



Section 9.0:

**Significant Environmental Effects  
Which Cannot Be Avoided If  
The Proposed Action Is Implemented**



## 9.0 SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH CANNOT BE AVOIDED IF THE PROPOSED ACTION IS IMPLEMENTED

The *California Environmental Quality Act (CEQA) Guidelines* Section 15126(b) requires an Environmental Impact Report (EIR) to “describe any significant impacts, including those which can be mitigated but not reduced to a level of insignificance. Where there are impacts that cannot be alleviated without imposing an alternative design, their implications, and the reasons why the project is being proposed, notwithstanding their effect, should be described.”

Section 5.0 of this EIR provides a description of the potential environmental impacts of the proposed project and recommends General Plan policies and implementation measures as well as mitigation measures to reduce impacts to a less than significant level, where possible. After implementation of the recommended policies, implementation measures, and mitigation measures, most of the potentially significant impacts associated with the proposed project would be reduced to less than significant levels. However, the impacts listed below could not be feasibly mitigated and would result in a significant unavoidable impact associated with approval of the proposed General Plan 2035.

### LAND USE

- Consistency with the Riverside County Airport Land Use Compatibility Plan

### TRAFFIC AND CIRCULATION

- **Roadway Segments (Project and Cumulative Impacts).** Even with installation of the recommended improvements, implementation of the proposed General Plan 2035 would result in unacceptable levels of service on the roadway segments shown as LOS D in green, LOS E in yellow, and LOS F in red on Exhibit 5.4-14. Thus, impacts are concluded to be significant unavoidable impacts for the roadway segments shown as LOS D, LOS E, and LOS F on Exhibit 5.4-14.



- **Intersections (Project and Cumulative Impacts).** Even with implementation of the enhanced geometrics, the following 16 intersections are projected to operate at levels of service that do not meet the City’s standards, and thus result in a significant unavoidable significant impact.
  - Intersection 1: Menifee Road / Scott Road
  - Intersection 3: Winchester Road – SR-79 / Scott Road
  - Intersection 4: Antelope Road / Keller Road
  - Intersection 9: Antelope Road / Golden City Drive – Baxter Road
  - Intersection 10: Whitewood – Meadowlark / Golden City Drive – Baxter Road
  - Intersection 18: California Oaks Road / Clinton Keith Road
  - Intersection 20: I-215 NB Off-Ramp / Clinton Keith Road
  - Intersection 22: Meadowlark – Whitewood Road / Clinton Keith Road
  - Intersection 25: Winchester Road – SR-79 / Clinton Keith Road – Benton Road
  - Intersection 28: Jefferson Avenue / Murrieta Hot Springs Road
  - Intersection 44: Jefferson Avenue / Kalmia Street
  - Intersection 52: Winchester Road (SR-79) / Murrieta Hot Springs Road
  - Intersection 53: Hancock Avenue / Los Alamos Road
  - Intersection 54: I-215 SB Ramps / Los Alamos Road
  - Intersection 57: Whitewood Road / Murrieta Hot Springs Road
  - Intersection 59: Nutmeg Street / Clinton Keith Road

## **AIR QUALITY**

- Short-Term Construction Emissions
- Long-Term Mobile and Stationary Source Emissions
- Cumulative Short-Term Construction Emissions Impacts
- Cumulative Long-Term Mobile and Stationary Source Emissions

## **NOISE**

- Cumulative Long-Term Operational Noise Impacts

## **PARKS AND RECREATION FACILITIES**

- Parks and Recreational Facilities – Project and Cumulative Impacts