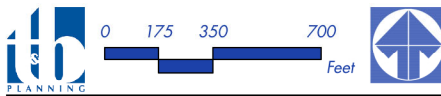


Source(s): ESRI, Nearmap (2021), KWC Engineering (2020)



Lead Agency: Riverside County

If Bolo Court is a secondary access, what about possible improvements to Hostettler and roads connecting east for this to be a secondary access?

Response: The project's traffic consultant reviewed this issue, and confirmed that no additional improvements to Hostettler are required as the road has adequate capacity.



Table 3-4 Matrix of Project Approvals/Permits

Public Agency	Approvals and Decisions
<b>County of Riverside</b>	
<b>Proposed Project – Riverside County Discretionary Approvals</b>	
Riverside County Planning Commission	<ul style="list-style-type: none"> <li>• Provide recommendations to the Riverside County Board of Supervisors whether to approve Amendment No. 1 to the Renaissance Ranch Specific Plan No. 333, General Plan Amendment No. 200004, and Change of Zone No. 2000016.</li> <li>• Provide recommendations to the Riverside County Board of Supervisors regarding certification of this Program EIR.</li> </ul>
Riverside County Board of Supervisors	<ul style="list-style-type: none"> <li>• Approve, conditionally approve, or deny Amendment No. 1 to the Renaissance Ranch Specific Plan No. 333.</li> <li>• Approve or deny General Plan Amendment No. 200004.</li> <li>• Approve or deny Change of Zone No. 2000016.</li> <li>• Reject or certify this Program EIR along with appropriate CEQA Findings.</li> </ul>
<b>Subsequent Riverside County Discretionary and Ministerial Approvals</b>	
Riverside County Subsequent Implementing Approvals: Planning Department and/or Building & Safety	<ul style="list-style-type: none"> <li>• Approve implementing Tentative Tract Maps.</li> <li>• Approve implementing Plot Plans.</li> <li>• Approve implementing Conditional Use Permits.</li> <li>• Record Final Maps.</li> <li>• Issue Grading Permits.</li> <li>• Issue Building Permits.</li> <li>• Approve Road Improvement Plans.</li> <li>• Issue Encroachment Permits.</li> <li>• Issue Conditional Use Permits, if required.</li> </ul>
<b>Other Agencies – Subsequent Approvals and Permits</b>	
Regional Water Quality Control Board	<ul style="list-style-type: none"> <li>• Compliance with National Pollution Discharge Elimination System (NPDES) Permit. Waste Discharge Permit.</li> <li>• Issuance of a Construction Activity Permit.</li> <li>• Issuance of a revised/amended Section 404 Permit (revisions limited to updated description of the proposed Project)</li> </ul>
U.S. Army Corps of Engineers	<ul style="list-style-type: none"> <li>• Issuance of revised/amended Section 404 Permit (revisions limited to updated description of the proposed Project)</li> </ul>
California Department of Fish and Wildlife	<ul style="list-style-type: none"> <li>• Issuance of revised/amended Section 1602 Streambed Alteration Agreement (revisions limited to updated description of the proposed Project)</li> </ul>
Riverside County Flood Control and Water Conservation District (RCFCWCD)	<ul style="list-style-type: none"> <li>• Approval of proposed drainage infrastructure</li> </ul>
South Coast Air Quality Management District (SCAQMD)	<ul style="list-style-type: none"> <li>• Permits and approvals associated with operation of stationary equipment, if proposed.</li> </ul>
Elsinore Valley Municipal Water District (EVMWD)	<ul style="list-style-type: none"> <li>• Approval of proposed water and sewer connections and improvements.</li> </ul>

is this supposed to be some other kind of permit?

Response: Conditional Use Permits may be required for future implementing development per the SP 333A1 zoning ordinance, depending on the proposed uses.





According to Riverside County GIS, there are no agricultural preserves or Williamson Act contracted land within the Project vicinity. The nearest lands that are included within an agricultural preserve and/or are subject to a Williamson Act Contract occur approximately 2.0 miles west of the Project site (“Glen Ivy 1” Agricultural Preserve). Due to the distance between the Project site and the Glen Ivy 1 site, the Project has no potential to result in conflicts with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve. Impacts would be less than significant.

***Threshold c.: Would the Project cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 “Right-to-Farm”)?***

Riverside County Ordinance No. 625 defines “land zoned for primarily agricultural purposes” as including the following zone classifications established by the Riverside County Land Use Ordinance No. 348: A-1 (Light Agriculture); A-P (Light Agriculture with Poultry); A-2 (Heavy Agriculture); A-D (Agriculture-Dairy); and C/V (Citrus/Vineyard). Based on this definition, there are no agriculturally-zoned properties within 300 feet of the Project site. Additionally, lands to the southeast of the Project site within the City of Lake Elsinore are not zoned for agricultural uses. Accordingly, the Project would not cause development of non-agricultural uses within 300 feet of agriculturally zoned property, and no impact would occur.

