

COUNTY OF RIVERSIDE

ENVIRONMENTAL ASSESSMENT FORM: INITIAL STUDY

Environmental Assessment (CEQ / EA) Number: CEQ200005
Project Case Type (s) and Number(s): CZ2100009 and PPT210001
Lead Agency Name: Riverside County Planning Department
Address: 4080 Lemon Street. 12th Floor. PO Box 1409. Riverside CA, 92502
Contact Person: Deborah Bradford

Telephone Number: 951 955-6646
Applicant's Name: Beyond Convenience Store
Applicant's Address: 4300 Edison Avenue, Chino, CA 91710

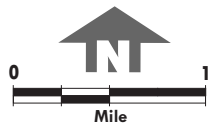
I. PROJECT INFORMATION

Project Description:

The Applicant is requesting the approval of a Plot Plan to construct and operate a 5,185 square-foot convenience store, a fueling station with eight fueling islands, a 2,315 square-foot car wash, a 2,226 square-foot drive-thru Starbucks. The Project Site is an existing vacant parcel described as Assessor's Parcel No. 480-462-004. The 2.94-acre parcel is located on the northwest corner of Jean Nicholas Road and Winchester Road (SR-79) in the unincorporated community of French Valley within the County of Riverside (see Figure 1-Regional Location Map and Figure 2-Vicinity Map). The Project Site is surrounded by vacant land to the north and east, and residential development to the west and south.

The Project Site has a current land use designation of Light Industrial (LI) and Zoning of Industrial Park (I-P). The Project Applicant is requesting a Change of Zone to Manufacturing-Service Commercial (M-SC) (see Figure -3 Change of Zone). The County of Riverside requires approval of a Plot Plan for service and commercial uses within the M-SC Zone. The eight fueling islands with 16 fueling dispensers will be located under a 5,320 square-foot canopy near the southwestern end of the Project Site (see Figure 4-Site Plan). The site plan includes two underground storage tanks (USTs) and one (1) Healy Tank(s) (clean air separator). One of the USTs is a 30,000-gallon split tank that would store 20,000 gallons of Regular Unleaded Gasoline and 10,000 gallons of E85 (an alcohol fuel mixture). The other UST is a 22,000-gallon split tank that would store 10,000 gallons of Diesel and 12,000 gallons of Premium Unleaded Gasoline. The Proposed Project includes two bioretention basins and landscape areas, designed to capture 3,950 CF and 3,078 CF of runoff, respectively.

Access to the Project Site would be provided by a 35-foot inbound only access driveway on the southwest end of the Project Site along Jean Nicholas Road and another 48-foot full access driveway at Jean Nicholas Road to be aligned with the Mauna Loa road intersection. The Proposed Project would include 50,543 square-feet of landscaping and 58,799 square-feet of impervious surface. 56 parking spaces would be provided, 3 of which will be handicap-accessible parking spaces. The Proposed Project includes the installation of 1 monument sign near the southern end of the Project Site. Building structures will not exceed 50 feet, as is required in the M-SC Zone.



Source: Lilburn Corporation, June, 2020.

LILBURN
CORPORATION

REGIONAL LOCATION
Beyond Convenience Store and Gas Station
Winchester Road, Riverside County

FIGURE 1



PROJECT SITE

Jean Nicholas Rd

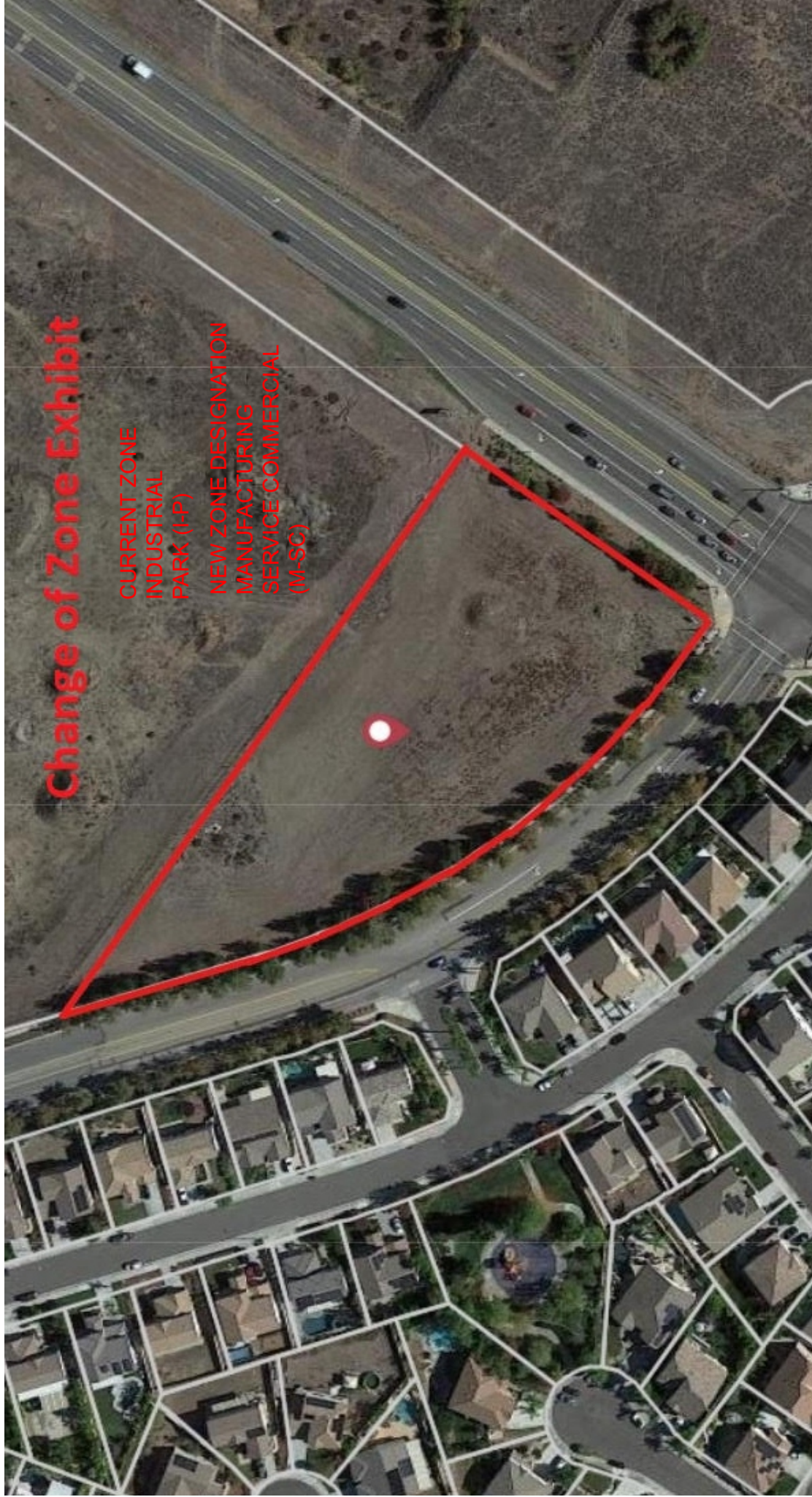
Winchester Rd

Jean Nicholas Rd

0 **TNT** 150
Feet
Source: Lilburn Corp., June, 2020.
LILBURN
CORPORATION

PROJECT VICINITY
Beyond Convenience Store and Gas Station
Winchester Road, Riverside County

FIGURE 2



CHANGE OF ZONE
Beyond Convenience Store and Gas Station
Winchester Road, Riverside County

FIGURE 3

JOB NO.	1050
DRAWN BY:	T.L.
CHECKED BY:	T.L.
DATE CHECKED:	11/10/00
PERMIT SET:	11/10/00
REVISIONS:	REVISION NO. DATE BY
PLANNING NO. 001	11/10/00
PLANNING NO. 002	11/10/00
PLANNING NO. 003	11/10/00
PLANNING NO. 004	11/10/00
PLANNING NO. 005	11/10/00
PLANNING NO. 006	11/10/00
PLANNING NO. 007	11/10/00
PLANNING NO. 008	11/10/00
PLANNING NO. 009	11/10/00
PLANNING NO. 010	11/10/00

PROPOSED SITE PLAN, PROJECT DIRECTORY, DATA AND REFERENCE	
KEY MAP	SCALE: 1"=40'-0"

PROJECT:	CARWASH & STARBUCKS DEVELOPMENT CONDITIONAL USE PERMIT NO. 200002
CLIENT:	NEWAS STATION EXPRESS RIVERSIDE COUNTY 495 E. RINCON ST., SUITE 175, CORONA, CA 92879
ADDRESS:	495 E. RINCON ST., SUITE 175, CORONA, CA 92879
CLIENT:	NEWAS STATION EXPRESS RIVERSIDE COUNTY 495 E. RINCON ST., SUITE 175, CORONA, CA 92879



Reference Notes

1. (E) PROPERTY LINES
2. SET BACK
3. (E) TRAFFIC LIGHT
4. (E) CURB AND GUTTER
5. (N) CURB AND GUTTER/DRAINWAY
6. (N) AC PAVING
7. (N) CONC. SIDEWALK
8. (N) 30X110-8" CANOPY ABOVE WITH CONC PAVING SLUG
9. (N) UNDERGROUND STORAGE TANKS UNDER SEPARATED
10. (N) UNDERGROUND STORAGE TANKS (FUEL TANK)
11. (N) LANDSCAPE
12. (N) HEALTHY TREE
13. (N) TRASH & RECYCLE ENCLOSURE
14. (N) LOADING/UNLOADING (10'-0" x 20'-0")
15. (N) MONU. SIGN UNDER SEPARATE PERMIT.
16. (N) HOP PARKING
17. (N) BIKE RACK
18. (N) TRUNCATED DOMES PAD AT CURB RAMP AREA, MIN. 3'-0"
19. (N) VACUUM CANOPY ABOVE
20. (N) MENU BD.
21. (E) EASEMENT; SEE CIVIL PLAN.
22. (E) STREET TREE & PLANT TO REMOVE; SEE LANDSCAPE PLAN.
23. (N) AIR/WATER TOWER
24. (N) VACUUM # 7 LOCUS.
25. (N) DIRECTIONAL SIGNAGE.
26. (N) INFILTRATION (SEE CIVIL PLAN)
27. (N) 24" WIDE FIRE LANE
28. (N) 8" HIGH C&M SPLITTAGE FENCE WALL
29. (N) WHEEL STOP AT ZERO CURB PARKING AREA. SEE CIVIL PLAN.
30. (N) 4"-10" WIDE CONC. PAVED, WALKWAY, CONNECTING TO PUBLIC SIDEWALK, MAX. 5% SLOPE TO DIRECTION OF TRAVEL AND MAX. 2% CROSS SLOPE.
31. 22'-6" HT. PARKING LOT LIGHT W/ LIGHT SHIELD.
32. (E) FIRE HYDRANT TO RELOCATE; SEE CIVIL PLAN.
33. (E) FIRE HYDRANT TO RELOCATE; SEE CIVIL PLAN.
34. (E) PROPOSED (N) LOCATION FOR (E) FIRE HYDRANT, SEE CIVIL PLAN.
35. (E) TANK TRAYS (SLOPED); NON-PORTABLE FOR CARWASH USE ONLY. TWO (2) 1,500 GAL. PER CARWASH SYSTEM MANUFACTURER.
36. 20'-0" WIDE FIRE LANE PER COUNTY STANDARD.
37. PRE-MENU BOARD.
38. HEIGHT RESTRICTION BAR.
39. BID-RETENTION BMP; SEE CIVIL PLAN.

Scope of Work

NEW CONSTRUCTION OF A SERVICE STATION WITH CANOPY, ART STONE, EXPRESS CARWASH AND STARBUCKS WITH DRIVE THRU.

Project Data

PROJECT ADDRESS: 495 E. RINCON ST., SUITE 175, CORONA, CA 92879

AP##: 172699 S.F. (2,805.66 ACRES)

LOT SIZE (ACRES): 172699 S.F. (2,805.66 ACRES)

LAND USE DESIGNATION: U-1 (OFFICE USE)

ZONING CLASSIFICATION: U-1, C.Z. NUMBER 6814

FUEL MODIFICATION ZONE: NOT IN HPZ

OCCUPANCY: V2

FIRE ALARM: YES (MFA 72)

ALLOWABLE BUILDING AREA: 24,000 S.F. MAX.

SETBACK REQUIREMENTS: REQUIRED: PROVIDED

FRONT YARD: 15'-0" 15'-0"

REAR YARD: NONE NONE

STREET SIDE YARD: NONE NONE

INTERIOR SIDE: NONE NONE

LANDSCAPE AREA: 35,771 S.F. (0.81 AC)

STE. COVERAGE: 14,228 (INCLUDING GAS & VACUUM CANOPIES)

BUILDING AREA: 4,268 S.F.

U.S. STATION WITH C-STORE: 4,268 S.F.

C-STORE: 4,268 S.F.

EXPRESS CAR WASH: 2,318 S.F. (SINGLE STORY)

CARWASH TUNNEL/STRIP, ETC.: 1,801 S.F. (SINGLE STORY)

CANOPY (38'-0"X110'-8"): 2,228 S.F. (SINGLE STORY)

BUILDING AREA: 2,228 S.F. (SINGLE STORY)

401 S.F. (SERVING AREA)

Legal Description

REAL PROPERTY IN THE UNINCORPORATED AREA OF THE COUNTY OF RIVERSIDE, STATE OF CALIFORNIA, DESCRIBED AS FOLLOWS: LOT 88 OF TRACT 31330 AS SHOWN ON A SUBDIVISION MAP THEREIN RECORDED IN BOOK 400 AT PAGES 80 TO 93 OF MAPS APRIL 480-482-104-0

Sheet Index

A 1.01	STEEL PLAN
A 1.02	TRASH ENCLOSURE DETAILS
A 1.03	CONDITIONS OF APPROVAL
A 1.10	CANOPY PLANS
A 1.11	CANOPY DETAILS
A 2.01	C-STORE FLOOR PLAN
A 2.02	STARBUCKS FLOOR PLAN
A 2.03	STARBUCKS FLOOR PLAN
A 2.04	EAST & WEST ELEVATIONS (C-STORE & CSR)
A 3.03	NORTH & SOUTH ELEVATIONS (CARWASH)
A 3.04	EAST & WEST ELEVATIONS (STARBUCKS)
A 3.05	NORTH & SOUTH ELEVATIONS (STARBUCKS)
A 3.06	EAST & WEST ELEVATIONS (STARBUCKS)

Proposed Site Plan

SCALE: 1"=40'-0"

Utility Purveyors

SEWER: EASTERN MUNICIPAL WATER DISTRICT
 WATER: EASTERN MUNICIPAL WATER DISTRICT
 GAS: SOUTHERN CALIFORNIA GAS COMPANY
 CABLE: FRONTIER
 TELEPHONE: FRONTIER

Low Paleo Potential Notes

1. ALL SITE EARTHMOVING SHALL BE CARED IN THE AREA OF WHERE THE FOSSIL REMAINS ARE ENCOUNTERED. EARTHMOVING ACTIVITIES MAY BE DIVERTED TO OTHER AREAS OF THE SITE.
2. THE FOSSIL DISCOVERY WHO WILL TURN IMMEDIATELY NOTIFY THE COUNTY GEOLOGIST OF THE DISCOVERY.
3. APPROVED BY THE COUNTY OF RIVERSIDE PALEONTOLOGIST
4. THE PALEONTOLOGIST SHALL DETERMINE THE SIGNIFICANCE OF THE ENCOUNTERED FOSSIL REMAINS OF EARTHMOVING ACTIVITIES WILL CONTINUE THEREAFTER ON AN AS-BASED BASIS BY THE PALEONTOLOGIST DURING ALL EARTHMOVING ACTIVITIES THAT MAY BE PERFORMED ON THE PROJECT AREA.
5. THE PROJECT AREA WHERE ENCOUNTERED UNDISTURBED STRATA WILL BE BURIED BUT NOT OTHERWISE DISTURBED WILL NOT BE MONITORED. THE SUPERVISING PALEONTOLOGIST WILL HAVE THE PROBABILITY OF ENCOUNTERING ANY ADDITIONAL FOSSILS HAS DROPPED BELOW AN ACCEPTABLE LEVEL.
6. THE PALEONTOLOGIST SHALL DETERMINE THE SIGNIFICANCE OF THE ENCOUNTERED FOSSIL REMAINS OF EARTHMOVING ACTIVITIES WILL CONTINUE THEREAFTER ON AN AS-BASED BASIS BY THE PALEONTOLOGIST DURING ALL EARTHMOVING ACTIVITIES THAT MAY BE PERFORMED ON THE PROJECT AREA.
7. THE PROJECT AREA WHERE ENCOUNTERED UNDISTURBED STRATA WILL BE BURIED BUT NOT OTHERWISE DISTURBED WILL NOT BE MONITORED. THE SUPERVISING PALEONTOLOGIST WILL HAVE THE PROBABILITY OF ENCOUNTERING ANY ADDITIONAL FOSSILS HAS DROPPED BELOW AN ACCEPTABLE LEVEL.

New Development of A Beyond Food Mart, Gas Station, An Express Carwash & Starbucks w/ Drive Thru

NWC OF WINCHESTER RD. & JEAN NICHOLAS RD., WINCHESTER, CA 92596

Project Directory

ARCHITECT & CIVIL ENGINEER:
 W&L LAND DESIGN CONSULTANTS
 2335 N. FOOTBALL BLVD., SUITE 1,
 CORONA, CA 92879
 TEL: (951) 729-3414 FAX: (951) 948-1137

LANDSCAPE ARCHITECT:
 PHILMAY LANDSCAPE ARCHITECT
 1645 W. 16TH ST., SUITE C,
 ANAHEIM, CA 92816
 TEL: (714) 578-8846 FAX: (714) 578-0463

ELECTRICAL ENGINEER, INC.
 CHARLES CHEN, P.E.
 1101 W. 16TH ST., SUITE C,
 ANAHEIM, CA 92816
 TEL: (714) 578-8846 FAX: (714) 578-0463

Notes

1. ALL SOURCE ARE UNDER PER PRINT AND APPLICATION.
2. SEE CIVIL FOR SITE DRAINAGE.

Utility Purveyors

SEWER: EASTERN MUNICIPAL WATER DISTRICT
 WATER: EASTERN MUNICIPAL WATER DISTRICT
 GAS: SOUTHERN CALIFORNIA GAS COMPANY
 CABLE: FRONTIER
 TELEPHONE: FRONTIER

Legend

- (E) FIRE HYDRANT
- (C) FIRE DEPT. CONNECTION
- (N) FIRE HYDRANT & CONNECTION
- 22'-6" HT. PARKING LOT LIGHT
- 20'-0" WIDE FIRE LANE
- LANDSCAPE AREA
- COVERED PARKING AREA

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

B. Total Project Area:

Residential Acres: N/A	Lots: N/A	Units: N/A	Projected No. of Residents: N/A
Commercial Acres: 2.94	Lots: 1	Sq. Ft. of Bldg. Area: 5,185 Convenience store, 2,315 car wash, 5,320 fueling station, 2,627 Starbucks, 1,260 Serving area	Est. No. of Employees: 12
Industrial Acres: N/A Other:	Lots: N/A	Sq. Ft. of Bldg. Area: N/A	Est. No. of Employees: N/A

C. Assessor's Parcel No(s): 480-462-004

Street References:

D. Section, Township & Range Description or reference/attach a Legal Description:
Township 6 South, Range 2 West, Section 32

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

The Project Site is currently vacant and located north of the Jean Nicholas Road and Winchester Road (SR-79) intersection. Adjacent properties include single-family residential development to the west and south of the Project Site, and vacant land to the north and east. The Project Site is relatively flat (slope<15%), occurs at 1380 feet to 1412 feet in elevation and slopes from southeast to northwest.

The Project Site has been disturbed by agricultural activities, vegetation clearing and debris deposits. Ornamental trees and shrubs surround the Project Site along Winchester Road and Jean Nicholas Road. The Project Site supports a ruderal plant community and is flat with a slight slope to the south. It is within an area that has been developed or disturbed over the last few decades.

II. APPLICABLE GENERAL PLAN AND ZONING REGULATIONS

A. General Plan Elements/Policies:

- 1. Land Use:** (Light Industrial) The Proposed Project is consistent with the land use designation of Light Industrial. This land use designation allows for a wide variety of industrial and related uses, including warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses.
- 2. Circulation:** The Project Site is located in the Highway 79 Policy Area. The Proposed Project would have adequate circulation to and within the Project Site and is therefore consistent with the Circulation Element of the General Plan. The Proposed Project meets all other applicable circulation policies of the General Plan.
- 3. Multipurpose Open Space:** The Project Site does not have a land use designation that is intended to conserve or preserve resources for the purpose of sustaining their stock in their perpetuity. Therefore, the Proposed Project meets relevant Multipurpose Open Space

policies. The Proposed Project would not interfere with the goals set forth in the County General Plan's Multipurpose Open Space Element.

4. **Safety:** The Proposed Project is not located in a floodplain or a fault zone. The Project Site is not located in an area susceptible to liquefaction and seismically-induced landslides. However, the Project Site is in an area susceptible to liquefaction and subsidence with very high ground-shaking risk. The proposed project meets all other applicable Safety element policies.
5. **Noise:** The Proposed Project will permanently increase the ambient noise levels in the project vicinity above levels existing without the project. However, noise levels are expected to stay below the County's exterior daytime noise threshold of 65 dBA and the County's nighttime exterior noise threshold of 45 dBA.
6. **Housing:** No housing is proposed.
7. **Air Quality:** The Proposed Project is located within the South Coast Air Basin. According to the California Emissions Estimator Model (CalEEMod) version 2016.3.2., the Proposed Project is anticipated to meet all South Coast Air Quality Management District (SCAQMD) standards and thresholds with incorporation of sustainable design and compliance with regulation.
8. **Healthy Communities:** The Proposed Project meets all applicable Healthy Community element policies. It would include the construction of bike racks to promote biking.
9. **Environmental Justice (After Element is Adopted):** N/A

B. General Plan Area Plan(s): Southwest Area Plan

C. Foundation Component(s): Community Development

D. Land Use Designation(s): Light Industrial (LI)

E. Overlay(s), if any: None

F. Policy Area(s), if any: Highway 79 Policy Area

G. Adjacent and Surrounding:

1. **General Plan Area Plan(s):** Southwest Area Plan

2. **Foundation Component(s):** Community Development, Open Space

3. **Land Use Designation(s):** Light Industrial, Commercial Retail, Very High Density Commercial, Recreation, Conservation

4. **Overlay(s), if any:** None

5. **Policy Area(s), if any:** Highway 79 Policy Area

H. Adopted Specific Plan Information

1. **Name and Number of Specific Plan, if any:** Dutch Village #106

2. Specific Plan Planning Area, and Policies, if any: Area 18a

I. Existing Zoning: Industrial Park (I-P).

J. Proposed Zoning, if any: Manufacturing-Service Commercial (M-SC)

K. Adjacent and Surrounding Zoning: Surrounding zoning includes Specific Plan (S-P) to the east and south, One family dwellings (R-1) to the west and Scenic Highway Commercial (C-P-S) to the north.

