

## **Stoneridge Commerce Center Supplemental Information**

**List of Assessor's Parcel Numbers (APNs):** 307-070-003, 307-080-(005, 006, 008), 307-090-(001, 002, 004, 005, 006), 307-100-(001, 003, 004, 005), 307-110-(003, 007, 008), 307-220-001, and 307-230-(019, 020).

**Schools within 2.0 Miles of Project Site:** Sierra Vista Elementary School; Lakeside Middle School; and Orange Vista High School.

**Present Land Use/Zoning/General Plan Designation:**

- Land Use: Vacant;
- Zoning: Specific Plan Zone (SP Zone);
- General Plan Designations: "Community Center (CC)," "Commercial Retail (CR)," "Medium Density Residential (MDR)," "Medium High Density Residential (MHDR)," "Very High Density Residential (VHDR)," "Open Space – Recreation (OS-R)," "Open Space – Conservation (OS-C)," "Open Space – Conservation Habitat (OS-CH)," and "Open Space – Water"

**Project Location:** South of the Ramona Expressway, north of Nuevo Road, east of Foothill Drive, and west of the future extension of Menifee Road in unincorporated Riverside County.

**Project Description:** The Project as evaluated in the Stoneridge Commerce Center EIR includes two separate land use plans for the 582.6-acre Project site. The "Primary Land Use Plan" anticipates that the Project would be constructed with Ramona Expressway providing primary access from the north and Nuevo Road providing access from the south, and that the site would be developed with up to 3888.5 acres of Light Industrial land uses, 49.1 acres of Business Park land uses, 8.0 acres of Commercial Retail land uses, Open Space – Conservation on 18.1 acres, Open Space – Conservation Habitat on 81.6 acres, and major roadways on 37.3 acres. Pursuant to Amendment No. 1 to Specific Plan No. 239 (SP 239A1), Light Industrial and Business Park land uses may be developed at a Floor Area Ratio (FAR) up to 0.50, while Commercial Retail land uses can be developed at a FAR up to 0.35. However, the Riverside County Transportation Commission (RCTC) is currently planning the construction of a regional transportation facility, the "Mid-County Parkway (MCP)," a segment of which, along with an interchange, are planned to traverse the northwestern portions of the Project site. The MCP is a long-range transportation improvement by RCTC; however, the RCTC has not secured or identified funding for the segment of the MCP which traverses the Project area, and therefore the timing of this segment of the MCP and the associated interchange is unknown at this time. In addition, and due to environmental, economic, right of way, or other factors, it is possible that RCTC ultimately may not construct the MCP in this portion of Riverside County. Notwithstanding, the "Alternative Land Use Plan" anticipates that the MCP would be constructed through the northwest portions of the site, in which case the site would be developed with 388.5 acres of Light Industrial land uses, 51.5 acres of Business Park land uses (of which 8.5 acres would be within the alignment of the MCP and would not be developed with Business Park land uses), 8.5 acres of Commercial Retail land uses (of which 0.2 acre would occur within the alignment of the MCP and would not be developed with Commercial Retail land uses), 18.1 acres of Open Space – Conservation, 81.6 acres of Open Space – Conservation Habitat, and 34.4 acres of major roadways. As with the Primary Land Use Plan, the Alternative Land Use Plan would allow for development of Light Industrial and Business Park

uses at a maximum FAR of 0.50, while Commercial Retail land uses could be developed at a maximum FAR of 0.35. Thus, in order to accommodate both the potential for the future construction of the MCP while also providing for development of the site in the event the MCP is not constructed as currently planned by RCTC, the two land use concepts are evaluated for the site throughout the Stoneridge Commerce Center EIR at an equal level of detail.