***Threshold d.: Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?***

Aside from the Project’s impacts to “Farmland” as discussed under the analysis of Threshold a., there are no components of the Project that would involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use. Although agricultural uses occur in the Project vicinity (refer to the discussion of Threshold b.), there are no components of the proposed Project that could indirectly affect these existing agricultural uses. Additionally, the light industrial and business park land uses proposed as part of the Project generally are considered to be **compatible** with agricultural uses. Thus, aside from the Project’s impacts to Farmland as discussed under the analysis of Threshold a., the Project would not result in any other changes to the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use, and impacts would be less than significant.



Riverside County Ordinance No. 559 applies to properties located above 5,000 feet amsl in elevation, while the maximum elevation at the Project site is approximately 1,430 feet amsl; thus, Riverside County Ordinance No. 559 is not applicable to the proposed Project (Google Earth, 2018).

No oak trees were detected within the Study Area during the 2020 surveys conducted by GLA. An Oak Tree Survey performed by L&L in 2003 identified two clusters of coast live oaks and several clusters of scrub oak (*Quercus berberidifolia*) on site. Of the oaks present, only the coast live oaks would have qualified for protection/mitigation, as both had diameter-breast-height measurements greater than 2.5 inches. In 2007, all vegetation within the Project site was removed. As of 2020 field surveys, no large oak trees were detected on site. GLA did not observe any oak trees within the development footprint, and it is assumed that all oak trees previously present on site were removed in 2007, and that the Project will not be subject to the guidelines moving forward. As such, the Project has no potential to conflict with the Riverside County Oak Tree Management Guidelines. (GLA, 2021, p. 68)

Based on the foregoing analysis, the Project would not conflict with any local policies or ordinances protecting biological resources, and impacts would be less than significant.

#### 4.4.5 CUMULATIVE IMPACT ANALYSIS

The cumulative impact analysis considers development of the Project in conjunction with other development projects located within the purview of the Western Riverside County MSHCP. This Study Area for cumulatively-considerable impacts to biological resources is appropriate because the MSHCP encompasses a large area surrounding the Project site, and provides for the long-term protection of sensitive plant, animal, and plant communities throughout the MSHCP area. Additionally, most cumulative development projects within the Project vicinity would be subject to the provisions of the MSHCP, and the general range of habitats, species, climate, etc. are fairly consistent throughout the MSHCP.

As indicated under the analysis of Threshold a., with mandatory payment of fees pursuant to Riverside County Ordinance No. 663, the Project would not conflict with the SKR HCP. Other developments within the cumulative study area also would be required to contribute fees towards the SKR HCP pursuant to Ordinance No. 663 or the implementing ordinances of cities within the cumulative study area; thus, Project impacts due to a conflict with the SKR HCP would be less than significant on a cumulatively-considerable basis. With respect to the MSHCP, the Project would preserve as open space areas identified by the MSHCP for long-term conservation. As such, the Project would not conflict with the MSHCP Reserve Assembly requirements, and cumulatively-considerable impacts would be less than significant. Additionally, because mitigation for impacts to riparian/riverine resources has already been completed in conformance with the previously-approved DBESP, the Project would be consistent with Volume I, Section 6.1.2 of the MSHCP, and impacts would be less than significant. Other developments within the cumulative study area similarly would be required to avoid riparian/riverine areas and vernal pools, or would be required to prepare and implement a DBESP to ensure compliance with applicable MSHP requirements. As such, Project impacts due to a conflict with Volume I, Section 6.1.2 of the MSHCP would be less than significant on a cumulatively-considerable basis. The Project site does not contain any narrow endemic plant species; thus, the Project has no potential



would not result in any cumulatively-considerable impacts associated with public or private airport-related hazards.

#### 4.9.6 SIGNIFICANCE OF IMPACTS BEFORE MITIGATION

Thresholds a. and b.: Significant Direct and Cumulatively-Considerable Impact. The Project site is identified as having a potential REC due to the former use of the property as agricultural land, which may have contributed to accumulated pesticides in the shallow soils. The Project site's potential to contain accumulated pesticides in the shallow soil represents a potentially significant impact of the Project on both a direct and cumulatively-considerable basis. Impacts associated with construction and operation of the Project would be less than significant.

Threshold c.: No Impact. The Project site does not contain any emergency facilities nor does it serve as an emergency evacuation route. Additionally, there are no emergency response plans or emergency evacuation plans in effect in the local area. Improvements planned as part of the Project are not anticipated to adversely affect traffic operations in the local area, including along nearby segments of Horsethief Canyon Road. Moreover, the Project would construct a new roadway on site (i.e., Street A), which would serve to improve emergency access in the local area. Accordingly, implementation of the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan, and no impact would occur.