III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below (x) would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” or “Less than Significant with Mitigation Incorporated” as indicated by the checklist on the following pages.

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

IV. DETERMINATION

On the basis of this initial evaluation:

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

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

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

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

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



Signature

6/10/2021

Date

For: John Hildebrand
Planning Director

Printed Name

V. ENVIRONMENTAL ISSUES ASSESSMENT

In accordance with the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000-21178.1), this Initial Study has been prepared to analyze the proposed project to determine any potential significant impacts upon the environment that would result from construction and implementation of the project. In accordance with California Code of Regulations, Section 15063, this Initial Study is a preliminary analysis prepared by the Lead Agency, the County of Riverside, in consultation with other jurisdictional agencies, to determine whether a Negative Declaration, Mitigated Negative Declaration, or an Environmental Impact Report is required for the proposed project. The purpose of this Initial Study is to inform the decision-makers, affected agencies, and the public of potential environmental impacts associated with the implementation of the proposed project.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
AESTHETICS Would the project:				
1) Scenic Resources				
a) Have a substantial effect upon a scenic highway corridor within which it is located?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings and unique or landmark features; obstruct any prominent scenic vista or view open to the public; or result in the creation of an aesthetically offensive site open to public view?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan: Southwest Area Plan (SWAP), Figure 9 “Southwest Area Plan Scenic Highways”

Findings of Fact:

a) **Less than Significant Impact.** The Project Site is within Riverside County General Plan’s Southwest Area Plan. It is adjacent to Winchester Road/SR-79, which is an Eligible Scenic Highway within the Southwest Area Plan. SR-79 provides panoramic views of agricultural lands, like horse ranches, and mountain backdrops, like Palomar Mountain. The Project Site has a current zoning of Industrial Park (I-P). The Project Applicant is requesting a Change of Zone to Manufacturing-Service Commercial (M-SC). The Plot Plan would comply with the M-SC standards upon approval of the Change of Zone. The County prohibits structures within M-SC zones from exceeding the height of 50 feet. The structures of the Proposed Project will not exceed this maximum allowed height. The County requires development within the M-SC Zone to have a minimum 25 feet setback from the property line. The Proposed Project’s buildings would have a minimum setback of 36’ 6” from curb to buildings. The setback distance can minimize obstruction of panoramic views provided by SR-79. The Proposed Project includes retail uses on an approximately 2.94-acre parcel, which is typical of other similar uses in the area. It would also incorporate architectural design similar to other retail establishments along

Winchester Road. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

- b) **Less than Significant Impact.** The Project Site is currently vacant with a zoning of I-P. The Project Applicant is requesting a Change of Zone to M-SC. This zone is intended to promote and attract industrial and manufacturing activities which will provide jobs to local residents and strengthen the County's economic base. The closest unique feature to the Project Site, as identified in the Southwest Plan Area Multipurpose Open Space Element, is the French Valley Airport (approximately 2.15 miles south of the Project Site). No rock outcroppings or historic buildings occur on the Project Site. Several western yellow pine trees (*Pinus jeffreyi*) and ornamental shrubs (unidentified) exist along the southern and western edge of the property within the road right-of-ways for Jean Nicholas Road and Winchester Road. As stated above, the Proposed Project is subject to a minimum 25 feet setback on any street, so the obstruction of panoramic views due to the Proposed Project would be less than significant. The Proposed Project consists of a convenience store, a fueling station with canopy, a car wash and a Starbucks with an attached drive-thru. The Proposed Project's buildings would have a minimum setback of 36' 6" from curb to buildings. The Proposed Project would not result in the creation of an aesthetically offensive site open to the public. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

- c) **Less than Significant Impact.** The Project Site is surrounded by vacant land to the north and east and residential development to the west and south. The surrounding vacant lands have the following zoning designations: Scenic Highway Commercial (C-P-S) and I-P to the north, Specific Plan (S-P) to the east and south, and One Family Dwellings (R-1) to the west of the Project Site. C-P-S uses typically include specific wholesale and retail commercial uses. S-P uses include residential, commercial, manufacturing, open space, public facilities, health and community facilities, and agricultural uses. R-1 uses include mobile homes on permanent foundations, limited agriculture, home occupations, and noncommercial farms with restrictions. The Proposed Project would be consistent with the Project Site's current zoning and land use designations, and would not significantly degrade the existing visual character of the site and its surroundings. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

2) Mt. Palomar Observatory

a) Interfere with the nighttime use of the Mt. Palomar Observatory, as protected through Riverside County Ordinance No. 655?

Sources: Riverside County Ordinance. No. 655 (Regulating Light Pollution), Riverside County General Plan: Southwest Plan Area Figure 6

Findings of Fact:

- a) **Less than Significant Impact.** According to the County General Plan, the Proposed Project is subject to lighting standards (SWAP 13.1) that are intended to limit light leakage and spillage that may interfere with the operations of the Mount Palomar Observatory. This observatory, located in San Diego County, is just outside of the Southwest planning area. Riverside County Ordinance No.655 restricts the permitted use of certain light fixtures that emit undesirable light

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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rays into the night sky and interfere with astronomical observation and research. This ordinance defines two impacted zones: Zone A is within a 15-mile in radius of the of Palomar Observatory and Zone B is the circular ring area defined by two circles, one forty-five miles in radius centered on Palomar Observatory, and the other the perimeter of Zone A.

As shown on Figure 6 of the County of Riverside’s General Plan Southwest Plan Area, the Project Site is located within Zone B. The Proposed Project is subject to applicable lighting standards established by Ordinance No.655. The Project Applicant would be required to submit plans and evidence of compliance involving nonexempt outdoor light fixtures subject to approval by the County. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

3) Other Lighting Issues

a) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Expose residential property to unacceptable light levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source: Riverside County Ordinance. No. 655 (Regulating Light Pollution)

Findings of Fact:

a, b) **Less than Significant Impact.** The Project Site is surrounded by vacant properties to the north and east, and single-family residential development to the south and west. The Proposed Project would not create a significant new source of substantial light or glare as the Project Site is adjacent to existing sources of light including residences and street lighting. Additionally, it is also subject to the lighting standards set forth by Riverside County Ordinance No. 655 regulating light pollution. The Project Applicant would be required to submit a lighting plan subject to approval by the County. Compliance with County lighting standards would minimize light and glare exposure so that there would be no unacceptable light levels and it would not affect day or nighttime views in the area. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
AGRICULTURE & FOREST RESOURCES Would the project:				
4) Agriculture	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing agricultural zoning, agricultural use or with land subject to a Williamson Act contract or land within a Riverside County Agricultural Preserve?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Cause development of non-agricultural uses within 300 feet of agriculturally zoned property (Ordinance No. 625 "Right-to-Farm")?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Riverside County General Plan Southwest Area Plan: Figure 3 "Land Use Plan," Department of Conservation Riverside County Important Farmland 2016 Sheet 1 of 3, Riverside County Parcel Report; Riverside County Information Technology (RCIT) GIS

Findings of Fact:

- a) **No Impact.** The California Department of Conservation's Farmland Mapping and Monitoring Program identifies the Project Site as "Other Land" in the Riverside County Important Farmland 2016 Sheet 1 of 3 maps. Low density rural developments, brush, timber, wetland and riparian areas not suitable for livestock grazing, confined livestock, poultry, or aquaculture facilities, strip mines, borrow pits, and water bodies smaller than 40 acres fall are considered "Other Land." No prime farmland, unique farmland, or farmland of statewide importance is identified at the Project Site or within the immediate vicinity. The Proposed Project would not convert farmland to a non-agricultural use. Therefore, no impacts are identified or are anticipated, and no mitigation measures are required.
- b) **No impact.** The Project Site is not within a Riverside County Agricultural Preserve. Moreover, the Parcel Report for the Project Site does not identify the site as land subject to a Williamson Act contract. The parcel has a current zoning of Industrial Park. The Project Applicant is requesting a Change of Zone to Manufacturing-Service Commercial. The Change of Zone would not conflict with existing agricultural zoning or agricultural uses. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
- c) **Less than Significant Impact.** The County of Riverside Ordinance No.625 (The Riverside County Right-to-Farm Ordinance) provides a nuisance defense for certain agricultural activities, operations and facilities to encourage development of agricultural land. The lands surrounding the Project Site are identified as "Urban and Built-Up Land," "Other Land" and "Farmland of Local Importance" in the Riverside County Important Farmland 2016 Sheet 1 of 3 map. "Farmland of Local Importance" are lands identified by City or County ordinance as agricultural zones or contracts. As shown on the Southwest Area Plan Figure 3, the properties within 300 feet of the Project Site are designated for Light Industrial, Commercial, Recreation, Conservation, and Residential uses. It is unlikely that the surrounding properties will be

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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developed for agricultural uses. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

- d) **No impact.** The Proposed Project includes the development of a convenience store, fueling station with canopy, car wash, and a Starbucks with an attached drive-thru. Implementation of the Proposed Project would not result in the conversion of Farmland to non-agricultural use. No impacts are anticipated or identified, and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

5) Forest	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
a) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Govt. Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Riverside County General Plan Figure OS-3b “Forestry Resources Eastern Riverside County Parks, Forests, and Recreation Areas”

Findings of Fact:

- a-c) **No impact.** The Project Site has a current Zoning of Industrial Park and land use designation of Light Industrial. The Project Applicant is requesting a Change of Zone to Manufacturing-Service Commercial. The Change of Zone would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned for Timberland Production. According to General Plan Figure (Open Space) OS-3B: Forestry Resources Eastern Riverside County Parks, Forest, and Recreation Areas, no forestry resources occur within the Project Site and its surrounding area. Implementation of the Proposed Project would not result in the loss of forest land or conflict with existing zoning of forest land. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
AIR QUALITY Would the project:				
6) Air Quality Impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors, which are located within one (1) mile of the project site, to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan; Riverside County Climate Action Plan (“CAP”); Air Quality Management Plan (AQMP); California Emissions Estimator Model (CalEEMod) version 2016.3.2; Air Quality, Global Climate Change and Energy Impacts Analysis June 12, 2020.

Findings of Fact:

a) **Less than Significant Impact.** The Project Site is located in the South Coast Air Basin (SCAB). The South Coast Air Quality Management District (SCAQMD) has jurisdiction over air quality issues and regulations within the SCAB. The Air Quality Management Plan (AQMP) for the basin establishes a program of rules and regulations administered by SCAQMD to obtain attainment of the state and federal air quality standards. The most recent AQMP (2016 AQMP) was adopted by the SCAQMD on March 3, 2017. The 2016 AQMP incorporates the latest scientific and technological information and planning assumptions, including transportation control measures developed by the Southern California Association of Governments (SCAG) from the 2016 Regional Transportation Plan/Sustainable Communities Strategy, and updated emission inventory methodologies for various source categories.

An Air Quality, Global Climate Change and Energy Impact Analysis (AQ/GHG/Energy report), dated October 16, 2020 and revised January 13, 2020, was prepared for the Proposed Project by Ganddini Group, Inc. (available at the County offices for review) and is summarized herein. Based on the air quality modeling contained in the Air Analysis (findings discussed below), short-term construction impacts will not result in significant impacts based on the SCAQMD regional and local thresholds of significance. The analysis also found that, with incorporation of sustainable design and compliance with regulation, long-term operational impacts will not result in significant impacts based on the SCAQMD local and regional thresholds of significance. Therefore, with incorporation of sustainable design and compliance with regulations, the Proposed Project is not projected to contribute to the exceedance of any air pollutant concentration standards and is found to be consistent with the AQMP for the first criterion.

The Project Site has a current Zoning of Industrial Park (I-P) and land use designation of Light Industrial. The Project Applicant is requesting a Change of Zone to Manufacturing-Service Commercial (M-SC). M-SC Zones are intended to promote and attract industrial and manufacturing activities which will provide jobs to local residents and strengthen the County's economic base. The Proposed Project would be consistent with this zoning. Light industrial designations include industrial and related uses, such as warehousing/distribution, assembly

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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and light manufacturing, repair facilities, and supporting retail uses. The Proposed Project is an allowable use under the General Plan Land Use designation of Light Industrial and consistency with the General Plan Land Use is the foundation for the assumptions used in the AQMP. Therefore, the emissions associated with the Proposed Project have already been accounted for in the AQMP and approval of the Proposed Project would not conflict with the AQMP. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

- b) **Less than Significant Impact.** The Proposed Project’s construction and operational emissions were screened using California Emissions Estimator Model (CalEEMod) version 2016.3.2 prepared by the SCAQMD. CalEEMod was used to estimate the on-site and off-site construction emissions. The emissions incorporate Rule 402 and 403 by default as required during construction. The criteria pollutants screened for include reactive organic gases (ROG), nitrous oxides (NOx), carbon monoxide (CO), sulfur dioxide (SO2), and particulates (PM₁₀ and PM_{2.5}). Two of the analyzed pollutants, ROG and NOx, are ozone precursors. Both summer and winter season emission levels were estimated.

Construction Source Emissions

Construction activities associated with the Proposed Project would have the potential to generate air emissions, toxic air contaminant (TAC) emissions, and odor impacts. Construction emissions are considered short-term, temporary emissions and were modeled with the following construction parameters: site grading (mass and fine grading), building construction, paving, and architectural coating. The grading phase of the Proposed Project is anticipated to include no import or export of materials. The resulting constructed-related criteria pollutant emissions generated by the Proposed Project are shown in Table 1.

**Table 1
Construction-Related Regional Pollutant Emissions**

Activity		Pollutant Emissions					
		ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Grading	On-Site ¹	1.92	21.34	9.94	0.02	3.55	2.22
	Off-Site ²	0.05	0.03	0.40	0.00	0.11	0.03
	Subtotal	1.97	21.37	10.34	0.02	3.66	2.25
Building Construction (2020)	On-Site ¹	2.91	21.72	19.41	0.03	1.22	1.17
	Off-Site ²	0.33	2.32	2.53	0.01	0.74	0.21
	Subtotal	3.24	24.04	21.94	0.04	1.96	1.38
Paving	On-Site ¹	1.45	10.65	11.78	0.02	0.58	0.54
	Off-Site ²	0.07	0.04	0.55	0.00	0.17	0.05
	Subtotal	1.52	10.69	12.33	0.02	0.75	0.58
Architectural Coating	On-Site ¹	12.89	1.53	1.82	0.00	0.09	0.09
	Off-Site ²	0.05	0.03	0.41	0.00	0.12	0.03
	Subtotal	12.94	1.56	2.22	0.00	0.22	0.13
Total for Overlapping Phases³		17.71	36.29	36.49	0.07	2.93	2.09
SCAQMD Threshold		75	100	550	150	150	55
Exceeds Threshold?		No	No	No	No	No	No

Source: CalEEMod.2016.3.2 Summer Emissions.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- 1) On-site emissions from equipment operated on-site that is not operated on public roads. On-site grading PM-10 and PM-2.5 emissions show mitigated values for fugitive dust for compliance with SCAQMD Rule 403.
- 2) Off-site emissions from equipment operated on public roads.
- 3) Construction, painting and paving phases may overlap.

As shown in Table 1, none of the project’s construction emissions will exceed regional thresholds. Impacts would be less than significant, and no mitigation measures would be required.

Compliance with SCAQMD Rules and Regulations

During construction and operation, the project must comply with applicable rules and regulations. The following are rules the project may be required to comply with, either directly, or indirectly:

SCAQMD Rule 402

Prohibits a person from discharging from any source whatsoever such quantities of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or to the public, or which endanger the comfort, repose, health or safety of any such persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.

SCAQMD Rule 403

Governs emissions of fugitive dust during construction and operation activities. Compliance with this rule is achieved through application of standard Best Management Practices, such as application of water or chemical stabilizers to disturbed soils, covering haul vehicles, restricting vehicle speeds on unpaved roads to 15 miles per hour, sweeping loose dirt from paved site access roadways, cessation of construction activity when winds exceed 25 mph, and establishing a permanent ground cover on finished sites.

Rule 403 requires that fugitive dust be controlled with best available control measures so that the presence of such dust does not remain visible in the atmosphere beyond the property line of the emission source. In addition, SCAQMD Rule 403 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Applicable dust suppression techniques from Rule 403 are summarized below. Implementation of these dust suppression techniques can reduce the fugitive dust generation (and thus the PM₁₀ component). Compliance with these rules would reduce impacts on nearby sensitive receptors. Rule 403 measures may include but are not limited to the following:

- Apply nontoxic chemical soil stabilizers according to manufacturers’ specifications to all inactive construction areas (previously graded areas inactive for 10 days or more).
- Water active sites at least three times daily. (Locations where grading is to occur will be thoroughly watered prior to earthmoving.)
- Cover all trucks hauling dirt, sand, soil, or other loose materials, or maintain at least 0.6 meters (2 feet) of freeboard (vertical space between the top of the load and top

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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of the trailer) in accordance with the requirements of California Vehicle Code section 23114.

- Reduce traffic speeds on all unpaved roads to 15 miles per hour (mph) or less.
- Suspension of all grading activities when wind speeds (including instantaneous wind gusts) exceed 25 mph.
- Bumper strips or similar best management practices shall be provided where vehicles enter and exit the construction site onto paved roads or wash off trucks and any equipment leaving the site each trip.
- Replanting disturbed areas as soon as practical.
- During all construction activities, construction contractors shall sweep on-site and off-site streets if silt is carried to adjacent public thoroughfares, to reduce the amount of particulate matter on public streets. All sweepers shall be compliant with SCAQMD Rule 1186.1, Less Polluting Sweepers.

SCAQMD Rule 481

Applies to all spray painting and spray coating operations and equipment. The rule states that a person shall not use or operate any spray painting or spray coating equipment unless one of the following conditions is met:

1. The spray coating equipment is operated inside a control enclosure, which is approved by the Executive Officer. Any control enclosure for which an application for permit for new construction, alteration, or change of ownership or location is submitted after the date of adoption of this rule shall be exhausted only through filters at a design face velocity not less than 100 feet per minute nor greater than 300 feet per minute, or through a water wash system designed to be equally effective for the purpose of air pollution control.
2. Coatings are applied with high-volume low-pressure, electrostatic and/or airless spray equipment.
3. An alternative method of coating application or control is used which has effectiveness equal to or greater than the equipment specified in the rule.

SCAQMD Rule 1108

Governs the sale, use, and manufacturing of asphalt and limits the volatile organic compound (VOC) content in asphalt used in the South Coast Air Basin. This rule would regulate the VOC content of asphalt used during construction. Therefore, all asphalt used during construction of the project must comply with SCAQMD Rule 1108.

SCAQMD Rule 1113

Governs the sale, use, and manufacturing of architectural coating and limits the VOC content in paints and paint solvents. This rule regulates the VOC content of paints available during construction. Therefore, all paints and solvents used during construction and operation of the project must comply with SCAQMD Rule 1113.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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SCAQMD Rule 1143

Governs the manufacture, sale, and use of paint thinners and solvents used in thinning of coating materials, cleaning of coating application equipment, and other solvent cleaning operations by limiting their VOC content. This rule regulates the VOC content of solvents used during construction. Solvents used during the construction phase must comply with this rule.

SCAQMD Rule 1186

Limits the presence of fugitive dust on paved and unpaved roads and sets certification protocols and requirements for street sweepers that are under contract to provide sweeping services to any federal, state, county, agency or special district such as water, air, sanitation, transit, or school district.

SCAQMD Rule 1303

Governs the permitting of re-located or new major emission sources, requiring Best Available Control Measures and setting significance limits for PM₁₀ among other pollutants.

SCAQMD Rule 1401

New Source Review of Toxic Air Contaminants specifies limits for maximum individual cancer risk, cancer burden, and non-cancer acute and chronic hazard index from new permit units, relocations, or modifications to existing permit units, which emit toxic air contaminants.

SCAQMD Rule 1403

Asbestos Emissions from Demolition/Renovation Activities, specifies work practice requirements to limit asbestos emissions from building demolition and renovation activities, including the removal and associated disturbance of asbestos-containing materials (ACM).

SCAQMD Rule 2202

On-Road Motor Vehicle Mitigation Options, is to provide employers with a menu of options to reduce mobile source emissions generated from employee commutes, to comply with federal and state Clean Air Act requirements, Health & Safety Code Section 40458, and Section 182(d)(1)(B) of the federal Clean Air Act. It applies to any employer who employs 250 or more employees on a full or part-time basis at a worksite for a consecutive six-month period calculated as a monthly average.

Operational Emissions

The on-going operation of the Proposed Project would result in a long-term increase in air quality emissions. This increase would be due to emissions from the project-generated vehicle trips and through operational emissions from the on-going use of the Proposed Project. Operational emissions are categorized as energy, area, and mobile sources, which are discussed below.

Mobile Sources

Mobile sources include emissions from the additional vehicle miles generated from the Proposed Project. The vehicle trips associated with the Proposed Project have been analyzed by inputting the project-generated vehicular trips (trip generation rate) from the Traffic Impact Analysis (TIA) into the CalEEMod Model. The TIA found that the Proposed Project will generate approximately 5,185 total trips per day with a trip generation rate of 754.85 trips per thousand square-feet per day for the coffee-shop with drive-through use (with incorporation of the 49% AM and 50% PM

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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pass-by reduction) and 200.13 trips per fuel pump per day for the convenience market with fueling station use (with incorporation of the 62% AM and 56% PM pass-by reduction). The program then applies the emission factors for each trip which is provided by the EMFAC2014 model to determine the vehicular traffic pollutant emissions.

Area Sources

Per the California Air Pollution Control Officers Association (CAPCOA) Appendix A Calculation Details for CalEEMod, area sources include emissions from consumer products, landscape equipment and architectural coatings. Landscape maintenance includes fuel combustion emissions from equipment such as lawn mowers, rototillers, shredders/grinders, blowers, trimmers, chain saws, and hedge trimmers, as well as air compressors, generators, and pumps. As specifics were not known about the landscaping equipment fleet, CalEEMod defaults were used to estimate emissions from landscaping equipment. No changes were made to the default area source parameters.

Operational emissions were estimated using the CalEEMod version 2016.3.2 and are listed in Table 2.

**Table 2
Regional Operational Pollutant Emissions**

Activity	Pollutant Emissions (pounds/day)					
	ROG	NOx	CO	SO2	PM10	PM2.5
Area Sources ¹	0.28	0.00	0.00	0.00	0.00	0.00
Energy Usage ²	0.03	0.26	0.22	0.00	0.02	0.02
Mobile Sources ³	8.24	56.37	70.53	0.30	20.34	5.57
Gasoline Dispensing Facility	8.17	--	--	--	--	--
Total Emissions	16.71	56.63	70.75	0.30	20.36	5.59
SCAQMD Thresholds	55	55	550	150	150	55
Exceeds Threshold?	No	Yes	No	No	No	No

Source: CalEEMod.2016.3.2 Winter Emissions.

