and disposition has been made. If the Riverside County Coroner determines the remains to be Native American, the Native American Heritage Commission must be contacted within 24 hours. The Native American Heritage Commission must then immediately identify the "most likely descendant(s)" of receiving notification of the discovery. The most likely descendant(s) shall then make recommendations within 48 hours, and engage in consultations concerning the treatment of the remains as provided in Public Resources Code 5097.98 and the Treatment Agreement described in Mitigation Measure F-2.</p>				

Mitigation Measures	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p>Mitigation Measure F-9: Cultural Resources (Revised)</p> <p>All sacred sites, <u>as described in Public Resource Code section 5097.9</u>, should they be encountered within the Project area, shall be avoided and preserved as the preferred mitigation, if feasible.</p>	On-going during any construction	County of Riverside – Planning Department Pechanga Tribe or Soboba Band		
<p>Mitigation measure F-10: Paleontological Resources</p> <p>Prior to issuance of grading permits, the Project developer shall retain a qualified paleontologist to develop a Paleontological Resource Impact Mitigation Program (PRIMP) for the excavation phase of the Project. The PRIMP shall conform to the guidelines of the County and the Society of Vertebrate Paleontology and include the following steps:</p> <ul style="list-style-type: none"> <li>• A trained paleontological monitor shall be present during ground-disturbing activities within the Project area in sediments determined likely to contain paleontological resources. The monitor shall be empowered to temporarily halt or redirect construction activities to ensure avoidance of adverse impacts to paleontological resources. The monitor shall be equipped to rapidly remove any large fossil specimens encountered during excavation. During monitoring, samples shall be collected and processed to recover microvertebrate fossils. Processing shall include wet screen washing and microscopic examination of the residual materials to identify small vertebrate remains.</li> <li>• Upon encountering a large deposit of bone, salvage of all bone in the area shall be conducted with additional field staff and in accordance with modern paleontological techniques.</li> <li>• All fossils collected shall be prepared to a reasonable point of identification. Excess sediment or matrix shall be removed from the specimens to reduce the bulk and cost of storage. Itemized catalogs of all material collected and identified shall be provided to the museum repository along with the specimens.</li> <li>• A report documenting the results of the monitoring and salvage activities and the significance of the fossils shall be prepared.</li> <li>• All fossils collected during this work, along with the itemized inventory of these specimens, shall be deposited in a museum repository for permanent curation and storage.</li> </ul>	Prior to issuance of any grading permit	County of Riverside – Planning Department		
<b>IV.G Geology and Soils</b>				

Mitigation Measures	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p><b>Mitigation Measure G-1: Seismic-related Ground Failure/Liquefaction</b></p> <p>Prior to issuance of a building permit, it shall be determined by the Project Developer and the County if structural improvements are proposed within the northwestern portion of the Project site where alluvium may extend to a depth of 25 feet. The removal depth within this area may be limited to a maximum of 10 feet (or 2 feet above groundwater level) as opposed to complete removal of alluvium. However, it is recommended that construction of buildings in areas underlain by compressible silt and clays (such as the vicinity of Boring B-7) be delayed at least 4 months after grading and excavation to allow for consolidation settlement to take place. After completion of the recommended removal and prior to placing additional fill, the approved surface should be scarified a minimum of 8 inches, moisture conditioned and compacted to a minimum 90 percent of the maximum dry density in accordance with ASTM D1557. Saturated soils may require drying back to near optimum moisture content or mixing with drier materials.</p>	Prior to issuance of any grading permit	County of Riverside – Building and Safety Division		
<p><b>Mitigation Measure G-2: Geologic/Soli Instability</b></p> <p>Prior to issuance of grading permits, a detailed geotechnical investigation report shall be submitted to the County with engineered grading plans that provides site-specific recommendations to allow for development that meets the requirements of the State and County Building Code. The geotechnical report shall be prepared and signed/stamped by a Registered Civil Engineer specializing in geotechnical engineering and a Certified Engineering Geologist. This report shall include site-specific measures such as grading recommendations, foundation design recommendations, and slope stability recommendations, as appropriate.</p>	Prior to issuance of any grading permit	County of Riverside – Building and Safety Division		
<b>IV.H Greenhouse Gas Emissions</b>				
<p><b>Mitigation Measure H-1: GHG Emissions</b></p> <p>Prior to issuance of building permits, ensure that project design features specified in the Specific Plan are implemented.</p>	Prior to issuance of any building permit	County of Riverside – Planning Department		
<p><b>Mitigation Measure H-2: GHG Emissions</b></p>	Prior to issuance of any building permit	County of Riverside – Building and Safety Division		

Mitigation Measures	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
Prior to issuance of building permits, ensure that, through economically feasible installations, the Project achieves a 15 percent reduction in electricity and natural gas energy use beyond the 2008 Title 24 standards.				
<p><u>Mitigation Measure: GHG-1 (Added)</u></p> <p><u>Prior to issuance of building permits, the Project applicant shall provide documentation to the County of Riverside Building and Safety Department demonstrating that the following measures or any other combination thereof are incorporated from the County's 2018 Greenhouse Gas Emissions Screening Tables, shown in Appendix F, as needed to achieve the required 100 points. Documentation may include measures incorporated into construction plans and specifications, development agreements, and/or other mechanisms.</u></p>	Prior to issuance of any building permit	County of Riverside – Building and Safety Division		
<b>IV.I Hazards and Hazardous Materials</b>				
<p>Mitigation Measure I-1: Emergency Response</p> <p>Prior to issuance of any grading permits, a detailed traffic control plan shall be prepared to coordinate lane closures, access, and construction work hours in order to minimize potential impacts associated with emergency response. The traffic control plan shall be approved by the County Transportation Department prior to implementation.</p>	Prior to issuance of any building permit	County of Riverside – Transportation Division		
<b>IV.K Land Use and Planning</b>				
<p>Mitigation Measure K-1: Highway 79 Policies (Revised)</p> <p><del>Prior to approval of an implementing project issuance of building permits,</del>  the County shall ensure compliance with the Highway 79 Policy Area Condition of Approval. <u>The calculated maximum amount of dwelling units within the Specific Plan is 724 for typical consistency with the Highway 79 Policy Area. The allowable number of units may be altered shall be determined</u> utilizing the ITE Trip Generation in consideration of: (a) TDM measures; (b) product types; (c) transportation improvements; or (d) a combination of (a), (b), and (c). If the County establishes a fee program to achieve compliance with the Highway 79 policies, the Project Applicant may participate in such program as an alternative to compliance with the</p>	Prior to <u>approval of an implementing project</u>	County of Riverside – Planning Department		

Mitigation Measures	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p>Highway 79 Policy Area <del>Condition of Approval</del>. If the Highway 79 policies are amended, <u>implementing projects shall show how they are consistent with the policies as amended</u> <del>the Highway 79 condition may be amended in a corresponding fashion</del>. If the Highway 79 policies are repealed, the <u>application of the Highway 79 policies' requirements</u> <del>Condition of Approval</del> will terminate. In any such instance, the environmental impacts of developing 1,282 units <u>as originally approved in the Specific Plan</u> have been evaluated throughout the Belle Terre Specific Plan EIR.</p>				
<b>IV.L Noise</b>				
<p>Mitigation Measure L-1: Construction Noise</p> <p>Prior to issuance of a grading permit, the Project developer shall prepare and submit for approval by the County a construction-related noise mitigation plan that is consistent with County Ordinance 847 and General Plan Policy N 12.3. The plan must depict the location of construction equipment and how the noise from this equipment will be mitigated during construction of this Project. Examples of potential mitigation methods include the following:</p> <ul style="list-style-type: none"> <li>• Temporary noise attenuation fences (approximately 5 to 10 dBA reduction in noise)</li> <li>• Preferential location of equipment (a reduction of 3dBA for every doubling of distance)</li> <li>• Use of current noise suppression technology (e.g., mufflers and engine shrouds and equipment)</li> <li>• Notification to land uses in the vicinity of construction schedule</li> <li>• Posting of a contact name and number of contractor or County staff to receive complaints</li> </ul>	Prior to issuance of any grading permit	County of Riverside – Environmental Health		
<p>Mitigation Measure L-2: Construction Noise</p> <p>During the Project's construction phase, all construction activities shall be limited to the following time constraints (as monitored by the County's Building Department):</p> <ul style="list-style-type: none"> <li>• During the months of June through September, construction activities shall be limited to between the hours of 6:00 a.m. and 6:00 p.m.</li> </ul>	On-going during all construction	County of Riverside – Building and Safety Division		