Threshold d.: Less-than-Significant Impact. The Project has the potential to emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, and/or wastes within 0.25-mile of an existing school (Luiseno Elementary School). However, impacts would be less than significant with compliance with applicable federal, State, and local regulations. Although impacts would be less than significant, mitigation has been identified herein to require preparation of a Hazardous Materials Business Emergency Plan (HMBEP) for future implementing uses, if required by law (refer to Mitigation Measure MM 4.9-2).

Threshold e.: No Impact. Based on the results of the Project's Phase I ESA (*Technical Appendix G*), the Project site is not located on any list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Accordingly, no impact would occur.

Thresholds f., g., and h.: No Impact. The Project site is not located within two miles of a public airport or within an airport land use plan, and there are no components of the proposed Project that would affect airport operations. The closest airport is the Corona Municipal Airport located roughly 14.5 miles north west of the Project site. According to Map CO-1 of the Riverside County Airport Land Use Compatibility Plan Policy Document, the Project site is located outside of the compatibility zones for the Corona Municipal Airport, indicating that the Project site is not subject to airport-related hazards. The Project site also is outside of the Airport Influence Area (AIA) for the Corona Municipal Airport. Therefore, the Project would not result in an inconsistency an Airport Master Plan, would not require review by the Airport Land Use Commission, and would not result in a safety hazard for people residing or working in the Project area. No impact would occur.



Riverside County shall review and approve a site-specific noise impact analysis. The analysis shall evaluate the proposed application materials to determine whether future operations on-site would expose nearby sensitive receptors (i.e., residential uses) to noise levels exceeding the County’s residential standard of 55 dBA Leq during daytime hours (i.e., between 7:00 a.m. and 10:00 p.m.) and 45 dBA Leq during nighttime hours (i.e., between 10:00 p.m. and 7:00 a.m.). If significant operational-related noise impacts are anticipated, the County shall ensure that the noise impact analysis identifies and that the implementing developments incorporate any noise attenuation measures that may be necessary to reduce operational-related noise impacts affecting off-site residential uses to below the County’s residential standard during both daytime and nighttime hours. Noise attenuation measures may include, but are not necessarily limited to, the incorporation of screen walls or other barriers (such as berms). Prior to issuance of building permits, the Riverside County Building and Safety Department shall ensure that any required noise attenuation measures have been incorporated into the plans, and shall verify that the noise attenuation measures have been implemented prior to final building inspection.

**4.13.8 SIGNIFICANCE OF IMPACTS**

Threshold c.: Less-than-Significant Impact

Measure MM 4.13-1 would install a water line within Horsethief Canyon Road. Construction-related noise impacts would be mitigated by appropriate noise barriers and sound reduction measures to provide a sound reduction of 57.2 dBA). Therefore, with implementation of the required mitigation, Project impacts during construction would be less-than-significant (ECORP, 2021b, p. 29)

Understood that future specific project and analysis for it may prove that impacts based on current worst case assumptions, what kind of mitigation would be needed to LTS? Don't necessarily have to document in the EIR, just want to understand the scope of being able to achieve LTS to reasonably rely on for this EIR to make this

**Response: Unclear whether this is in reference to construction or operations? The measures listed in MM 4.13-1 were reviewed by the applicant, who confirmed the measures are feasible during construction. With respect to operations, the mitigation is imposed simply because no building design is proposed at this time, and thus the location, distance, and orientation of future truck courts is not known. However, standard construction of barriers (walls/berms) would preclude impacts, based on the analysis contained in the project's Noise Study.**

Implementation of Mitigation Measure MM 4.13-3 would ensure that site-specific noise impact analyses are prepared in conjunction with future implementing developments (i.e., plot plans, conditional use permits, etc.) for light industrial and business park uses within SP 333A1 Planning Areas 1 and 2. The required noise impact analyses would evaluate site-specific development components based on the implementing project application materials, and would identify measures, such as screen walls or other barriers (such as berms), to preclude significant operational-related noise impacts affecting residential uses in the surrounding area. With implementation of the required mitigation, Project impacts due to operational noise increases affecting residential sensitive receptors would be reduced to less-than-significant levels.