- 1) Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
- 2) Energy usage consists of emissions from generation of electricity and on-site natural gas usage.
- 3) Mobile sources consist of emissions from vehicles and road dust.
- 4) Calculated with the use of an annual throughput of 4 million gallons and the emissions factors for loading, breathing, refueling, hose permeation, and spillage identified in Table X-1 of the SCAQMD Risk Assessment Procedures for Rules 1401, 1401.1 and 212 (<http://www.aqmd.gov/docs/defaultsource/permitting/rule-1401-risk-assessment/riskassessproc-v8-1.pdf?sfvrsn=12>).

As shown in Table 2, without incorporation of sustainable design and/or compliance with regulation, the Proposed Project would exceed SCAQMD regional thresholds for NOx. The NOx emissions are primarily from mobile sources.

The data in Table 3 shows that with incorporation of sustainable design/regulatory compliance and credit for reductions due to CAPCOA location-based efficiency measures, emissions from the operation of the Proposed Project would no longer exceed SCAQMD operational thresholds for NOx.

The reductions come from incorporation of the following CAPCOA-based reduction measures and regulatory compliance: utilizing low-flow fixtures that would reduce indoor water demand by 20% per

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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CalGreen Standards, utilizing Energy Star appliances, utilizing water-efficient irrigation systems; and incorporation of the CAPCOA-based land use and site enhancement reduction measures: LUT-1 Increased Density, LUT-4 Improve Destination Accessibility, LUT-5 Increase Transit Accessibility, and SDT-1 Improve Pedestrian Network. The use of each of these has been discussed further below.

- LUT-1 Increased Density provides a reduction based on the persons, jobs, or dwellings per unit area of the project site. Therefore, as this particular project includes commercial land uses, the reduction utilized in the CalEEMod modeling was based on the number of employees per job acre.
- LUT-4 Improve Destination Accessibility pertains to projects that are located in areas with high accessibility destinations (i.e., number of jobs or other attractions reachable within a given travel time) where there is increased potential for pedestrians to bike and walk to the destinations. In the CalEEMod modeling this reduction is estimated per the distance from the project site to the nearest downtown area.
- LUT-5 Increase Transit Accessibility calculates reductions based on the distance from a project to the nearest transit facilities. The Proposed Project is located approximately 0.45 miles north of Riverside Transit Authority (RTA) Route 79 stop Algarve/Cloche.
- SDT-1 Improve Pedestrian Network is utilized for projects that are to provide a pedestrian access network internally as well as those that connect their internal pedestrian networks to external existing/planned streets and pedestrian facilities adjacent to the project site. The Proposed Project is to include sidewalks both on-site and connecting off-site.

Table 3

Regional Operational Pollutant Emissions with Incorporation of Design Features/Regulations

Activity	Pollutant Emissions (pounds/day)					
	ROG	NOx	CO	SO2	PM10	PM2.5
Area Sources ¹	0.28	0.00	0.00	0.00	0.00	0.00
Energy Usage ²	0.26	0.23	0.20	0.00	0.02	0.02
Mobile Sources ³	7.59	50.41	50.65	0.21	12.62	3.47
Gasoline Dispensing Facility	8.17	--	--	--	--	--
Total Emissions	16.29	50.64	50.85	0.21	12.64	3.48
SCAQMD Thresholds	55	55	550	150	150	55
Exceeds Threshold?	No	No	No	No	No	No

Source: CalEEMod.2016.3.2 Winter Emissions.

- 1) Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
- 2) Energy usage consists of emissions from generation of electricity and on-site natural gas usage.
- 3) Mobile sources consist of emissions from vehicles and road dust.
- 4) Calculated with the use of an annual throughput of 4 million gallons and the emissions factors for loading, breathing, refueling, hose permeation, and spillage identified in Table X-1 of the SCAQMD Risk Assessment Procedures for Rules 1401, 1401.1 and 212 (<http://www.aqmd.gov/docs/default-source/permitting/rule-1401-risk-assessment/riskassessproc-v8-1.pdf?sfvrsn=12>).

With incorporation of sustainable design/regulatory compliance (listed as mitigation measures AQ-1 through AQ-4 below) and credit for reductions due to CAPCOA location-based efficiency measures, emissions from the operation of the Proposed Project would no longer exceed SCAQMD operational thresholds for NOx. Therefore, a less than significant regional air quality impact would occur from operation of the Proposed Project.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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c) **Less than Significant Impact.**

Construction-Related Local Impacts

CalEEMod calculates construction emissions based on the number of equipment hours and the maximum daily disturbance activity possible for each piece of equipment. In order to compare CalEEMod reported emissions against the localized significance threshold lookup tables, the CEQA document should contain the following parameters:

- (1) The off-road equipment list (including type of equipment, horsepower, and hours of operation) assumed for the day of construction activity with maximum emissions.
- (2) The maximum number of acres disturbed on the peak day.
- (3) Any emission control devices added onto off-road equipment.
- (4) Specific dust suppression techniques used on the day of construction activity with maximum emissions.

The local air quality emissions from construction were analyzed using the SCAQMD's Mass Rate Localized Significant Threshold Look-up Tables and the methodology described in Localized Significance Threshold Methodology prepared by SCAQMD (revised July 2008). The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM10, and PM2.5 from the Proposed Project could result in a significant impact to the local air quality. The emission thresholds were calculated based on the Temecula Valley source receptor area (SRA) 26 and a disturbance value of two acres per day. According to LST Methodology, any receptor located closer than 25 meters (82 feet) shall be based on the 25-meter thresholds. The nearest sensitive receptors to the Project Site are the existing single-family detached residential dwelling units located approximately 115 feet (~35 meters) southwest of the project site; therefore, to be conservative, the SCAQMD Look-up Tables for 25 meters was used. Table 4 shows the on-site emissions from the CalEEMod model for the different construction phases and the LST emissions thresholds.

The data provided in Table 4 shows that none of the analyzed criteria pollutants would exceed the local emissions thresholds at the nearest sensitive receptors.

Construction-Related Human Health Impacts

Regarding health effects related to criteria pollutant emissions, the applicable significance thresholds are established for regional compliance with the state and federal ambient air quality standards, which are intended to protect public health from both acute and long-term health impacts, depending on the potential effects of the pollutant. Because regional and local emissions of criteria pollutants during construction of the project would be below the applicable thresholds, it would not contribute to long-term health impacts related to nonattainment of the ambient air quality standards. Therefore, significant adverse acute health impacts as a result of project construction are not anticipated.

Therefore, a less than significant local air quality impact would occur from construction of the Proposed Project.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 4
Local Construction Emissions at the Nearest Receptors
(Pounds per Day)**

Source	NOx	CO	PM10	PM2.5 ¹
Grading	21.34	9.94	3.55	2.22
Building Construction	21.72	19.41	1.22	1.17
Paving	10.65	11.78	0.58	0.54
Architectural Coating	1.53	1.82	0.09	0.09
Total for overlapping phases	33.89	33.00	1.90	1.80
SCAQMD Thresholds	234	1,100	7	4
Exceeds Threshold?	No	No	No	No

Source: CalEEMod.2016.3.2 and SCAQMD's Mass Rate Look-up Tables for 2 acres at a distance of 25 m, to be conservative, in SRA 25 Lake Elsinore.

- (1) The nearest sensitive receptors are the existing single-family detached residential dwelling units located approximately 115 feet (~35 meters) southwest of the project site; therefore, to be conservative, the 25 meter threshold was used.

Local Air Quality Impacts from On-Site Operations

Project-related air emissions from on-site sources such as architectural coatings, landscaping equipment, on-site usage of natural gas appliances as well as the operation of vehicles on-site may have the potential to exceed the State and Federal air quality standards in the project vicinity, even though these pollutant emissions may not be significant enough to create a regional impact to the South Coast Air Basin. The nearest sensitive receptors that may be impacted by the proposed project are the existing single-family detached residential dwelling units located approximately 115 feet (~35 meters) southwest, 285 feet (~87 meters) south, 710 feet (~216 meters) north, and 960 feet (~293 meters) east of the project site.

The local air quality emissions from on-site operations were analyzed according to the methodology described in Localized Significance Threshold Methodology, prepared by SCAQMD, revised July 2008. The Look-up Tables were developed by the SCAQMD in order to readily determine if the daily emissions of CO, NOx, PM₁₀, and PM_{2.5} from the proposed project could result in a significant impact to the local air quality. Per SCAQMD staff, the 5-acre Look-up Table, which is the largest site available, can be used as a conservative screening analysis for on-site operational emissions to determine whether more-detailed dispersion modeling would be necessary. The Proposed Project was analyzed based on the Temecula Valley source receptor area (SRA) 26 and as the site is only 2.9 acres, used the thresholds for a two-acre Project Site, to be conservative.

Table 5 shows the on-site emissions from the CalEEMod model that includes natural gas usage, landscape maintenance equipment, and vehicles operating on-site and the calculated emissions thresholds. Per LST methodology, mobile emissions include only on-site sources which equate to approximately 20 percent of the project-related new mobile sources.² The data provided in

² The project site is approximately 0.14 miles in length at its longest point; therefore the on-site mobile source emissions represent approximately 1/49th of the shortest CalEEMod default distance of 6.9 miles. Therefore, to be conservative, 1/20th the distance (dividing the mobile source emissions by 20) was used to represent the portion of the overall mobile source emissions that would occur on-site.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Table 5 shows that the on-going operations of the Proposed Project would not exceed SCAQMD local operational thresholds of significance discussed above. Therefore, the on-going operations of the Proposed Project would create a less than significant operations-related impact to local air quality due to on-site emissions and no mitigation would be required.

The data provided in Table 4 and 5 show that none of the analyzed criteria pollutants would exceed the local emissions thresholds at the nearest sensitive receptors. Therefore, the Proposed Project is not anticipated to expose sensitive receptors to substantial pollutant concentrations.

**Table 5
Local Operational Emissions at the Nearest Receptors**

On-Site Emissions Source	On-Site Pollutant Emissions (pounds/day) ¹			
	NOx	CO	PM10	PM2.5
Area Sources ²	0.00	0.00	0.00	0.00
Energy Usage ³	0.26	0.22	0.02	0.02
Vehicle Emissions ⁴	2.82	3.53	1.02	0.28
Total Emissions	3.08	3.75	1.04	0.30
SCAQMD Thresholds for 25 meters ⁵	234	1,100	2	1
Exceeds Threshold?	No	No	No	No

- (1) Source: CalEEMod.2016.3.2 and SCAQMD's Mass Rate Look-up Tables for 2 acres to be conservative.
- (2) Area sources consist of emissions from consumer products, architectural coatings, and landscaping equipment.
- (3) Energy usage consists of emissions from on-site natural gas usage.
- (4) On-site vehicular emissions based on 1/20 of the gross vehicular emissions and road dust.
- (5) The nearest sensitive receptors are the existing single-family detached residential dwelling units located approximately 115 feet (~35 meters) southwest of the project site; therefore, to be conservative, the 25 meter threshold was used.

Operations-Related Human Health Impacts

Regarding health effects related to criteria pollutant emissions, the applicable significance thresholds are established for regional compliance with the state and federal ambient air quality standards, which are intended to protect public health from both acute and long-term health impacts, depending on the potential effects of the pollutant. Because regional and local emissions of criteria pollutants during operation of the Proposed Project would be below the applicable thresholds, it would not contribute to long-term health impacts related to nonattainment of the ambient air quality standards. Therefore, significant adverse acute health impacts as a result of project construction are not anticipated.

Toxic Air Contaminants (TAC)

Given the temporary and short-term construction schedule, the Proposed Project would not result in a long-term (i.e., lifetime or 30-year) exposure to TACs as a result of project construction. Furthermore, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds and the nearest sensitive receptors to the Project Site are located approximately 115 feet (~35 meters) to the southwest.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Construction-Related Toxic Air Contaminant Impacts

The greatest potential for TAC emissions would be related to diesel particulate emissions associated with heavy equipment operations during construction of the Proposed Project. According to the Office of Environmental Health Hazard Assessment (OEHHA)³ and the SCAQMD *Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis* (August 2003),⁴ health effects from TACs are described in terms of individual cancer risk based on a lifetime (i.e., 30-year) resident exposure duration. Given the temporary and short-term construction schedule (approximately 7 months), the Proposed Project would not result in a long-term (i.e., lifetime or 30-year) exposure as a result of project construction. Furthermore, construction-based particulate matter (PM) emissions (including diesel exhaust emissions) do not exceed any local or regional thresholds and the nearest sensitive receptors to the Project Site are located approximately 115 feet (~35 meters) to the southwest.

The Proposed Project would comply with the CARB Air Toxics Control Measure that limits diesel powered equipment and vehicle idling to no more than 5 minutes at a location, and the CARB In-Use Off-Road Diesel Vehicle Regulation; compliance with these would minimize emissions of TACs during construction. The project would also comply with the requirements of SCAQMD Rule 1403 if asbestos is found during the renovation and construction activities. Therefore, impacts from TACs during construction would be less than significant.

Operations-Related Toxic Air Contaminant Impacts

The ARB Air Quality and Land Use Handbook (ARB Handbook) provides an advisory recommendation that a 50-foot separation be provided between sensitive receptors and typical gasoline dispensing facilities. The project includes the construction and operation of a 16-fuel pump gas station which is not anticipated to exceed over 1 million gallons of throughput annually. The closest sensitive receptors to the proposed gas station are located at a distance of approximately 185 feet (~56 meters) from the gas station canopy.

The fuel pump-portion of the project will be permitted by SCAQMD and fuel-related emissions will be regulated by the SCAQMD Rule 461 and be required to obtain a Permit To Operate. Gasoline dispensing facilities are required to use Phase I/II EVR (enhanced vapor recovery) systems. Phase II EVR have an average efficiency of 95.1 percent and Phase I EVR have an average efficiency of 98 percent. Therefore, the potential for fugitive VOC or TAC emissions from the gasoline pumps is negligible.

Assuming 4 million gallons per year of throughput for this gasoline-dispensing facility, using the SCAQMD Risk Assessment Procedures for Rules 1401, 1401.1 and 212 and the SCAQMD Permit Application Package “N” and a downwind distance of 50 meters, to be conservative, in the Lake Elsinore area, the residential cancer risk for the closest residential receptors is 4.3 in a million.

³ Office of Environmental Health Hazard Assessment, Air Toxic Hot Spots Program Risk Assessment Guidelines Guidance Manual for Preparation of Health Risk Assessment, February 2015, <https://oehha.ca.gov/media/downloads/cnr/2015guidancemanual.pdf>.

⁴ South Coast Air Quality Management District, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, August 2003, <http://www.aqmd.gov/docs/default-source/ceqa/handbook/mobile-source-toxics-analysis.doc?sfvrsn=2>.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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As such, the project will not be a significant source of TACs or fugitive VOC emissions and sensitive receptors would not be exposed to toxic sources of air pollution. Therefore, the project will not result in significant Localized Operational emissions-related impacts.

No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

- d) **Less than Significant Impact.** The Proposed Project does not contain land uses typically associated with the emission of objectionable odors. Potential odor sources associated with the Proposed Project may result from construction equipment exhaust and the application of asphalt and architectural coatings during construction activities as well as the temporary storage of domestic solid waste associated with the Proposed Project’s long-term operational uses. Established requirements addressing construction equipment operations, and construction material use, storage, and disposal requirements act to minimize odor impacts that may result from construction activities. Diesel exhaust and VOCs would be emitted during construction of the Proposed Project, which are objectionable to some; however, emissions would disperse rapidly from the Project Site and therefore would not be expected to reach an objectionable level at the nearest sensitive receptors. It should be noted that any construction odor emissions generated would be temporary, short-term, and intermittent in nature and would cease upon completion of the respective phase of construction activity. It is expected that Project-generated refuse would be stored in covered containers and removed at regular intervals in compliance with County of Riverside solid waste regulations. The Proposed Project would also be required to comply with SCAQMD Rule 402 to prevent occurrences of public nuisances.

Potential sources that may emit odors during the on-going operations of the Proposed Project would include odor emissions from the intermittent diesel delivery truck emissions and trash storage areas. Due to the distance of the nearest receptors from the Project Site and through compliance with SCAQMD’s Rule 402, no significant impact related to odors would occur during the on-going operations of the Proposed project.

No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

Mitigation:

Mitigation Measure AQ-1: The project applicant shall require that all faucets, toilets and showers installed in the proposed structures utilize low-flow fixtures that would reduce indoor water demand by 20% per CALGreen Standards.

Mitigation Measure AQ-2: As a condition of approval, the project applicant shall provide sidewalks on-site and connecting off-site.

Mitigation Measure AQ-3: As a condition of approval, the project applicant shall require that ENERGY STAR-compliant appliances are installed wherever appliances are required on-site.

Mitigation Measure AQ-4: As a condition of approval, the project applicant shall require water-efficient irrigation systems be installed on-site.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
BIOLOGICAL RESOURCES Would the project:				
7) Wildlife & Vegetation	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Conservation Community Plan, or other approved local, regional, or state conservation plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect, either directly or through habitat modifications, on any endangered, or threatened species, as listed in Title 14 of the California Code of Regulations (Sections 670.2 or 670.5) or in Title 50, Code of Federal Regulations (Sections 17.11 or 17.12)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U. S. Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U. S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Have a substantial adverse effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Habitat Assessment and MSHCP Consistency Analysis, January 31, 2020, RCA Associates, Inc.

Findings of Fact:

a-c) **Less than Significant with Mitigation Incorporated.** A Habitat Assessment and Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis, dated January 31, 2020, was prepared for the Proposed Project by RCA Associates, Inc. (RCA) (available at the County offices for review), which is summarized herein. The Project Site is located within Criteria Cell #5479, therefore the Proposed Project requires complete HANS and JPR review processes. The purpose of the Habitat Assessment was to identify potential impacts to biological resources and determine whether site conditions had changed since a previously approved Biological Resources Assessment and HANS analysis (HANS00335) was conducted in 2003 for the same property.

Because there was a completed HANS and MSHCP Consistency Analysis which had covered the property, the County of Riverside, Planning Department Environmental Programs Division

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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requested the site be revisited to document whether any changes had occurred to the site since the MSHCP Consistency Analysis for HANS00335 was completed. Had the project site changed from what was documented in the HANS, additional surveys would have been required.

Based on the 2020 evaluation, RCA Associates, Inc. concluded that the current site conditions have not changed since the initial analysis in 2003, and the conclusions discussed in the 2003 MSHCP Consistency Analysis, the Biological Resources Assessment Report, which included the HANS Analysis, are still valid and accurate. Based on the review of the 2003 report and the additional site surveys conducted in 2020, RCA Associates, Inc. concluded that an additional full habitat assessment and HANS analysis were unnecessary.

As part of the 2020 Biological Assessment, a site visit was conducted to assess the Project Site's potential to support special-status species, and the presence of other sensitive biological resources protected by local, state, and federal laws and regulations. Any special status species observed during the site visit would be recorded. The assessment evaluates potential impacts to special-status species and sensitive biological resources that may occur as a result of the Proposed Project. The assessment includes a review of pertinent literature, a review of the California Natural Diversity Data Base (CNDDDB), field investigations, and analysis of potential impacts to biological resources.

The MSHCP is intended to balance demands of the growth of the western Riverside County with the need to preserve open space and protect species of plants and animals that are threatened with extinction. The assessment analyzes the Proposed Project's compliance to biological aspects of the MSHCP, specifically the MSHCP Reserve Assembly Requirements; Protection of Species Associated with Riparian/Riverine Areas and Vernal Pools; Protection of Narrow Endemic Plant Species; Guidelines Pertaining to the Urban/Wildlands Interface, and Additional Survey Needs and Procedures. The Project Site is located in a developed area and is not within an area of public/quasi-public conserved lands or within any pre-existing conservation agreements.

Federal and State Listed Species

There are ten federal and/or State listed plants that have been documented in the region including San Diego button-celery (*Eryngium aristulatum var. paishii*), spreading navarretia (*Navarretia fossalis*), California Orcutt grass (*Orcuttia californica*), three-leaved brodiaea (*Brodiaea filifolia*), San Jacinto Valley crownscale (*Atriplex 28oronate var. notatior*), Munz's onion (*Allium munzii*), San Diego ambrosia (*Ambrosia pumila*), Mojave tarplant (*Deinandra mohavensis*), slender-horned spineflower (*Dodecahema leptoceras*), and Nevin's barberry (*Berberis nevinii*). These plants are unlikely to occur on the Project Site given the past disturbances which have occurred during previous years. The Project Site is not located within the MSHCP Narrow Endemic Plant Species Survey Area (NEPSSA); therefore, focused plant surveys were not conducted for species identified under Section 6.1.3 of the MSHCP. No focused surveys for rare plants are required and the Proposed Project is consistent with the Narrow Endemic Plant Species requirements of the MSHCP.

There are eight federal and/or State listed wildlife species which have been documented in the region including Stephen's kangaroo rat (*Dipodomys stephensii*), coastal California gnatcatcher (*Polioptila californica californica*), tricolored blackbird (*Agelaius tricolor*), yellow-billed cuckoo (*Coccyzus americanus occidentalis*), San Bernardino kangaroo rat (*Dipodomys merriami*

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parvus), least Bell's vireo (*Vireo bellii pusillus*), bald eagle (*Haliaeetus leucocephalus*), and Swainson's hawk (*Buteo swainsoni*). There are five federal and/or State listed invertebrates species occurring in the region including crotch bumble bee (*Bombus crotchii*), quino checkerspot butterfly (*Euphydras edith quino*), Riverside fairy shrimp (*Streptocephalus woottoni*), vernal pool fairy shrimp (*Brachinecta lynchi*), and San Diego fairy shrimp (*B. sandiegonensis*). No listed wildlife species or sensitive habitats were observed within the Project Site during field investigations.

The Project Site is located within the MSHCP Additional Survey Areas for Burrowing Owl. RCA Associates, Inc.'s field investigations conclude that the Project Site supports suitable habitat for the burrowing owl. Therefore, possible significant adverse impacts have been identified or anticipated, and the mitigation measure BIO-1 below is required as condition of project approval to reduce these impacts to a level below significant.

Nesting Birds

There is relatively low potential for nesting birds to utilize the few shrubs on the site and the trees along the edge of the property. Potential impacts to nesting birds can be eliminated or significantly reduced by implementing Mitigation Measure BIO-2.