Mitigation Measures	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<ul style="list-style-type: none"> <li>During the months of October through May, construction activities shall be limited to between the hours of 7:00 a.m. and 6:00 p.m.</li> </ul>				
<b>IV.O Transportation/Traffic</b>				
<p>Mitigation Measure O-1: Intersection and Roadway Segment LOS <i>Existing-With-Project (2012) – 360 Dwelling Units</i></p> <p>Prior to issuance of a Building Permit, the Project Applicant(s) shall participate in the funding of improvements to mitigate traffic conditions through the payment of DIF, TUMF and RBBD fees in the amount and at the time specified for each funding program (refer to Table IV.O-17 in Section IV.O [Transportation/Traffic]) for the following improvements that are outside the County's jurisdiction:</p> <p>Intersection 1: I-215 Southbound Ramps/Scott Road</p> <ul style="list-style-type: none"> <li>Construct a second westbound left-turn lane</li> </ul> <p>Intersection 7: Margarita Road/Murrieta Hot Springs Road</p> <ul style="list-style-type: none"> <li>Modify the traffic signal to remove the southbound (west leg) crosswalk</li> </ul> <p>Intersection 8: SR-79/Domenigoni Parkway</p> <ul style="list-style-type: none"> <li>Modify the traffic signal to implement overlap phasing on the northbound right turn lane</li> <li>Modify the traffic signal to remove the eastbound (south leg) crosswalk</li> </ul> <p>Intersection 9: SR-79/Holland Road</p> <ul style="list-style-type: none"> <li>Install a traffic signal</li> </ul> <p>Intersection 11: SR-79/Keller Road</p> <ul style="list-style-type: none"> <li>Install a traffic signal</li> <li>Construct a northbound left-turn lane</li> <li>Construct a southbound left-turn lane</li> </ul> <p>Intersection 15: SR-79/Thompson Road</p> <ul style="list-style-type: none"> <li>Construct a second northbound left-turn lane</li> <li>Modify the traffic signal to implement overlap phasing on the eastbound right-turn lane</li> </ul> <p>Intersection 19: SR-79/Murrieta Hot Spring Road</p> <ul style="list-style-type: none"> <li>Construct a second southbound left-turn lane</li> </ul>	Prior to issuance of a building permit	County of Riverside – Transportation Department		



Mitigation Measures	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<ul style="list-style-type: none"> <li>• Modify the traffic signal to implement overlap phasing on the southbound right-turn lanes</li> <li>• Modify the traffic signal to remove the southbound (west leg) crosswalk</li> </ul> <p>Intersection 21: SR-79/Nicolas Road</p> <ul style="list-style-type: none"> <li>• Modify the traffic signal to implement overlap phasing on the northbound right-turn lane</li> <li>• Construct a second southbound left-turn lane</li> </ul> <p>Intersection 22: SR-79/Margarita Road</p> <ul style="list-style-type: none"> <li>• Construct a southbound right-turn lane</li> <li>• Modify the traffic signal to implement overlap phasing on the southbound right turn lane</li> </ul> <p>Intersection 23: SR-79/Ynez Road</p> <ul style="list-style-type: none"> <li>• Modify the traffic signal to implement overlap phasing on the eastbound right-turn lane</li> </ul> <p>Intersection 24: SR-79/I-15 Northbound Ramps</p> <ul style="list-style-type: none"> <li>• Construct a southbound free-right-turn lane</li> </ul>				
<p>Mitigation Measure O-2: Intersection and Roadway Segment LOS</p> <p>Prior to issuance of building permits, the Project Applicant(s) shall participate in the funding of improvements to mitigate traffic conditions through the payment of DIF for the following improvements that are within the County:</p> <p>Intersection 27: Pourroy Road-West/Auld Road</p> <ul style="list-style-type: none"> <li>• Install a traffic signal</li> </ul> <p>Intersection 33: Washington and Abelia Street</p> <ul style="list-style-type: none"> <li>• Install a traffic signal</li> </ul> <p>If the improvements would not be completed through the DIF or any other fee program or by the County or any other project, the Applicant shall construct the improvements prior to the issuance of a Certificate of Occupancy, subject to reimbursement or fee credit issues by the County.</p>	Prior to issuance of any building permit	County of Riverside - Transportation Department		

Mitigation Measures	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<p>Mitigation Measure O-3: Intersection and Roadway Segment LOS <i>Existing-With-Project (2012) – 725 Dwelling Units</i></p> <p>Prior to issuance of building permits, the Project Applicant(s) shall participate in the funding of improvements to mitigate cumulative traffic conditions through the payment of DIF, TUMF and RBBD fees (refer to Table IV.O-17) for the following improvements that are outside the County:</p> <p>Intersection 6: Leon Road and Scott Road:</p> <ul style="list-style-type: none"> <li>• Install a traffic signal</li> <li>• Construct a northbound left turn lane</li> <li>• Construct a southbound left turn lane</li> <li>• Construct an eastbound left turn lane</li> <li>• Construct a westbound left-turn lane</li> </ul> <p>Intersection 10: SR-79 and Scott Road:</p> <ul style="list-style-type: none"> <li>• Construct a westbound left-turn lane</li> <li>• Construct a westbound right-turn lane</li> </ul>	Prior to issuance of any building permit	County of Riverside - Transportation Department		
<p>Mitigation Measure O-4: Intersection and Roadway Segment LOS <i>Existing-Plus-Project (2012) – 1,282 Dwelling Units</i></p> <p>Prior to issuance of building permits, the Project Applicant(s) shall participate in the funding of improvements to mitigate cumulative traffic conditions through the payment of DIF, TUMF, and RBBD fees (refer to Table IV.O-17) for the following improvement that is outside the County:</p> <p>Intersection 10: SR-79/Scott Road</p> <ul style="list-style-type: none"> <li>• Construct an eastbound left-turn lane.</li> </ul>	Prior to issuance of any building permit	County of Riverside - Transportation Department		
<p>Mitigation Measure O-5: Intersection and Roadway Segment LOS <i>Existing-Plus-Project (2012) – 1,282 Dwelling Units</i></p> <p>Prior to issuance of building permits, the Project Applicant shall participate in the funding of improvements to mitigate traffic conditions through the payment of DIF for the following improvements that are within the County:</p> <p>Intersection 30: Washington Street/Keller Road (North Street):</p> <ul style="list-style-type: none"> <li>• Install a traffic signal</li> </ul>	Prior to issuance of any building permit	County of Riverside - Transportation Department		

