EXECUTIVE SUMMARY

Purpose

The County of Riverside has received a request to allow for the development of two buildings that will house high-cube warehouse[1] uses on a currently vacant property. The project site totals approximately 229 acres, of which approximately 16 acres are located within the City of Calimesa. Off-site property located within the City of Calimesa would be utilized solely for drainage and flooding improvements. A total of 140.23 acres of the site would be included within the developed portion of the project, and 84.8 acres would remain natural open space.

This Recirculated Draft Environmental Impact Report (RDEIR) has been prepared in accordance with the California Environmental Quality Act (Pub. Res. Code Section 21000, et seq. [CEQA]) to evaluate the potential environmental impacts associated with the project. The RDEIR is intended to serve as an informational document for public agency decision-makers and the public regarding the objectives and components of the project. This document will address the potentially significant adverse impacts related to construction and long-term operation of the project, as well as identify feasible mitigation measures and alternatives that may be adopted to reduce or eliminate these impacts.

Proposed Project

The unincorporated community of Cherry Valley is located approximately 0.5 mile to the east of the project. The City of Beaumont is located south of the project site, the City of Calimesa is located directly west and northwest of the site, and the City of Yucaipa is located approximately 2 miles north of the site. Access to the site is provided from Cherry Valley Boulevard. The Assessor Parcel Numbers for the project site are 407-220-004, 407-220-007, 407-220-008, 407-220-009, 407-220-014, 407-220-016, 407-220-017, 413-270-012, and 413-270-01.

The southern and central portions of the project site consist of broad, sloping grasslands that transition to steeper ridges and canyons on the north portion of the project site. Much of the on-site vegetation consists of native grasses, sage scrub, and occasional scrub oak. The northern, steeper portion of the project site is traversed by two branches of the Cherry Valley Fault, although these branches of the fault appear to be inactive. The project would not locate any building over the fault line or within required structural setbacks related to the faults. Potential project impacts with respect to geological hazards are discussed in detail in Section 3.6, Geology and Soils, of this RDEIR. Approximately 84.8 acres (36 percent) of the 229-acre site would remain as natural open space.

The project site is located within the community of Cherry Valley in unincorporated Riverside County. The project consists of two high-cube warehouse buildings that will be designed to be eligible for Leadership in Energy and Environmental Design (LEED) Certification. Building 1 would comprise

[1] According to the Institute of Transportation Engineers, a high-cube warehouse is a building that typically has at least 200,000 gross square feet of floor area, has a ceiling height of 24 feet or more, and is used primarily for the storage and/or consolidation of manufactured goods (and to a lesser extent, raw materials) prior to their distribution to retail locations or other warehouses.

approximately 811,000 square feet and Building 2 would comprise approximately 1,012,760 square feet, for a total of approximately 1,823,760 square feet of floor area. The two project buildings would include approximately 30,000 square feet of office space.

The project site is currently designated as Rural Mountainous (RM) and Very Low Density Residential (VLDR), and is located within the Cherry Valley Gateway Policy Area. The RM designation is located along the northerly portion of the project site, with the majority of the site designated as VLDR. A General Plan Amendment is proposed as part of the project entitlements to change the Land Use designation from RM and VLDR to RM, Open Space Recreation (OS-R), Public Facility (PF) and Light Industrial (LI). The land currently designated VLDR in the northern portion of the site (70.18 acres) will be re-designated to OS-R, and will remain undeveloped as part of this project. A small rectangular portion of the site along the eastern boundary (1.5 acres) currently designated VLDR will also be re-designated Public Facility (PF) for use by the Yucaipa Valley Water District. The land designated RM will remain RM. As depicted in the Pass Area Plan, the project site falls within both the Cherry Valley Gateway Policy Area and the Cherry Valley Policy Area.

The project also includes a Change of Zone from Controlled Development (W-2) to Industrial Park (I-P) to be consistent with the General Plan Amendment. The Yucaipa Valley Water District tank area would remain zoned W-2.

The objectives of the project are to:

- **OBJ-1:** Provide an industrial park that supports regional warehouse distribution and logistics tenants which benefit from the strategic location located in close proximity to the I-10 Freeway.
- **OBJ-2:** Provide local employment and economic opportunities for residents of Cherry Valley and neighboring cities that would help reduce commute times and associated air pollution, in accordance with Riverside County General Plan Policies LU 8.12, LU 11.1 and AQ 8.2.
- **OBJ-3:** Provide new development that would assist the County in obtaining fiscal balance in the years and decades ahead through increased tax revenues.
- **OBJ-4:** Provide convenient freeway access to trucks that would use warehouse distribution facilities in a manner that limits truck traffic disruption to residential areas within Cherry Valley and neighboring cities.
- **OBJ-5:** Locate industrial uses near existing roadways and freeways to reduce traffic congestion and air pollutant emissions.
- **OBJ-6:** Facilitate goods movement for the benefit of local, regional, statewide and nationwide economic growth.
- **OBJ-7:** Provide for a reasonable return on investment needed to develop the project.
- **OBJ-8:** Create a high-quality design warehouse complex that maximizes the use of a site and promotes the efficient use of land while still providing natural open space consistent with the rural identity of the community.

- **OBJ-9:** Develop and operate a facility supporting regional warehouse distribution and logistics tenants that meets industry standards for operational design criteria.

The County of Riverside has primary governmental authority for the approval and supervision of the project. Additional discretionary actions would also be required of other governmental entities. Consultation with San Bernardino County and Riverside County Local Area Formation Commissions (LAFCOs) determined that Riverside County LAFCO is the appropriate authority for the consideration of any annexations related to this project, and is the responsible agency under CEQA for consideration of the project-related annexation to the Yucaipa Valley Water District, described below. This RDEIR is intended to serve as the CEQA compliance document for any necessary approvals by the County of Riverside and other agencies.

The project would require the following actions:

- General Plan Amendment (No. 1079) proposing the following changes:
  - Change in land use designation from Rural Mountainous (RM) and Very Low Density Residential (VLDR) to RM, Open Space Recreation (OS-R), Public Facility (PF) and Light Industrial (LI); see Exhibit 2-8: Proposed Land Use Designation
- A Change of Zone (No. 7799) from Controlled Development (W-2) to Industrial Park (IP); see Exhibit 2-9: Proposed Zoning Designation
- Final EIR certification (No. 534)
- Approval of Tentative Parcel Map (No. 36564); see Exhibit 2-10: Parcel Map
- Plot Plan Approval (No. 25337); see Exhibit 2-11: Plot Plan and Conceptual Grading
- Annexation of the project site into the Yucaipa Valley Water District
- Approval from City of Calimesa for off-site drainage and flood improvements
- United States Army Corps of Engineers Permits related to potential impacts to waters of the U.S. (401 and 404)
- California Department of Fish and Wildlife for Streambed Alteration Agreement related to potential impacts to waters of the State U.S. (1602)
- Approval of a Storm Water Pollution Prevention Plan (SWPPP)
- Approval of a Water Quality Management Plan (WQMP)
- Approval of a Fugitive Dust Control Plan by the South Coast Air Quality Management District (SCAQMD)
- Acquisition of various ministerial permits, including grading and building permits and infrastructure improvement plans

Areas of Controversy/Issues to Be Resolved

Section 15123(b)(3) of the State CEQA Guidelines requires that an EIR contain issues to be resolved, which includes the choice among alternatives and whether or how to mitigate significant impacts. The major issues to be resolved through the environmental and entitlement processes for the project include decisions by the Lead Agency as to whether:

- The RDEIR adequately describes the environmental impacts of the project.
- The recommended mitigation measures should be adopted or modified.
- Additional mitigation measures need to be applied to the project.

The primary issues of concern raised in response to scoping comments include:

- The project's contribution to air quality and greenhouse gas impacts
- Traffic congestion at the Cherry Valley Boulevard/Interstate 10 (I-10) traffic interchange
- Changes in land use designation and zoning
- Maintaining the rural character of the Cherry Valley area
- Aesthetics/light pollution
- Noise
- Property value
- Health impacts
- Water supply
- Cumulative impacts
- Water quality
- Agricultural resources
- Recreation

Table ES-1 summarizes the detailed discussion contained in Section 3 of this RDEIR, Environmental Impact Analysis, of project impacts and mitigation measures.

Alternatives to the Proposed Project

Section 6 of this RDEIR reviews project alternatives. An evaluation of the No Project Alternative is required by State CEQA Guidelines Section 15126.6(e), and is included in this section. The No Project Alternative compares the environmental impacts of the project with the environmental impacts that could result from not approving, or denying, the project. Five alternatives are evaluated: (1) No Project—No Build Alternative, (2) No Project—Cherry Valley Gateway Policy Area Specific Plan (CVGPA SP) Alternative, (3) Residential Alternative, (4) Reduced Intensity Industrial Alternative, and (5) Mixed-Use/Business Park Alternative.