The MSHCP Urban/Wildland Interface Guidelines are intended to address indirect effects associated with locating development in proximity to MSHCP Conservation Areas. The Project Site is located in Criteria Cell #5479 and within Subunit 5. There are several main biological issues for this area including: conserve upland habitat, conserve key populations of Quino checkerspot butterfly, conserve key populations of California gnatcatchers, conserve golden eagle nest sites, maintain Bell's vireo populations, maintain habitat for mountain plovers, maintain core areas and linkages for the bobcat, mountain lion, Stephen's kangaroo rat, Quino checkerspot butterfly, and western pond turtle. Given the location of the Project Site is in a developed area, and past human disturbances have occurred on the Project Site, the Proposed Project is not expected to result in any significant indirect impacts to special-status biological resources. Implementation of following Best Management Practices (BMPs) as required by the MSHCP would ensure that the project is in compliance with the MSHCP:

- Drainage: The project shall not create additional flow offsite. Measures should be taken to assure that the project stormwater discharge is no greater in volume and velocity than current undeveloped conditions and that the water leaving the site complies with all applicable water quality standards.
- Toxics: In concert with drainage requirements, the project is subject to Riverside County Water Quality Management Plan (WQMP) for Urban Runoff, Santa Ana Region, adopted September 17, 2004, and the National Pollutant Discharge Elimination System (NPDES) General Permit for Storm Water Discharge Associated with Construction Activity (General Permit). Implementation of both the WQMP and the general permit would reduce potential impacts of toxics to the MSHCP conservation area to a level of less than significant.
- Lighting: Night lighting shall be directed in such a way as to protect wildlife species from direct night lighting. Shielding shall be incorporated into project designs to ensure ambient lighting in the MSHCP Conservation Area is not increased.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- Invasive Species: No invasive species from MSHCP shall be included in any landscaping for the project.
- Barriers: As needed, the project should include the incorporation of rocks/boulders, fencing, walls, signage, and/or other appropriate measures to minimize unauthorized public access, domestic animal predation, and illegal trespass and dumping into the MSHCP Conservation Area. Any barriers shall be outside of the MSHCP Conservation Area.

d) **Less than Significant Impact.** The assessment included an analysis of wildlife habitat linkages associated with the Study Area based on information compiled from literature, including MSHCP-mapped habitat linkages; analysis of aerial photographs; and direct observations made in the field during the January 2020 field investigations. This information was crucial to assessing the relationship of the project site to large open space areas in the region.

According to the MSHCP, there are no documented terrestrial migration corridors in the immediate vicinity of the Project Site. Furthermore, the Project Site is within a developed portion of the County and there are numerous existing residential developments in the immediate area. The site does not provide any wildlife corridors which are used for migration, movement or dispersal of wildlife.

The property is located in an area where habitat has been fragmented due to past development activities, agricultural activities, and on-going developments in the surrounding region. Additionally, there are no wildlife corridors present on the site and the Proposed Project will not impede regional wildlife movement or impact any MSHCP-designated corridors or habitat linkages. The Proposed Project is not expected to have any significant impacts in regard to habitat fragmentation and regional wildlife movement. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

e, f) **No Impact.** Under the MSHCP, riparian/riverine habitat is defined as lands which contain habitat dominated by trees, shrubs, persistent emergent, or emergent mosses and lichens that occur close to or which depend upon soil moisture from a nearby freshwater source, or areas with freshwater flow during all or a portion of the year.

Per the assessment, aerial photography was reviewed prior to conducting the field investigations. The aerial photographs were used to determine if any potential natural drainage features and water bodies that may be considered riparian/riverine habitat or which may be under the jurisdiction of either the U.S. Army Corps of Engineers (USACE) and/or CDFW were present on the site.

No depressions or areas where water would pool were observed within the Project Site which would be classified as vernal pools. In addition, plant species typically associated with jurisdictional and/or riparian areas were not observed. None of the riparian/riverine species listed in Section 6.1.2 of the MSHCP were found within the project site during the field investigation. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

g) **No Impact.** With implementation of the above mitigation measures for compliance with the MSHCP, the Proposed Project would not conflict with or have any adverse impact on any local policies or ordinances protecting biological resources. Based on the 2020 biological

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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resources evaluation, it is the opinion of RCA Associates, Inc. that current site conditions have not changed significantly since the initial analysis in 2003, and the conclusions discussed in the 2003 MSHCP Consistency Analysis and the Biological Resources Assessment Report are still valid and accurate. Based on review of the 2003 report and the additional site surveys conducted in 2020, an additional full habitat assessment and HANS analysis are deemed unnecessary. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

Mitigation:

Mitigation Measure BIO-1: A pre-construction survey for burrowing owl will be required 30-days prior to the start of ground disturbance activities in order to assess the presence of burrowing owl on the property. Owls observed during the pre-construction survey will be documented and passive relocation may be necessary, under the direction of CDFW as per *The California Burrowing Owl Consortium, 1993*. If burrowing owls have colonized the site prior to initiation of site development, the project proponent shall inform the Regional Conservation Authority (RCA) and the wildlife agencies.

Mitigation Measure BIO-2: Vegetation suitable for nesting birds should be removed outside of the nesting bird season. The nesting season for birds typically occurs from February 15 through August 31. Therefore, vegetation removal activities should be conducted outside of the nesting bird season, if possible. If grading and clearing activities must occur during the nesting season, a nesting bird survey shall be conducted within seven days prior to the start of any ground disturbing activities to determine if any nesting birds occur within the Project Site. If nesting birds are not found within the Project Site, no further actions will be required. If nesting birds are observed, no impacts shall occur within 250 feet (500 feet for raptors) of any active nests. Furthermore, construction activity may only occur within 250 feet of an active nest at the discretion of the project's biological monitor.

Monitoring: May be required depending on the results of the surveys.

CULTURAL RESOURCES Would the project:				
8) Historic Resources				
a) Alter or destroy a historic site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of a historical resource, pursuant to California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Phase I Cultural Resources Assessment, March 2020

Findings of Fact:

a,b) **Less than Significant Impact.** A Phase I Cultural Resources Assessment (dated March 2020) was prepared for the Proposed Project by Jean A. Keller in compliance with CEQA and County of Riverside Planning Department requirements. No historic resources were identified during the field survey, however the Project Site was part of one of the original French Valley farmsteads that was occupied by Jean Nicolas for decades, beginning in 1890. Therefore, there is a potential for subsurface resources to be present.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The Proposed Project has been conditioned to have an archaeologist present during ground disturbing activities. Prior to issuance of grading permits, the applicant/developer shall provide evidence to the County of Riverside Planning Department that a County certified professional archaeologist (Project Archaeologist) has been contracted to implement a Cultural Resource Monitoring Program (CRMP). A CRMP shall be developed in coordination with the consulting tribe(s) that addresses the details of all activities and provides procedures that must be followed in order to reduce the impacts to cultural, tribal cultural and historic resources to a level that is less than significant. The CRMP shall address potential impacts to undiscovered buried archaeological resources associated with the Proposed Project. A fully executed copy of the contract and a digitally-signed copy of the CRMP report shall be provided to the County Archaeologist to ensure compliance with this Condition of Approval.

Working directly under the Project Archaeologist, an adequate number of qualified Archaeological Monitors shall be present to ensure that all earth moving activities are observed and shall be on-site during all grading activities for areas to be monitored including off-site improvements. Inspections will vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features. The Professional Archaeologist may submit a detailed letter to the County of Riverside during grading requesting a modification to the monitoring program if circumstances are encountered that reduce the need for monitoring.

The CRMP will ensure that in the event any subsurface cultural resources are identified they will be handled properly, and impacts would be less than significant.

9) Archaeological Resources				
a) Alter or destroy an archaeological site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource, pursuant to California Code of Regulations, Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Phase I Cultural Resources Assessment, March 2020

Findings of Fact:

a, b) **Less Than Significant Impact.** Results of the records search conducted by staff at the Eastern Information Center indicated that the Project Site had been included in one previous cultural resources study.

During the current archaeological evaluation for the Phase I Cultural Resources assessment, no artifacts or remains were identified. Even though no cultural resources of prehistoric or historical origin were observed within the boundaries of the Project Site, the property is situated in an area considered to be archaeologically and historically sensitive. One of the largest known Luiseño villages in Riverside County, Adobe Springs, is located just over one mile from the Project Site, and 29 other cultural resources of either prehistoric or historical origin were identified within a one-mile radius of the property. Considering these facts, there is the possibility of a subsurface cultural deposit existing within the property boundaries.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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The Proposed Project has been conditioned to have an archaeologist present during ground disturbing activities. This will ensure that in the event subsurface cultural resources are identified they will be handled properly, and impacts would be less than significant.

- c) **Less Than Significant Impact.** It has been determined that the Project Site does not include a formal cemetery or any archaeological resources that might contain interred human remains. Nonetheless, the Proposed Project will be required to adhere to State Health and Safety Code Section 7050.5. In the event that human remains are encountered, no further disturbance shall occur until the County Coroner has made the necessary findings as to origin of the remains. Furthermore, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. This is State Law, is also considered a standard Condition of Approval and as pursuant to CEQA, is not considered mitigation. Therefore, impacts are considered less than significant.

Mitigation: None

Monitoring: An archaeologist will be present during ground disturbing activities.

ENERGY Would the project:				
10) Energy Impacts	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Result in potentially significant environmental impacts due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict with or obstruct a State or Local plan for renewable energy or energy efficiency?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County Climate Action Plan (CAP); California Electric Utility Service Areas Map; California Energy Commission *Utility Service Areas Map*; California Gas and Electric Utilities 2018 *California Gas report*; Riverside County Eligible Renewable Energy Development; Air Quality, Global Climate Change and Energy Impact Analysis ,June 12, 2020, Ganddini Group, Inc.

Findings of Fact:

Building Energy Conservation Standards

The California Energy Commission (CEC) adopted Title 24, Part 6, of the California Code of Regulations: Energy Conservation Standards for new residential and nonresidential buildings in June 1977 and standards are updated every three years. In addition to reducing California’s energy consumption, Title 24 also decreases GHG emissions. Title 24 ensures that building designs conserve energy. The requirements allow for opportunities to incorporate updates of new energy efficiency technologies and methods into new developments. In June 2015, the CEC updated the 2016 Building Energy Efficiency Standards. The 2016 Standards improved upon the previous 2013 Standards for new construction of and additions and alterations to residential and nonresidential buildings. The CEC updated the 2019 Building Energy Efficiency Standards in May 2018. The 2019 Title 24 standards state that nonresidential buildings will use about 30 percent less energy due mainly to lighting upgrades. The

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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updated Standards enable the use of highly efficient air filters to trap hazardous particulates from both outdoor air and cooking and improve kitchen ventilation systems.

Senate Bill 350

Senate Bill (SB) 350 (de Leon) was signed into law in October 2015. SB 350 establishes new clean energy, clean air and greenhouse gas reduction goals for 2030. SB 350 also establishes tiered increases to the Renewable Portfolio Standard: 40 percent by 2024, 45 percent by 2027, and 50 percent by 2030.

Senate Bill 100

Senate Bill 100 (SB 100) was signed into law September 2018 and increased the required Renewable Portfolio Standards. SB 100 requires the total kilowatt-hours of energy sold by electricity retailers to their end-use customers must consist of at least 50 percent renewable resources by 2026, 60 percent renewable resources by 2030, and 100 percent renewable resources by 2045. SB 100 also includes a State policy that eligible renewable energy resources and zero-carbon resources supply 100 percent of all retail sales of electricity to California end-use customers and 100 percent of electricity procured to serve all State agencies by December 31, 2045. Under the bill, the State cannot increase carbon emissions elsewhere in the western grid or allow resource shuffling to achieve the 100 percent carbon-free electricity target.

- a) **Less than Significant Impact.** An Air Quality, Global Climate Change and Energy Impact Analysis (available at the County offices for review), dated October 16, 2020 and revised January 13, 2021, was prepared for the Proposed Project by Ganddini Group, Inc. and is summarized herein. Information from the CalEEMod 2016.3.2 Daily and Annual Outputs were utilized for this analysis. The CalEEMod outputs detail project related construction equipment, transportation energy demands, and facility energy demands. The modeled construction schedule was anticipated to occur no sooner than the beginning of September 2020 and the end of March 2021 and be completed in one phase. Even if construction was to occur any time after the respective dates, the analysis represents “worst-case” since emission factors for construction decrease as time passes and the analysis year increases due to emission regulations becoming more stringent.¹ Staging of construction vehicles and equipment will occur on-site. The approximately seven-month schedule is relatively short and the Project Site is approximately 2.94 acres.

Construction Energy Demands

Construction Equipment Electricity Usage Estimates

The Proposed Project would be serviced by Southern California Edison (SCE). The focus within this section is the energy implications of the construction process, specifically the power cost from on-site electricity consumption during construction of the Proposed Project. Based on the 2017 National Construction Estimator, Richard Pray (2017), the typical power cost per 1,000 square feet of building construction per month is estimated to be \$2.32. The project plans to develop the site with 2,627 square feet of Starbucks with drive-thru and a 16 fueling position super convenience market/fueling station use. The total power cost of the on-site electricity usage during the construction of the Proposed Project is estimated to be approximately \$164.46.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Construction Equipment Fuel Estimates

Fuel consumed by construction equipment would be the primary energy resource expended over the course of project construction. Fuel consumed by construction equipment was evaluated with the following assumptions:

1. Construction schedule of 7 months
2. All construction equipment was assumed to run on diesel fuel
3. Typical daily use of 8 hours, with some equipment operating from ~6-7 hours
4. Aggregate fuel consumption rate for all equipment was estimated at 18.5 hp-hr/day (from CARB's 2017 Emissions Factors Tables and fuel consumption rate factors as shown in Table D-21 of the Moyer Guidelines (https://www.arb.ca.gov/msprog/moyer/guidelines/2017gl/2017_gl_appendix_d.pdf)).
5. Diesel fuel would be the responsibility of the equipment operators/contractors and would be sources within the region.
6. Project construction represents a "single-event" for diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources during long term operation.

Using the CalEEMod data input for the air quality and greenhouse gas analyses, the Proposed Project's construction phase would consume electricity and fossil fuels as a single energy demand, that is, once construction is completed their use would cease. CARB's 2014 Emissions Factors Tables show that on average aggregate fuel consumption (gasoline and diesel fuel) would be approximately 18.5 hp-hr-gal. Table 6 shows the results of the analysis of construction equipment.

**Table 6
Construction Equipment Fuel Consumption Estimates**

Phase	Number of Days	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor	HP hrs/day	Total Fuel Consumption (gal diesel fuel) ¹
Grading	6	Graders	1	8	187	0.41	613	199
	6	Rubber Tired Dozers	1	8	247	0.4	790	256
	6	Tractors/Loaders/Backhoes	2	7	97	0.37	502	163
Building Construction	140	Cranes	1	8	231	0.29	536	4,056
	140	Forklifts	3	7	89	0.2	374	2,829
	140	Generator Sets	1	8	84	0.74	497	3,763
	140	Tractors/Loaders/Backhoes	2	6	97	0.37	431	3,259
	140	Welders	4	8	46	0.45	662	5,013
Paving	10	Cement and Mortar Mixers	1	8	9	0.56	40	22
	10	Pavers	1	8	130	0.42	437	236
	10	Paving Equipment	1	8	132	0.36	380	205
	10	Rollers	2	8	80	0.38	486	263
	10	Tractors/Loaders/Backhoes	1	8	97	0.37	287	155
Architectural Coating	10	Air Compressors	1	6	78	0.48	225	121
Construction Fuel Demand (gallons of diesel fuel)								20,541

(1) Using Carl Moyer Guidelines Table D-21 Fuel consumption rate factors (bhp-hr/gal) for engines less than 750 hp. (Source: https://www.arb.ca.gov/msprog/moyer/guidelines/2017gl/2017_gl_appendix_d.pdf)

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As presented in Table 6, project construction activities would consume an estimated 20,541 gallons of diesel fuel. As stated previously, project construction would represent a “single-event” diesel fuel demand and would not require on-going or permanent commitment of diesel fuel resources for this purpose.

Construction Worker Fuel Estimates

It is assumed that all construction worker trips are from light duty autos (LDA) along area roadways. With respect to estimated Vehicle Miles Travelled (VMT), the construction worker trips would generate an estimated 113,778 VMT. Data regarding project related construction worker trips were based on CalEEMod 2016.3.2 model defaults.

Vehicle fuel efficiencies for construction workers were estimated in the air quality and greenhouse gas analyses using information generated using CARB’s EMFAC model. An aggregate fuel efficiency of 29.4 miles per gallon (mpg) was used to calculate vehicle miles traveled for construction worker trips. As shown in Table 7, an estimated 3,870 gallons of fuel would be consumed for construction worker trips.

**Table 7
Construction Worker Fuel Consumption Estimates**

Phase	Number of Days	Worker Trips/Day	Trip Length (miles)	Vehicles Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Grading	6	10	14.7	882	29.40	31
Building Construction	140	53	14.7	109,074	29.40	3,710
Paving	10	15	14.7	2,205	29.40	75
Architectural Coating	10	11	14.7	1,617	29.40	55
Total Construction Worker Fuel Consumption						3,870

(1) Assumptions for the worker trip length and vehicle miles traveled are consistent with CalEEMod 2016.3.2 defaults.

Construction Vendor/Hauling Fuel Estimates

Tables 8 and 9 show the estimated fuel consumption for vendor and hauling during building construction and architectural coating. With respect to estimated VMT, the vendor and hauling trips would generate an estimated 20,286 VMT. Data regarding project related construction worker trips were based on CalEEMod 2016.3.2 model defaults.

**Table 8
Construction Vendor Fuel Consumption Estimates (MHD Trucks)¹**

Phase	Number of Days	Worker Trips/Day	Trip Length (miles)	Vehicles Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Grading	6	0	6.9	0	8.7	0
Building Construction	140	21	6.9	20,286	8.7	2,324
Paving	10	0	6.9	0	8.7	0
Architectural Coating	10	0	6.9	0	8.7	0
Total Construction Worker Fuel Consumption						2,324

(1) Assumptions for the vendor trip length and vehicle miles traveled are consistent with CalEEMod 2016.3.2 defaults.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 9
Construction Hauling Fuel Consumption Estimates (HHD Trucks)¹**

Phase	Number of Days	Worker Trips/Day	Trip Length (miles)	Vehicles Miles Traveled	Average Vehicle Fuel Economy (mpg)	Estimated Fuel Consumption (gallons)
Grading	6	0	20	0	6.38	0
Building Construction	140	0	20	0	6.38	0
Paving	10	0	20	0	6.38	0
Architectural Coating	10	0	20	0	6.38	0
Total Construction Worker Fuel Consumption						0

(1) Assumptions for the hauling trip length and vehicle miles traveled are consistent with CalEEMod 2016.3.2 defaults.

For the architectural coatings it is assumed that the contractors would be responsible for bringing coatings and equipment with them in their light duty vehicles. Therefore, vendors delivering construction material or hauling debris from the site would use medium to heavy duty vehicles with an average fuel consumption of 8.7 mpg for medium heavy duty trucks and 6.38 for heavy duty trucks. Table 8 and Table 9 show that an estimated 2,324 gallons of fuel would be consumed for vendor and hauling trips.

Construction Energy Efficiency/Conservation Measures

Construction equipment used over the approximately seven-month construction phase would conform to CARB regulations and California emissions standards and is evidence of related fuel efficiencies. There are no unusual project characteristics or construction processes that would require the use of equipment that would be more energy intensive than is used for comparable activities; or equipment that would not conform to current emissions standards (and related fuel efficiencies). Equipment employed in construction of the project would therefore not result in inefficient wasteful, or unnecessary consumption of fuel.

The project would utilize construction contractors which practice compliance with applicable CARB regulation regarding retrofitting, repowering, or replacement of diesel off-road construction equipment. Additionally, CARB has adopted the Airborne Toxic Control Measure to limit heavy-duty diesel motor vehicle idling in order to reduce public exposure to diesel particulate matter and other Toxic Air Contaminants. Compliance with these measures would result in a more efficient use of construction-related energy and would minimize or eliminate wasteful or unnecessary consumption of energy. Idling restrictions and the use of newer engines and equipment would result in less fuel combustion and energy consumption.

Additionally, as required by California Code of Regulations Title 13, Motor Vehicles, section 2449(d)(3) Idling, limits idling times of construction vehicles to no more than five minutes, thereby minimizing or eliminating unnecessary and wasteful consumption of fuel due to unproductive idling of construction equipment. Enforcement of idling limitations is realized through periodic site inspections conducted by County building officials, and/or in response to citizen complaints.

Operational Energy Demands

Energy consumption in support of or related to project operations would include transportation energy demands (energy consumed by employee and patron vehicles accessing the project

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site) and facilities energy demands (energy consumed by building operations and site maintenance activities).

Transportation Fuel Consumption

Using the CalEEMod output from the air quality and greenhouse gas analyses, it is assumed that an average trip for autos and light trucks was assumed to be 16.6 miles and 3- 4-axle trucks were assumed to travel an average of 6.9 miles. As the project includes the development of the site with a drive-through Starbucks, carwash, and gas station, which are all frequently utilized on weekends, and in order to present a worst-case scenario, it was assumed that vehicles would operate 365 days per year. Table 10 shows the estimated annual fuel consumption for all classes of vehicles from autos to heavy-heavy trucks.

The Proposed Project would generate 5,185 trips per day. The vehicle fleet mix was used from the CalEEMod output. Table 10 shows that an estimated 1,433,880 gallons of fuel would be consumed per year for the operation of the Proposed Project.

**Table 10
Estimated Vehicle Operations Fuel Consumption**

Vehicle Type	Vehicle Mix	Number of Vehicles	Average Trip (miles) ¹	Daily VMT	Average Fuel Economy (mpg)	Total Gallons per Day	Total Annual Fuel Consumption (gallons)
Light Auto	Automobile	2,828	16.6	46,945	30.95	1516.79	553,630
Light Truck	Automobile	191	16.6	3,171	13.52	234.51	85,597
Light Truck	Automobile	965	16.6	16,019	13.52	1,184.84	432,466
Medium Truck	Automobile	598	6.9	4,126	9.22	447.53	163,347
Light Heavy Truck	2-Axle Truck	79	6.9	545	9.22	59.12	21,579
Light Heavy Truck 10000 lbs+	2-Axle Truck	26	6.9	179	9.22	19.46	7,102
Medium Heavy Truck	3-Axle Truck	91	6.9	628	6.69	93.86	34,258
Heavy Heavy Truck	4-Axle Truck	361	6.9	2,491	6.69	372.33	135,901
Total		5,185	--	74,104	12.38	3,928.44	--
Total Annual Fuel Consumption							1,433,880

(1) Based on the size of the site and relative location, trips were assumed to be local rather than regional.