Mitigation Measures	Timing/Schedule	Implementation Responsibility	Implementation and Verification	
			Action	Date Completed
<ul style="list-style-type: none"> <li>• Construct a northbound left-turn lane</li> <li>• Construct a southbound left-turn lane</li> <li>• Construct an eastbound left-turn lane</li> <li>• Construct a westbound left-turn lane and a shared through-right-turn lane</li> </ul> <p>If the improvements would not be completed through the DIF or any other fee program or by the County or any other project, the Applicant shall construct the improvements prior to the issuance of a Certificate of Occupancy and may seek a fee credit.</p>				
<p>Mitigation Measure O-6: Intersection and Roadway Segment LOS <i>Near-Term (2014) and Long-Term (2035) Cumulative Conditions</i></p> <p>Prior to issuance of building permits, the Project Applicant(s) shall participate in the funding of improvements to mitigate cumulative traffic conditions through the payment of DIF, TUMF, and RBBD fees in the amount and at the time specified for each funding program (refer to Table IV.O-17 in Section IV.O [Transportation/Traffic]).</p>	Prior to issuance of any building permit	County of Riverside - Transportation Department		
<p><u>Mitigation Measure TRANS-1: (Added)</u>  <u>Install a traffic signal at the intersection of Leon Road (NS) and Scott Road (EW) to include the following geometrics with signalized control:</u></p> <ul style="list-style-type: none"> <li>• <u>Northbound: One lane shared by left-turn, through and right-turn movements.</u></li> <li>• <u>Southbound: One lane shared by left-turn, through and right-turn movements.</u></li> <li>• <u>Eastbound: One lane shared by left-turn, through and right-turn movements.</u></li> <li>• <u>Westbound: One shared by left-turn, through and right-turn movements.</u></li> </ul>	Prior to issuance of any building permit	County of Riverside - Transportation Department		
<p><u>Mitigation Measure TRANS-2 (Added)</u>  <u>Intersections 1, 17, and 18 shall pay fair share fees in accordance with <b>Table M, Project Fair Share Contribution</b>, of EIR531-A1.</u></p>	Prior to issuance of any building permit	County of Riverside - Transportation Department		

Mr. Matt Straite

September 17, 2014

- ☒ Utilize only Energy Star heating, cooling, and lighting devices, and appliances.

2  
(Cont.)

Additional Operational Mitigation Measures – Transportation

- ☒ Provide electric car charging stations for tenants (not just electric vehicle wiring per local ordinance). Also, provide designated areas for parking of zero emission vehicles (ZEVs) for car-sharing programs.
- ☒ Provide incentives to encourage public transportation and carpooling.
- ☒ Provide incentives for employees and the public to use public transportation such as discounted transit passes, reduced ticket prices at local events, and/or other incentives.
- ☒ Implement a rideshare program for employees at retail/commercial sites.
- ☒ Create local "light vehicle" networks, such as neighborhood electric vehicle (NEV) systems.
- ☒ Require the use of 2010 compliant diesel trucks, or alternatively fueled, delivery trucks (e.g., food, retail and vendor supply delivery trucks) at commercial/retail sites upon project build-out. If this isn't feasible, consider other measures such as incentives, phase-in schedules for clean trucks, etc.

3

Additional Operational Mitigation Measures – Other

- ☒ Require use of water-based or low VOC cleaning products.
- ☒ Provide outlets for electric and propane barbecues in residential areas.
- ☒ Require use of electric lawn mowers and leaf blowers.
- ☒ Require use of electric or alternative fueled maintenance vehicles.

4

Pursuant to Public Resources Code Section 21092.5, SCAQMD staff requests that the lead agency provide the SCAQMD with written responses to all comments contained herein prior to the adoption of the Final EIR. Further, staff is available to work with the lead agency to address these issues and any other questions that may arise. Please contact Eugene Kang, Air Quality Specialist, at (909) 396-3524, if you have any questions regarding the enclosed comments.

5

Sincerely,



Ed Eckerle  
Program Supervisor  
Planning, Rule Development & Area Sources

EE:EK

RVC140801-06  
Control Number



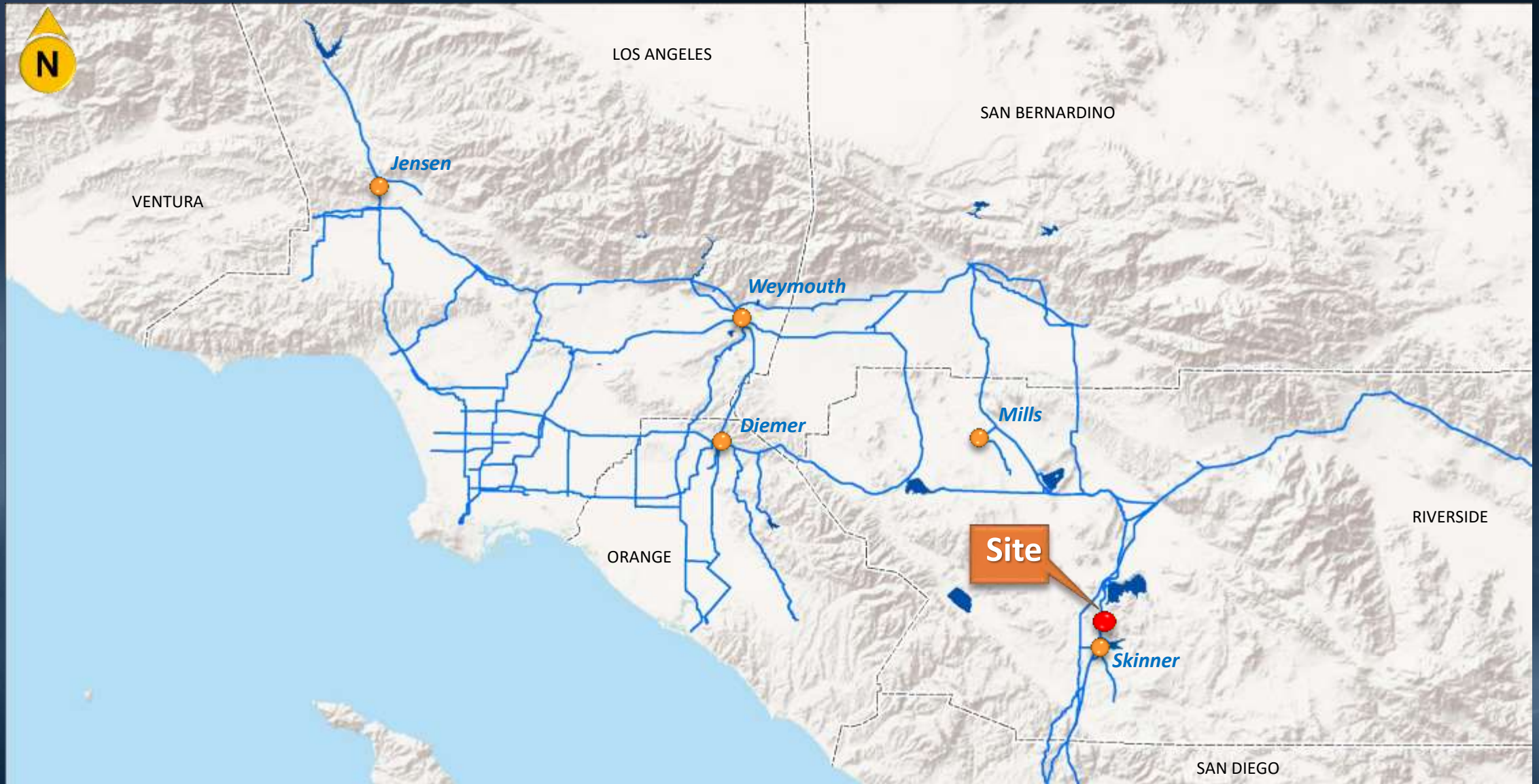
# Authorize a Permanent Easement to Riverside County