1. No Project—No Build Alternative

State CEQA Guidelines Section 15126.6(e) requires the discussion and evaluation of a No Project Alternative. The No Project Alternative compares the environmental impacts of the project and the environmental impacts that could result from not approving, or denying, the project. Under the No Project Alternative, the site would remain in its existing condition and no development would occur.

2. No Project—Cherry Valley Gateway Policy Area Specific Plan (CVGPA SP) Alternative

Implementation of the No Project—CVGPA SP Alternative would involve development of the project site with 216 single-family homes on 110 acres, in the following configurations and under the following existing General Plan land use designations:

- Rural Mountainous (RM): 1 custom lot/unit
- Very Low Density Residential (VLDR): 39 custom lots/units
- Low Density Residential (LDR): 176 units (7,000-square-foot [sf] lot minimum)

Internal street, sidewalk, and utility improvements would also be installed under the No Project—CVGPA SP Alternative (see Exhibit 6-1).

3. Residential Alternative

Implementation of the Residential Alternative would involve the construction of 792 dwelling units on 140 acres, in the following configurations:

- VLDR: 30 custom lots/units
- LDR: 110 lots/units (minimum 7,000 sf lots)
- Medium Density Residential (MDR): 191 (minimum 4,500 sf lots)
- High Density Residential (HDR): 221 townhomes
- Very High Density Residential (VHDR): 240 apartments

Internal street and sidewalk improvements would also be installed under the Residential Alternative. Two park/open space areas would be provided under the Residential Alternative, consisting of 3 acres toward the west of the site near the proposed townhomes, and 2.2 acres near the southeastern portion of the site. A private recreation area would also be provided for the proposed apartments. Refer to Exhibit 6-2 for a conceptual site plan.

4. Reduced Intensity Alternative

The Reduced Intensity Alternative would develop two equally sized high-cube warehouse buildings of approximately 651,266 square feet, for a total floor area of 1,302,532 square feet, or a 30 percent reduction in building floor area. In addition, on-site parking and truck loading areas would be proportionally reduced as part of the Reduced Intensity Alternative. This alternative assumes that access to the site would be identical to the project, with access points provided off Cherry Valley Boulevard. Refer to Exhibit 6-3 for a conceptual site plan.

5. Mixed Use/Business Park Alternative

This alternative would replace Building 1 under the proposed project with 14 smaller business park buildings, totaling 91,000 square feet (for Building 1). These buildings would consist of flex-type or incubator one- or two-story buildings served by a common roadway system. The tenant spaces would be flexible and would be designed to lend themselves to a variety of uses. The spaces may include offices, retail and wholesale stores, restaurants, and recreational areas; and warehousing,

manufacturing, light industrial, or scientific research functions. Based on the average mix of tenants in business park settings, it is estimated that 20 to 30 percent would consist of office/commercial uses, and the remaining 70 to 80 percent would consist of a mix of industrial warehousing, general office building, corporate headquarters, single-tenant office building, and research and development uses.

The 1,012,760-square-foot Building 2 proposed under the project would still be constructed, for a total of 1,594,230 square feet, or an approximately 22 percent reduction in building floor area compared with the proposed project. This alternative would occupy 152.76 gross acres, and approximately 76 percent of the project would remain as natural open space. This alternative assumes that access to the site would be similar to the proposed project, with access points provided from Cherry Valley Boulevard. Refer to Exhibit 6-4 for a conceptual site plan.

As required by State CEQA Guidelines Section 15126.6, one of the alternatives must be identified as an Environmentally Superior Alternative. The Environmentally Superior Alternative is the one that would result in the greatest reduction or avoidance of any significant and unavoidable impacts of the proposed project (the fewest or least significant impacts). If the identified Environmentally Superior Alternative is the No Project Alternative, then an Environmentally Superior Alternative must also be selected from the remaining alternatives.

As detailed in Section 6, Alternatives to the Proposed Project, the No Project—No Build Alternative is identified as the Environmentally Superior Alternative. None of the other four alternatives completely eliminates the significant, adverse, and unavoidable impacts that would occur under the project regarding traffic and air quality.

The No Project—CVGPA SP Alternative is identified as the Environmentally Superior Alternative from among the remaining alternatives. Although the impacts of this alternative are greater than those for the No Project—No Build Alternative, when compared with the Mixed Use/Business Park Alternative, the Reduced Intensity Industrial Alternative, and the Residential Alternative, the No Project—CVGPA SP Alternative would result in fewer environmental impacts. Specifically, the No Project—CVGPA SP Alternative would result in the greatest reduction (in severity) of impacts for the project's significant and unavoidable impacts. Thus, it is the Environmentally Superior Alternative. Section 6, Alternatives provides a summary of each alternative related to the environmental issues evaluated in Section 3, Environmental Impact Analysis of the RDEIR, and includes the level of significance associated with the project to allow comparison of each alternative.

Mitigation Monitoring and Reporting Program

CEQA requires public agencies to establish a monitoring report program for the purpose of ensuring compliance with those mitigation measures adopted as conditions of approval in order to mitigate or avoid significant environmental impacts identified in an EIR. A mitigation monitoring and reporting program, incorporating the mitigation measures set forth in this document, will be adopted at the time of certification of the Final EIR.

Review of this RDEIR

Upon completion of the RDEIR, a Notice of Completion (NOC) will be filed with the State Office of Planning and Research to begin the public review period (Public Resources Code Section 21161). Concurrent with the NOC, this RDEIR will be distributed to responsible and trustee agencies, other affected agencies, surrounding cities, and interested parties, as well as all parties requesting a copy of the RDEIR, in accordance with Public Resources Code 21092(b)(3). During the 45-day public review period, the RDEIR, including the technical appendices, is available for review at the Riverside County Planning Department, located at 4080 Lemon Street, Riverside, California. Agencies, organizations, and interested parties not previously contacted, or who did not respond to the NOP, currently have the opportunity to comment on the RDEIR during the public review period on the RDEIR.

Pursuant to State CEQA Guidelines section 15088.5 (f)(1), when an entire EIR is recirculated prior to certification, the lead agency is not required to provide written responses to previous comments that were received during the prior public review period. In such cases, the lead agency is only required to respond to those comments submitted in response to the recirculated, revised EIR. The comments submitted on the previous Draft EIR will be part of the overall administrative record for the project; however, because this RDEIR replaces the previous Draft EIR in its entirety, written responses will only be provided to new comments submitted on this RDEIR during the RDEIR public comment period.

Written comments on this RDEIR should be addressed to:

Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92501
Attn: Mr. Brett Dawson, Project Planner

Upon completion of the public review period, written responses to all significant environmental issues raised will be prepared and made available for review in the Final EIR at least 10 days prior to Riverside County Board of Supervisors action on the project and the EIR. Comments received and the responses to comments will be included as part of the record for consideration by decision-makers for the project.

Summary of Impacts and Mitigation Measures

Table ES-1 summarizes the detailed discussion of project impacts and mitigation measures contained in Section 3 of this RDEIR. In addition, the timing for mitigation is identified, based on the County of Riverside's tracking system.

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Table ES-1: Executive Summary of Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	Timing of Mitigation
Section 3.1—Aesthetics			
Impact AES-1: The project would not have a substantial adverse effect on a scenic vista.	No mitigation measures are required.	Less than significant impact.	—
Impact AES-2: The project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.	No mitigation measures are required.	Less than significant impact.	—
Impact AES-3: The project would not substantially degrade the existing visual character or quality of the site and its surroundings.	No mitigation measures are required.	Less than significant impact.	—
Impact AES-4: The project could create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.	**MM AES-4:** Prior to issuance of building permits, the project applicant shall submit a photometric plan to the County of Riverside for review and approval. The photometric plan shall identify types of lighting fixtures and their locations on the project site, and demonstrate compliance with Riverside County Lighting Ordinance No. 655. All light fixtures shall be shielded, recessed, or directed downward to prevent unwanted illumination of neighboring properties or excessive light pollution. Lighting fixtures should employ the most energy-efficient technology available unless technical feasibility or safety concerns take precedent.	Less than significant impact. Mitigation Measure AES-4 will require a photometric plan to incorporate appropriate light fixtures and design to ensure no significant impacts will occur that are due to new sources of light on the project site.	Prior to issuance of building permits.
Section 3.2—Agriculture and Forestry Resources			
Impact AG-1: The project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.	No mitigation measures are required.	Less than significant impact.	—

Table ES-1 (cont.): Executive Summary of Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	Timing of Mitigation
Impact AG-2: The project would not conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract.	No mitigation measures are required.	Less than significant impact.	—
Impact AG-3: The project would not conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g)).	No mitigation measures are required.	No impact.	—
Impact AG-4: The project would not result in the loss of forest land or conversion of forest land to non-forest use.	No mitigation measures are required.	No impact.	—
Impact AG-5: The project would not involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.	No mitigation measures are required.	Less than significant impact.	—
Section 3.3—Air Quality			
Impact AQ-1: The project would conflict with or obstruct implementation of the applicable air quality plan.	Implement Mitigation Measures AQ-1a through AQ-1h below through adoption of a Mitigation Monitoring and Reporting Program (MMRP) that is designed to ensure compliance with mitigation measures during the project implementation. The MMRP shall be enforced through the preparation permit conditions, agreements, or other measures as a condition of development. **Construction Mitigation Measures**	Significant and unavoidable impact.	—
	MM AQ-1a: During mass grading and building construction, all off-road diesel-powered construction equipment greater than 50 horsepower shall meet or exceed United States Environmental Protection Agency (EPA) Tier 3 off-road emissions standards.		During mass grading and building construction.