Facility Energy Demands (Electricity and Natural Gas)

Building operation and site maintenance (including landscape maintenance) would result in the consumption of electricity (provided by Southern California Edison) and natural gas (provided by Southern California Gas Company). The annual natural gas and electricity demands were provided per the CalEEMod output from the air quality and greenhouse gas analyses. The natural gas demand for the Proposed Project is 657,115 kBtu/year, and the electricity demand is 184,933 kWh/year.

Energy use in buildings is divided into energy consumed by the built environment and energy consumed by uses that are independent of the construction of the building such as in plug-in

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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appliances. In California, the California Building Standards Code Title 24 governs energy consumed by the built environment, mechanical systems, and some types of fixed lighting. Non-building energy use, or “plug-in” energy use can be further subdivided by specific end-use (refrigeration, cooking, appliances, etc.).

As supported by the preceding analyses, project construction and operations would not result in the inefficient, wasteful or unnecessary consumption of energy. Furthermore, the energy demands of the project can be accommodated within the context of available resources and energy delivery systems. The Proposed Project would therefore not cause or result in the need for additional energy producing or transmission facilities. The project would not engage in wasteful or inefficient uses of energy and aims to achieve energy conservation goals within the State of California. Notwithstanding, the project proposes commercial uses and will not have any long-term effects on an energy provider’s future energy development or future energy conservation strategies. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

- b) **Less than Significant Impact.** The County is home to over 4,000 wind turbines generating electricity at 21 commercial wind farms in the San Geronio Pass area, four large-scale commercial solar facilities in the eastern desert region, six hydroelectric facilities, three biogas/fuel cell facilities associated with wastewater treatment plants and six biomass facilities utilizing landfill methane capture and operated by the County directly.

The Riverside County General Plan includes a Climate Action Plan (CAP). Through the CAP the County of Riverside has established goals and policies that incorporate environmental responsibility into its daily management of residential, commercial and industrial growth, education, energy and water use, air quality, transportation, waste reduction, economic development and open space and natural habitats to further their commitment.

Construction of the Proposed Project would be temporary and limitations on idling of vehicles and equipment and requirements that equipment be properly maintained would save fuel. Fossil fuels used for construction vehicles and other energy-consuming equipment would be used during site clearing, grading, paving, and building construction. The County’s permissible hours for construction is 7:00 a.m. to 6:00 p.m. on non-holiday weekdays, including Saturdays. As on-site construction activities would be restricted between these hours, it is anticipated that the use of construction lighting would be minimal.

The State’s Title 24 energy efficiency standards are widely regarded as the most advanced energy efficiency standards. These standards help reduce the amount of energy required for lighting, water heating, and heating and air conditioning in buildings and promote energy conservation. Policy OS 16.1 of the County of Riverside’s General Plan reinforces the implementation and enforcement of the California Code of Regulations (the “California Building Standards Code”) particularly Part 6 (the California Energy Code) and Part 11 (the California Green Building Standards Code), as amended and adopted pursuant to County ordinance. The Policy also encourages establishing mechanisms and incentives to encourage architects and builders to exceed the energy efficiency standards of within CCR Title 24. The Proposed Project would be required by State law to comply with the Title 24 energy efficiency standards and shall abide by the CAP.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Regarding Pavley (AB 1493) regulations, an individual project does not have the ability to comply or conflict with these regulations because they are intended for agencies and their adoption of procedures and protocols for reporting and certifying GHG emission reductions from mobile sources.

The County of Riverside’s CAP Update includes GHG reduction measures that focus on different sectors including transportation, energy efficiency, clean energy, water efficiency, advanced measures, and solid waste. The County’s CAP states that projects that do not exceed the CAP’s screening threshold of 3,000 MTCO2e per year are considered to have less than significant GHG emissions and are in compliance with the County’s CAP Update; however, projects that exceed emissions of 3,000 MTCO2e per year are required to garner at least 100 points from Screening Tables in order to be consistent with the reduction quantities anticipated in the County’s CAP Update.

As presented in Section 20 below, with the garnering of 100 points on the County’s checklist, the Proposed Project would be consistent with the applicable strategies of the County of Riverside CAP.

Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

GEOLOGY AND SOILS Would the project directly or indirectly:

11) Alquist-Priolo Earthquake Fault Zone or County Fault Hazard Zones	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Be subject to rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?				

Source(s): Riverside County General Plan Figure S-2 “Earthquake Fault Study Zones,” California Department of Conservation “Fault Activity Map of California (2010)”

Findings of Fact:

Earthquakes have the greatest potential for loss of life or property and economic damage. Southern California is susceptible to damaging earthquakes and their secondary geologic effects, like liquefaction, landslides, subsidence, seiches and ground shaking. Secondary effects also include human-made hazards, such as urban fires, dam failures, and toxic chemical releases.

- a) **Less than Significant Impact.** Earthquake risk is higher in the western portion of the County due to the presence the San Andrea and San Jacinto, two of California’s most active faults. In the Southwest planning area, Elsinore fault is the most significant seismic hazard. The State Alquist-Priolo Fault Zoning Act (A-P) Act was passed in 1972 to mitigate the hazard of surface faulting as surface rupture is the most easily avoided seismic hazard. The A-P Act’s purpose is

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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to prevent the construction of buildings used for human occupancy on the surface trace of active faults.

According to the County General Plan, the Project Site is not located in an Alquist-Priolo or Riverside County Earthquake Fault Zone. The closest fault to the Project Site is the Murrieta Hot Springs fault, located approximately 3.64 miles south of the site (Fault Activity Map of California-2010). The likelihood for on-site rupture is considered low due to the absence of known faults within the vicinity. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

12) Liquefaction Potential Zone

a) Be subject to seismic-related ground failure, including liquefaction?

Source(s): Riverside County General Plan Figure S-3 “Generalized Liquefaction”

Findings of Fact:

a) **Less than Significant Impact.** Liquefaction is a destructive secondary effect of strong seismic shaking and occurs when loose, unconsolidated, water-laden soils lose cohesion. Portions of Riverside County are susceptible to liquefaction. The Project Site is in an area with moderately susceptible sediments, however, it is not located in an area susceptible to liquefaction, as shown on the Riverside County General Plan Figure S-3. According to the Parcel Report from the County Assessor, the Project Site has a low liquefaction potential. Therefore, no significant adverse impacts have been identified or are anticipated and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

13) Ground-shaking Zone

a) Be subject to strong seismic ground shaking?

Source(s): Riverside County General Plan, Figure S-16 “Inventory of Communication Facilities”

Findings of Fact:

a) **Less than Significant Impact.** Ground shaking can occur on the Project site as a result of earthquakes associated with nearby and more distant faults. According to Figure S-16 of the County’s General Plan Safety Element, the Project Site is located in an area considered to have a “Very High” ground-shaking risk. The County’s Department of Building and Safety reviews and enforces the County Building Codes. The Proposed Project would be required to comply with all applicable California Building Code (CBC) requirements to ensure that the Proposed Project

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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does not pose a threat to the safety and welfare of the public. No significant impacts are identified or anticipated, and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

14) Landslide Risk

a) 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, collapse, or rockfall hazards?

Source(s): Riverside County General Plan Figure S-4 “Earthquake-Induced Slope Instability Map,” Riverside County General Plan: Southwest Plan Area Figure 13 “Southwest Area Plan Steep Slope”

Findings of Fact:

a) **Less than Significant Impact.** According to the County General Plan Figure S-4, the Project Site is not located in an area susceptible to seismically induced landslides and rockfalls. It is also not in an earthquake induced landslide zone. The closest existing landslide zone occurs approximately 2 miles east of the Project Site. Furthermore, as shown on the County General Plan: Southwest Plan Area Figure 13, the Project Site is located in an area with less than 15% slope angle. The Project Site is not located on a geologic unit susceptible to liquefaction; the Proposed Project would not result in or is subject to lateral spreading. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

15) Ground Subsidence

a) 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 ground subsidence?

Source(s): Riverside County General Plan: Safety Element Figure S-7 “Documented Subsidence Areas Map”

Findings of Fact:

a) **Less than Significant Impact.** Subsidence refers to the sinking or downward settling and compaction of soil and other surface material with little or no horizontal motion. As shown on Figure S-7 of the County’s General Plan Safety Element, the Project Site is located in an area identified as susceptible to subsidence hazards based on geologic and hydrogeologic characteristics that are similar to regions of the County where subsidence is documented. The

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Proposed Project is required to comply with the California Building Code which would address any potential impacts to unstable soils. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

16) Other Geologic Hazards

a) Be subject to geologic hazards, such as seiche, mudflow, or volcanic hazard?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source(s): Riverside County General Plan: Safety Element

Findings of Fact:

a) **No Impact.** Seiches are standing waves that reverberate on the surface of water in response to ground shaking and can damage buildings, roads and infrastructure surrounding the body of water. The Project Site is located approximately 2.41 miles west of Lake Skinner. No volcanoes occur on or near the Project Site. Given that the Project Site occurs on a relatively flat area, impacts from mudflow are not anticipated. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

17) Slopes

a) Change topography or ground surface relief features?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create cut or fill slopes greater than 2:1 or higher than 10 feet?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in grading that affects or negates subsurface sewage disposal systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Project Application Materials

Findings of Fact:

a, b) **Less Than Significant Impact.** The topography of the Project Site is relatively flat. The Proposed Project would not significantly alter the topography on-site or result in cut/fill slopes greater than 2:1. The project grades of the proposed driveways will connect to the existing grade of Jean Nicholas Road. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

c) **No Impact.** The Proposed Project would connect to existing sewer lines and no on-site sewage disposal systems are proposed. The grading of the Project Site would not affect or negate

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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subsurface sewage disposal systems. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

18) Soils	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Be located on expansive soil, as defined in Section 1802.5.3 of the California Building Code (2019), creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have soils incapable of adequately supporting use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): US Department of Agriculture: Web Soil Surveys, Riverside County General Plan Figure S-8 “Wind Erosion Susceptibility Map; Project Application Materials

Findings of Fact:

- a) **Less than Significant Impact.** Implementation of the Proposed Project can result in the generation of project-related dust due to the operation of grading equipment or high winds. As shown in Figure S-8 of the County’s General Plan Safety Element, the Project Site is rated “moderate” for wind erodibility. Site preparation and grading under the Proposed Project have the potential to loosen surface soils, consequently making soils susceptible to wind and/or water erosion. Moreover, erosion of soils could occur due to a storm event. Development of the Proposed Project would disturb more than one acre of soil; therefore, the Proposed Project would be subject to the requirements of the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-2009-DWQ). Construction activity subject to this permit include: clearing, grading, and disturbances to the ground such as stockpiling or excavation. The Construction General Permit requires the development and implementation of a Storm Water Pollution and Prevention Plan (SWPPP). The SWPPP must list Best Management Practices (BMPs) to avoid and minimize soil erosion. Adherence to BMPs is anticipated to ensure that the Proposed Project does not result in substantial soil erosion or the loss of topsoil. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.

- b) **Less than Significant Impact.** Expansive soils, as defined in Section 1802.5.3 of the California Building Code (2019), have a plasticity index of 15 or greater, more than 10 percent of the soil particles pass 75 um, more than 10 percent of the soil particles less than 5 micrometers in size, and expansion index greater than 20. These soils generally have a significant amount of clay particles, which can shrink or swell depending on the amount of held water. The change in volume exerts stress on buildings and other loads placed on these soils. The extent of shrink/swell is influenced by the amount and type of clay in the soil. According to the United States Department of Agricultural (USDA) Web Soil Surveys, there are five soil types on the Project Site. The Project Site is composed mainly of Porterville clay (PsC), slightly saline-alkali

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Porterville Clay (PtB), and Yokohl loam (YbC). YbC is relatively stable, but PsC and PtB are considered expansive. Expansion testing and mitigation are required by current grading and building codes. The Riverside County Building Code requires the Proposed Project to undergo proper site investigation, soils testing, foundation design and quality assurance prior to grading operations. In addition, all building plans are required to comply with current adopted 2019 California Building Codes. These measures will reduce impacts to less than significant level. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

- c) **No Impact.** The Proposed Project would connect to existing sewer lines. No septic tanks or alternative wastewater disposal systems are proposed as part of the Proposed Project. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

19) Wind Erosion and Blows and from project either on or off site.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Be impacted by or result in an increase in wind erosion and blow sand, either on or off site?				

Source(s): Riverside County General Plan Figure S-8 “Wind Erosion Susceptibility Map,” Preliminary Water Quality Management Plan

Findings of Fact:

- a) **Less than Significant Impact.** As shown in Figure S-8 of the County’s General Plan Safety Element, soils that occur at the Project Site are rated “moderate” for wind erodibility. As with any movement of soil, development of the Project Site would have the potential to loosen surface soils, thereby making soils susceptible to wind and/or water erosion. As previously discussed, the Proposed Project would be required to prepare a SWPPP and WQMP to ensure potential impacts from erosion are reduced to the extent feasible. The SWPPP and WQMP would address any issues related to potential erosion. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
GREENHOUSE GAS EMISSIONS Would the project:				
20) Greenhouse Gas Emissions	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan; Riverside County Climate Action Plan (“CAP”); Air Quality, Global Climate Change and Energy Impact Analysis, August 17, 2020, Ganddini Group, Inc.

Findings of Fact:

- a) **Less than Significant with Mitigation Incorporated.** The County of Riverside’s Climate Action Plan Update (CAP) was completed in November 2019. The CAP Update describes Riverside County’s GHG emissions for the year 2017, projects how these emissions will increase into 2020, 2030, and 2050, and includes strategies to reduce emissions to a level consistent with the State of California’s emissions reduction targets. The CAP Update sets a target to reduce community-wide GHG emission emissions by 15 percent from 2008 levels by 2020, 49 percent by 2030, and 83 percent by 2050.

Appendix D of the Riverside County CAP Update also states that projects that do not exceed the CAP’s screening threshold of 3,000 MTCO_{2e} per year are considered to have less than significant GHG emissions and are in compliance with the County’s CAP Update. Therefore, to determine whether the project’s GHG emissions are significant, the analysis in the Air Quality, Global Climate Change and Energy Impact Analysis report, dated October 16, 2020 and revised January 13, 2021, uses the SCAQMD draft local agency tier 3 threshold and County of Riverside CAP screening threshold of 3,000 MTCO_{2e} per year for all land use types. Projects that do not exceed emissions of 3,000 MTCO_{2e} per year are also required to include the following efficiency measures:

1. Energy efficiency matching or exceeding the Title 24 requirements in effect as of January 2017, and
2. Water conservation measures that matches the California Green Building Code in effect as of January 2017.

Projects that exceed emissions of 3,000 MTCO_{2e} per year are also required to use Screening Tables. Projects that garner at least 100 points will be consistent with the reduction quantities anticipated in the County’s CAP Update. Consistent with CEQA Guidelines, such projects would be determined to have a less than significant individual and cumulative impact for GHG emissions. Those projects that do not garner 100 points using the Screening Tables will need to provide additional analysis to determine the significance of GHG emissions.

Emissions associated with the construction and operation of the Proposed Project were estimated by Ganddini Group, Inc. using the CalEEMod version 2016.3.2. Their referenced report is summarized herein. Table 11 below shows that the total for the Proposed Project’s emissions (without credit for any reductions from sustainable design and/or regulatory requirements) would be 4,912.05 MTCO_{2e} per year. According to the thresholds of significance

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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established above, a cumulative global climate change impact would occur if the GHG emissions created from the on-going operations of the proposed project would exceed the County of Riverside CAP Update and SCAQMD draft threshold of 3,000 MTCO₂e per year for all land uses. Therefore, as the total emissions for the proposed project would exceed the SCAQMD draft screening threshold of 3,000 MTCO₂e per year, emissions reductions are required.

Table 12 shows the total for the Proposed Project’s emissions with compliance with regulation and incorporation of sustainable design (compliance with regulation is shown as “mitigation” in CalEEMod output). With compliance with regulation and incorporation of sustainable Design, the Proposed Project’s total emissions would be reduced to 3,461.18 MTCO₂e per year. The reduction comes from incorporation of the following California Air Pollution Control Officers Association (CAPCOA)-based reduction measures and regulatory compliance: utilizing low-flow fixtures that would reduce indoor water demand by 20% per CALGreen Standards, utilizing Energy Star appliances, utilizing water-efficient irrigation systems; and incorporation of the CAPCOA-based land use and site enhancement reduction measures: LUT-1 Increased Density, LUT-4 Improve Destination Accessibility, LUT-5 Increase Transit Accessibility, and SDT-1 Improve Pedestrian Network.

**Table 11
Project-Related Greenhouse Gas Emission
(Metric Tons per Year)**

Category Source/Phase	GHG Emissions (Metric Tons/Year)					
	Bio-CO2	NonBio-CO2	CO ₂	CH ₄	N ₂ O	CO ₂ e
Area Sources ¹	0.00	0.00	0.00	0.00	0.00	0.00
Energy Usage ²	0.00	115.33	0.00	0.00	115.8	115.87
Mobile Sources ³	0.00	4,753.74	4,753.74	0.31	0.00	4,761.46
Waste ⁴	7.90	0.00	7.90	0.47	0.00	19.57
Water ⁵	0.32	4.84	5.16	0.03	0.00	6.23
Construction ⁶	0.00	8.89	8.89	0.00	0.00	8.93
Total Emissions	8.22	4,882.80	4,891.02	0.81	0.00	4,912.05
CAP Threshold	3,000					
Exceeds Threshold?	Yes					

Source: CalEEMod.2016.3.2 for Opening Year 2022.

- (1) Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment.
- (2) Energy usage consist of GHG emissions from electricity and natural gas usage.
- (3) Mobile sources consist of GHG emissions from vehicles.
- (4) Solid waste includes the CO₂ and CH₄ emissions created from the solid waste placed in landfills.
- (5) Water includes GHG emissions from electricity used for transport of water and processing of wastewater.
- (6) Construction GHG emissions CO₂e based on a 30-year amortization rate.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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**Table 12
Project-Related Greenhouse Gas Emission with Incorporation of Design Features/Regulation
(Metric Tons per Year)**

Category Source/Phase	GHG Emissions (Metric Tons/Year)					
	Bio-CO2	NonBio-CO2	CO ₂	CH ₄	N ₂ O	CO ₂ e
Area Sources	0.00	0.00	0.00	0.00	0.00	0.00
Energy Usage	0.00	105.15	105.15	0.00	0.00	105.63
Mobile Sources	0.00	3,315.19	3,315.19	0.27	0.00	3,321.94
Waste	7.90	0.00	7.90	0.47	0.00	19.57
Water	0.26	4.00	4.25	0.03	0.00	5.11
Construction	0.00	8.89	8.89	0.00	0.00	8.93
Total Emissions	8.16	3,433.22	3,441.38	0.77	0.00	3,461.18
CAP Threshold	3,000					
Exceeds Threshold?	Yes					

Source: CalEEMod.2016.3.2 for Opening Year 2022.

- (1) Area sources consist of GHG emissions from consumer products, architectural coatings, and landscape equipment. Energy usage consist of GHG emissions from electricity and natural gas usage.
- (2) Mobile sources consist of GHG emissions from vehicles.
- (3) Mobile sources consist of GHG emissions from vehicles.
- (4) Solid waste includes the CO₂ and CH₄ emissions created from the solid waste placed in landfills.
- (5) Water includes GHG emissions from electricity used for transport of water and processing of wastewater.
- (6) Construction GHG emissions CO₂e based on a 30 year amortization rate.

However, even with incorporation of regulatory compliance and credit for reductions due to CAPCOA location-based efficiency measures, the Proposed Project would still exceed the Riverside County CAP and SCAQMD draft screening threshold of 3,000 MTCO₂e per year for all land uses by roughly 461 MTCO₂e per year.

Per the County's CAP Update, projects that exceed emissions of 3,000 MTCO₂e per year are also required to use Screening Tables. Projects that garner at least 100 points will be consistent with the reduction quantities anticipated in the County's CAP Update and would be determined to have a less than significant individual and cumulative impact for GHG emissions. Therefore, in order for the Proposed Project to have less than significant individual and cumulative impact for GHG emissions and be consistent with the CAP, Mitigation Measure GHG-1 shall be implemented.

- b) **Less than Significant Impact.** As referenced above, the County of Riverside CAP Update (updated in December 2019) contains guidance on Riverside County's GHG Inventory reduction goals, thresholds, policies, guidelines, and implementation programs. In particular, the CAP elaborates on the General Plan goals and policies relative to the GHG emissions and provides a specific implementation tool to guide future decisions of the County of Riverside.

Per the County's CAP Update, the County adopted its first Climate Action Plan (CAP) in 2015 which set a target to reduce emissions back to 1990 levels by the year 2020 as recommended in the AB 32 Scoping Plan. Furthermore, the goals and supporting measures within the County's CAP Update are proposed to reflect and ensure compliance with changes in the local and State policies and regulations such as SB 32 and California's 2017 Climate Change Scoping Plan. Therefore, compliance with the County's CAP in turn reflects consistency with the goals of the CARB Scoping Plan, Assembly Bill (AB) 32 and Senate Bill (SB) 32.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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According to the County’s CAP Update, projects that do not exceed emissions of 3,000 MTCO2e per year are also required to include the following efficiency measures:

- Energy efficiency matching or exceeding the Title 24 requirements in effect as of January 2017, and
- Water conservation measures that matches the California Green Building Code in effect as of January 2017.

As stated above, even with incorporation of regulatory compliance and credit for reductions due to CAPCOA location-based efficiency measures, the GHG emissions generated by the Proposed Project would exceed the County of Riverside CAP Update screening threshold of 3,000 metric tons per year of CO2e. Projects that exceed emissions of 3,000 MTCO2e per year are also required to use Screening Tables. Projects that garner at least 100 points will be consistent with the reduction quantities anticipated in the County’s CAP Update and would be determined to have a less than significant individual and cumulative impact for GHG emissions.

With implementation of Mitigation Measure GHG-1, the project would comply with the goals of the County of Riverside CAP Update and would not conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of GHGs. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Mitigation:

Mitigation Measure GHG-1: : Prior to issuance of building permits, and as a condition of approval, the applicant will demonstrate proof that the project would garner at least 100 or more points from the County of Riverside CAP Update Screening Tables (see AQ/GHG/Energy report for Compliance with Screening Tables).

Monitoring: No monitoring is required.

HAZARDS AND HAZARDOUS MATERIALS	Would the project:			
21) Hazards and Hazardous Materials	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Impair implementation of or physically interfere with an adopted emergency response plan or an emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter (1/4) mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

Source(s): Project Application Materials, Riverside County General Plan: Safety Element, Department of Toxic Substances Control *EnviroStor*, Advisory Notification Document

Findings of Fact:

a, b) **Less than Significant Impact.** Components of the Proposed Project that may involve the potential impacts from hazardous materials include a fueling station, 2 underground storage tanks (USTs), and 1 healy tank (clean air separator). One of the USTs is a 30,000-gallon split tank that would store 20,000 gallons of Regular Unleaded Gasoline and 10,000 gallons of E85 (an alcohol fuel mixture). The other UST is a 22,000-gallon split tank that would store 10,000 gallons of Diesel and 12,000 gallons of Premium Unleaded Gasoline. Prior to issuance of a Building and Safety permit, USTs and handling of any hazardous materials/wastes will be reviewed by Hazardous Materials Management Branch (HMMB) to ensure compliance with applicable California Health and Safety codes, County of Riverside Ordinances and other applicable federal, State, and local regulations. Construction plans must be reviewed and approved by the County of Riverside Hazardous Materials Department prior to the installation of the underground storage tank (UST) system.