Real Property & Asset Management Committee

Item 7-9

March 8, 2022

# Distribution System Map

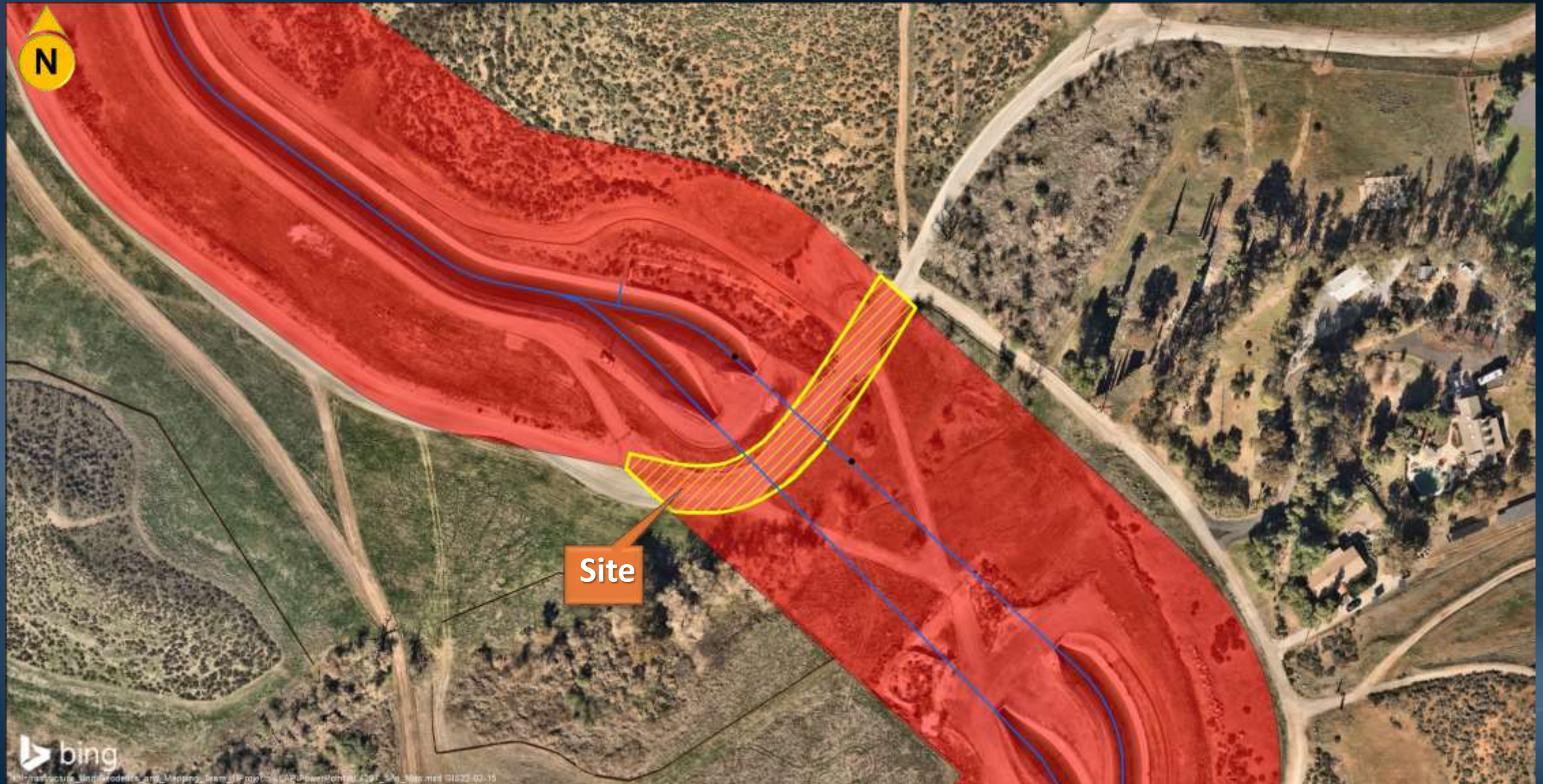




The map displays the Winchester, California area. Key locations labeled include Winchester, Lake Elsinore, and Murrieta. A red dot indicates the 'Site' location, situated near the intersection of State Route 78 and Washington St. The map also shows major roads like I-15 and I-78, and various local roads. A north arrow is located in the top left corner.



# Site Map





# Permanent Easement Provisions

- Compatible use between two public entities with prior rights provisions for Metropolitan
- County of Riverside is responsible for the operation and maintenance of the public road
- All plans shall be reviewed and approved by Metropolitan
- County of Riverside will maintain the easement area
- Easement will be terminated due to non-use and abandonment for a period of three consecutive years

# Board Options

- Option #1
  - Review and consider the County of Riverside's certified Final Environmental Impact Report and Addendum No. 1, and take related CEQA actions; and authorize the granting of a permanent easement for public road purposes to the County of Riverside
- Option #2
  - Do not authorize the permanent easement

# Staff Recommendation

- Option #1







# Desert Housing and Recreation Management

Real Property & Asset Management Committee

Item 6a

March 8, 2022

# Residential Villages





# Housing and Recreation Maintenance Team



# Housing Maintenance Service Contracts

- Over 30 Service Contracts
- ~ \$1.1 Million
- General repairs
- Pest control
- HVAC
- Flooring
- General construction



# Desert Housing Maintenance

- Resident Requests (32%)
  - Water chiller installation
  - Plumbing fixtures
  - Window blinds
  - Irrigation repairs
  - Appliance repairs





# Desert Housing Maintenance

- Preventive Maintenance (12%)
  - HVAC maintenance
  - Smoke detector testing
- Corrective Maintenance (56%)
  - Light fixtures
  - Plumbing repairs
  - Irrigation
  - Window repairs



# Desert Housing Maintenance

- Preparing Houses for Occupancy
  - Painting
  - Flooring
  - Appliances
  - Countertops



Before



After

# Business Outreach

- Maintenance and Minor Construction

- Carpentry
- Plumbing
- HVAC
- Roofing

- Recreation Maintenance

- Swimming pool services
- Fitness center equipment





# Village Recreation Assessment



THE METROPOLITAN WATER DISTRICT OF  
SOUTHERN CALIFORNIA

## Desert Recreation Assessment

Objective: Assess the existing recreation areas, document the existing condition, create a maintenance and repairs list, identify required guidelines; processes; and policies.

Assessment Date: November 20, 2021

Assessed by: Victor Ramirez, Dennis Mullen

November 2021

- Metropolitan conducted assessment of each recreation area
- Evaluated the current condition of all recreational facilities
- Developed repair and maintenance plans
- Identified resource requirements

# Village Recreation Assessments

- Hinds Village Sports Court



Replace tennis court net

Resurface the tennis court

- Eagle Mt Village Sports Court



Resurface the tennis court

# Existing Range Assessments

- December 2021 – Consultant conducted assessment
  - Purpose of the assessment
    - Confirm range locations
    - Conduct condition inspection by a range professional
    - Consider general site safety parameters
    - Review range safety, rules and etiquette



# Existing Range Assessments

- Preliminary Observations

- Gene, Iron and Hinds (only)
- No operational policies
- No emergency medical supplies

## Gene Village



# Existing Range Assessments

- March 2022: Conducted Resident Survey
  - Gauge interest in shooting range
  - Investigate type of firearm, use and frequency
- May 2022: Complete assessment report

# Next Steps

## May 2022

- Business Outreach
- Complete Range Assessment Report

## June 2022

- DHI Board Action
- Housing Maintenance Update

## August 2022

- Range Recommendation







# Encroachment Prevention Update

Real Property & Asset Management Committee  
Item 6b  
March 8, 2022



# Metropolitan Background

- Metropolitan has rights to approximately 211,000 acres of Real Property, referred to as Metropolitan's right of way ( ROW)
  - 175,000 acres -Fee
  - 36,000 acres- Easements



# Encroachment Definition

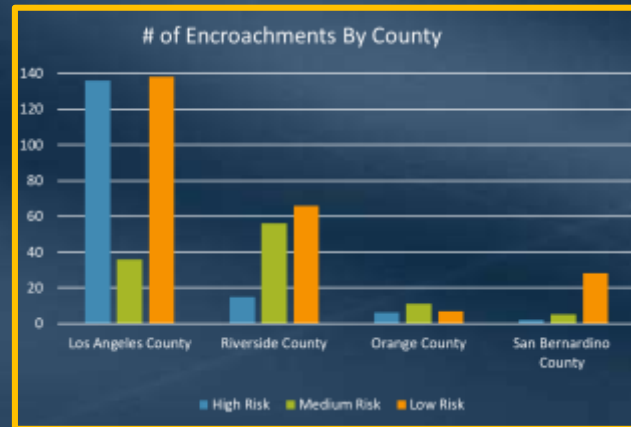
Any situation in which a person or entity trespasses or uses Metropolitan's fee property without consent, prior rights, or interferes with Metropolitan's ability to use its easements.