**Identify the project's significant or potentially significant effects and briefly describe any proposed mitigation measures that would reduce or avoid that effect:**

The Project would result in the following significant and unavoidable impacts, even after the implementation of Project design features, mandatory regulatory requirements, and feasible mitigation measures:

- Aesthetics: Significant and Unavoidable Direct and Cumulatively-Considerable Impact. The Project vicinity exhibits a rural and agricultural character, and the development of the Project site with light industrial, business park, and commercial retail land uses would represent a substantial change to the existing visual character and quality of public views of the site and its surroundings. Although the Project would be required to comply with the design guidelines and development standards of proposed SP 239A1, the SP 239A1 zoning ordinance, and all other applicable requirements of the Riverside County Municipal Code, which would serve to ensure that the Project site is developed in a manner that is not visually offensive, mitigation measures are not available to address the Project's significant impacts due to substantial changes to the existing visual character and quality of public views of the site and its surroundings. Impacts would be significant and unavoidable on both a direct and cumulatively-considerable basis.
- Agriculture and Forestry Resources: Significant and Unavoidable Direct and Cumulatively-Considerable Impact. Implementation of the proposed Project would result in direct and indirect permanent impacts due to the conversion of approximately 297.8 acres of "Prime Farmland," approximately 24.6 acres of "Farmland of Statewide Importance," approximately 4.0 acres of "Unique Farmland," and approximately 180.3 acres of "Farmland of Local Importance" to non-agricultural use. Feasible mitigation is not available to reduce these impacts to below a level of significance; thus, Project impacts to Farmland located on site would be significant and unavoidable on both a direct and cumulatively-considerable basis.
- Air Quality: Significant and Unavoidable Direct and Cumulatively-Considerable Impacts. Long-term operations of the proposed Project would result in daily emissions of NO<sub>x</sub> and ROG<sub>s</sub> that exceed the SCAQMD Regional Thresholds. Although mitigation measures are identified to reduce impacts to the maximum feasible extent (e.g., compliance with Board of Supervisors Policy F-3, electrical hookups for refrigerated trucks, provision of EV charging stations, etc.), a majority of emissions associated with Project operations would result from vehicular traffic, and in particular truck traffic. Mobile source emissions are regulated by standards imposed by federal and State agencies, not local governments; thus, feasible mitigation is not available to reduce the Project's emissions of NO<sub>x</sub> and ROG<sub>s</sub> to below a level of significance. Impacts would be significant and unavoidable on both a direct and cumulatively-considerable basis. Additionally, because Project

operational-related emissions would exceed the SCAQMD Regional Thresholds and because the Project's proposed land uses are not consistent with the growth forecasts included in the 2016 SCAQMD AQMP, the Project also would result in a significant and unavoidable direct and cumulatively-considerable impact due to a conflict with the 2016 SCAQMD AQMP.

- Noise: Significant and Unavoidable Direct Impact. Implementation of the Project would result in significant and unavoidable traffic-related noise impacts affecting existing residential uses along the segment of Nuevo Road between the southern Project entrance and Dunlap Drive under Existing plus Ambient plus Project (EAP) 2030 conditions. Due to existing driveway access points along this roadway segment, feasible mitigation measures are not available to reduce the Project's traffic-related noise impacts to this segment of Nuevo Road to below a level of significance, as it would not be feasible to fully obstruct the line-of-sight between these existing residences and Project-related traffic along Nuevo Road. Accordingly, Project traffic-related noise impacts along the segment of Nuevo Drive between Antelope Road and Dunlap Drive would be significant and unavoidable under EAP 2030 conditions.
- Transportation: Significant and Unavoidable Direct and Cumulatively-Considerable Impact. Project-generated VMT per employee for the Project's proposed light industrial and business park uses would exceed the existing county-wide average VMT per employee threshold by 26.22%, while near-term operation of the Project's retail component was found to result in a net increase in the County's total VMT. VMT reduction measures in areas that are characteristically suburban in context are limited to a maximum VMT reduction of 15%. This maximum reduction for cross-category transportation-related mitigation measures of 15% for suburban settings is also noted in the County Guidelines. Therefore, even with the implementation of all feasible VMT reduction measures (i.e., TDM measures), Project-generated VMT cannot be reduced to a level of less than significant.