The Project Proponent would be required to prepare a Spill Contingency Plan with the County of Riverside Hazardous Materials Department, and all operations of the fueling station and related USTs would be required to comply with all federal, state and local laws regulating the management and use of hazardous materials. Therefore, impacts associated with long-term operation would not result in significant impacts.

The fueling station would be directly connected to a fuel spill holding tank which would discharge to an underground basin for water quality purposes. An underground basin is proposed to provide water quality treatment of site runoff. Runoff from the Project Site would enter the basin before being released off-site. As part of project operations and in according with the Proposed Project's Water Quality Management Plan (WQMP), the basin would be inspected annually in accordance with the manufacturer's specifications. Accumulated debris and gross pollutants or sediment would be removed, and the basin cleaned as needed. Additionally, the Riverside County Certified Unified Program Agency (CUPA) would regulate the use, transport and disposal of the Proposed Project's hazardous materials.

Development of the Proposed Project would disturb approximately 2.94 acres, and therefore would be subject to the National Pollutant Discharge Elimination System (NPDES) permit requirements. Requirements of the permit would include development and implementation of a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP would include Best Management Practices (BMPs) to control and abate pollutants. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

c) **Less than Significant Impact.** According to the County's General Plan Figure S-14, Inventory of Emergency Response Facilities, the Project Site does not contain any emergency facilities. During construction, the contractor would be required to maintain adequate emergency access for emergency vehicles as required by the County. Project operations would not interfere with an adopted emergency response or evacuation plan. Access provided via Winchester Road and

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Jean Nicholas Road would be maintained for ingress/egress at all times. In addition, the facility will require a business emergency plan for the storage of hazardous materials at greater than 55 gallons, or if any acutely hazardous materials or extremely hazardous substances are handled or stored on the premises. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

- d) **No Impact.** Susan LaVorgna Elementary School is the nearest school to the Project Site and is located approximately 0.35 miles southeast of the Project Site. Since no existing or proposed schools occur within one-quarter mile of the Project Site, no impacts are identified or anticipated, and no mitigation measures are required.
- e) **Less than Significant Impact.** According to the Hazardous Waste and Substances site list as compiled pursuant to Government Code Section 65962.5, reported by the Department of Toxic Substances Control through the EnviroStor database (accessed December 18, 2019), there is no existing toxic or hazardous material recognized as an environmental concern at the Project Site. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

22) Airports	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Result in an inconsistency with an Airport Master Plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require review by the Airport Land Use Commission?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) For a project within the vicinity of a private airstrip, or heliport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County General Plan Southwest Area Plan Figure C-5 “Airport Influence Areas,” Table 4 “Airport Land Use Compatibility Criteria for Riverside County”

Findings of Fact:

- a-d) **Less than Significant Impact.** The French Valley Airport Land Use Compatibility Plan reflects restrictions on the uses, concentrations of population, and height of proposed development within the Airport Influence Area in order to protect the airport and maintain public safety. According to Figure 5 of Riverside County General Plan Southwest Area Plan, the Project Site is located approximately 2.15 miles north of the French Valley Airport and is within the French Valley airport influence Zone E. Therefore, the Proposed Project will be required to go through Airport Land Use Commission review. Uses that can be hazardous to flights are prohibited within Zone E. There are no limits to the densities and intensity of uses within this zone, and an

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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airspace review is required for building structures higher than 100 feet tall. The Proposed Project includes the construction and operation of a convenience store, fueling station with canopy, car wash and Starbucks with an attached drive-thru. These uses would not result in any hazards to flights and none of the structures would exceed the height of 35 feet. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

HYDROLOGY AND WATER QUALITY Would the project:	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
23) Water Quality Impacts				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in substantial erosion or siltation on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-site or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) In flood hazard, tsunami, or seiche zones, risk the release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
i) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source(s): Advisory Notification Document; W&W Land Design Consultants, Inc: Preliminary Water Quality Management Plan; Eastern Municipal Water District UWMP; Riverside County General Plan Safety Element

Findings of Fact:

a) **Less than Significant with Mitigation Incorporated.** The Proposed Project would develop 2.94 acres of vacant land and therefore would be subject to the National Pollutant Discharge

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Elimination System (NPDES) permit requirements. The State of California is authorized to administer various aspects of the NPDES. Construction activities covered under the State's General Construction permit include removal of vegetation, grading, excavating, or any other activity that causes the disturbance of one acre or more. The General Construction permit requires recipients to reduce or eliminate non-storm water discharges into stormwater systems, and to develop and implement a Stormwater Pollution Prevention Plan (SWPPP). The purpose of an SWPPP is to: 1) identify pollutant sources that may affect the quality of discharges of stormwater associated with construction activities; and 2) identify, construct and implement stormwater pollution control measures to reduce pollutants in stormwater discharges from the construction site during and after construction.

The NPDES also requires a Water Quality Management Plan (WQMP). A Preliminary WQMP (available at the County offices for review), dated March 27, 2020, was prepared for the Proposed Project by W&W Land Design Consultants, Inc, and is summarized herein. The report was prepared to comply with the requirements of the County of Riverside for Ordinance No. 827. The WQMP includes mandatory compliance of BMPs as well as compliance with NPDES Permit requirements. Review and approval of the WQMP by the County would ensure that all potential pollutants of concern are minimized or otherwise appropriately treated prior to being discharged from the Project Site. To ensure potential impacts are reduced to less than significant, Mitigation Measure WQ-1 shall be implemented.

- b) **Less than Significant Impact.** The Project Site is located within the service area of the Eastern Municipal Water District (EMWD). The Proposed Project is consistent with the General Plan designation of Light Industrial. Development of the Project Site within this designation has been anticipated in the General Plan. The General Plan buildout projections are included in the EMWD's Master Water Plans and Urban Water Management Plan (UWMP).

As of 2015, the EMWD was developing a plan to expand groundwater recharge to improve reliability for its customers during normal and dry year demand periods. According to EMWD's UWMP, groundwater supplies are expected to remain constant until 2040. However, desalinated groundwater supplies are expected to increase between 2020 and 2025 and subsequently remain constant. Potable groundwater production from the West San Jacinto basin will remain constant, while brackish groundwater will increase as EMWD's desalter program is expanded. Desalination of groundwater from the West San Jacinto Basin increases groundwater supply reliability in the San Jacinto Basin by helping to manage groundwater supplies that will be required to meet projected demand.

EMWD will continue to rely on imported water from the Metropolitan Water District of Southern California (MWD) as the main source of supply for its retail and wholesale customers. Imported water supplies are expected to increase through the project year of 2040. Groundwater will be utilized as dry-year storage to help meet dry-year demands. Therefore, groundwater supplies are not expected to decrease substantially in the near future. Additionally, the Proposed Project is not expected to substantially interfere with groundwater recharge. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

- c) **Less than Significant Impact.** The Project Site is located within the Murrieta Creek/Warm Springs Valley Area Drainage Plan (ADP), for which drainage fees and mitigation fees have been established by the Board of Supervisors. Applicable ADP fees will be due (in accordance with the Rules and Regulations for Administration of Area Drainage Plans) prior to issuance of

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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grading or building permits. According to the WQMP, though project development, most development will maintain existing drainage pattern to maintain runoff draining northwesterly to a proposed storm drain system along Leon Road. The Proposed Project has been designed to use bioretention with an underdrain system as the BMP facility because the infiltration rate is very low. Post-development flows will be conveyed to two bioretention drainage basins. The Proposed Project is anticipated to generate a total of 3,753 cubic feet (CF) of runoff, all of which would be handled on-site by the proposed bioretention basins and landscape areas, designed to capture 3,950 CF and 3,078 CF of runoff, respectively.

Low Impact Development (LID) Principles, LID BMPs, Hydrologic Control BMPs, and Sediment Supply BMPs have been incorporated into the Proposed Project as project design features to fully address all Drainage Management Areas. No alternative compliance measures are required for this project. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

d) **Less than Significant Impact.** During development of the Project Site, erosion of soils could occur due to a storm event. Development of the Proposed Project would disturb approximately 2.94 acres and therefore is subject to the requirements of the State Water Resources Control Board General Permit for Discharges of Storm Water Associated with Construction Activity (Construction General Permit Order 2009-2009-DWQ). Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling or excavation. The Construction General Permit requires the development and implementation of a SWPPP. The SWPPP must list BMPs to avoid and minimize soil erosion. Adherence to BMPs is anticipated to ensure that the Proposed Project does not result in substantial erosion or siltation on- or off-site. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

e, f) **Less than Significant Impact.** According to the County’s Advisory Notification Document for the Pre-Application Review, the Project Site is considered free from ordinary storm flood hazard. A storm of unusual magnitude could cause some damage. Most drainage areas drain along proposed curb and gutter and end at a rip-rap then flows to landscaping pervious areas; The WQMP states that through Project development, post development will maintain the existing drainage pattern to keep the runoff draining Northwesterly to a proposed storm drain system along Leon Road.

With adherence to the Preliminary WQMP, the Proposed Project is not anticipated to substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site, or create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. No significant adverse impacts are identified or anticipated, and no mitigation measures are required.

g) **Less than Significant Impact.** As stated in the WQMP, the existing drainage pattern will be maintained post-development to keep the runoff draining Northwesterly to a proposed storm drain system along Leon Road. The Proposed Project would utilize a bioretention basin with underdrain system to preserve the natural infiltration capacity. It would neither impede nor redirect flood flows. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- h) **Less than Significant Impact.** Seiches are standing waves generated in enclosed bodies of water in response to ground shaking. The Project Site is located approximately 2.41 miles west of Lake Skinner. According to the County General Plan Safety Element, the Project Site is not located within a 100-year FEMA flood zone area. Tsunamis are large waves generated in open bodies of water by fault displacement of major ground movement. Due to the inland location of the Project Site, tsunamis are not considered to be a risk. Dams or other water-retaining structures may fail as a result of large earthquakes, resulting in flooding and mudflow production. Figure S-10 “Dam Failure Inundation Zones” does not identify the Project Site as an area at risk for dam failure inundation. Therefore, the Proposed Project is not anticipated to risk release of pollutants due to project inundation. No significant adverse impacts are identified or are anticipated, and no mitigation measures are required.
- i) **Less than Significant with Mitigation Incorporated.** The WQMP includes mandatory compliance of BMPs as well as compliance with NPDES Permit requirements. Review and approval of the WQMP by the County would ensure that all potential pollutants of concern are minimized or otherwise appropriately treated prior to being discharged from the Project Site. To ensure that the Proposed Project does not conflict with or obstruct implementation of a water quality control plan, Mitigation Measure WQ-1 shall be implemented. As stated above, groundwater supplies are expected to remain constant until 2040. The Proposed Project does not include a GPA, therefore development of the Project Site with the proposed uses is anticipated in the General Plan. No additional mitigation is required.

Mitigation:

Mitigation Measure WQ-1:

The Project Proponent shall implement all Non-Structural Source Control Best Management Practices (BMPs) and Structural Source BMPs as listed in the final Water Quality Management Plan to be approved by the County.

Monitoring:

Monitoring for Measure WQ-1:

Planning staff shall verify implementation of the above mitigation measure throughout construction/on-site inspections. The verification shall be completed throughout construction of the project, and periodically during operation.

LAND USE/PLANNING Would the project:

24) Land Use

a) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

b) Disrupt or divide the physical arrangement of an established community (including a low-income or minority community)?

Source(s): Riverside County Information Technology GIS *Map My County*

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Findings of Fact:

a,b) **No Impact.** The Project Site is located in French Valley, an unincorporated area within Riverside County. The Project Site occurs within the Highway 79 Policy Area of the County’s General Plan and has a current land use designation of Light Industrial (LI). Light industrial uses include warehousing/distribution, assembly and light manufacturing, repair facilities, and supporting retail uses. The Proposed Project would be consistent with the land use plan designation. Land use designations for the adjacent properties are as follows: LI and Commercial Retail (CR) to the north, Open Space Recreation (OS-R) and Open Space Conservation (OS-C) to the east, Very High Density Residential (VHDR) to the South and LI to the west. The Project Site is currently vacant and the development of the Proposed Project would not disrupt or divide an established community. No impacts are identified or are anticipated, and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

MINERAL RESOURCES Would the project:				
25) Mineral Resources	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Result in the loss of availability of a known mineral resource that would be of value to the region or the residents of the State?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Potentially expose people or property to hazards from proposed, existing, or abandoned quarries or mines?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Riverside County General Plan Figure OS-6 “Mineral Resources Area,” Riverside County General Plan Southwest Area Plan, Table 1 “Land Use Designations Summary,”

Findings of Fact:

a, b) **Less than Significant Impact.** As shown in the County’s General Plan Figure OS-6, the Project Site occurs in an area identified as Mineral Resource Zone-3 (MRZ-3). MRZ-3 is defined as an area where available geologic information indicates that mineral deposits are likely to exist, however, the significance of the deposit is undetermined. The Project Site occurs in an area designated for light industrial uses. It does not occur within an Open Space Mineral Resources (OS-MR) land use designation, which includes mineral extraction and processing facilities and areas held in reserve for future mineral extraction and processing. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

c) **No Impact.** No existing or abandoned mines or quarries occur on the Project Site or in the vicinity. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

Mitigation: No mitigation is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Monitoring: No monitoring is required.

NOISE Would the project result in:

26) Airport Noise

a) For a project located within an airport land use plan or, where such a plan has not been adopted, within two (2) miles of a public airport or public use airport would the project expose people residing or working in the project area to excessive noise levels?

b) For a project located within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

Source(s): Riverside County General Plan: Southwest Area Plan, Figure 5 “French Valley Influence Area”

Findings of Fact:

a, b) **Less than Significant Impact.** French Valley Airport is located approximately 2.10 miles southwest of the Project Site. The French Valley Airport Land Use Compatibility Plan reflects restrictions on the uses, concentrations of population, and height of proposed development within the Airport Influence Area, in order to protect the airport and maintain public safety. According to Figure 5 of Riverside County General Plan Southwest Area Plan, the Project Site is located approximately 2.15 miles north of the French Valley Airport and is within the French Valley airport influence Zone E. Therefore, the Proposed Project will be required to go through Airport Land Use Commission review. There are no limits to the densities and intensity uses within this zone, and an airspace review is required for building structures higher than 100 feet tall. The Proposed Project includes the construction and operation of a convenience store, fueling station with canopy, car wash and Starbucks with an attached drive-thru.

According to the General Plan, Winchester Road is the chief circulation route in the valley other than the Interstate 15 and Interstate 215 freeways. The residential community is focused around Winchester Road. Within that residential pattern, the French Valley Airport acts as a hub for surrounding business and industrial park development, which contributes significantly to an employment and economic focus for the Southwest planning area. The Proposed Project will not include noise-sensitive uses (i.e., schools, hospitals) and would have noise sources consistent with commercial activity (i.e., vehicles, people). Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

	Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
27) Noise Effects by the Project				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan, noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive ground-borne vibration or ground-borne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Source(s): Project Application Materials; Noise Impact Analysis

Findings of Fact:

- a) **Less than Significant with Mitigation Incorporated.** A Noise Impact Analysis (available at the County offices for review), August 19, 2020, was prepared for the Proposed Project by Ganddini Group, Inc., which is summarized herein. The Proposed Project has the potential to generate on-site and off-site noise. For on-site generated noise, Policy N 2.3 of the County of Riverside General Plan applies. This policy establishes that the Proposed Project may not cause exterior noise levels at residential land uses to exceed 65 dBA Leq (10-minute) and interior noise levels to exceed 55 dBA Leq during the hours of 7:00 AM to 10:00 PM. Further, exterior noise levels may not exceed 45 dBA Leq (10-minute) and interior noise levels may not exceed 40 dBA Leq (10-minute) during the hours of 10:00 PM to 7:00 AM.

Noise can be measured in the form of a decibel (dB), which is a unit for describing the amplitude of sound. The predominant rating scales for noise in the State of California are the Equivalent-Continuous Sound Level (L_{eq}), and the Community Noise Equivalent Level (CNEL), which are both based on the A-weighted decibel (dBA). The L_{eq} is defined as the total sound energy of time-varying noise over a sample period. The CNEL is defined as time-varying noise over a 24-hour period with a weighted factor of 5 dBA applied to the hourly L_{eq} for noise occurring from 7:00 p.m. to 10:00 p.m. (defined as relaxation hours) and 10 dBA applied to events occurring between 10:00 p.m. and 7:00 a.m. (defined as sleeping hours). The State of California's Office of Noise Control has established standards and guidelines for acceptable community noise levels based on the CNEL and L_{dn} rating scales. The purpose of these standards and guidelines is to provide a framework for setting local standards for human exposure to noise.

The State of California defines sensitive receptors as those land uses that require serenity or are otherwise adversely affected by noise events or conditions. Schools, libraries, churches, hospitals, single and multiple-family residential, including transient lodging, motels and hotel uses make up the majority of these areas. Sensitive land uses in the Project vicinity include the existing single-family detached residential dwelling units located approximately 115 feet southwest (across Jean Nicholas Road), 285 feet south (across the intersection of Jean Nicholas Road/Skyview Road and Winchester Road (SR-79)), 710 feet north, and 960 feet east of the Project Site.

Construction Impacts

Temporary or periodic increase in ambient noise levels in the Project vicinity would increase when events such as construction activities occur. While these events would increase ambient noise levels, they are typical short-term increases that would be assumed under existing development standards. The County anticipates such occurrences and accordingly regulates

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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such activities through base ambient noise level time frames that will mitigate potential adverse impacts. Chapter 9.52: "Noise regulations" of the Riverside County Municipal Code states that construction shall not occur between the hours of 6:00 p.m. and 6:00 a.m. during the months of June through September; and shall not occur between the hours of 6:00 p.m. and 7:00 a.m. during the months of October through May.

Modeled unmitigated construction noise levels when combined with existing measured noise levels could reach 61.2 dBA Leq at the nearest residential property lines to the north, 56.2 dBA Leq at the nearest residential property lines to the northeast, 58.4 dBA Leq at the nearest residential property lines to the east and southeast, 67.1 dBA Leq at the nearest residential property lines to the south, and up to 74.2 dBA Leq at the nearest residential property lines to the west and southwest of the project site.

Construction noise sources are regulated within the County of Riverside Ordinance No. 847 which prohibits construction activities other than between the hours of 6:00 AM to 6:00 PM during the months of June through September and between the hours of 7:00 AM and 6:00 PM during the months of October through May.

The County of Riverside has not adopted a numerical threshold that identifies what a substantial increase would be. For purposes of this analysis, the Federal Transit Administration (FTA) Transit Noise and Vibration Impact Assessment (2018) criteria will be used to establish significance thresholds. For residential uses, the daytime noise threshold is 80 dBA Leq averaged over an 8-hour period (Leq (8-hr)); and the nighttime noise threshold is 70 dBA Leq (8-hr). For commercial uses, the daytime and nighttime noise threshold is 85 dBA Leq (8-hr). In compliance with the County's Code, it is assumed that construction would not occur during the noise-sensitive nighttime hours.

Impacts related to construction noise will be further minimized with adherence to applicable Municipal Ordinances and implementation of the Mitigation Measures N-1 to N-7 presented below. These measures are recommended to reduce construction noise and vibrations emanating from the Proposed Project to a less than significant level.

Noise Impacts to Off-Site Receptors Due to Project Generated Trips

For off-site project generated noise, increases in ambient noise along affected roadways due to project generated vehicle traffic is considered substantial if they result in an increase of at least 5 dBA CNEL and: (1) the existing noise levels already exceed the applicable land use compatibility standard for the affected sensitive receptors set forth in the Noise Element of the County's General Plan; or (2) the project increases noise levels by at least 5 dBA CNEL and raises the ambient noise level from below the applicable standard to above the applicable standard.

Existing traffic noise levels range between 57-78 dBA CNEL at the right-of-way of each modeled roadway segment; and the modeled Existing Plus Project traffic noise levels range between 57-78 dBA CNEL at the right-of-way of each modeled roadway segment. Per the noise modeling, all of the modeled roadway segments are anticipated to change these existing noise levels approximately 0.05 to 1.84 dBA CNEL. Therefore increases would be less than 5 dBA CNEL and the modeled changes in noise level would not be audible; impacts are therefore considered less than significant.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Noise Impacts to Off-Site Receptors Due to On-Site Operational Noise

The SoundPLAN noise model was utilized to estimate project peak hour operational noise at first floor/yard and second floor receptors in order to determine if it is likely to exceed the County’s noise thresholds at the proposed sensitive receptors to the north. Peak hour project operation is expected to range between 48.8 and 63.7 dBA Leq at the proposed sensitive receptors to the north and is not expected to exceed the County’s exterior daytime noise threshold of 65 dBA Leq. Nighttime noise levels associated with the Proposed Project were also modeled assuming no car wash or vacuuming activities would occur between 10:00 PM and 7:00 AM. Nighttime operational noise levels are expected to range between 38.7 and 47.3 at modeled sensitive receptors and are expected to exceed the nighttime exterior noise standard of 45 dBA Leq. However, the lowest measured nighttime noise level was 49.9 dBA Leq. Therefore, the nighttime noise associated with the proposed project would not be anticipated to be noticeable over nighttime ambient conditions. Residential construction typically provides an exterior to interior noise reduction of 20 dB with a windows closed condition. Project operation is not expected to exceed the County’s interior noise level standards of 45 dBA Leq (daytime) and 40 dBA Leq (nighttime). Project operational noise levels would be considered less than significant. No mitigation is required.

Impacts to the Proposed Residential Uses to the North

The proposed residential development TR37078 is located adjacent to the north of the Proposed Project. Per the County of Riverside General Plan Land Use Map the current land use designations at this proposed residential use are Commercial Retail and Light Industrial. Although this project has not yet been approved by the County and the current County land use designations for this project site are not residential, in order to anticipate any potential future noise related impacts an additional noise analysis at this proposed use has been provided. Per FTA, daytime construction noise levels should not exceed 80 dBA Leq for an 8-hour period at residential uses. Therefore, project construction would not be anticipated to exceed the FTA threshold for residential uses. Further, with compliance with the County’s Code, it is assumed that construction would not occur during the noise-sensitive nighttime hours. Impacts related to construction noise will be further minimized with adherence to Municipal Ordinances and implementation of the mitigation measures N-1 to N-7. Therefore, if the proposed residential project to the north is approved and operational during project construction, no additional construction mitigation would be required.