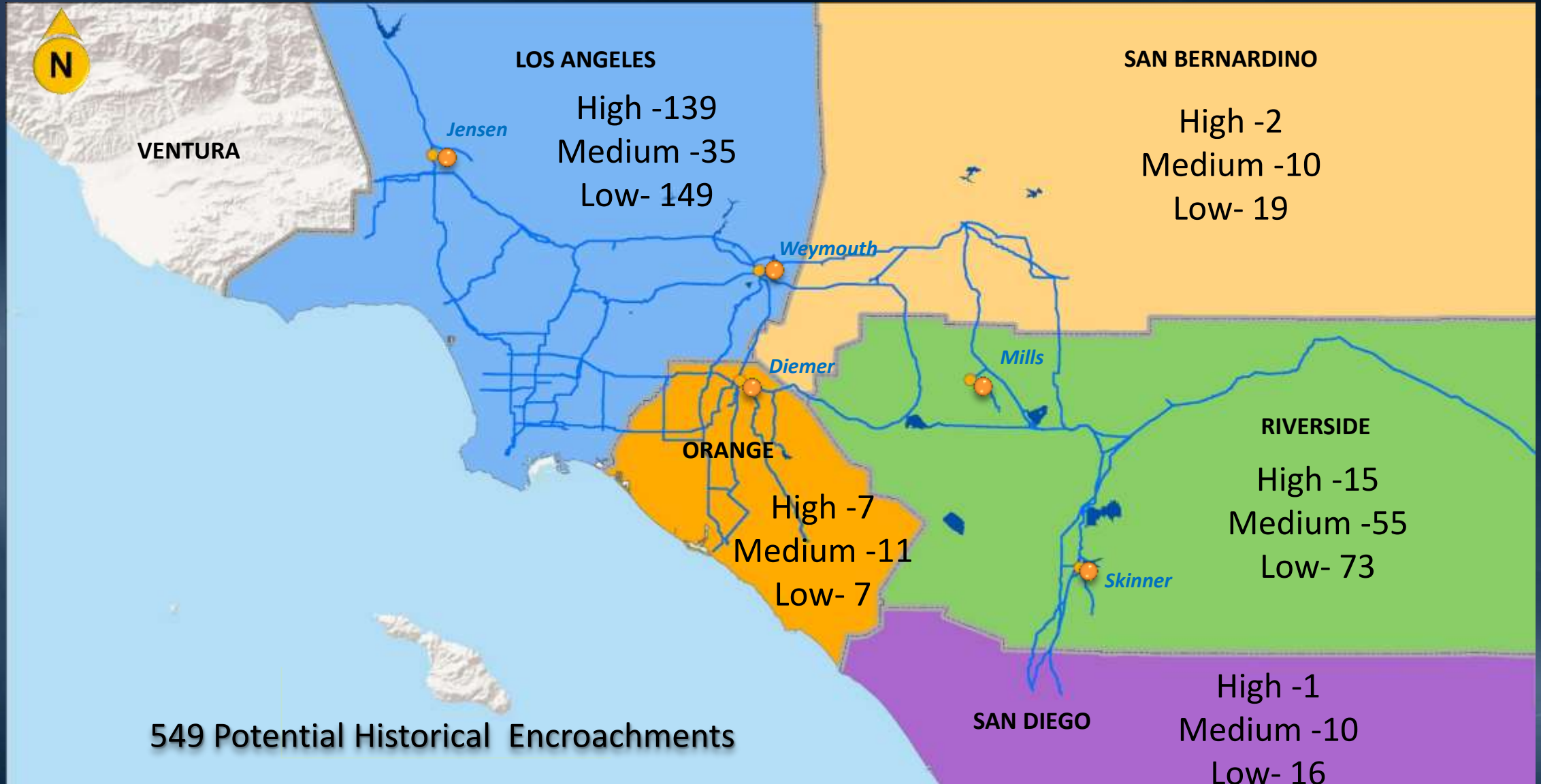


# Encroachment Resolution Process

- Research
  - Mapping tools, Documents, Surveys
- Ranking
  - High, Med, Low
- Notification
  - Letters
- Resolution