Table ES-1 (cont.): Executive Summary of Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	Timing of Mitigation
	MM AQ-1b: All Heavy-Heavy Duty Haul Trucks (HHD) accessing the project site shall use year 2007 or newer engines during all construction activities.		During mass grading and building construction.
	MM AQ-1c: The following measures shall be applied to all projects during construction of the project: a) Use paints with a volatile organic compound (VOC) content 50 grams per Liter or lower for both interior and exterior surfaces, if painted. b) Recycle leftover paint. Take any leftover paint to a household hazardous waste center; do not mix leftover water-based and oil-based paints. c) Keep lids closed on all paint containers when not in use to prevent VOC emissions and excessive odors. d) For water-based paints, clean up with water only. Whenever possible, do not rinse the cleanup water down the drain or pour it directly into the ground or the storm drain. Set aside the can of cleanup water and take it to the hazardous waste center (www.cleanup.org). e) Use compliant low-VOC cleaning solvents to clean paint application equipment. f) Keep all paint- and solvent-laden rags in sealed containers to prevent VOC emissions. g) Contractors shall construct/build with materials that do not require painting and use pre-painted construction materials to the extent practicable: and h) Use high-pressure/low-volume paint applicators with a minimum transfer efficiency of at least 50 percent or other application techniques with equivalent or higher transfer efficiency.		During project construction.

Table ES-1 (cont.): Executive Summary of Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	Timing of Mitigation
	MM AQ-1d: Prior to issuance of any grading permits, the developer shall provide a traffic control plan to the County of Riverside that describes in detail the location of equipment staging areas, stockpiling/storage areas, construction parking areas, safe detours around the project construction site, as well as provide temporary traffic control (e.g., flagperson) during construction-related truck hauling activities. The traffic control plan is intended to minimize traffic congestion and delays that increase idling and acceleration emissions. The applicant shall maintain one copy on-site in the construction trailer to the satisfaction of the County of Riverside.		Prior to issuance of grading permits.
	MM AQ-1e: During project construction, the following measures shall be implemented to the satisfaction of the County of Riverside. Construction equipment maintenance records and data sheets of equipment design specifications (including the emission control tier of the equipment) shall be kept on-site during construction and subject to inspection by the County of Riverside. a) Construction equipment shall be properly maintained according to manufacturer specifications. b) All contractors shall turn off all construction equipment and delivery vehicles when not in use, or limit on-site idling for no more than 5 minutes in any 1 hour. c) On-site electrical hook ups to a power grid shall be provided for electric construction tools including saws, drills, and compressors, where feasible, to reduce the need for diesel-powered electric generators. d) The project shall demonstrate compliance with South Coast Air Quality Management District (SCAQMD) Rule 403 concerning fugitive dust and provide appropriate documentation to the County of Riverside. e) Traffic speeds on all unpaved roads to be reduced to 15 miles per hour or less. f) Sweep streets at the end of the day if visible soil is carried onto		During project construction.

Table ES-1 (cont.): Executive Summary of Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	Timing of Mitigation
	adjacent public paved roads (recommend water sweepers with reclaimed water). g) Use street sweepers that comply with SCAQMD Rules 1186 and 1186.1. h) All exposed surfaces shall be watered at a frequency adequate to maintain minimum soil moisture of 12 percent. Moisture content can be verified by lab samples or moisture probe. i) All excavation, grading, and/or demolition activities shall be suspended when average wind speeds exceed 20 miles per hour (mph); wind breaks (e.g., trees, fences) shall be installed on the windward side(s) of actively disturbed areas of construction; and vegetative ground cover (e.g., fast-germinating native grass seed) shall be planted in disturbed areas as soon as possible and watered appropriately until vegetation is established. j) All trucks and equipment, including their tires, shall be washed off prior to leaving the site; site accesses to a distance if 100 feet from paved roads shall be treated with a 6- to 12-inch compacted layer of wood chips, mulch, or gravel.		
	Operational Mitigation Measures **MM AQ-1f:** Prior to operation of each warehouse building, the applicant shall demonstrate to the County of Riverside that vehicles can access the building using paved roads and parking lots. Further, the applicant shall work with the County of Riverside and will provide signage to ensure that no trucks are queuing outside of the facility.		Prior to operation of each warehouse building.
	MM AQ-1g: The project shall implement the following measures to reduce emissions from on-site heavy duty trucks within six months after operations commence: a) Post signs informing truck drivers about the health effects of diesel particulates, the California Air Resources Board diesel idling regulations, and the importance of being a good neighbor by not parking in residential areas.		Six months after operations commence.

Table ES-1 (cont.): Executive Summary of Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	Timing of Mitigation
	b) Post signs in all dock and delivery areas containing the following: truck drivers shall turn off engines when not in use; trucks shall not idle for more than five minutes; telephone numbers of the building facilities manager and the California Air Resources Board to report violations. c) Tenants shall maintain records on its fleet equipment and vehicle engine maintenance to ensure that equipment and vehicles serving the warehouses within the project are in good condition, and in proper tune pursuant to manufacturer's specifications. Tenants shall maintain records on its fleet equipment and ensure that all Heavy-Heavy Duty Trucks (HHD) accessing the project site use year 2010 or newer engines. The records shall be maintained on-site and be made available for inspection by the County. d) The facility operator will ensure that site enforcement staff in charge of keeping the daily log and monitoring for excess idling will be trained/certified in diesel health effects and technologies, for example, by requiring attendance at California Air Resources Board-approved courses (such as the free, one-day Course #512). e) Require facility operator to become a SmartWay Partner. f) Require facility operator to incorporate incentives and requirements such that the maximum feasible number of truck trips will be carried by SmartWay 1.0 or greater carriers. g) Prior to issuance of occupancy permits, signs shall be installed at each exit driveway, providing directional information to the County's truck route. Text on the sign shall read "To Truck Route" with a directional arrow. Truck routes shall be clearly marked pursuant to the Municipal code. h) The site shall be designed such that any check-in point for trucks is well inside the facility to ensure that there are no trucks queuing outside the facility.		

Table ES-1 (cont.): Executive Summary of Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	Timing of Mitigation
	MM AQ-1h: The following measures shall be incorporated into each building to reduce motor vehicle emissions: a) All tenants shall participate in Riverside County's Rideshare Program. The purpose of the program would be to discourage single-occupancy vehicle trips and encourage alternate modes of transportation such as carpooling, transit, walking, and biking. The program shall provide employees with assistance in using alternate modes of travel, including carpooling encouragement, ride-matching assistance, and vanpool assistance. b) A minimum of two electric vehicle-charging stations for automobiles or light-duty trucks shall be provided at each building. c) Each building shall provide secure bicycle storage space equivalent to two percent of the automobile parking spaces provided. d) Each building shall provide a minimum of two shower and changing facilities within 200 yards of a building entrance. e) Each building shall provide preferred parking for electric, low-emitting and fuel-efficient vehicles equivalent to 5 percent of the required number of parking spaces. f) All on-site forklifts and yard trucks shall be electric with the necessary electrical charging stations provided.		During project operation (general).
Impact AQ-2: The project would not violate any air quality standard or contribute substantially to an existing or projected air quality violation.	No mitigation measures are required.	Less than significant impact.	—
Impact AQ-3: The project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors).	Mitigation Measures AQ-1a through AQ-1h are required.	Significant and unavoidable impact.	See Impact AQ-1's Timing of Mitigation.