Peak hour project operation is expected to range between 48.8 and 63.7 dBA Leq at the proposed sensitive receptors to the north and is not expected to exceed the County’s exterior daytime noise threshold of 65 dBA Leq. Nighttime noise levels associated with the Proposed Project were also modeled assuming no car wash or vacuuming activities would occur between 10:00 PM and 7:00 AM. Nighttime operational noise levels are expected to range between 38.7 and 47.3 at modeled proposed sensitive receptors to the north and would be expected to exceed the nighttime exterior noise standard of 45 dBA Leq. However, the lowest measured nighttime noise level was 49.9 dBA Leq. Therefore, the nighttime noise associated with the proposed project would not be anticipated to be noticeable over ambient conditions. Residential construction typically provides an exterior to interior noise reduction of 20 dB with a windows closed condition. Project operation is not expected to exceed the County’s interior noise level standards of 45 dBA Leq (daytime) and 40 dBA Leq (nighttime). Project operational noise levels would be considered less than significant. No additional mitigation is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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- b) **Less than Significant with Mitigation Incorporated.** Vibration amplitudes are usually expressed as either peak particle velocity (PPV) or the root mean square (RMS) velocity. The PPV is defined as the maximum instantaneous peak of the vibration signal in inches per second. The RMS of a signal is the average of the squared amplitude of the signal in vibration decibels (VdB), ref one micro-inch per second.

There are several types of construction equipment that can cause vibration levels high enough to annoy persons in the vicinity and/or result in architectural or structural damage to nearby structures and improvements. A PPV of 0.04 is the threshold at which groundborne vibration becomes distinctly perceptible in regard to annoyance. Construction equipment is anticipated to be located at a distance of at least 135 feet or more from any receptor. At 135 feet, which is the distance to the closest off-site building, use of a vibratory roller would be expected to generate a PPV of 0.017 and a bulldozer would be expected to generate a PPV of 0.007. Use of either a vibratory roller or a bulldozer would not be considered annoying to nearby sensitive receptors.

At 20 feet, which is the approximate distance to the closest proposed off-site residential building to the north, use of a vibratory roller would be expected to generate a PPV of 0.273 and a bulldozer would be expected to generate a PPV of 0.116. Therefore, use of a vibratory roller would clearly be highly annoying to these adjacent sensitive receptors. Annoyance is expected to be short-term, occurring only during site grading and preparation. The threshold at which there is a risk to “architectural” damage to historic and some older buildings is a peak particle velocity (PPV) of 0.25, at older residential structures a PPV of 0.3, and at new residential structures a PPV of 0.5. Temporary vibration levels associated with project construction would not be anticipated to result in architectural damage and would be less than significant. Therefore, impacts associated with construction activities would be less than significant. Implementation of mitigation measures N-1 to N-7 would ensure that potential impacts related to annoyance are reduced to less than significant level.

Mitigation:

Mitigation Measure N-1:

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 manufacturer standards.

Mitigation Measure N-2:

The contractor shall place all stationary construction equipment so that emitted noise is directed away from the noise sensitive receptors nearest the Project Site.

Mitigation Measure N-3:

Construction equipment shall be shut off and not left to idle when not in use.

Mitigation Measure N-4:

The contractor shall locate construction equipment staging in areas that will create the greatest distance between construction-related noise/vibration sources and sensitive receptors nearest the Project Site during all project construction.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mitigation Measure N-5:

Jackhammers, pneumatic equipment and all other portable stationary noise sources shall be shielded and noise shall be directed away from sensitive receptors.

Mitigation Measure N-6:

The project proponent shall mandate that the construction contractor prohibit the use of music or sound amplification on the project site during construction.

Mitigation Measure N-7:

The construction contractor shall limit haul truck deliveries to the same hours specified for construction equipment.

Monitoring: No monitoring is required.

PALEONTOLOGICAL RESOURCES:

28) Paleontological Resources

a) Directly or indirectly destroy a unique paleontological resource, site, or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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Source(s): Riverside County General Plan Figure OS-8 "Paleontological Sensitivity;" Phase I Cultural Resources Assessment

Findings of Fact:

a) **No Impact.** According the Figure OS-8 of the County of Riverside's Open Space Element, the Project Site is located in an area mapped as having low sensitivity for paleontological resources. The Project Site is currently vacant with non-native weedy herb and grass plant species covering the property. It does not include any unique geological features (i.e., rock outcroppings, etc.). Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

POPULATION AND HOUSING Would the project:

29) Housing

a) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County's median income?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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c) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Source(s): Project Application Materials, Riverside County General Plan Southwest Area Plan

Findings of Fact:

- a) **No Impact.** The Project Site is currently vacant and therefore, development of the Proposed Project would not displace existing people or housing. The construction of replacement housing elsewhere would not be necessary. Therefore, no impacts are identified and anticipated, and no mitigation measures are required.
- b, c) **Less than Significant Impact.** As stated in the County General Plan, the almost doubling of Riverside County’s population in only 20 years has been met by focusing growth in areas that are well served by public facilities and services. The Proposed Project involves the development of a convenience store, Starbucks with attached drive, car wash tunnel and fueling station with canopy. Rather than create a demand for additional housing or induce substantial unplanned growth, the Proposed Project would provide services to meet the needs of the County’s growing population. The demand for 12 full-time employees for the Proposed Project is expected to be met by residents of the local community. Therefore, no significant impacts are identified or anticipated.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

PUBLIC SERVICES Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered government facilities or the need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the following public services:

30) Fire Services

Source(s): Riverside County General Plan Safety Element, Riverside County General Plan Housing Element, Riverside County Fire Department *Strategic Plan*

Findings of Fact:

Less than Significant Impact. The Project Site occurs within an existing fire service area. Riverside County Fire Department provides fire and emergency services to the unincorporated communities of Riverside County. As of 2009, the department consists of 93 fire stations within the County. The nearest fire station to the Project Site is station No. 83 (French Valley Fire Station). It is located approximately 2.54 miles southwest of the Project Site at 37500 Sky Canyon Dr. #401. The Project Applicant is required to pay development impact fees to account for potential impacts of the Proposed Project under Ordinance No.659. The Proposed Project is expected to include fire safety and suppression measures, such as appropriate building materials, fire sprinklers, and paved fire access. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Mitigation: No mitigation is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Monitoring: No monitoring is required.

31) Sheriff Services

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source(s): Riverside County General Plan

Findings of Fact:

Less than Significant Impact. The Riverside County Sheriff's Department Southwest Station will provide law enforcement and first responders services to the Project Site. The closest Riverside County Sheriff station is located approximately 1.90 miles southwest of the Project Site at 30755A Auld Road in Murrieta. The Proposed Project includes the construction and operation of a fueling station, convenience store, Starbucks with attached drive-thru, and carwash. With approval of the Change of Zone, the proposed uses would be consistent with the Project Site's zoning of Manufacturing-Service Commercial. Implementation of the Proposed Project would not create an increase in demand of police services as development of the Project Site with a commercial use was anticipated during review of the County's General Plan. The development impact fees paid by the Project Applicant would be allocated to finance an increased demand for police protection services. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

32) Schools

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source(s): Riverside County General Plan

Findings of Fact:

Less than Significant Impact. The Project Site is located within the Murrieta Valley Unified School. The Project Applicant will be required to pay applicable development fees in support of public school facilities. This fee will be sufficient in mitigating impacts of the Proposed Project on the school. Moreover, the increase in employment demand from the Proposed Project will be fulfilled by the local population. The Proposed Project is not anticipated to result in an increase in population growth within the area, thereby not increasing the number of students in that area. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

33) Libraries

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source(s): Riverside County General Plan Southwest Area Plan

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Findings of Fact:

Less than Significant Impact. The Riverside County Library System serves residents of the County. The nearest library to the Project Site is Riverside County’s Paloma Valley Library, located approximately 5.9 miles northwest of the Project Site. The Proposed Project is not anticipated to have a significant impact on libraries services as no residential development is proposed and no significant increase in population would result. The demand for 12 full-time employees for the Proposed Project is expected to be met by residents of the local community. The collection of developer impact fees at the time of building permit issuance would ensure potential impacts to library services are reduced to a less than significant level. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

34) Health Services	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Source(s): Riverside County General Plan, Project Application Materials

Findings of Fact:

Less than Significant Impact. Health Services will be provided by several facilities within the region. The nearest hospital to the Project Site is Temecula Valley Hospital, located approximately 5.42 miles southwest of the Project Site. The Temecula Valley Hospital provides: bloodless medicine, cardiovascular center, gastroenterology, neurology, nutritional services, orthopedics, outpatient services, palliative care, spine services, stroke services and surgery. The Project does not include any residential uses or result in any significant population increase that would generate additional demand for health services. The demand for 12 full-time employees for the Proposed Project is expected to be met by residents of the local community. No new/upgraded healthcare facilities would be necessary. Moreover, any potential impacts of the Proposed Project would be mitigated by development impacts fees. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

RECREATION Would the project:

35) Parks and Recreation

a) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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b) Increase the use of existing neighborhood or regional parks or other recreational facilities such that substantial	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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physical deterioration of the facility would occur or be accelerated?

c) Be located within a Community Service Area (CSA) or recreation and park district with a Community Parks and Recreation Plan (Quimby fees)?

Source(s): County Ord. No. 460, Section 10.35 (Regulating the Division of Land – Park and Recreation Fees and Dedications), County Ord. No. 659 (Establishing Development Impact Fees), Valley-Wide Recreation and Park District *Master Plan 2010*

Findings of Fact:

a) **No impact.** The Proposed Project includes the development of a convenience store, fueling station with canopy, car wash and Starbucks with an attached drive thru. The demand for 12 full-time employees for the Proposed Project is expected to be met by residents of the local community. It therefore is not anticipated to result in significant population growth and would not require the construction or expansion of recreational facilities. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

b,c) **Less than Significant Impact.** The closest park to the Project Site is Kona Park, located approximately 260 feet west of the Project Site. The implementation of the Proposed Project is not anticipated to lead to substantial population growth and significant deterioration of Kona Park and other recreational facilities. Furthermore, the Valley-Wide Recreation and Park District provides recreational services for the Project Site and surrounding area. As a result, the Project Applicant is required to pay development impact fees (Quimby fees) to the District. This fee will provide for the development of necessary park and recreational facilities and reduce physical deterioration of facilities resulting from the Proposed Project to less than significant level. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

36) Recreational Trails

a) Include the construction or expansion of a trail system?

Source(s): Riverside County General Plan Southwest Area Plan Figure 8 Trails and Bikeway System

Findings of Fact:

a) **No Impact.** According to the County General Plan, the Project Site is adjacent to an Urban/Suburban Regional Trail along Winchester Road. The Proposed Project includes the construction and operation of a fueling station, convenience store, Starbucks with an attached drive-thru and carwash. No construction or the expansion of a trail system are proposed. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

TRANSPORTATION Would the project:				
37) Transportation	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
a) Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Cause an effect upon, or a need for new or altered maintenance of roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Cause an effect upon circulation during the project's construction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate emergency access or access to nearby uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Riverside County Road and Bridge Benefit District; Advisory Notification Document; Riverside County General Plan, Traffic Impact Analysis

Findings of Fact:

a) **Less than Significant Impact.** A Traffic Impact Analysis (TIA), dated September 8, 2020, was prepared for the Proposed Project by Ganddini Group Inc. (available at the County for review) to provide an assessment of traffic operations resulting from the Proposed Project and to identify recommended improvements necessary to eliminate deficient Levels of Service (LOS). The TIA analyzes traffic impacts for the anticipated project opening in Year 2022.

The Proposed Project consists of a 2,627 square-foot Starbucks with drive-thru and a 16 fueling dispenser station, convenience store, and car wash. Access to the Project Site is proposed on Jean Nicholas Road at Mauna Loa Road with right turns in only access at a driveway on Jean Nicholas Road between Mauna Loa Road and Winchester Road (SR-79).

The study area consists of the following study intersections within the County of Riverside, Caltrans and City of Murrieta jurisdictions:

Study Intersections	Jurisdiction
1. Winchester Road [SR-79] (NS) at Whisper Heights/Pourroy Road (EW)	County/Caltrans
2. Winchester Road [SR-79] (NS) at Jean Nicholas Road/Skyview Road (EW)	County/Caltrans
3. Winchester Road [SR-79] (NS) at Blue Spruce Lane/Algarve Avenue (EW)	County/Caltrans
4. Winchester Road [SR-79] (NS) at Max Gilliss Boulevard/Thompson Road (EW)	County/Caltrans/Murrieta
5. Winchester Road [SR-79] (NS) at Benton Road (EW)	County/Caltrans/Murrieta
6. Leon Road (NS) at Baxter Road/Jean Nicholas Road (EW)	County

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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7. Mauna Loa Road/Project Driveway (NS) at Jean Nicholas Road (EW)	County
8. Project East Driveway (NS) at Jean Nicholas Road (EW)	County

Trips generated by the Proposed Project were estimated based on trip generation rates as provided in the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition, 2017. The Proposed Project is anticipated to generate a total of approximately 5,185 daily trips, including 290 trips during the AM peak hour and 218 trips during the PM peak hour.

For the purposes of the TIA, potential impacts to traffic and circulation were assessed for each of the following conditions:

- Existing (Year 2020) Conditions
- Existing Plus Project Conditions
- Existing Plus Ambient (Year 2022) Plus Project Conditions
- Existing Plus Ambient (Year 2022) Plus Project Plus Cumulative Conditions

Level of Service (LOS) is used to qualitatively describe the performance of a roadway facility, ranging from Level of Service A (free-flow conditions) to Level of Service F (extreme congestion and system failure).

The Project Site is located within the Southwest Area Plan; therefore, Level of Service D applies as the minimum acceptable Level of Service. Based on the performance standards established by County of Riverside, a potentially significant transportation impact is defined to occur if:

- The addition of project generated trips is forecast to cause the performance of an intersection to deteriorate from acceptable Level of Service (D or better) to unacceptable Level of Service (E or F); or,
- The addition of project generated trips is forecast to worsen the performance of an intersection operating at unacceptable Level of Service (E or F) in the baseline condition.

Based on the established performance standards for City of Murrieta, a potentially significant transportation impact is defined to occur if:

- The addition of project-generated trips is forecast to cause the performance of a non-freeway interchange study intersection to deteriorate from acceptable Level of Service D or better to unacceptable Level of Service E or F; or,
- The addition of project-generated trips is forecast to cause the performance of a freeway interchange study intersection to deteriorate from acceptable Level of Service E or better to unacceptable Level of Service F; or,
- The addition of project generated trips is forecast to worsen the performance of an intersection operating at unacceptable Level of Service in the baseline condition.

The improvements below are recommended to maintain acceptable LOS, as described in the General Plan, for each Analysis Scenario:

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Existing Conditions

- The Eastbound approach at Winchester Road [SR-79] (NS) and Max Gilliss Boulevard/Thompson Road (ES) should be restriped to provide a second left turn lane.

This improvement is also recommended for Existing Plus Project conditions.

Existing Plus Ambient Plus Project

- Project share of mitigation is addressed by payment of development impact fees.

Existing Plus Ambient Plus Project Plus Cumulative

- Project share of mitigation is addressed by payment of development impact fees and fari share.

The Project Applicant shall pay the necessary development impacts fees:

- The project shall contribute to regional transportation improvements through participation in applicable development impact fee programs, including the County of Riverside Road and Bridge Benefit District (RBBD) and the Western Riverside Council of Governments Transportation Uniform Mitigation Fee (TUMF) programs.

When/if the northeasterly adjacent property develops with access easement through the Project Site for access to/from Mauna Loa Road/Project Driveway (NS) at Jean Nicholas Road (EW), the project shall contribute 68.7 percent of the cost for the following improvements at the intersection:

- Install a traffic signal.
- Restripe the southbound approach to provide one left turn and one shared left/through/right turn lane.

The improvements described above are recommended for project consistency with the General Plan, specifically Policy 2.1 of the Circulation Element of the General Plan. No significant impacts are identified or anticipated, and no mitigation measures are required.

- b) **Less than Significant Impact.** California Senate Bill 743 (SB 743) directs the State Office of Planning and Research (OPR) to amend the California Environmental Quality Act (CEQA) Guidelines for evaluating transportation impacts to provide alternatives to Level of Service that “promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses.” In December 2018, the California Natural Resources Agency certified and adopted the updated CEQA Guidelines package. The amended CEQA Guidelines, specifically Section 15064.3, recommend the use of Vehicle Miles Travelled (VMT) as the primary metric for the evaluation of transportation impacts associated with land use and transportation projects. In general terms, VMT quantifies the amount and distance of automobile travel attributable to a project or region. Agencies may currently opt-in to applying the updated CEQA guidelines for VMT analysis and implementation is required State-wide by July 1, 2020. The County of Riverside adopted VMT Guidelines and thresholds of significance in December 2020.

A Memorandum, dated January 7, 2021, was prepared for the Proposed Project by Ganddini Group, Inc. to provide an assessment of the Proposed Project’s Vehicle Miles Travelled (VMT) impact for compliance with CEQA Section 15064.3. This VMT assessment is based on guidance from the OPR Technical Advisory and the Riverside County Transportation Department Draft

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Transportation Analysis Preparation Guide (December 2020) [“Draft Riverside County Guidelines”]. The Riverside County Guidelines provide the following screening criteria for certain land development projects that may be presumed to result in a less than significant VMT impact:

- Small projects generating less than 110 trips per day or resulting in less than 3,000 Metric Tons of Carbon Dioxide Equivalent (MTCO₂e);
- Projects near high quality transit;
- Local serving retail (less than 50,000 square feet);
- Affordable housing;
- Local essential service (e.g., day care center, public K-12 school, police/fire facilities, medical/dental offices under 50,000 square feet, government offices, community parks);
- Map-based screening (i.e., projects in low-VMT areas);
- Redevelopment projects with lower VMT than existing on-site uses.

Screening Assessment for Small Projects

The Draft Riverside County Guidelines establish a VMT screening criteria for projects with low trip generation per existing CEQA exemptions or that result in less than 3,000 metric tons of carbon dioxide equivalent (MT CO₂e) per year based on the Riverside County Greenhouse Gas Emissions Screening Tables. In accordance with the Draft Riverside County Guidelines, retail projects with area less than or equal to 60,000 square feet are presumed to result in a less than significant VMT impact.

The Proposed Project consists of retail uses with a total building area of less than 60,000 square-feet. Therefore, the Proposed Project can be considered to result in a less than significant VMT impact based on the County-established small projects screening criteria for local-serving retail uses.

Screening Assessment for Local Serving Retail

New retail development typically redistributes shopping trips rather than creating new trips. By adding retail opportunities into the urban fabric and thereby improving proximity, local-serving retail tends to shorten trips and reduce VMT. Similarly, other local serving uses such as schools, daycare, student housing, and public facilities would typically improve the proximity of such uses within the community, thereby shortening travel distances and reducing VMT. The Proposed Project has a total building area of less than 50,000 square feet and is expected to serve the local community.

The Proposed Project can be presumed to result in a less than significant VMT impact based on the VMT screening criteria established by the Draft Riverside County Guidelines for small projects and local serving retail. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

- c) **Less than Significant Impact.** The Project Site is adjacent to a curved road and located at the corner of a four-way signalized intersection. The Proposed Project would be required to comply with the conditions established by the Transportation Department in the Advisory Notification Document. The Proposed Project is the development of a commercial center that includes a convenience store, fueling station, car wash and Starbucks with an attached drive-thru area. The Proposed Project would not create substantial hazards due to a site design feature or incompatible use. Discretionary actions by the County of Riverside includes approval of the

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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project design and TIA. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.

- d) **Less than Significant Impact.** The Road and Bridge Benefit Districts (R&BBD) were established to provide funding for the cost of road and bridge improvements to an established area of benefit. The District fees are assessed on new development projects. The Project Site is within Zone D of the R&BBD. A fee is required to be paid at the time of issuance of a certificate of occupancy or upon final inspection. With implementation of Mitigation Measure TRAN-4, the Proposed Project is not anticipated to cause an effect upon, or a need for new or altered maintenance of roads. Therefore, less than significant impacts are identified or anticipated, and no mitigation measures are required.
- e,f) **Less than Significant Impact.** Fire apparatus access roads shall have an unobstructed width of no less than 24 feet, as approved by the Office of the Fire Marshal. The Proposed Project includes two driveways: a 35-foot inbound only access driveway on the southwest end of the Project Site along Jean Nicholas Road and another 48-foot full access driveway at Jean Nicholas Road to be aligned with the Mauna Loa road intersection. During construction and long-term operation, the contractor would be required to maintain adequate emergency access for emergency vehicles as required by the County of Riverside. Therefore, the Proposed Project would not result in inadequate emergency access or cause an effect upon circulation during the project's construction. No significant impacts are identified or anticipated, and no mitigation measures are required.

Mitigation: None

Monitoring: No monitoring is required.

38) Bike Trails

a) Include the construction or expansion of a bike system or bike lanes?

Source(s): Riverside County General Plan: Southwest Area Plan Figure 8 "Trails and Bikeway System"

Findings of Fact:

Less than Significant Impact. The County's Bikeway System is part of the circulation system. According to the County General Plan Southwest Area Plan, the Project Site is not adjacent to any bike paths. The closest bike path, which is a Class I bike path, is approximately 0.89 miles southwest of the Project Site. Class I bike paths provide the exclusive use of bicycles and pedestrians with crossflow minimized. The Proposed Project does not include the construction or expansion of a bike system or bike lanes. It is not anticipated to result in a change in the County's bikeway system. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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TRIBAL CULTURAL RESOURCES Would the project cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code section 21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American Tribe, and that is:

39) Tribal Cultural Resources

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1 (k)?

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? (In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.)

Source(s): Phase I Cultural Resources Assessment; Native American Consultation

Findings of Fact:

a, b) **Less than Significant with Mitigation Incorporated.**

Changes in the California Environmental Quality Act, effective July 2015, require that the County address a new category of cultural resources – Tribal Cultural Resources – not previously included within the law’s purview. Tribal Cultural Resources are those resources with inherent tribal values that are difficult to identify through the same means as archaeological resources. These resources can be identified and understood through direct consultation with the tribes who attach tribal value to the resource. Tribal Cultural Resources may include Native American archaeological sites, but they may also include other types of resources such as cultural landscapes or sacred places. The appropriate treatment of tribal cultural resources is determined through consultation with tribes.

In compliance with Assembly Bill 52 (AB52), notices regarding this project were mailed to all requesting tribes on July 13, 2020. No response was received from Agua Caliente Band of Cahuilla Indians, Cahuilla Band of Indians, Colorado River Indian Tribes (CRIT), Morongo Band of Mission Indians, Temecula Band of Luiseño Indians (Pechanga), Pala Band of Mission Indians, Rincon Band of Luiseño Indians or the Ramona Band of Mission Indians.