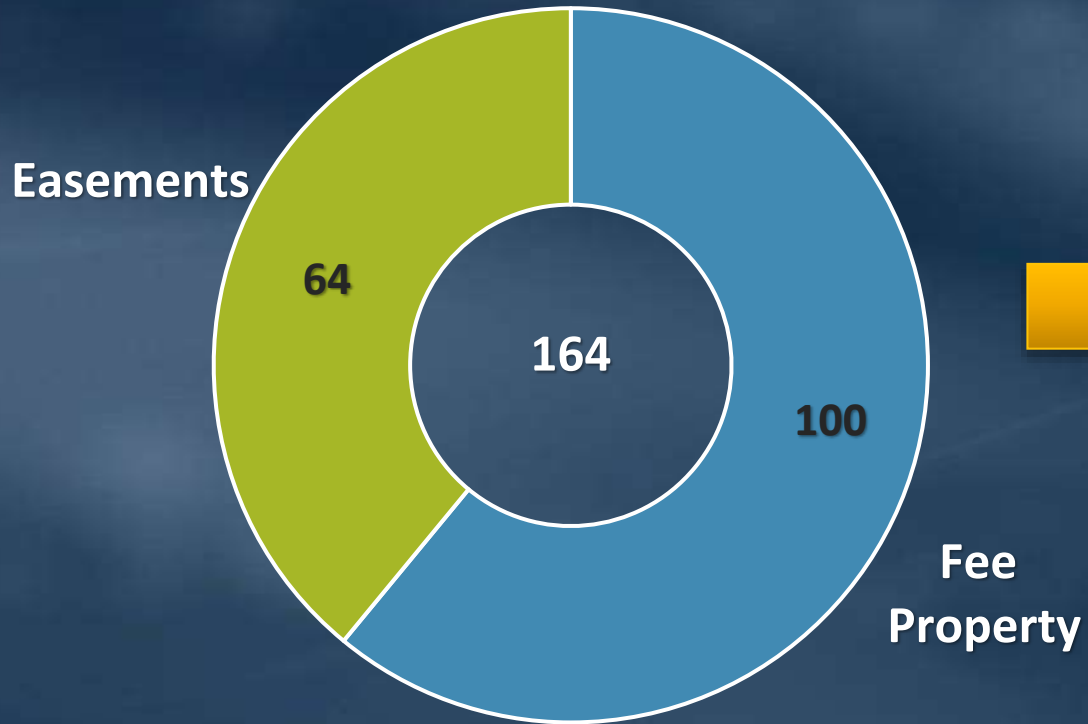
# Encroachments by County





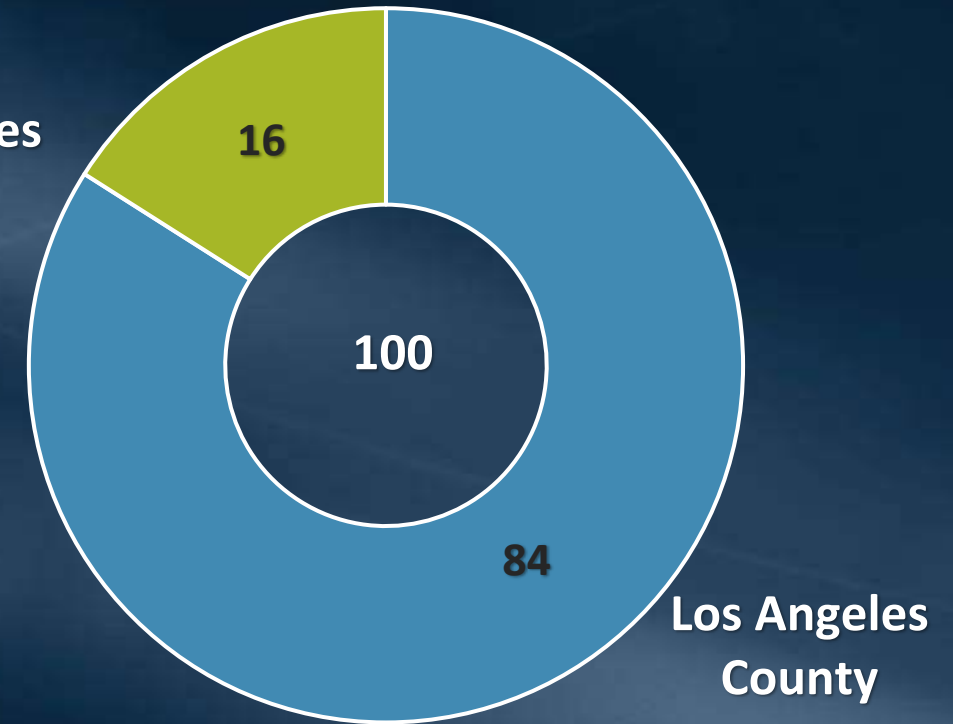
# Encroachment Resolution Status

164 High Priority Encroachments



Other  
Counties

100 High Priority Fee



# 84 Encroachments - LA County, High Priority, Fee

## Research

22 Conducting Research  
62 Research Completed

## Working

14 Communication  
11 Surveys  
3 Notice

## Potential Agreement

16 Considering Agreements

## Resolved

5 Removed  
5 Existing Rights  
8 No encroachment

28

16

18

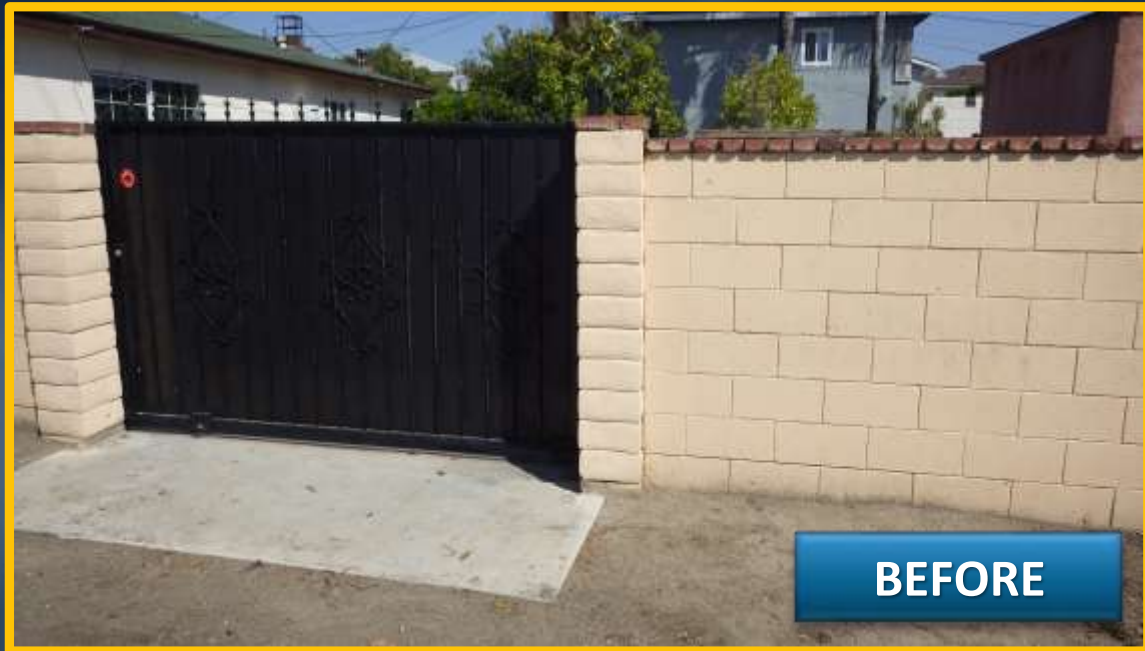
62 Encroachments