Table ES-1 (cont.): Executive Summary of Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	Timing of Mitigation
Impact AQ-4: The project would not expose sensitive receptors to substantial pollutant concentrations.	No mitigation measures are required.	Less than significant impact.	—
Impact AQ-5: The project would not create objectionable odors affecting a substantial number of people.	No mitigation measures are required.	Less than significant impact.	—
Section 3.4—Biological Resources			
Impact BIO-1: The project could have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service.	Mitigation Measures BIO-2a and BIO-2b (see infra) are required, as well as the following:	Less than significant impact.	—
	MM BIO-1a: Pre-construction presence/absence surveys for burrowing owl shall be conducted on and off-site by a qualified biologist within 30 days prior to project disturbance activities, with the results summarized in a report submitted to the County Planning Department, Environmental Programs Division. If any burrowing owls are detected, a relocation plan shall be submitted to the Environmental Programs Division of the Planning Department, the California Department of Fish and Wildlife (CDFW), the United States Fish and Wildlife Service (USFWS) and the Western Riverside County Regional Conservation Authority (RCA) for review and approval. The relocation plan shall encompass both active and passive relocation activities and shall include the development of a conservation strategy prepared in consultation with the CDFW, the USFWS and the RCA. All surveys and relocation plans shall be conducted and prepared by a qualified biologist currently holding a Memorandum of Understanding with the County. The Relocation Plan must follow the most current CDFW-approved protocols/mitigation and must be in accordance with the "Burrowing Owl Species Objectives and Mitigation Measures" outlined in the MSHCP. The EPD, the CDFW, the USFWS, and the RCA shall be consulted to determine appropriate type of relocation (active or passive) and translocation sites. Occupation of this species on the project site may result in the need to revise grading plans so that take of "active" nests is avoided, or, alternately, a grading permit may be issued once the species has been relocated.		30 days prior to groundbreaking activities.

Table ES-1 (cont.): Executive Summary of Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	Timing of Mitigation
	MM BIO-1b: Clearing and grubbing shall occur outside the bird breeding season (February 1 to August 31), unless a qualified biologist demonstrates to the satisfaction of the County that all nesting is complete through completion of a Nesting Bird Clearance Survey. A Nesting Bird Clearance Survey shall be completed no more than three (3) days prior to ground disturbance activities. A Nesting Bird Clearance Survey report shall be submitted to the Environmental Programs Division (EPD) for review and approval prior to initiating clearing and grubbing during the breeding season.		Outside the bird breeding season (February 1 to August 31).
Impact BIO-2: The project could have a substantial adverse effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service; or The project could have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.	Mitigation Measures BIO-1a and BIO-1b will be required, as well as the following:	Less than significant impact.	—
	MM BIO-2a: The project applicant shall pay MSHCP Local Development Mitigation Fees (LDMF) as determined by the County. The fee schedule is adjusted annually by the Western Riverside County Regional Conservation Authority (RCA), and was last adjusted on July 1, 2016. The current fee is $6,645 per acre for commercial or industrial uses.		Prior to issuance of grading permits.
	MM BIO-2b: Prior to the issuance of any grading, construction or building permits by the County, the project Applicant shall consult with the California Department of Fish and Wildlife regarding a Section 1602 Streambed Alteration Agreement Permit, the United States Army Corps of Engineers (USACE) regarding a Clean Water Act Section 404 Permit, and the Regional Water Quality Control Board regarding a Clean Water Act Section 401 Certification. The project Applicant shall be required to obtain these permits prior to the commencement of any grading or construction activities. The project shall mitigate impacts to waters of the United States and waters of the State, wetlands, and riparian habitats (pursuant to the Federal Clean Water Act and the California Fish and Game Code, Section 1600, et seq.) by replacement on an in-kind basis. Compensatory habitat-based mitigation will consist of preserving on-site habitat, restoring		Prior to the issuance of construction and building permits.

Table ES-1 (cont.): Executive Summary of Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	Timing of Mitigation
	similar habitat, or purchasing off-site credits from an approved mitigation bank. Replacement shall be based on a ratio determined by the California Department of Fish and Wildlife and/or USACE in order to account for the potentially diminished habitat values of replacement habitat and reduce impacts to less than significant. Agreed-upon mitigation ratios will depend on the quality of the habitat and presence/absence of a special-status species. Such replacement should occur on the original development site, whenever possible. Alternatively, replacement can be affected, subject to state and federal regulatory approval, by creation or restoration of replacement habitats elsewhere (off-site but preferably within the County), protected in perpetuity by provision for an appropriate conservation easement or dedication.		
Impact BIO-3: The project would not 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.	No mitigation measures are required.	No impact.	—
Impact BIO-4: The project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.	No mitigation measures are required.	No impact.	—
Impact BIO-5: The project could conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan.	**MM BIO-5a:** To meet the criteria of a biologically equivalent or superior alternative, the applicant shall offset impacts to riverine resources through on-site creation at a 2:1 ratio for the 1.11 acres of impacts to riverine and limited riparian resources. In total, the proposed mitigation shall result in 2.22 acres of Riparian/Riverine habitat creation/restoration. The on-site creation of 2.22 acres of Riparian/Riverine habitat shall occur at two locations on-site along the southern boundary (see DBESP's Figure 8). The mitigation areas shall receive all upstream flows	Less than significant impact.	Prior to issuance of grading permits.

Table ES-1 (cont.): Executive Summary of Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	Timing of Mitigation
	up to 100 cubic feet per second (cfs). Flows above 100 cfs shall bypass the mitigation area in a concrete-lined channel that will outlet at the eastern edge of the project. Flows up to 100 cfs will allow for creation of a braided streambed similar to the drainages that are being impacted. These areas shall be revegetated with primarily floodplain scrub vegetation. Scattered pockets of mule fat scrub shall also be planted to increase vegetative diversity. Combined, these areas shall offset losses of Riparian/Riverine functions and values by providing high-quality Riparian/Riverine habitat, and provide for other functions and services such as water quality benefits, groundwater recharge, and nutrient cycling. A detailed restoration plan for the on-site mitigation sites shall be prepared and submitted to the County for review and approval prior to implementation of the restoration effort.		
	MM BIO-5b: Riparian/riverine areas not impacted by the project footprint shall be conserved in perpetuity by the recordation of a conservation easement or deed restriction in favor of a CDFW-approved local conservation entity; or transferred in fee title to a CDFW-approved local conservation entity. The avoided riparian/riverine areas shall be conserved prior to the issuance of a grading permit. The CDFW-approved local conservation entity shall manage the conservation areas to protect the long-term conservation, functions, and values of these areas in perpetuity.		Prior to issuance of a grading permits.
Section 3.5—Cultural Resources			
Impact CUL-1: The project would not cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5.	**MM CUL-1a:** Archaeological monitoring: During grading and excavation activities, the project applicant shall retain an archaeological monitor meeting the Secretary of the Interior's Standards to monitor all ground-disturbing activities in an effort to identify and evaluate any unknown archaeological resources. The qualified archaeologist, the developer, and the Lead Agency shall develop a rotating or simultaneous schedule in coordination with the applicant and the project archaeologist for designated Native American Tribal Monitors from the consulting tribes	Less than significant impact.	During grading and excavation activities.

Table ES-1 (cont.): Executive Summary of Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	Timing of Mitigation
	during grading, excavation, and ground-disturbing activities on the site, including the scheduling, safety requirements, duties, and Native American Tribal Monitors' authority to stop and redirect grading activities in coordination with the project archaeologist.		
	MM CUL-1b: Treatment and disposition of cultural resources: In the event that Native American cultural resources are inadvertently discovered during the course of grading for this project, all of the following procedures shall be carried out for the treatment and disposition of the discoveries: 1. Temporary curation and storage: During the course of construction, all discovered resources shall be temporarily curated in a secure location on-site or at the offices of the project archaeologist. The removal of any artifacts from the project site will need to be thoroughly inventoried with tribal monitor oversight of the process. 2. Treatment and final disposition: The landowner(s) shall relinquish ownership of all cultural resources, including sacred items, burial goods, and all archaeological artifacts and non-human remains, as part of the required mitigation for impacts to cultural resources. The applicant shall relinquish the artifacts through one or more of the following methods and provide the Lead Agency with evidence of same: a. Accommodate the process for on-site reburial of the discovered items with the consulting Native American tribes or bands. This shall include measures and provisions to protect the future reburial area from any future impacts. Reburial shall not occur until all cataloguing and basic recordation have been completed. b. Execute a curation agreement with an appropriate qualified repository in Riverside County that meets federal standards pursuant to 36 CFR Part 79 so that cultural resources would be professionally curated and made available to other archaeologists/researchers for further study. The collections and associated records shall be transferred, including title, to an		During grading and excavation activities.

Table ES-1 (cont.): Executive Summary of Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	Timing of Mitigation
	appropriate curation facility in Riverside County, to be accompanied by payment of the fees necessary for permanent curation. c. At the completion of grading, excavation, and ground-disturbing activities on the site, submit a Monitoring Report to the Lead Agency documenting monitoring activities conducted by the project archaeologist and Native American Tribal Monitors within 60 days of the completion of grading. This report shall document the impacts to the known resources on the property; describe how each mitigation measure was fulfilled; document the type of cultural resources recovered and the disposition of such resources; provide evidence of the required cultural sensitivity training for the construction staff held during the required pregrade meeting; and in a confidential appendix, include the daily/weekly monitoring notes from the archaeologist. All reports produced will be submitted to the Lead Agency, the Eastern Information Center, and consulting tribes.		
Impact CUL-2: The project could cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5.	Implement Mitigation Measure CUL-1a and CUL-1b.	Less than significant impact.	During grading and excavation activities.
Impact CUL-3: The project could directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	**MM CUL-3a:** During grading and excavation activities, full-time monitoring of excavation activities shall occur, except in the flatter areas where extensive plowing has churned deposits up to depths of 2 feet. Paleontologic monitors shall be equipped to salvage fossils, as they are unearthed, to avoid construction delays, and to remove samples of sediments likely to contain the remains of small fossil invertebrates and vertebrates. Monitors must be empowered to temporarily halt or divert equipment to allow removal of abundant or large specimens. If the principal paleontologist determines that the sediments present within the subsurface have low potential to contain paleontologic resources and low paleontologic sensitivity, then the full-time monitoring program shall cease and a program of periodic monitoring shall occur.	Less than significant impact.	During grading and excavation activities.