Threshold d.: Less-than-Significant Impact with Mitigation Incorporated. Implementation of Mitigation Measure MM 4.13-2 would prohibit drilling equipment, large bulldozers, and loaded heavy duty trucks from operating within 25 feet of any existing structure during the construction of the proposed offsite water main within Horsethief Canyon Road. Implementation of the required mitigation would reduce Project vibration-



**Table 4.18-23 Riverside County Total VMT**

	Riverside County
Base Year (2012) No Project	53,661,883
Base Year (2012) With Project	53,686,366
Cumulative Year (2040) No Project	92,508,071
Cumulative Year (2040) With Project	92,545,074

(Urban Crossroads, 2021b, Table 4)

***Threshold c: Would the Project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***

The proposed Project as evaluated in this EIR consists of a proposed General Plan Amendment (GPA No. 200004), proposed Amendment No. 1 to Specific Plan No. 333 (SP 333A1), and a proposed Change of Zone (CZ No. 2000016). As such, the Project only provides general requirements with respect to roadway improvements that may be needed for future implementing developments within the Project site, such as future roadway classifications as shown on EIR Figure 3-3, and roadway cross-sections as depicted on EIR Figure 3-4. Specific improvements to the surrounding circulation network would be determined as part of future implement projects within the Project site, such as tentative tract maps and plot plans. At that time, Riverside County would review the plans to ensure that there would be no substantial increase in hazards due to a geometric design feature, such as sharp curves or dangerous intersections. Impacts would be less than significant.

The Project entails development of the Project site with business park, light industrial, and open space uses. Land uses in the vicinity of the Project site include residential uses, recreation facilities, and the Horsethief Canyon Wastewater Treatment Plant to the west and south, with open space, I-15, rural residential uses, open space, and several light industrial/business park uses and open space to the north of I-15. Land uses to the east include several rural residential dwelling units, open space, and an existing construction storage yard. Although the truck trips that would be generated by the Project have the potential to conflict with traffic related to residential and recreational uses, the Project's truck traffic would be routed directly to the I-15 on and off ramps at Indian Truck Trail and Lake Street via Horsethief Canyon Road and Temescal Canyon Road, and would be directed away from residential streets. As such, the Project would not result in increased hazards to transportation as a result of incompatible uses, and impacts due to incompatible uses would be less than significant.

See prior comments about scope of road improvements using Bolo Court to Hostettler and roads east of that and whether improved further and especially if not what this project does in terms of hazards on this road from additional traffic

***Threshold d: Would the Project cause an effect upon, or a need for new or altered maintenance of roads?***

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Lead Agenc

**Response: We had the project's traffic consultant review this comment. Please see response below. No improvements to Hostettler are warranted.**  
Hostettler between Bolo and Temescal is only a 2-lane undivided roadway today. It is not a classified roadway on the County's General Plan. Long-range volumes on this roadway are no more than 4,800 vehicles per day. A 2-lane collector/local roadway has a daily capacity of 13,000 vehicles per day. LOS results at Bolo and Temescal along Hostettler under 2040 conditions would also suggest no roadway widening is necessary (LOS is LOS B or better at these locations). No roadway widening is necessary based on daily vol and intersection operations.





- e. *If located in or near a State Responsibility Area (“SRA”), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, would the Project expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires.*

The significance thresholds set forth in Riverside County’s Environmental Assessment Checklist, as modified/updated per the 2018 updates to the CEQA Guidelines, were used to evaluate the significance of the proposed Project’s impacts due to wildfires.

#### 4.21.4 IMPACT ANALYSIS

**Threshold a.:** *If located in or near a State Responsibility Area (“SRA”), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?*

The Project site is located within an SRA, and is classified as having a “High” to “Very High” susceptibility to wildfire hazards (RCIT, 2021). The Project site does not contain any emergency facilities nor does it serve as an emergency evacuation route. Additionally, there are no emergency response plans or emergency evacuation plans in effect in the local area. During construction and long-term operation of the Project, adequate emergency access for emergency vehicles would be required to be maintained along public streets that abut the Project site. Furthermore, improvements planned as part of the Project are not anticipated to adversely affect traffic operations in the local area, including along nearby segments of Horsethief Canyon Road. As part of the County’s review process for future implementing developments (i.e., plot plans, etc.), Riverside County would review the Project’s application materials to ensure that appropriate emergency ingress and egress would be available to-and-from the Project site and that circulation on the Project site is adequate for emergency vehicles. Accordingly, implementation of the proposed Project would not impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan, and no impact would occur.

← How does SP as designed facilitate this?

**Threshold b.:** *If located in or near a State Responsibility Area (“SRA”), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, would the Project, due to slope, prevailing winds, or other factors, expose project occupants to an uncontrolled spread of a wildfire?*

**Threshold e.:** *If located in or near a State Responsibility Area (“SRA”), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, would the Project expose people or structures to a significant risk of loss, injury, or death involving wildland fires?*

Response: Comment is unclear. The analysis indicates that the project is not located within or adjacent to any emergency facilities and the Project site is not identified as an emergency evacuation route. Appropriate ingress/egress is part of the County's review of future implementing plot plans/ CUPs.

The Project site is located within an SRA, and is classified as having a “High” to “Very High” susceptibility to wildfire hazards (RCIT, 2021). In order to evaluate the Project’s potential to exacerbate wildfire risks, a Project-specific Fire Protection Plan (FPP) was prepared for the Project, the results and recommendations of