# Encroachment-Resolution



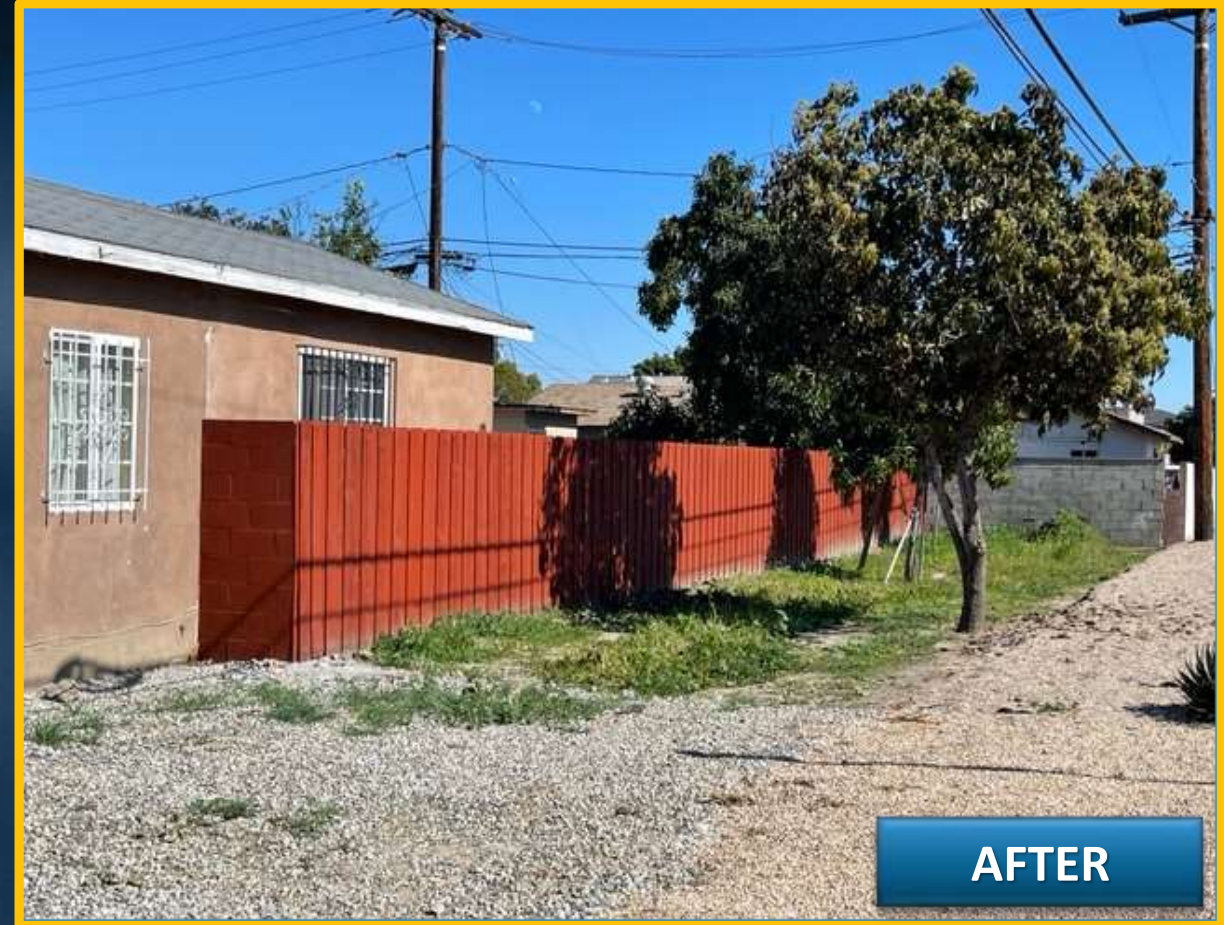


# Encroachment-Resolution





# Encroachment-Resolution





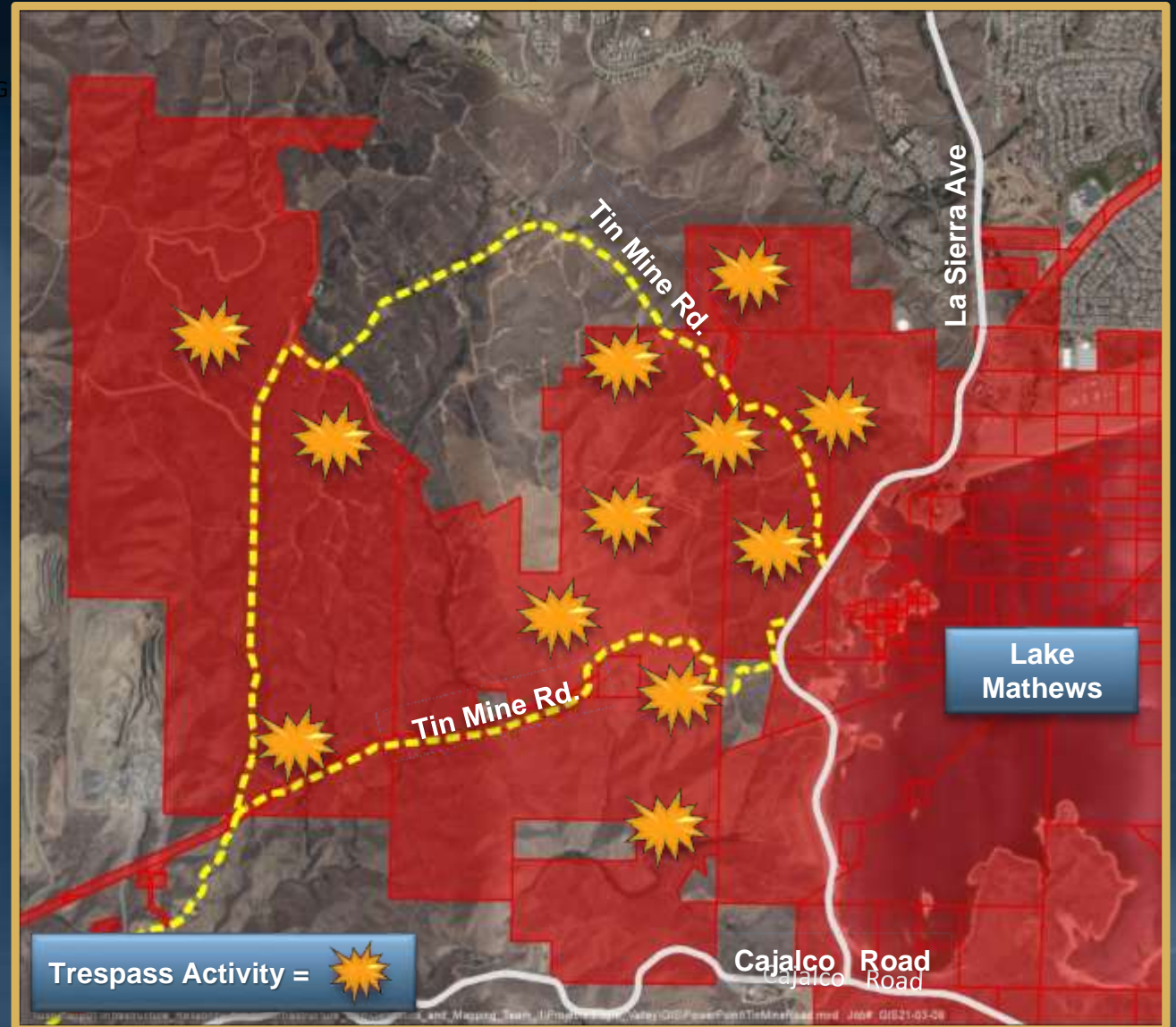
# Recent Trespass Activities





# Eagle Valley (Lake Mathews Area)

- Approximately 2,400 Acres acquired in 1980's and 90's.
- Potential Future Project Area
- Continued Issues:
  - Trespassing and Fireworks
  - Discharging of Firearms
  - Dumping
  - Off-road Activity





# Eagle Valley (Lake Mathews Area)





# Eagle Valley (Lake Mathews Area)





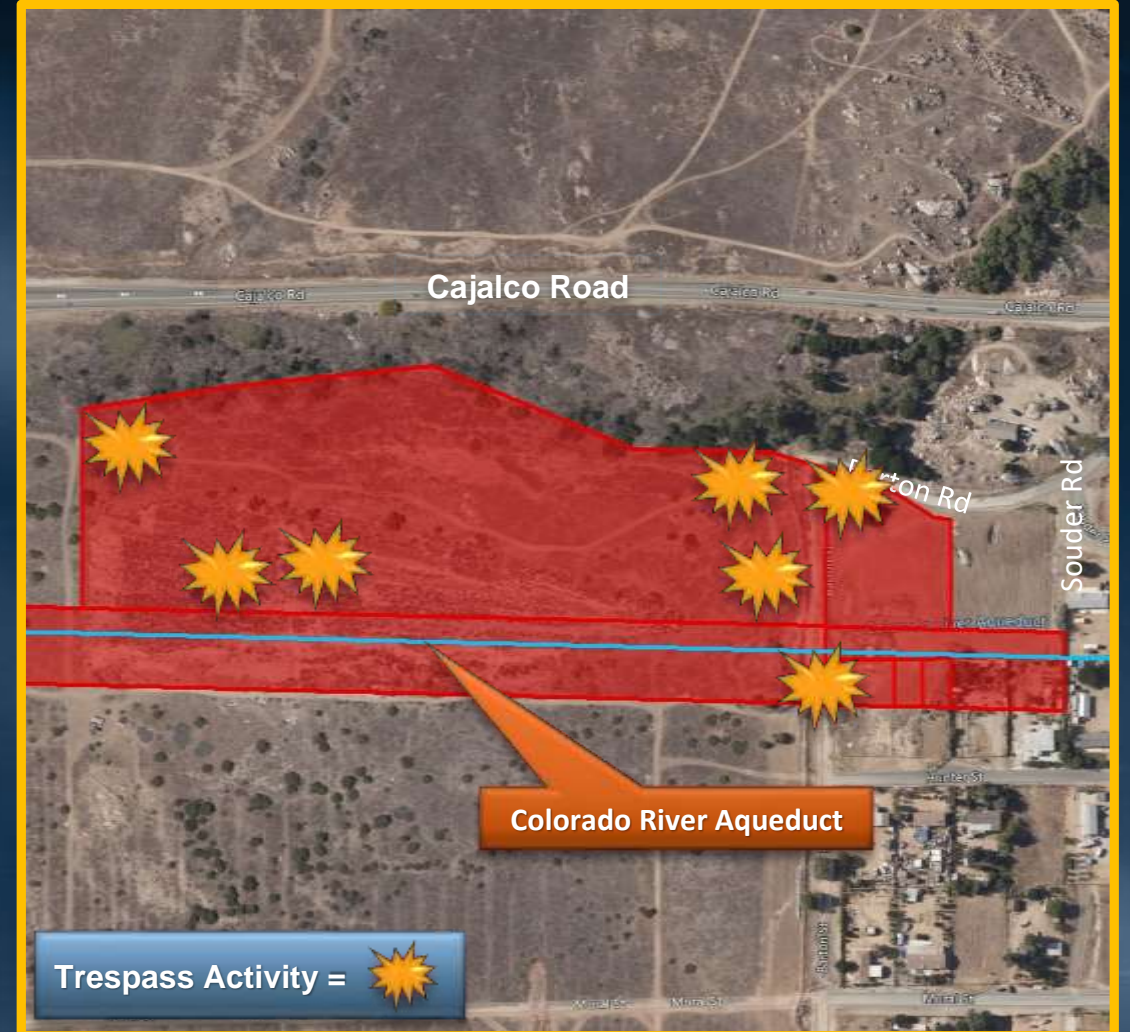
# Eagle Valley (Lake Mathews Area)