Table ES-1 (cont.): Executive Summary of Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	Timing of Mitigation
	MM CUL-3b: If specimens are found, the applicant shall ensure the preparation of recovered specimens to a point of identification and permanent preservation, including washing of sediments to recover small invertebrates and vertebrates. Preparation and stabilization of all recovered fossils shall occur and are essential to fully mitigate adverse impacts to the resources.		During grading and excavation activities.
	MM CUL-3c: If specimens are found, the applicant shall ensure the identification and curation of specimens into an established, accredited museum repository with permanent retrievable paleontologic storage. These procedures are also essential steps in effective paleontologic mitigation and CEQA compliance. The paleontologist shall have a written repository agreement in hand prior to the initiation of mitigation activities. Mitigation of adverse impacts to significant paleontologic resources is not complete until such curation into an established museum repository has been fully completed and documented.		During mass grading and building construction.
	MM CUL-3d: The paleontologist shall prepare a report of findings with an appended itemized inventory of specimens. The report and inventory, when submitted to the appropriate Lead Agency along with confirmation of the curation of recovered specimens into an established, accredited museum repository, will signify completion of the program to mitigate impacts to paleontologic resources.		During grading and excavation activities.
Impact CUL-4: The project would not disturb any human remains, including those interred outside of formal cemeteries.	**MM CUL-4:** In the event of the accidental discovery or recognition of any human remains, State CEQA Guidelines Section 15064.5; Health and Safety Code Section 7050.5; Public Resources Code Section 5097.94 and Section 5097.98 must be followed. If during the course of project development there is accidental discovery or recognition of any human remains, the following steps shall be taken: 1. There shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains until the County Coroner is contacted to determine if the remains are	Less than significant impact.	During grading and excavation activities.

Table ES-1 (cont.): Executive Summary of Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	Timing of Mitigation
	Native American and if an investigation of the cause of death is required. If the coroner determines the remains to be Native American, the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours, and the NAHC shall identify the person or persons it believes to be the "most likely descendant" (MLD) of the deceased Native American. The MLD may make recommendations to the landowner or the person responsible for the excavation work within 48 hours, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98. 2. Where the following conditions occur, the landowner or his authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the most likely descendant or on the project site in a location not subject to further subsurface disturbance: • The NAHC is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 48 hours after being notified by the commission. • The descendant identified fails to make a recommendation. • The landowner or his authorized representative rejects the recommendation of the descendant, and mediation by the NAHC by the NAHC fails to provide measures acceptable to the landowner.		
Impact CUL-5: The project would not cause a substantial adverse change in the significance of a tribal cultural resources.	Mitigation Measure CUL-1a and CUL-1b.	Less than significant impact.	During grading and excavation activities.

Table ES-1 (cont.): Executive Summary of Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	Timing of Mitigation
Section 3.6—Geology and Soils			
Impact GEO-1: The project would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? ii) Strong seismic ground shaking. iii) Seismic-related ground failure, including liquefaction. iv) Landslides.	**MM GEO-1a:** Upon the development of a grading plan, the County of Riverside shall verify that consistent with Section 8.0, Future Work, in the Neblett & Associates' 2008 Fault Investigation, the grading plans shall reflect the re-positioning of the structural setback zone based on the proposed grades for the proposed project. It is recommended that a structural setback zone shall be located 50 feet south and 100 feet north of the trace of the South Branch of the Cherry Valley Fault Zone that transgresses the proposed development envelopes. Additionally, a Restricted Use Zone (RUZ) shall be located north and northeast of the South Branch to the north and northeast property boundary. The RUZ shall be utilized for non-habitable facilities, such as horse stables, soccer fields, etc., that will have fewer than 1,000 hours of human occupancy per year. Future fault investigation in the RUZ area shall be required and approved by the controlling agencies to remove any portions of the RUZ for construction of potential habitable structures. The footprint of the proposed project shall then be analyzed for conformance with the re-positioned structural setback and the restricted use zone.	Less than significant impact.	Prior to issuance of grading permits.
	MM GEO-1b: Prior to the issuance of building permits for each structure, the project applicant shall submit a design-level Geotechnical Investigation to the County Engineering Geologist for review and approval. The investigation shall be prepared by a qualified engineer and identify necessary grading and building practices necessary to achieve compliance with the latest adopted edition of the California Building Standards Code geologic, soils, and seismic requirements. The measures identified in the approved report shall be incorporated into the project plans.		Prior to the issuance of building permits.

Table ES-1 (cont.): Executive Summary of Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	Timing of Mitigation
	MM GEO-1c: To mitigate potential landside impacts from the proposed cut slope north of Building 2, the County of Riverside shall ensure that during project construction a stabilization fill prism shall be established for this cut slope as depicted in the January 7, 2013 Grading Plan Review by Ginter & Associates, Inc. Additionally, the County of Riverside shall ensure that during construction, conditions will be observed by a qualified individual and additional recommendations will be provided, as appropriate.		During mass grading and building construction.
	MM GEO-1d: Recommendations contained within the November 24, 2014 Ginter & Associates Grading Plan (contained in Appendix E of this RDEIR) shall be implemented in the design of the project to the satisfaction of the County, prior to issuance of grading and/or building permits.		Prior to issuance of grading permits.
	MM GEO-1e: To mitigate for hydroconsolidation, prior to issuance of a construction permit, the project applicant shall ensure the complete removal of the younger alluvium (Qya) approximately 20 feet in depth and replacement with compacted engineered fill to the design grades.		During mass grading and building construction.
Impact GEO-2: The project could result in substantial soil erosion or the loss of topsoil.	Implementation of Mitigation Measure GEO-1b, and the following:	Less than significant impact.	Prior to building permit final inspection.
	MM GEO-2a: As stated in the January 7, 2013 report by Ginter & Associates (RDEIR Appendix E), after the completion of on-site grading, and prior to the issuance of a final certificate of occupancy for the project, the owner shall ensure that the manufactured slopes on-site shall be planted with drought-resistant plants to help mitigate surficial erosion.		Prior to the issuance of grading permits.

Table ES-1 (cont.): Executive Summary of Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	Timing of Mitigation
	MM GEO-2b: Prior to the issuance of grading permits, all grading procedures shall comply with County Grading Standards, including requirements for erosion control during rainy months. This measure shall be implemented to the satisfaction of the County of Riverside Planning Department Director.		After completion of project construction (or sooner, regarding item "a.") and during project operation.
Impact GEO-3: The project could be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.	**MM GEO-3:** As recommended in the January 7, 2013 report by Ginter & Associates, Inc., after completion of project construction (or sooner, regarding item "a." below) and during project operation, the owner of the proposed project shall do the following: a. Plant landscape planting materials that consist of appropriate drought resistant vegetation as recommended by the Landscape Architect and in compliance with Riverside County Ordinance No. 859. Landscaping should be completed as soon as possible and properly maintained. b. Conduct proper irrigation and maintenance and repair of installed irrigation systems to minimize ground saturation. Leaks should be repaired immediately. Sprinklers should be adjusted to provide maximum coverage with a minimum of water usage and overlap. Overwatering with consequent excessive runoff and ground saturation must be avoided. c. If automatic sprinkler systems are installed, their use must be adjusted to account for natural rainfall conditions. d. Maintain and clean all drainage devices that have been installed.	Less than significant impact.	See Impact GEO-1b's Timing of Mitigation.
Impact GEO-4: The project could be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.	Implement Mitigation Measure GEO-1b.	Less than significant impact.	—
Impact GEO-5: The project would not have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water.	No mitigation measures are required.	No impact.	—

Table ES-1 (cont.): Executive Summary of Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	Timing of Mitigation
Section 3.7—Greenhouse Gas Emissions			
Impact GHG-1: The project would generate direct and indirect greenhouse gas emissions; however, these emissions would not result in a significant impact on the environment.	Implement Mitigation Measures AQ-1g and AQ-1h, which serve to reduce mobile source emissions, and the following: **MM GHG-1:** Prior to issuance of building permits, the applicant shall provide documentation to the County of Riverside Building Department as part of the plan check process, demonstrating that the project will implement the project features described in Table 3.7-4 above that will achieve at least 100 points from the Riverside County Greenhouse Gas Emissions Screening Tables. The project may also achieve equivalent emission reductions from other measures approved by the County of Riverside. Implementing these mitigation measures shall be verified by the County of Riverside Building Department prior to the issuance of the final Certificate of Occupancy.	Less than significant impact.	Prior to issuance of building permits.
Impact GHG-2: The project would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.	No mitigation measures are required.	Less than significant impact.	—
Section 3.8—Hazards and Hazardous Materials			
Impact HAZ-1: The project could create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	No mitigation measures are required.	Less than significant impact.	—
Impact HAZ-2: The project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	No mitigation measures are required.	Less than significant impact.	—