Consultations were requested by the Soboba Band of Luiseño Indians. Soboba was provided with the cultural report and the conditions of approval. No Tribal Cultural Resources were identified by the tribe. However, the tribe expressed concern that the project area is sensitive for cultural resources and there is the possibility that previously unidentified resources might be found during ground disturbing activities. As such, the project has been conditioned for a Tribal Monitor from the consulting Tribe(s) to be present during grading activities so that any Tribal

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Cultural Resources found during project construction activities will be handled in a culturally appropriate manner (CUL-1). In addition, conditions of approval that dictate the procedures to be followed should any unanticipated cultural resources be identified during ground disturbing activities has been placed on this project.

In the event human remains are encountered the project will be required to adhere to State Health and Safety Code Section 7050.5 by ensuring that no further disturbance occur until the County Coroner has made the necessary findings as to origin of the remains. Furthermore, pursuant to Public Resources Code Section 5097.98 (b), remains shall be left in place and free from disturbance until a final decision as to the treatment and their disposition has been made. This is State Law, is also considered a standard Condition of Approval and as pursuant to CEQA, is not considered mitigation. Therefore, impacts in this regard are considered less than significant.

Mitigation:

Mitigation Measure CUL-1 Native American Monitor

Prior to the issuance of grading permits, the developer/permit applicant shall enter into agreement(s) with the consulting tribe(s) for Native American Monitor(s). In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) shall attend the pre-grading meeting with the contractors to provide Cultural Sensitivity Training for all construction personnel. In addition, an adequate number of Native American Monitor(s) shall be on-site during all initial ground disturbing activities and excavation of each portion of the project site including clearing, grubbing, tree removals, grading and trenching. In conjunction with the Archaeological Monitor(s), the Native American Monitor(s) have the authority to temporarily divert, redirect or halt the ground disturbance activities to allow identification, evaluation, and potential recovery of cultural resources.

The developer/permit applicant shall submit a fully executed copy of the agreement(s) to the County Archaeologist to ensure compliance with this condition of approval. Upon verification, the Archaeologist shall clear this condition.

This agreement shall not modify any condition of approval or mitigation measure.

Monitoring: Native American Monitoring is required.

UTILITIES AND SERVICE SYSTEMS	Would the project:			
40) Water				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage systems, whereby the construction or relocation would cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Source(s): Eastern Municipal Water District (EMWD): 2015 Urban Water Management Plan (UWMP), French Valley Specific Plan No. 312 Amendment No. 2

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Findings of Fact:

- a) **Less Than Significant Impact.** As shown in the EMWD 2015 UWMP Figure 3-1, the Project Site falls within the EMWD Boundary. As stated in the UWMP, the majority of EMWD's supplies are imported water purchased through MWD from the State Water Project (SWP) and the Colorado River Aqueduct (CRA). The District provides potable water, recycled water, and wastewater services to 555 square miles of western Riverside County. Groundwater in portions of the West San Jacinto Basin is high in salinity and requires desalination for potable use. EMWD owns and operates two desalination plants that convert brackish groundwater from the West San Jacinto Basin into potable water. EMWD also owns, operates, and maintains its own recycled water system that consists of four Regional Water Reclamation Facilities and several storage ponds spread throughout EMWD's service area that are all connected through the recycled water system. Wastewater generated from French Valley is treated at the EMWD's Temecula Valley Regional Water Reclamation Facility.

The Proposed Project will connect to an existing sewer line along Winchester Road. Therefore, the Proposed Project will not require or result in the relocation or construction of new or expansion of wastewater treatment facilities.

The WQMP states that through Project development, post development will maintain existing drainage patterns to keep the runoff drain towards northwesterly to proposed storm drain system along Leon Road. The Proposed Project is anticipated to generate a total of 3,753 cubic feet (CF) of runoff, all of which would be handled on-site by the proposed bioretention basin and landscape areas, designed to capture 3,950 CF and 3,078 CF of runoff, respectively. Therefore, the project would not result in the need to relocate or construct new off-site drainage systems.

With adherence to the WQMP, the Proposed Project is not anticipated to substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site or create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. The Proposed Project shall not require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage systems, whereby the construction or relocation would cause significant environmental effects. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

- b) **Less than Significant Impact.** Demands for EMWD are developed using a GIS database that tracks proposed developments quarterly. These growth forecasts include retail and wholesale service areas. EMWD's retail demand projections include the water savings needed to meet the Water Conservation Act of 2009. New connections are still added to EMWD's water and wastewater systems annually.

Demand projections for EMWD were developed using information about planned development and land use. The Proposed Project is consistent with the County General Plan land use designation and would be included in EMWD's projected water demands.

According to the UWMP, EMWD is capable of meeting current and projected water demands through 2040 during normal, historic single-dry and historic multiple dry-year periods using imported water from MWD with existing supply resources. EMWD will have sufficient supplies to meet both retail and wholesale demands from 2020 to 2040 under average year conditions.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Under Single-Dry year conditions, the retail water demand is estimated to increase by up to 14%. EMWD has developed programs to help accommodate increases in demand during dry years, including planned Enhanced Recharge and Recovery Program (ERRP) project. The project would allow EMWD to rely more heavily on groundwater supplies to meet demand in dry years. Furthermore, EMWD could import more water from MWD to meet increases in demand. Under multiple dry-year conditions, EMWD will have sufficient supplies to meet both retail and wholesale demands from 2020 to 2040 by utilizing stored groundwater from a proposed ERRP project or import water from MWD to meet demands, if necessary. EMWD's total water supply is projected to be 198,600 acre-feet (AF) by 2040, while the total water demand is projected to be 198,600 AF in the same year, resulting in neither surplus nor deficit. Therefore, EMWD's supplies are sufficient to meet demand within the district's service area, including the Proposed Project's demand. The Proposed Project will not require or result in the relocation or construction of new or expansion of water treatment facilities. No significant impacts are identified or anticipated, and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

41) Sewer

a) Require or result in the construction of new wastewater treatment facilities, including septic systems, or expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects?

b) Result in a determination by the wastewater treatment provider that serves or may service the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Source(s): Eastern Municipal Water District: 2015 Urban Water Management Plan, Eastern Municipal Water District: Wastewater Service (Accessed 12/24/19), Application Materials

Findings of Fact:

a,b) **Less than Significant Impact.** EMWD will provide wastewater services to the Project Site. EMWD treats approximately 46 million gallons per day of wastewater at its five active regional water reclamation facilities located in San Jacinto, Moreno Valley, Temecula, Sun City and Perris. In addition, the collection system of Hemet, Menifee, Murrieta and unincorporated areas of Southwest Riverside County are serviced by the District. The Project Applicant is requesting a Change of Zone from Industrial Park to Manufacturing-Service Commercial. The Proposed Project is the development of a 5,185 square-foot convenience store, a 5,320 square-foot fueling station with eight fueling islands, a 2,315 square-foot car wash, a 2,627 square-foot drive-thru Starbucks on a 2.94-acre Project Site. The wastewater generated by the Proposed Project is anticipated to be approximately 3,528 gallons per day (gpd).⁵ This increase in wastewater generated would account for approximately 0.007% of wastewater EMWD currently treats. The Project Site would be served by an existing sewer collection system with connection to an

⁵ Based on factor of 1200 gpd per acre for commercial uses. County of Riverside Environmental Impact Report No. 521. Table 4.19-BJ. February 2015.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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existing sewer lateral in Winchester Road. The Proposed Project will not require or result in the construction of new wastewater treatment facilities or require expansion of existing facilities that would cause environmental effects. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

42) Solid Waste

a) Generate solid waste in excess of State or Local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

b) Comply with federal, state, and local management and reduction statutes and regulations related to solid wastes including the CIWMP (County Integrated Waste Management Plan)?

Source(s): Riverside County Department of Waste Resources, CalRecycle Estimated Solid Waste Generation Rate, Advisory Notification Document

Findings of Fact:

a,b) **Less than Significant Impact.** The County of Riverside Department of Waste Resources operates five landfills and administers several transfer station leases. The department has a contract agreement for waste disposal with El Sobrante Landfill, a privately-owned landfill. Most refuse is disposed of at the Lamb Canyon Sanitary Landfill, which is owned and operated by the County. It is located 16411 Lamb Canyon Rd, Beaumont, CA 92223, approximately 20 miles northeast of the Project Site. The landfill encompasses approximately 703 acres, of which about 144.6 acres (as of 2018) are being used for waste disposal activities.

The Lamb Canyon Sanitary Landfill is permitted to receive a maximum of 5,000 tons per day. According to the CalRecycle’s estimated solid waste generation rate for commercial development, the Proposed Project would generate approximately 126 pounds of solid waste per day or approximately 0.063 tons per day based on 10.53 pounds per employee. The estimated project-generated waste represents approximately 0.0000125 percent of the total permitted waste received daily at the Lamb Canyon Sanitary Landfill.

The Countywide Integrated Waste Management Plan (CIWMP) was prepared in accordance with AB 939. AB 939 established an integrated waste management hierarchy to guide the Board and local agencies on source reduction, recycling and composting, and environmentally safe transformation and land disposal. The Proposed Project would comply with all applicable solid waste statues and regulations. AB 1826 requires businesses to arrange for organic waste recycling. The Project Applicant shall take at least one of the actions recommended by the County to divert organic waste. Moreover, AB 341 requires businesses that generate four or more cubic yards of waste per week to divert commercial solid waste from disposal.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Prior to issuance of a building permit, the Project Applicant shall submit a Waste Recycling Plan (WRP) to the Riverside County Department of Waste Resources for approval. The WRP must identify methods that will be taken to recycle, reuse and/or reduce the amount of materials and the targeted recycling or reduction rate. Moreover, the Project Applicant must identify programs or plans that address commercial and organics recycling in compliance with State legislation/regulation by completing a Mandatory Commercial Recycling and Organics Recycling Compliance form.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

43) Utilities

Would the project impact the following facilities requiring or resulting in the construction of new facilities or the expansion of existing facilities, whereby the construction or relocation would cause significant environmental effects?

a) Electricity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Natural gas?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Communications systems?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Street lighting?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Maintenance of public facilities, including roads?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Other governmental services?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source(s): Project Application Materials, California Energy Commission: Electricity Utilities Service Area Map, Southern California Edison, Southern California Gas Company

Findings of Fact:

- a) **No Impact.** Southern California Edison (SCE) provides electrical service to French Valley. The Proposed Project entails the development of a car wash, fueling station with canopy, convenience store and Starbucks with drive-thru uses. Because the Project Site is currently vacant, implementation of the Proposed Project will result in a permanent increase in electricity demand. The electricity demand for the Proposed Project is 184,933 kWh/year. The increased demand is expected to be sufficiently served by the existing SCE electrical facilities. Total electricity demand in SCE’s service area is estimated to increase by approximately 12,000 GWh between the years 2015 and 2026. The increase in electricity demand from the Proposed Project would represent an insignificant percent of the overall demand in SCE’s service area. The Proposed Project would not require the expansion or construction of new electrical facilities. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
- b) **No Impact.** Southern California Gas Company (SoCalGas) provides natural gas service to the Project Site and surrounding area. The existing SoCalGas facilities are expected to sufficiently serve the increased demand of natural gas. The commercial demand of natural gas is anticipated to decrease at a rate of 1.6 percent per year between the years 2015 to 2035. The projected decline is due to the California Public Utilities Commission (CPUC)-authorized portfolio of energy efficiency programs and Title 24 codes building standards. The natural gas demand for the Proposed Project is 657,115 kBtu/year. The natural gas demand from the Proposed Project would represent an insignificant percentage to the overall demand in

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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SoCalGas' service area. The Proposed Project would not require the expansion or construction of new natural gas facilities. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

- c) **No Impact.** The Proposed Project would be serviced by Spectrum and Frontier. The Proposed Project will connect to existing telecommunication infrastructure and will not require the expansion or construction of new communications systems facilities. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
- d) **No Impact.** Streetlight currently exist on the portions of Winchester Road and Jean Nicholas Road adjacent to the Project Site. The Proposed Project includes the installation of lights on the Project Site for safety and to be directed away from surrounding properties. The Proposed Project will not require the construction of additional streetlights. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
- e) **No Impact.** Any potential impacts to public facilities will be mitigated by the Project Applicant's payment of development impacts fees. Access to the site would be provided by two driveways on Jean Nicholas Road. Jean Nicholas Road is an existing paved roadway and is currently maintained by the County. The County of Riverside Transportation Department is responsible for the repair and maintenance of approximately 2,200 miles of roads located within the unincorporated areas of Riverside County. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
- f) **No Impact.** The Proposed Project is not anticipated to require additional services aside from those already mentioned. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required.

WILDFIRE If located in or near a State Responsibility Area ("SRA"), lands classified as very high fire hazard severity zone, or other hazardous fire areas that may be designated by the Fire Chief, would the project:

44) Wildfire Impacts

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides,	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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as a result of runoff, post-fire slope instability, or drainage changes?

e) Expose people or structures either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?

Source(s): RCIT Map my County, Riverside County General Plan Safety Element Figure S-14 “Inventory of Emergency Response Facilities,” Figure S-11 “Wildfire Susceptibility,” County Ordinance No. 457.

Findings of Fact:

- a) **No Impact.** The Project Site is not located in a State Responsibility Area (SRA) nor in lands classified as very high hazard severity zone. The closest very high fire hazard severity zone is located approximately 0.83 miles west of the Project Site. As shown in the County General Plan Figure S-14, the Project Site does not contain any emergency facilities. During construction, the contractor would be required to maintain adequate emergency access for emergency vehicles as required by the County. Project operations would not interfere with an adopted emergency response or evacuation plan. Furthermore, access would be provided via two driveways on Jean Nicholas Road. Therefore, no impacts are identified or anticipated, and no mitigation measures are required.
- b, c) **Less than Significant Impact.** According to Riverside County Information Technology GIS Wildfire Susceptibility map, the Project Site is not located within a Very High fire hazard severity zone. The Project Site is relatively flat (less than 15% slope) and elevation ranges from 1380 feet to 1412 feet. The Proposed Project will be required to meet minimum standards for fire safety as defined in the Riverside County Building or California Fire Codes. The Proposed Project will be required to incorporate the development standards detailed in Chapter 23 of the California Fire Code, “Motor Fuel-Dispensing Facilities and Repair Garages.” The Office of the Fire Marshal will review building plans and ensure that fire and life safety conditions are met. The Proposed Project does not include the installation of new roads, power lines or other utilities that would exacerbate wildfire risk for the area. Therefore, no significant adverse impacts are identified or anticipated, and no mitigation measures are required.
- d, e) **Less than Significant Impact.** The Project Site is relatively flat. According to the County General Plan Safety Element, the Project Site is not located within a 100-year FEMA flood zone area. As shown on the Southwest Area Plan Figure 14, Slope Instability, the Project Site is not susceptible to landslides. Furthermore, the Proposed Project does not require any drainage changes. Therefore, post-fire slope instability and/or drainage changes are not anticipated. Therefore, no significant impacts are identified or anticipated, and no mitigation measures are required.

Mitigation: No mitigation is required.

Monitoring: No monitoring is required

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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MANDATORY FINDINGS OF SIGNIFICANCE Does the Project:

45) Have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self- sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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Source(s): MSHCP Consistency Analysis, Phase I Cultural Resources Assessment

Findings of Fact:

Less Than Significant Impact with Mitigation Incorporated. In January 2020, a Multiple Species Habitat Conservation Plan (MSHCP) Consistency Analysis was prepared for the Proposed Project by RCA Associates, Inc. The Project Site is located within the MSHCP Conservation Area. Additionally, the Project Site is located within the Riverside County HCP fee area for Stephen’s kangaroo rat. Any potential impacts to this species will be mitigated through participation in the HCP and a per-acre fee will be required. The Biological Assessment concluded that no listed or special status plant or wildlife species or sensitive habitats were observed within the Project Site during the field investigation. Additionally, the Project Site does not contain any vernal pools or Urban/Wildlands interface areas.

The Project Site contains marginal nesting bird habitat for avian species given the presence of few trees and shrubs along the southern and eastern edges of the site. The Proposed Project is not expected to result in any significant indirect impacts to special-status biological resources. However, the implementation of BMPs as listed in Section IV, would ensure that implementation of the Proposed Project is consistent with the MSHCP and would reduce potential impacts to the extent feasible. The Project Site supports habitat that could potentially be utilized by burrowing owls. Implementation of Mitigation Measure BIO-1 would ensure potential impacts are reduced to a less than significant level.

In March 2020, a Phase I Cultural Resources Assessment was prepared for the Proposed Project by Jean A. Keller. No information has been obtained through Native American consultation that the subject property is culturally or spiritually significant and no Traditional Cultural Properties that currently serve religious or other community practices are known to exist within the project area. During the current cultural resources evaluation, no artifacts or remains were identified or recovered that could be reasonably associated with such practices. Despite the fact that no cultural resources of prehistoric or historical origin were observed within the boundaries of the Project Site, the property is situated in an area considered to be archaeologically and historically sensitive. One of the largest known Luiseño villages in Riverside County, Adobe Springs, is located just over one mile from of the property, and 29 other cultural resource properties of either prehistoric or historical origin are located within a one-mile radius of the property. In addition, the subject property was part of one of the original French Valley farmsteads that was occupied by Jean Nicolas for decades, beginning in 1890. Considering these facts, there is at least a possibility of a subsurface cultural deposit existing within the property boundaries. In addition, due to the abundance of debris that has been

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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deposited across the property, there were several areas within the property that were not accessible for survey.

Consultations were requested by the Soboba Band of Luiseño Indians. Soboba was provided with the cultural report and the conditions of approval. No Tribal Cultural Resources were identified by the tribe. However, the tribe expressed concern that the project area is sensitive for cultural resources and there is the possibility that previously unidentified resources might be found during ground disturbing activities. As such, the project has been conditioned for a Tribal Monitor from the consulting Tribe(s) to be present during grading activities so that any Tribal Cultural Resources found during project construction activities will be handled in a culturally appropriate manner (CUL-1).

46) Have impacts which are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, other current projects and probable future projects)?

Source(s): Traffic Impact Analysis, Project Application Materials

Findings of Fact:

Less Than Significant Impact with Mitigation Incorporated. Cumulative impacts are defined as two or more individual affects that, when considered together, are considerable or that compound or increase other environmental impacts. The cumulative impact from several projects is the change in the environment that results from the incremental impact of the development when added to the impacts of other closely related past, present, and reasonably foreseeable or probable future developments. Cumulative impacts can result from individually minor, but collectively significant, developments taking place over a period. The CEQA Guidelines, Section 15130 (a) and (b), states:

- (a) Cumulative impacts shall be discussed when the project’s incremental effect is cumulatively considerable.
- (b) The discussion of cumulative impacts shall reflect the severity of the impacts and their likelihood of occurrence, but the discussion need not provide as great detail as is provided of the effects attributable to the project. The discussion should be guided by the standards of practicality and reasonableness.

Winchester Road [SR-79] at Max Gilliss Boulevard/Thompson Road and Moana Loa Road/Project Driveway at Jean Nicholas Road are not expected to operate within acceptable Levels of Service (D or better) during the peak hours for Existing Plus Ambient Plus Project Plus Cumulative conditions. With implementation of Mitigation Measure TRAN-4, the Proposed Project is forecast to result in no significant traffic impacts at these intersections for Existing Plus Ambient Plus Project Plus Cumulative conditions during the AM and PM peak hours.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Winchester Road [SR-79] at Max Gilliss Boulevard/Thompson Road is also forecast to operate outside acceptable LOS during peak hours for Existing Plus Ambient Plus Project conditions. Implementation of Mitigation Measure TRAN-3 would reduce impacts to less than significant level. The improvement under this mitigation measure is considered to mitigate a cumulative impact because this improvement is required with the addition of background ambient growth to existing conditions, but not with the addition of project-generated trips alone. Cumulative impacts may be mitigated by fair share contributions/development impact fees, like County of Riverside Road and Bridge Benefit District (RBBB) and the Western Riverside Council of Governments Transportation Uniform Mitigation Fee (TUMF) programs under Mitigation Measure TRAN-5.

With incorporation of sustainable design and compliance with regulation, project operational-source emissions would not conflict with the Basin Air Quality Management Plan (AQMP). Mitigation Measures AQ-1 to AQ-4 are required for project compliance with Title 4. The project's emissions meet SCAQMD regional thresholds and will not result in a significant cumulative impact. Because the Proposed Project's greenhouse gas emissions exceed the County of Riverside CAP and SCAQMD draft screening threshold of 3,000 MTCO_{2e} per year for all land uses, the Proposed Project is required to garner at least 100 points from the County's CAP Screening Tables (Mitigation Measure GHG-1). The requirement that the project is to garner at least 100 points from the County's CAP Update Screening Tables has been included as part of the project's design measures. Therefore, with the requisite accrual of at least 100 points from the CAP Screening Tables, operation of the Proposed Project would not create a significant cumulative impact to global climate change and the project would not conflict with an applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases.

With implementation of the mitigation measures mentioned above and compliance with regulations, impacts associated with the Proposed Project would not be considered cumulatively considerable.

47) Have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?

Source(s): Staff Review, Project Application Materials

Findings of Fact:

Less Than Significant Impact with Mitigation Incorporated. The incorporation of the Southwest Area Plan design measures and Riverside County policies, standards, guidelines, and proposed mitigation measures as provided in this Initial Study would ensure that the Proposed Project would have no substantial adverse effects on human beings, either directly or indirectly on an individual or cumulative basis. As stated above, the Project Site is not susceptible to geologic hazards. Therefore, implementation of Proposed Project is not anticipated to pose any foreseeable danger to human beings. No significant adverse impacts are identified or anticipated, and mitigation measures have been provided throughout this Initial Study.

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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I. EARLIER ANALYSES

Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration as per California Code of Regulations, Section 15063 (c) (3) (D). In this case, a brief discussion should identify the following:

Earlier Analyses Used, if any:

- Riverside County, *County of Riverside General Plan*. Adopted December 8, 2015.
- Riverside County, *County of Riverside General Plan Draft Environmental Impact Report*. Adopted December 8, 2015.

Location Where Earlier Analyses, if used, are available for review:

Location: County of Riverside Planning Department
4800 Lemon Street, 12th Floor
Riverside, CA 92505

Potentially Significant Impact	Less than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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Habitat Assessment and MSHCP Consistency Analysis. RCA Associates, Inc. January 31, 2020.

Noise Impact Analysis. Ganddini Group, Inc. August 19, 2020.

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Project Specific Water Quality Management Plan. W&W Land Design Consultants, Inc. July 2, 2019.

Traffic Impact Analysis. Ganddini Group, Inc. September 9, 2020.