# Val Verde Tunnel Alignment

- 22 Acres acquired for CRA construction purposes
- Approximately 7 miles east of Lake Mathews Facility
- Continued Issues:
  - Transient Activity/Trespassing
  - Theft of Metropolitan Resources
  - Ongoing Transient Activity
  - Dumping Hazardous Materials

LOS ANGELES



SAN DIEGO



# Val Verde Tunnel Alignment





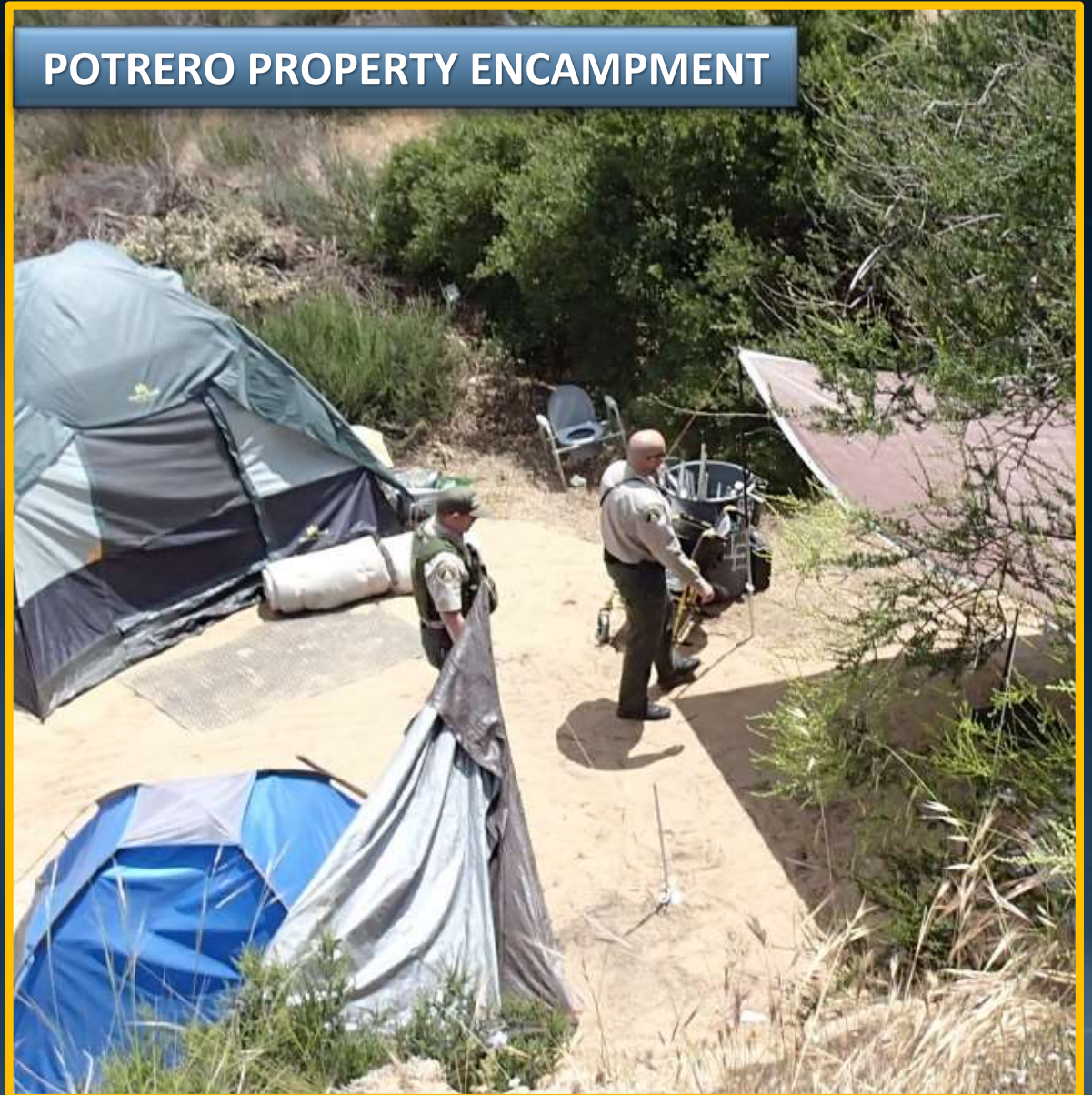
# Val Verde Tunnel Alignment





# Regional Resources

- Partnering with Local and Regional Resources
  - Coordinate with Local Law Enforcement
  - Notification of Trespassing
  - Offer Resources such as Shelter and Assistance
  - Secure the Property
  - Coordinate Cleanup Efforts
  - Monitor Area



# Encroachments and Trespass Activity 2021

Account	Encroachment Plan	Trespass/ Encampments
Labor	\$430,000	\$275,000
Materials & Outside Contract Services	\$25,000	\$195,000
Totals	\$455,000	\$470,000
Total Encroachment/Trespass		\$925,000








# 2022 Student Outreach Event

Real Property & Asset Management Committee

Item 7a

March 8, 2022





# Real Property Group's Student Outreach Event

March 11, 2022 | 12:00 - 1:30 PM

## About the Event

Join The Metropolitan Water District of Southern California (Metropolitan) for its annual outreach event. We have invited an engaging panel of industry experts to shed light on their own career paths, how they reached the positions they are in today, and how they work with Real Property Group. This virtual event will feature an overview of Metropolitan, a panel discussion and Q&A with industry experts, Real Property Group's paid internship program, a breakout session with an HR representative, and trivia games and giveaways.

**About Metropolitan:**

The Metropolitan Water District of Southern California is a non-association corporation of 28 member agencies - cities, water purveyors, water agencies, and counties. Metropolitan directly serves the Southern Basin and Southern California's metropolitan area supplies and helps to maintain healthy increased water conservation, recycling, storage and other advanced management programs.

**BE INFORMED.  
BE INVOLVED.**


we share | you get | together

**WATER**

metwater.org

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# Meet our Industry Experts

Our speakers come from a variety of groups at Metropolitan, including Real Property, External Affairs, Substructures, Engineering, and Geodetics. Join us to hear about their career paths, how they reached the positions they are in today, and how they work with Real Property Group. Lilly Shraibati, Real Property Group Manager, will provide an introduction and overview of Metropolitan and Real Property functions.

## Introduction

## Panelists



**Lilly Shraibati**  
Real Property |  
Group Manager



**Kieran Callanan**  
Real Property |  
Land Management  
Unit Manager



**Jennifer Ryan**  
Real Property |  
Sr. Real Estate  
Representative



**Rupam Soni**  
External Affairs |  
Community Relations  
Team Manager



**Enrique Chen**  
Geodetics |  
Survey and Mapping  
Tech IV



**Ken Chung**  
Substructures |  
Pv. Engineering Tech



**José Aldrete**  
Engineering |  
Sr. Engineer



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