Table ES-1 (cont.): Executive Summary of Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	Timing of Mitigation
Impact HAZ-3: The project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.	No mitigation measures are required.	No impact.	—
Impact HAZ-4: The project would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would not create a significant hazard to the public or the environment.	No mitigation measures are required.	No impact.	—
Impact HAZ-5: Airports: The project is not located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, and the project would not result in a safety hazard for people residing or working in the project area.	No mitigation measures are required.	No impact.	—
Impact HAZ-6: Airports: For a project within the vicinity of a private airstrip, or heliport, the project would not result in a safety hazard for people residing or working in the project area.	No mitigation measures are required.	No impact.	—
Impact HAZ-7: The project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan.	No mitigation measures are required.	Less than significant impact.	—
Impact HAZ-8: Hazardous Fire Area: The project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands.	No mitigation measures are required.	Less than significant impact.	—

Table ES-1 (cont.): Executive Summary of Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	Timing of Mitigation
Section 3.9—Hydrology and Water Quality			
Impact HYD-1: The project could violate water quality standards or waste discharge requirements.	**MM HYD-1:** Prior to the issuance of grading permits for any portion or phase of the project, the developer shall prepare and submit a WQMP and a SWPPP to the County for review and approval. The WQMP and SWPPP shall contain specific Best Management Practices (BMPs) to prevent stormwater pollution from construction sources. These BMPs shall identify a practical sequence for site restoration, implementation, contingency measures, responsible parties, and agency contacts. The developer shall include conditions in construction contracts requiring the plans to be implemented and shall have the ability to enforce the requirement through fines and other penalties. The plans shall incorporate control measures in the following categories: • Soil stabilization practices • Dewatering practices (if necessary) • Sediment and runoff control practices • Monitoring protocols • Waste management and disposal control practices Once approved by the County, contractors working on the site shall be responsible throughout the duration of the project for installing, constructing, inspecting, and maintaining the control measures included in the WQMP and SWPPP. The WQMP and SWPPP shall identify pollutant sources that could affect the quality of stormwater discharges from the construction site. Control practices shall include those that effectively treat target pollutants in stormwater discharges anticipated from project construction sites. To protect receiving water quality, the WQMP and SWPPP shall include but is not limited to the following elements: • Temporary erosion control measures (such as fiber rolls, staked straw bales, detention basins, temporary inlet protection, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover) shall be employed for disturbed areas. • No disturbed surfaces will be left without erosion control measures in	Less than significant impact.	Prior to the issuance of grading permits for any portion or phase of the project.

Table ES-1 (cont.): Executive Summary of Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	Timing of Mitigation
	place during the winter and spring months (September 30–March 30). • Sediment shall be retained on-site by one or more basins, traps, or other appropriate improvements. Of critical importance is the protection of existing catch basins that eventually drain to the Santa Ana River. • The construction contractor shall prepare Standard Operating Procedures for the handling of hazardous materials on the construction site to eliminate or reduce discharge of materials to storm drains. • BMPs performance and effectiveness shall be determined either by visual means where applicable (i.e., observation of above-normal sediment release), or by actual water sampling in cases where verification of contaminant reduction or elimination, (inadvertent petroleum release) is required to determine adequacy of the measure. • Native grasses or other appropriate vegetative cover shall be established on the construction site as soon as possible after disturbance.		
Impact HYD-2: The project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).	No mitigation measures are required.	Less than significant impact.	—
Impact HYD-3: 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, in a manner that would result in substantial erosion or siltation on- or off-site.	No mitigation measures are required.	Less than significant impact.	—

Table ES-1 (cont.): Executive Summary of Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	Timing of Mitigation
Impact HYD-4: The project would 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 substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site.	Implement Mitigation Measure HYD-1.	Less than significant impact.	See Impact HYD-1's timing of mitigation.
Impact HYD-5: The project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.	No mitigation measures are required.	Less than significant impact.	—
Impact HYD-6: The project could otherwise substantially degrade water quality.	No mitigation measures are required.	Less than significant impact.	—
Impact HYD-7: The project would not place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map.	No mitigation measures are required.	Less than significant impact.	—
Impact HYD-8: The project would not place within a 100-year flood hazard area structures which would impede or redirect flood flows.	No mitigation measures are required.	Less than significant impact.	—
Impact HYD-9: The project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.	No mitigation measures are required.	Less than significant impact.	—
Impact HYD-10: The project would not expose people or structures from inundation by seiche, tsunami, or mudflow.	No mitigation measures are required.	Less than significant impact.	—

Table ES-1 (cont.): Executive Summary of Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	Timing of Mitigation
Section 3.10—Land Use and Planning			
Impact LUP-1: The project would not disrupt or divide the physical arrangement of an established community.	No mitigation measures are required.	Less than significant impact.	—
Impact LUP-2: The project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect.	No mitigation measures are required.	Less than significant impact.	—
Impact LUP-3: The project would not conflict with any applicable habitat conservation plan or natural community conservation plan.	No mitigation measures are required.	Less than significant impact.	—
Section 3.11—Mineral Resources			
Impact MIN-1: The project would not result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State.	No mitigation measures are required.	Less than significant impact.	—
Impact MIN-2: The project would not result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan.	No mitigation measures are required.	Less than significant impact.	—
Section 3.12—Noise			
Impact NOI-1: The project could expose persons to or generate noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies.	**MM NOI-1:** All project loading bays shall be equipped with sealed gasket bay doors. The project applicant shall ensure that these sealed gasket bay doors are used for all nighttime loading/unloading operations. Inclusion of loading bay doors equipped with sealed	Less than significant impact.	Prior to issuance of occupancy permits.

Table ES-1 (cont.): Executive Summary of Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	Timing of Mitigation
	gaskets would be expected to reduce loading/unloading maximum operational noise levels by at least 10 dBA. This would effectively reduce loading/unloading operational noise levels to below a combined hourly average noise level of 44 dBA L_{eq}, as measured at the nearest receptor within the City of Calimesa, thus meeting the City's nighttime operational noise standard of 52.5 dBA L_{eq}. In addition, this measure would effectively reduce loading/unloading operational noise levels to below a combined hourly average noise level of 41 dBA L_{eq}, as measured at the nearest receptor within the County of Riverside, thus meeting the County of Riverside's nighttime operational noise standard of 45 dBA L_{eq}.		
Impact NOI-2: The project would not result in exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels.	No mitigation measures are required.	Less than significant impact.	—
Impact NOI-3: The project would not cause a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project.	No mitigation measures are required.	Less than significant impact.	—
Impact NOI-4: The project could result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project.	**MM NOI-4a:** During all project site excavation and grading on-site, construction contractors shall equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers, consistent with manufacturers' standards. This would result in an estimated 5 dBA reduction (perceived as half as loud) in equipment operational noise levels compared to operations without such devices.	Less than significant impact.	During all project site excavation and grading on-site.
	MM NOI-4b: Whenever feasible, the construction contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the project site. This would result in an estimated 5 dBA reduction (perceived as half as loud) in operational noise levels compared to operations with noise emitted toward a receptor.		During all project site excavation and grading on-site.

Table ES-1 (cont.): Executive Summary of Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	Timing of Mitigation
	MM NOI-4c: The construction contractor shall locate equipment staging in areas that will create the greatest distance between construction-related noise sources and noise sensitive receptors nearest the project site during all project construction.		During all project site excavation and grading on-site.
	MM NOI-4d: All on-site producing construction activities (including haul truck deliveries) shall be restricted to the hours from 7:00 a.m. to 7:00 p.m., Mondays through Fridays, and 10:00 a.m. to 5:00 p.m. on Saturdays and Sundays, on holidays, and on the Monday following each holiday that falls on a Sunday. To the extent feasible, haul routes should not pass sensitive land uses or residential dwellings.		During all project construction activities on-site.
	MM NOI-4e: For the duration of construction activities, the construction manager shall serve as the disturbance coordinator, should noise levels become disruptive to local residents. The disturbance coordinator would determine the cause of the noise complaints (starting too early, bad muffler, etc.) and institute reasonable measures warranted to correct the problem. The construction manager shall conspicuously post a telephone number for the disturbance coordinator at all entrances to the construction site.		During all project construction activities on-site.
Impact NOI-5: For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, the project would not expose people residing or working in the project area to excessive noise levels.	No mitigation measures are required.	No impact.	—
Impact NOI-6: For a project within the vicinity of a private airstrip, the project would not expose people residing or working in the project area to excessive noise levels.	No mitigation measures are required.	No impact.	—

Table ES-1 (cont.): Executive Summary of Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	Timing of Mitigation
Section 3.13—Population and Housing			
Impact POP-1: The project would not Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).	No mitigation measures are required.	Less than significant impact.	—
Impact POP-2: The project would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.	No mitigation measures are required.	Less than significant impact.	—
Impact POP-3: The project would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.	No mitigation measures are required.	No impact.	—
Section 3.14—Public Services			
Impact PS-1: The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for fire protection.	No mitigation measures are required.	Less than significant impact.	—
Impact PS-2: The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for police protection.	No mitigation measures are required.	Less than significant impact.	—

Table ES-1 (cont.): Executive Summary of Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	Timing of Mitigation
Impact PS-3: The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for schools.	No mitigation measures are required.	Less than significant impact.	—
Impact PS-4: The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for parks.	No mitigation measures are required.	Less than significant impact.	—
Impact PS-5: The project would not result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for other public facilities, such as libraries or health services.	No mitigation measures are required.	Less than significant impact.	—
Section 3.15—Recreation			
Impact REC-1: The project would not include the use of existing neighborhood or regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated.	No mitigation measures are required.	Less than significant impact.	—

Table ES-1 (cont.): Executive Summary of Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	Timing of Mitigation
Impact REC-2: The project would not include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.	No mitigation measures are required.	Less than significant impact.	—
Section 3.16—Transportation and Traffic			
Impact TRAN-1: 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.	**MM TRAN-1a** (a) Prior to the issuance of building permits, and provided that a fair share contribution program has been established that provides for full funding and a schedule for construction of the future new interchange at the I-10 eastbound and westbound intersections at Cherry Valley Boulevard, the project applicant shall pay the project's fair share toward the construction of such improvements. The traffic impact report determined the project's contribution to the impact is 5.8 percent at the I-10 eastbound ramps/Cherry Valley Boulevard and 10.1 percent at I-10 westbound ramps/Cherry Valley Boulevard. The County shall determine whether a fair share program exists at the time the applicant submits for building permits and, if one does exist, the payment shall be made as determined in the applicable fee program. (b) If a fair share contribution program has not been established at the time the applicant submits for building permits, and provided that both Caltrans and the City of Calimesa authorize construction within their respective jurisdictional control and sufficient interest in the land which will permit the improvements to be made is acquired prior to the issuance of building permits, the project applicant shall construct the following interim improvements prior to the issuance of final occupancy permits: (i) install traffic signals at I-10 eastbound and westbound ramp intersections at Cherry Valley Boulevard, (ii) restripe to provide eastbound and westbound left turn pockets within the existing width of the Cherry Valley Boulevard bridge, (iii) add a southbound right turn lane on the off ramp at the	Significant and unavoidable impact. There are 19 freeway mainline segments that are currently operating at an unacceptable LOS under Existing traffic conditions and are anticipated to continue to operate at unacceptable LOS through Horizon Year (2040) traffic conditions, even without the project. In addition, under Opening Year Cumulative (2018) conditions, the project would result in a worsening of the LOS for an additional six segments, in addition to the 19 segments that currently operate at an unacceptable LOS	Prior to the issuance of building permits, and provided that a fair share contribution program has been established for such improvements.

Table ES-1 (cont.): Executive Summary of Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	Timing of Mitigation
	intersection of I-10 eastbound ramps at Cherry Valley Boulevard, and (iv) add a westbound right turn lane at the intersection of I-10 westbound ramps at Cherry Valley Boulevard. The project applicant shall endeavor to secure, at the applicant's expense, sufficient title or interest in the land. The project applicant shall negotiate in good faith with the appropriate property owner, as reasonable, in order to obtain the right-of-way necessary to permit construction of the improvements. The applicant shall be required to construct the referenced improvements only if: (1) the City of Calimesa and Caltrans authorize construction of the improvements; and (2) sufficient title or interest in land for the right-of-way necessary to permit construction of the improvements is secured; and (3) the improvements contemplated under MM TRAN-1b(b) below are required to be constructed.	under existing conditions. As the project is expected to contribute peak-hour trips to the existing deficiencies on the regional SHS, the project's incremental contribution is considered cumulatively significant and unavoidable.	
	MM TRAN-1b (a) Prior to the issuance of building permits, and provided that a fair share contribution program has been established that provides for full funding and a schedule for construction of the future new interchange at the I-10 eastbound and westbound intersections at Cherry Valley Boulevard intersection improvements for this intersection. The project applicant shall pay the project's fair share costs to realign Calimesa Boulevard approximately 550 feet east of the I-10 westbound ramps and construct an eastbound left turn lane at the intersection of Calimesa Boulevard and Cherry Valley Boulevard. The traffic impact report determined the project's contribution to the impact is 11.7 percent. The County shall determine whether a fair share program exists at the time the applicant submits for building permits and, if one does exist, the payment shall be made as determined in the applicable fee program. (b) If a fair share contribution program has not been established at the time the applicant submits for building permits, and provided that		Prior to the issuance of building permits, and provided that a fair share contribution program has been established for such improvements.

Table ES-1 (cont.): Executive Summary of Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	Timing of Mitigation
	the City of Calimesa authorizes construction within its jurisdictional control and sufficient interest in the land which will permit the improvements to be made is acquired prior to the issuance of building permits, the project applicant shall construct the following improvements prior to the issuance of final occupancy permits: (i) realign Calimesa Boulevard approximately 550 feet east of the I-10 westbound ramps; and (ii) construct an eastbound left turn lane at the intersection of Calimesa Boulevard and Cherry Valley Boulevard. The project applicant shall endeavor to secure, at the applicant's expense, sufficient title or interest in the land. The project applicant shall negotiate in good faith with the appropriate property owner, as reasonable, in order to obtain the right-of-way necessary to permit construction of the improvements. The applicant shall be required to construct the referenced improvements only if: (1) the City of Calimesa authorizes construction of the improvements; and (2) sufficient title or interest in land for the right-of-way necessary to permit construction of the improvements is secured; and (3) the improvements contemplated under MM TRAN-1a(b) above are required to be constructed.		
	MM TRAN-1c: Prior to the issuance of occupancy permits, the project applicant shall participate in the County's DIF and TUMF Fee programs as applicable for the following improvements. For improvements not included in a fee program, the project applicant shall participate in the payment of a fair share contribution towards future improvements. **I-10 Eastbound Ramps/Cherry Valley Boulevard** • Install a traffic signal. • Construct a westbound left turn lane. • Construct a southbound right turn lane. • Modify the intersection to provide free flow movement for the southbound right turn lane. • Construct a second eastbound though lane.		Prior to issuance of occupancy permits.

Table ES-1 (cont.): Executive Summary of Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	Timing of Mitigation
	• Construct an eastbound right turn lane. • Construct a second westbound through lane. **I-10 Westbound Ramps/Cherry Valley Boulevard** • Install a traffic signal. • Construct an eastbound left turn lane. • Construct a westbound right turn lane. • Construct a northbound left turn lane. • Construct a second eastbound left turn lane. • Construct a second eastbound through turn lane. • Construct a second westbound through lane. • Construct a westbound right turn lane. **Calimesa Boulevard/Cherry Valley Boulevard** • Install a traffic signal. • Construct an eastbound left turn lane. • Construct a second eastbound through lane. • Construct a southbound right turn lane. • Construct a westbound right turn lane. • Construct a second westbound through lane. • Modify the traffic signal in order to provide overlap phasing for the westbound right turn lane. **Street 2/Cherry Valley Boulevard** • Install a traffic signal. • Construct a westbound left turn lane. • Construct a second eastbound through lane. • Construct a second westbound through lane. • Construct a southbound left turn lane. • Construct a southbound right turn lane. • Construct a northbound left turn lane. • Construct a northbound through lane. **Union Street/Cherry Valley Boulevard** • Install a traffic signal. • Construct a northbound left turn lane.		

Table ES-1 (cont.): Executive Summary of Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	Timing of Mitigation
	• Construct a southbound left turn lane. • Construct an eastbound left turn lane. • Construct a second eastbound through lane. • Construct a westbound left turn lane. • Construct a second westbound through lane. **Nancy Street/Cherry Valley Boulevard** • Install a traffic signal. • Construct an eastbound left turn lane. • Construct a second eastbound through lane. • Construct a westbound left turn lane. • Construct a second eastbound through lane. **Beaumont Avenue/Cherry Valley Boulevard** • Construct a second eastbound through lane. • Construct a second westbound through lane. • Modify traffic signal in order to provide overlap phasing for the EB right turn lane. **Future Beckwith Avenue/Cherry Valley Boulevard** • Install a traffic signal. • Construct a southbound left turn lane. • Construct an eastbound left turn lane. • Construct a second eastbound through lane. • Construct a second westbound through lane. • Construct a westbound right turn lane. The County shall ensure that the improvements specified will be constructed at that point in time necessary to avoid identified impacts.		

Table ES-1 (cont.): Executive Summary of Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	Timing of Mitigation
Impact TRAN-2: The project would not 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.	No mitigation measures are required.	Less than significant impact.	—
Impact TRAN-3: The project would not 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.	No mitigation measures are required.	No impact.	—
Impact TRAN-4: 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).	In conjunction with adjacent project development activity or as needed for project access purposes, the project applicant shall ensure that the following site access driveway improvements are constructed prior to the issuance of a certificate of occupancy for the project: **MM TRAN-4a:** Driveway 1 at Cherry Valley Boulevard—Install a stop control on the southbound approach and construct the intersection with right-in/right-out access only in conjunction with the following geometrics: • Northbound Approach: not applicable. • Southbound Approach: One right turn lane. • Eastbound Approach: One through lane. • Westbound Approach: One shared through-right turn lane.	Less than significant impact. MM TRAN-4a to MM TRAN-4e will ensure adequate sight distance and appropriate placement of driveways, stop signs, traffic signals, and pavement striping to ensure that the project does not substantially increase roadway hazards due to a design feature.	Prior to certificate of occupancy final inspection.
	MM TRAN-4b: Street 2 at Cherry Valley Boulevard—Install a traffic signal and construct the intersection with the following geometrics: • Northbound Approach: not applicable. • Southbound Approach: One left turn lane and one right turn lane. • Eastbound Approach: One left turn lane with a minimum of 250 feet of storage and one though lane. • Westbound Approach: One shared through-right turn lane.		Prior to certificate of occupancy final inspection.

Table ES-1 (cont.): Executive Summary of Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	Timing of Mitigation
	MM TRAN-4c: Driveway 3 at Cherry Valley Boulevard—Install a stop control on the southbound approach and construct the intersection with right-in/right-out access only in conjunction with the following geometrics: • Northbound Approach: not applicable. • Southbound Approach: One right turn lane. • Eastbound Approach: One through lane. • Westbound Approach: One shared through-right turn lane.		Prior to certificate of occupancy final inspection.
	MM TRAN-4d: On-site traffic signing and striping shall be implemented in conjunction with detailed construction plans for the project site.		Prior to certificate of occupancy final inspection.
	MM TRAN-4e: Sight distance at each project access driveway shall be reviewed with respect to Caltrans and County of Riverside sight distance standards at the time of preparation of final grading, landscape and street improvement plans.		Prior to certificate of occupancy final inspection.
Impact TRAN-5: The project would not result in inadequate emergency access.	**MM TRAN-5:** Prior to issuance of any grading permits, the developer shall provide a detailed construction traffic control plan to the County of Riverside for approval. A construction traffic control plan shall be prepared for all aspects of project construction, including physical improvements on the site itself, as well as any off-site traffic improvements required to be completed directly by the project applicant. The construction traffic control plan shall describe in detail the location of equipment staging areas, stockpiling/storage areas, construction worker and equipment parking areas, roadways that would be potentially affected, safe detours around the project and/or roadway construction site, as well as provide temporary traffic control (e.g., flag person) and appropriate signage during construction-related truck hauling activities. The traffic control plan shall ensure adequate and uninterrupted access to all nearby residences throughout the construction period. The purpose of these measures is to safely guide motorists, cyclists, and pedestrians, minimize traffic impacts, and ensure the safe and even flow of traffic during construction, consistent with County standards and requirements.	Less than significant impact. Preparation of a traffic congestion management plan as required by MM TRAN-5 will ensure that construction traffic and activities do not adversely affect safe and efficient traffic flow during construction.	Prior to issuance of grading permits.

Table ES-1 (cont.): Executive Summary of Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	Timing of Mitigation
Impact TRAN-6: 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.	No mitigation measures are required.	Less than significant impact.	—
Section 3.17—Utilities and Service Systems			
Impact USS-1: The project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board.	Implement Mitigation Measure HYD-1.	Less than significant impact.	—
Impact USS-2: The project would not require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which would cause significant environmental effects. The project would have sufficient water supplies available to serve the project from existing entitlements and resources, and no new or expanded entitlements will be needed.	No mitigation measures are required.	Less than significant impact.	—
Impact USS-3: The project would not require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects.	No mitigation measures are required.	Less than significant impact.	—
Impact USS-4: The project would have sufficient water supplies available to serve the project from existing entitlements and resources, and new or expanded entitlements would not be required.	No mitigation measures are required.	Less than significant impact.	—

Table ES-1 (cont.): Executive Summary of Impacts and Mitigation Measures

Environmental Impact	Mitigation Measures	Level of Significance After Mitigation	Timing of Mitigation
Impact USS-5: The project would result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments.	No mitigation measures are required.	Less than significant impact.	—
Impact USS-6: The project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.	No mitigation measures are required.	Less than significant impact.	—
Impact USS-7: The project will comply with federal, state, and local statutes and regulations related to solid waste.	No mitigation measures are required.	Less than significant impact.	—

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Significant and Unavoidable Impacts

Potential environmental effects of the project and proposed mitigation measures are discussed in detail in Section 3 of this RDEIR. Section 15126.2(b) of the State CEQA Guidelines requires that the EIR describe any significant impacts, including those that can be mitigated, but not reduced to less than significant levels. This RDEIR has determined that significant and unavoidable transportation/traffic and air quality impacts will occur as a result of project implementation, as discussed below.

Air Quality—The project could impede attainment of the Air Quality Management Plan because its emissions will exceed the SCAQMD regional significance thresholds for NO_x and ROG during operations, even after implementation of all feasible mitigation. The predominance of operational emissions are generated by project traffic, and at present there are no additional feasible mitigation measures that would reduce these emissions to levels that are less-than-significant.

The project would also result in cumulatively considerable net increase in a criteria pollutant, ozone, because regional significance thresholds for ROG and NO_x, both ozone precursors, are exceeded.

Traffic—the following scenarios and intersections/ramps are considered to be significantly impacted under cumulative conditions:

Opening Year (2018) Existing Plus Ambient Plus Project (EAP)

1. I-10 EB Ramps/Cherry Valley Boulevard (AM and PM peak hours) LOS F
2. I-10 WB Ramps/Cherry Valley Boulevard (AM and PM peak hours) LOS F

Opening Year (2018) Existing Plus Ambient Plus Project Plus Cumulative (EAPC)

1A. Roberts Road/Cherry Valley Boulevard (AM and PM peak hours) LOS F
3. Calimesa Boulevard/Cherry Valley Boulevard (AM and PM peak hours) LOS F
8. Nancy Avenue/Cherry Valley Boulevard (AM peak hour only) LOS E

Even though the project fully mitigates its impacts to the greatest extent feasible, the proposed project could also have a cumulatively considerable contribution to the significant and unavoidable impact to I-10 Eastbound Ramps/Cherry Valley Boulevard and I-10 Westbound Ramps/Cherry Valley Boulevard under the 2018 EAPC scenario:

1. I-10 EB Ramps/Cherry Valley Boulevard (AM and PM peak hours) LOS F
2. I-10 WB Ramps/Cherry Valley Boulevard (AM and PM peak hours) LOS F

Horizon Year (2040)

Additionally, the project would result in a cumulatively considerable contribution to the existing cumulatively significant impacts at the following intersections, which are anticipated to operate at an unacceptable LOS under Horizon Year (2040) without and with project conditions:

1A. Roberts Road/Cherry Valley Boulevard—(AM and PM peak hours) LOS F
1. I-10 Eastbound Ramps/Cherry Valley Boulevard—(AM and PM peak hours) LOS F

2. I-10 Westbound Ramps/Cherry Valley Boulevard—(AM and PM peak hours) LOS F
3. Calimesa Boulevard/Cherry Valley Boulevard—(AM and PM peak hours) LOS F
7. Union Street/Cherry Valley Boulevard—(AM and PM peak hours) LOS F
8. Nancy Avenue/Cherry Valley Boulevard—(AM and PM peak hours) LOS F
9. Beaumont Avenue/Cherry Valley Boulevard—(AM and PM peak hours) LOS F 10. Future Beckwith Avenue/Cherry Valley Boulevard—(AM and PM peak hours) LOS F

The project would result in a cumulatively considerable impact to the following ramp-to-arterial intersections because they are anticipated to operate at an unacceptable LOS under Horizon Year (2040) Without Project conditions:

1. I-10 Eastbound Ramps/Cherry Valley Boulevard—(AM and PM peak hours) LOS F
2. I-10 Westbound Ramps/Cherry Valley Boulevard—(AM and PM peak hours) LOS F

In addition, there are 19 freeway mainline segments that are currently operating at an unacceptable LOS under Existing traffic conditions and are anticipated to continue to operate at unacceptable LOS through Horizon Year (2040) traffic conditions. As the project is expected to contribute peak-hour trips to the existing deficiencies on the regional state highway system, the project's incremental contribution is considered cumulatively significant and unavoidable.